

RAILWAY MODELLER

Melbury BR steam days in Dorset
with Don Bishop in OO

2020
SPECIAL INTEREST
MAGAZINE
OF THE YEAR
WINNER

NEWSPAPER & MAGAZINE
AWARDS

**Creating stone
facings**

Simple techniques for
tunnels and walls

**Fit for a
boxfile!**

A download, print and
build layout kit for which
everyone has space

Trent Valley in N

Main line action at Brinklow with
Milton Keynes MRS

Reviewed inside ...

Bachmann 2-HAP EMU in OO
Hornby GWR '5101' large Prairie in OO
BR Mk.IIf coaching stock from Farish in N

Benry TMD

A teenager's first layout
project in OO

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RAILWAY MODELLER

Contents

November 2020 vol 71 No.841

830 **Wardwood**

Railway of the Month

Ian Woodward rekindles the exciting railway adventures of his youth with this OO gauge portrayal of British Rail operations in 1960s West Yorkshire.

838 **Fit for a boxfile!**

Project of the Month

No spare space for a layout? Callum Willcox shows how the new Scalescenes Canal Wharf micro-layout kit can be used as an animated display to house a collection of today's ever-popular shunting loco models in OO.

844 **Raventhorpe**

David Lloyd wanted a layout that was easy to store and transport, whilst providing lots of operational interest. This Yorkshire-based light railway depiction in 7mm scale is the result, which occupies an area of just 8' x 2'.

848 **The Blackberry Line**

Plan of the Month

Craig Tiley presents a serving suggestion for replicating the entirety of this preserved section of Derwent Valley Light Railway in O gauge, using Peco Setrack items.

850 **Aerodrome Park**

This homage to the Southern Railway's third-rail electric services – created by Peter North – depicts a supposed air/rail interchange situated near Lullingstone in Kent and features distinctive Art Deco styling.

855 **Brinklow**

This former through station on the L&NWR Trent Valley line, situated just north of Rugby, is the subject of this N gauge continuous run layout constructed by members of the Milton Keynes Model Railway Society.

860 **Talking Points**

Topical issues from the world of railway modelling. This month, Ian Futers explores the application of curved turnouts as part of simple layout designs.

862 **St Mary's**

Modelled in O-16.5, this supposed Welshpool & Llanfair Light Railway depiction is the work of Julian Evison, a modeller who moved up to 7mm scale from OO9.

866 **Reliant on LCC!**

What if the Tamworth birthplace of the famous Reliant three-wheeler road vehicles had been rail-connected? Martin Hendry has imagined just that scenario in OO, utilising industrial laser-cut parts from LCut Creative.

869 **Loco maintenance crane**

Scale Drawings

Nick Hughes shares the dimensions of this modern style locomotive hoist, a feature on his *Hyde Lane MPD* layout.



830



848



869



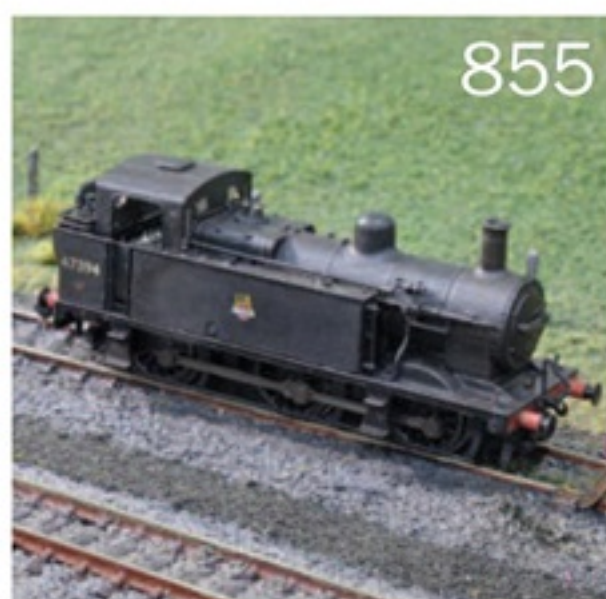
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RAILWAY MODELLING *Explored*

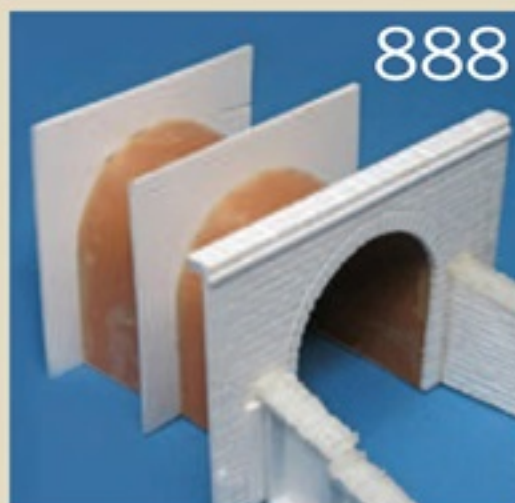
Projects, hints and tips for beginners from Railway Modeller readers and staff

885 Brake Street in OO

If you want to build up your confidence and skills before tackling a much larger project, why not follow Jonathan Brake's lead, and firstly put your abilities to the test on something a little more compact, as he shows here.

888 Making stone facings

Using a tunnel portal as a worked example, Paul Bason demonstrates some simple techniques for creating stone facings in plasticard for tunnels and retaining walls.



888

WHAT'S
ON THE
COVER



880

878

855

Cover photograph by Don Bishop

870 Bailey Gate project

Members of Blandford Forum Railway Club introduce their latest OO gauge project – a model of the former Somerset & Dorset route's Bailey Gate station, including its rail-served dairy complex.

872 Dentdale: the Lockdown Locos

In his latest instalment chronicling developments on his LMS-period Settle & Carlisle layout in OO, Ian Nuttall presents a selection of the modelling projects that have kept him occupied during recent months.

878 Benry TMD

Micro-Marvels – the small layout gallery

Ben Catling – a teenage modeller currently studying in sixth form – worked independently and used a range of practical skills to construct this compact diesel depot scene in OO.

880 Melbury

Through the Railway Room Door

Don Bishop describes his just-supposing Dorset junction station in OO, which could have existed on the Yeovil to Dorchester Line with a branch link to Beaminster.

891 Comment

Opinions and observations across the field of railway modelling. This month, Nick Garner questions whether historical railway modelling is relevant in modern times.

892 Readers' Letters

894 New Product Reviews

Including the brand new BR Southern Region 2-HAP EMU in OO from Bachmann Branchline, the new-tooling Hornby GWR '5101' large Prairie in OO, BR Mk.IIf coaching stock from Graham Farish in N, and more.

900 News

Including the announcement of a Yorkshire Engine Co. Class 02 0-4-0DH in 7mm and 4mm scales from Heljan, plans for HAA hoppers in OO from Cavalex Models, a decorated sample for the forthcoming Wainwright D class 4-4-0 from Dapol in OO, and more.

37a Societies & Clubs

Please note that, in the light of the health emergency surrounding the coronavirus outbreak, practically all the scheduled exhibitions have been cancelled. Please check with the organisers for the latest situation.

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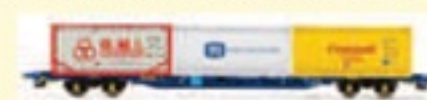
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Colour Pages. Full Gaugemaster Range listings, articles and guides on a range of subjects.

Gaugemaster Catalogue	£5.00
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 tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

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OO Scale

WHICH PRODIGY CONTROLLER?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is 'simplicity without compromise' and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

Prodigy Express consists of a Base Station, Walkaround Controller, and Power Supply and is an ideal entry level system for a newcomer. Extra features can be unlocked by using the **DCC14 Prodigy Advance Walkaround Controller**.

Prodigy Advance2 is our best selling DCC Controller. It consists of a Base Station, Walkaround Controller, and a Power Supply, and is suitable for operating most sizes of model railway.

Prodigy Wireless offers all the features of the **Prodigy Advance** unit but this system offers you wireless control, giving you maximum freedom to operate your layout. Its rechargeable handset and radio transmission ensures easy and reliable performance.

DCC CONTROLLER STARTER PACKAGES

DCC01 Prodigy Express Starter Package
Most Suited for HO/OO/N Scale Layouts



BEST FOR
Beginners

- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY



DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point. With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match. The DCC Autofrog is available as a single item, and also as a handy pack of three.

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DCC02 Prodigy Advance2 Starter Package
Most Suited to HO/OO/N Scale Layouts



BEST FOR
General Layouts

- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5v amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY



DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or IOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.

The Prodigy WiFi is also available as a starter pack, combined with a Prodigy Express under part number **DCC06**.

See our website for articles showing how to use the two apps which are compatible with the Prodigy WiFi on your specific operating system.
Android: JMRI Engine Driver
IOS: WiThrottle

DCC04 Prodigy Advance Wireless Starter Package
Most Suited to OO/HO/N Scale Layouts



BEST FOR
Large Layouts

- ALL THE FEATURES OF DCC02 PRODIGY ADVANCE
- WIRELESS RADIO CONTROL (UK Approved)
- OUTSTANDING RANGE (80ft Plus)
- BUILT-IN RECHARGEABLE BATTERY
- BATTERY CHARGE LEVEL INDICATOR
- OPERATES WIRED & WIRELESS WALKAROUNDS
- PROGRAM & OPERATE WHILE CHARGING
- FREEDOM & MOBILITY DURING OPERATION

DCC40 Auto Reverse Module

This useful module allows digital modellers to overcome a problem that faces most railway modellers at some point: how to operate a reverse loop or turntable on their layout without needing to change the polarity on the track.



Controllers & Handsets

DCC01	Prodigy Express Package	£215.00
DCC02	Prodigy Advance2 Starter Package	£365.00
DCC04	Prodigy Advance2 Wireless Starter Package	£535.00
DCC05	Prodigy WiFi	£115.00
DCC06	Prodigy Express WiFi Digital Control System	£315.00
DCC13	Prodigy Advance2 Wireless Walkaround	£215.00
DCC14	Prodigy Advance2 Backlit Walkaround	£165.00
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DCC30	Prodigy DCC Accessory Decoder for 4 Accessories	£39.95
DCC32	Point Motor Decoder w/CDU 4 Way (Twin Pack)	£85.00
DCC49	Prodigy DCC Booster Unit (8 Amp)	£225.00
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DCC80	DCC Autofrog	£7.50
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DCC81	Standard Point Motor Decoder w/CDU	£18.00
BPDC81	Standard Point Motor Decoder w/CDU (3)	£50.00

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Lined Black (Early Emblem)
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9402 GWR Green (GWR)
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OO Gauge LMS 10001 BR Black (Early
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**TOP PICKS from the Bachmann
Announcements, full range Available Online**



E84503 N Scale Class 17
EFE Rail D8560 BR Green
(Small Yellow Panels)
Was £119.95 **NOW £101.95**



E99939 London Underground
EFE Rail OO 1938 Tube Stock, 4-Car Motorised Train - 1960s Northern Line Set
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31-741SF (IP) Tank
Bachmann OO Scale MR 1532 (IP) Tank
1303 LMS Black (Original)
Was £249.95 **NOW £212.46**



E87002 J1A Nacco Wagon
EFE Rail OO Scale J1A Nacco Wagon 33-70-0894-009-6 Imerys Blue [W - light]
Was £47.95 **NOW £40.75**



E87014 PBA Tiger Wagon
EFE Rail OO Scale TRL 11627 ECC International White [Weathered]
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Bachmann OO Scale MR 1532 (IP) Tank
1273 Midland Railway Crimson Lake
Was £249.95 **NOW £212.46**



31-999 LMS 10000
Bachmann OO Scale LMS 10000 BR
Black (Early Emblem)
Was £184.96 **NOW £157.21**



38-127 BR VBA Van
Bachmann OO Scale BR VBA Van BR
Bauxite (TOPS)
Was £33.95 **NOW £28.86**



E85004 J94 Saddle Tank
EFE Rail OO Scale 'Amazon' National
Coal Board Green [Weathered]
Was £169.96 **NOW £144.46**

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SALE ITEMS SELLING OUT



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OO Gauge LNER Robinson O4 6184
LNER Black (LNER Original)
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SELLING FAST

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OO Gauge LNER Robinson O4 63762
BR Black (Early Emblem) - Weathered
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OO Gauge L&YR Class 5 Tank 50764 BR
Lined Black (British Railways)
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OO LMS 5XP Jubilee 45575 'Madras' BR
(Ex-LMS) (British Railways)
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OO Gauge SE&CR N Class with
Flush-Sided Tender 31874 BR Lined Black
Was £159.95 **NOW £103.97**



35% OFF

32-166 Bachmann
OO Gauge SE&CR N Class with Sloping-Top Tender 1406 SR Black (Sunshine)
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R3399 Hornby Class 67
OO Gauge EWS Freight Train Pack -
Limited Edition
Was £241.99 **NOW £131.90**



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32-376A CI 37/4 Robert F. Fairlie
Refurbished 37422 BR Fact. Weathered
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35% OFF

32-753DS Bachmann
OO Gauge Class 57/0 57007 'Freightliner
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N Gauge Class 57/0 57008 'Freightliner
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374-610 Graham Farish
N Gauge GWR Hawksworth Auto-Trail-er
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We have renumbered some of our plate wagons so you can make a larger rake - and we're not charging any extra!

These wagons are only available weathered as pictured below. Wagon renumbering normally costs £25.00.

Buy 2 get an extra £2.00 off the order use code **PLATE2** | Buy 4 get £5.00 off **PLATE4** | Buy all 8 get £12.00 **PLATE8**



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ONLY £19.99

TMC WEATHERED OO SCALE PRODUCTS READY FOR IMMEDIATE DISPATCH



E85005 EFE Rail J94 Tank
195 Longmoor Military Railway Lined
Blue Real Coal and Weathered by TMC
Was £189.95 **NOW £167.50**



E85004 EFE Rail J94 Tank
AMAZON National Coal Board Green
Real Coal and Weathered by TMC
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32-806 Bachmann Class 47/0
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32-035B Bachmann
Class 20/0 Headcode Box 20174 BR Blue
Deluxe Weathered by TMC
Was £189.95 **NOW £169.00**



E85003 EFE Rail J94 Tank
J94 Tank No.19 NCB Blue & Yellow Real
Coal and Weathered by TMC
Was £189.95 **NOW £167.50**



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Coal and Weathered by TMC
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32-442 Bachmann
32-442 Bachmann OO Gauge Class 24/1
24137 BR Blue Weathered by TMC
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32-482Z Bachmann Class 40
233 Empress of England BR Blue with
MEDIUM Weathering by TMC
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31-520 Bachmann Class 159
Class 159 3-Car DMU 159013 BR Net-
work SouthEast Weathered by TMC
Was £404.95 **NOW £353.95**

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THIS MONTH AT

Compiled between 18th August & 18th September 2020

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Latest News



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We've discounted a huge range of locomotives, DMUs and coaches in O gauge. Limited quantities are available - so explore the range today!

www.hattons.co.uk/tmah98



Hattons OO Genesis Coaches

We've shared livery artwork for all of our 4 & 6 wheel coaches as well as a selection of full 3D livery renders. Take an in-depth look on our site now!

www.hattons.co.uk/tmah104



Heljan OO Class 86/0

Heljan have shown painted samples for their range of newly tooled Class 86/0 locomotives, due into stock at the tail end of 2020.

www.hattons.co.uk/tmah105



Oxford Diecast Announcements

Oxford Diecast have revealed their range of new items for the Sep 2020 to Jan 2021 period, consisting of some new toolings & a wealth of new liveries.

www.hattons.co.uk/tmah106



Dapol N Class A3 & A4 4-6-2s

Dapol have announced new batches of their popular LNER Class A3 & A4 4-6-2 locomotives in a selection of LNER and British Railways liveries.

www.hattons.co.uk/tmah107



Hornby OO LNER Thompson A2s

Hornby have revealed livery renders for their forthcoming newly tooled Thompson A2/2 and A2/3 locomotives in OO.

www.hattons.co.uk/tmah93

Top 5 Best Sellers



Hornby

R1214Loco - £69



Hornby

R3725 - £126



Hornby

R1214Coaches - £36



Hornby

R7243 - £9.99



Golden Valley Hobbies

GV2020 - £49.50

Forthcoming Releases

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dapol

See all forthcoming Dapol items:
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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

hattons.co.uk/dapolmanor



British Rail Class 59

Stage: Painted Samples

Due: Q1 2021

Price: from £131.71

hattons.co.uk/dapol59



GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Q3 - Q4 2020

Price: from £135.96

hattons.co.uk/dapol43xx

Hattons
ESTABLISHED 1974

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Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

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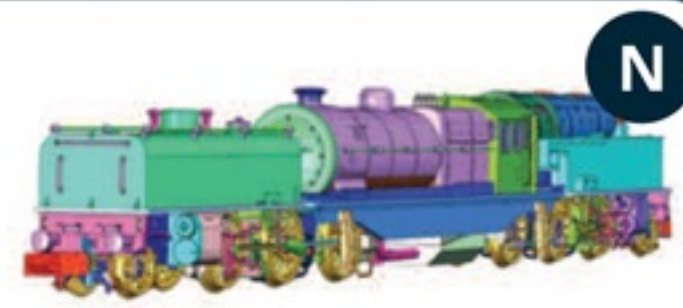
Genesis 4 & 6 Wheel Coaches

Stage: Artwork & 3D Renders

Due: from Q2 2021

Price: from £30

hattons.co.uk/genesis



LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

Price: £199

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HELJAN

See all forthcoming Heljan items:
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Lynton & Barnstaple 2-4-2T

Stage: Painted Samples

Due: Q3 2020

Price: £203.96

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British Rail Class 25/3

Stage: Painted Sample

Due: Q4 2020

Price: from £152.96

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British Rail Class 86/0

Stage: Painted Samples

Due: Late 2020

Price: from £161.46

hattons.co.uk/hel860

HORNBY

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Standard 2MT 2-6-0

Stage: Prototype Shown

Due: Jan 2021

Price: £162

hattons.co.uk/hornby2mt



British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

hattons.co.uk/hornby91



LNER Thompson A2/2 & A2/3

Stage: Engineering Samples

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2

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OO Gauge (1:76 Scale)

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OM46516B Wright Eclipse Gemini 2, Brighton & Hove Bus and Coach Company, BK13 OAU, Route 5 Hangleton, The Snowman NEW £35.50

NEW



OM46516A Wright Eclipse Gemini 2, Brighton & Hove Bus and Coach Company, BK13 OAU, Route 5 Patcham, The Snowman NEW £35.50

Dapol - Wagons

NEW



4F-043-010 YCV 'Turbot' bogie ballast wagon DB978003 in Civil Engineers 'Dutch' NEW £22.53

NEW



4F-043-009 YCV 'Turbot' bogie ballast wagon DB978105 in EWS maroon NEW £22.53
4F-043-007 YCV 'Turbot' bogie ballast wagon DB978279 in EWS maroon NEW £22.53
4F-043-008 YCV 'Turbot' bogie ballast wagon DB978372 in EWS maroon NEW £22.53
4F-043-012 YCV 'Turbot' bogie ballast wagon DB978411 Civil Engineers 'Dutch' NEW £22.53
4F-043-011 YCV 'Turbot' bogie ballast wagon DB978644 Civil Engineers 'Dutch' NEW £22.53

Golden Valley Hobbies - Diesel locos



GV2020 YEC Janus 0-6-0DE shunter "Richard Borrett" in ICI maroon (RRP £99.95) BARGAIN £49.50

Hattons Originals - Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16 "Katie" in lined maroon (RRP £99) BARGAIN £89



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) £99

Diesel locos



H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" £150



H4-66-028 Class 66 66762 in GBRF Europorte £150



H4-66-035 Class 66 66780 in GBR/Cemex "The Cemex Express" £150



H4-66-032 Class 66 66783 in Biffa red GBRf branding "The Flying Dustman" £150



H4-66-031 Class 66 66789 in BR Large Logo blue GBRf branding "British Rail 1948 - 1997" £150

Heljan - Diesel locos

NEW



3442 Class 33/0 33008 "Eastleigh" in BR 1980s green full yellow ends NEW £126.65

NEW



3441 Class 33/0 33025 "Sultan" in BR blue grey roof NEW £126.65

Diesel train packs



1095 Class 33 trainpack Class 33/0 33010 in BR blue and four A tank wagons in grey fuel oil - weathered £203.15

Wagons

NEW



5019 Cargowagon bogie ferry van in unbranded silver and blue - 2797 694 - weathered graffiti NEW £42.46

NEW



5020 Pair of Cargowagon bogie ferry vans in Railadventure two-tone grey "Barrier Wagon" NEW £67.96

Man-made scenic structure - railway-related
89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready £210

Hornby - Steam locos



R3719 Class 5101 "Large Prairie" 2-6-2T 4154 in GWR green. £126
R3719X Class 5101 "Large Prairie" 2-6-2T 4154 in GWR green - Digital fitted £144

NEW



R3725 Class 5101 "Large Prairie" 2-6-2T 4160 in BR lined green late crest NEW £126
R3721X Class 61xx "Large Prairie" 2-6-2T 6110 in GWR green - Digital fitted £144

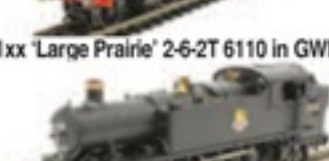
R3721 Class 61xx "Large Prairie" 2-6-2T 6110 in GWR green. £126

R3723 Class 61xx "Large Prairie" 2-6-2T 6145 in BR black early emblem £126

R3565 Class 8F 2-8-0 8035 in LMS black £127.50

R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (RRP £189.99) BARGAIN £139.50

NEW



R3855X Class 8P Princess Royal 4-6-2 46211 "Queen Maud" in BR green late crest - DCC fitted NEW £189

NEW



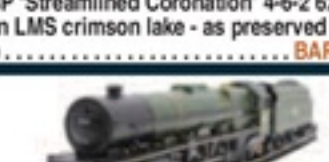
R3902 Class 66 66725 "Sunderland" in GBRf NEW £74.99

NEW



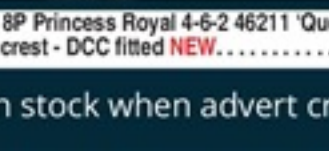
R3885 Class 60 60062 "Stainless Pioneer" in DB red NEW £162
R3884 Class 60 60100 "Midland Railway - Butterley" in DB red NEW £162
R3923 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" NEW £74.95

NEW



R3901 Class 60 60021 in Colas Rail NEW £162

NEW



R3855X Class 8P Princess Royal 4-6-2 46211 "Queen Maud" in BR green late crest - DCC fitted NEW £189

NEW



R3854 Class 8P Princess Royal 4-6-2 6212 "Duchess of Kent" in LMS crimson lake NEW £171

R3854X Class 8P Princess Royal 4-6-2 6212 "Duchess of Kent" in LMS crimson lake - DCC fitted NEW £189

NEW



R3845X Class A1 Terrier 0-6-0T 40 "Brighton" in LBSCR improved engine green - DCC fitted £103.50

NEW



R3846 Class A1 Terrier 0-6-0T 735 in LSWR green £85.50

NEW



R3847 Class A1X Terrier 0-6-0T 14 "Bembridge" in Southern Railway olive green £85.50

NEW



R3738 Class A3 4-6-2 4472 "Flying Scotsman" in LNER green - 1969 USA tour condition two tenders - Gold plated £234

NEW



R3544 Class B12/3 4-6-0 8527 in LNER apple green £145

NEW



R1214 loco Class B17 4-6-0 61672 "West Ham United" in BR green early emblem - Railroad Range - split from set BARGAIN £69

NEW



R3415 Class J15 0-6-0 65477 in BR black early emblem (RRP £77.99) BARGAIN £71

NEW



R3634 Class LN "Lord Nelson" 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (RRP £169.99) BARGAIN £124

Diesel locos

NEW



R3901 Class 60 60021 in Colas Rail NEW £162

NEW



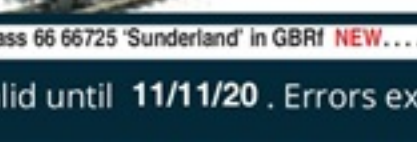
R3885 Class 60 60062 "Stainless Pioneer" in DB red NEW £162
R3884 Class 60 60100 "Midland Railway - Butterley" in DB red NEW £162
R3923 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" NEW £74.95

NEW



R3902 Class 66 66725 "Sunderland" in GBRf NEW £74.99

NEW



R3855X Class 8P Princess Royal 4-6-2 46211 "Queen Maud" in BR green late crest - DCC fitted NEW £189

Diesel train packs



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle £135

Coaches

NEW



R4944 Mk2F FO first open 3340 in Virgin Trains red and black NEW £31.50
R4944A Mk2F FO first open 5946 in Virgin Trains red and black NEW £31.50

NEW



R4943 Mk2F SO standard open 5945 in Virgin Trains red and black NEW £31.50

NEW



R1214 coaches Pair of Mk 1 coaches in BR crimson and cream - Railroad Range - split from R1214 set BARGAIN £36

Wagons

NEW



R6977 8 ton lime wagon John Delaney No. 130 NEW £13.50

NEW



R6942 BR D1/507 20 ton brake van DB954812 in BR departmental olive Railfreight Distribution branding NEW £20

NEW



R6960 BR, HAA Top Skip, 352741 - Era 8 NEW £22.50

NEW



R6961 BR, HAA wagon graffiti, 355855 - Era 8 NEW £21
R6941 ex-GWR AA15 Toad 20 ton brake van W68604 in BR grey NEW £20

NEW



R6936 ex-LMS D2068 20 ton brake van DM731833 in BR departmental olive green NEW £21
R6915B ex-LSWR 24 ton brake van S55063 in BR grey NEW £22.50
R6940 GWR AA15 Toad 20 ton brake van 69611 in GWR grey NEW £20

NEW



R6935 LMS D1919 20 ton brake van 730386 in LMS bauxite NEW £21

NEW



R6911B LSWR 20 ton brake van 10124 in LSWR brown red ends NEW £22.50

NEW



R6938 SR D1543 24 ton brake van SR55052 in SR brown NEW £22.50

NEW



R6967 TEA 100 ton bogie tank wagon VTC 85951 in VTC grey graffiti - weathered NEW £27

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) £44

Point motors

R8243 Surface Mounted point motor £8.50



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Man-made scenic structure - railway-related



R083 Pack of 6 Buffer Stop £11
R083 Single £2

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R070 Electrically Operated Turntable £64



R8072 Left Hand Standard Point £9.50



R8073 Right Hand Standard Point £9.50
R600 Standard Straight £1.80
R600 Box of 24 £40

Murphy Models - Diesel locos



MM0121 Class 121 B121 in CIE original grey NEW £149.50
MM0135 Class 121 B135 in CIE original grey NEW £149.50

Oxford Diecast - Buses



76DC004 Duple Commander II Greenslades £19

Commercial vehicles



76VOL4011 Volvo FH4 GXL Fridge Trailer Gibbs of Fraserburgh £22

Peco Products - Track - Code 100 Streamline

SL-92 Left hand small point - insulated £10

Track - Code 75 Finescale

SL-E196 Finescale left hand medium point - electrofrog £12.50
SL-E192 Finescale left hand small point - electrofrog £11
SL-E188 Finescale right hand large point - electrofrog £13.50
SL-E191 Finescale right hand small point - electrofrog £11

Woodland Scenics - Bridges, Tunnels & Walls

A2981 Wooden log fence - 67cm NEW £11
A2984 Wooden picket fence gates - 67cm NEW £11
A2982 Wooden rail fence gates - 67cm NEW £11

N Gauge
Dapol - HSTs



2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43295 and two coaches NEW £170



2D-019-010 Class 43 HST 4-car book set in Intercity 125 BR blue and grey - 43015, 43190 and two coaches NEW £170



2D-019-201 Class 43 HST pair of power cars 43131 and 43128 in Intercity executive £127.50

Containers and loads

2F-028-105 Pair of 45 foot curtain sided containers - "P & O Ferry" - 008460-2 and 008037-7 - weathered NEW £14

Gaugemaster - Buildings - general

GMKD1003 Petrol service station - plastic kit NEW £19

Peco Products - Wagons

NR-P428 7 - Plank Wagon - Gellycaidmill Collieries Co Ltd NEW £9

O Gauge (1:43 Scale)

Corgi Collectables - Cars



VA14203 Lotus Esprit Series 1 - Colin Chapman's car - Silver Diamond Metallic NEW £27

Dapol - Steam locos



7S-006-023 Class 14xx 0-4-2T 1425 in BR lined green late crest £191.25
7S-007-008 Class 57xx 0-6-0PT pannier 6739 in BR black early emblem £199.75
7S-007-008D Class 57xx 0-6-0PT pannier 6739 in BR black early emblem - Digital fitted NEW £225.25



7S-007-011 Class 57xx 0-6-0PT pannier 7714 in BR black late crest - as preserved £199.75
7S-007-011D Class 57xx 0-6-0PT pannier 7714 in BR black late crest - as preserved - Digital fitted NEW £225.25



7S-007-012 Class 57xx 0-6-0PT pannier 8763 in BR lined black early emblem £199.75
7S-007-012D Class 57xx 0-6-0PT pannier 8763 in BR lined black early emblem - Digital fitted NEW £225.25



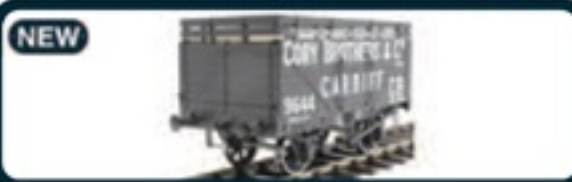
7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green £199.75
7S-007-010D Class 57xx 0-6-0PT pannier 8784 in GWR green - Digital fitted NEW £225.25
7S-007-007 Class 57xx 0-6-0PT pannier 9669 in BR black late crest £199.75
7S-007-007D Class 57xx 0-6-0PT pannier 9669 in BR black late crest - Digital fitted NEW £225.25



7S-007-009 Class 57xx 0-6-0PT pannier in Great Northern and Southern Railway ochre - as in "The Railway Children" £199.75
7S-007-009D Class 57xx 0-6-0PT pannier in Great Northern and Southern Railway ochre - as in "The Railway Children" - Digital fitted NEW £225.25

Wagons

7F-018-011 4-wheel Salt van - "Mangers Salt" - 148 NEW £42.46
7F-018-011W 4-wheel Salt van - "Mangers Salt" - 148 - Weathered NEW £42.46



LHT-F-071-005 7 Plank open coke wagon rails "Cory Brothers, Cardiff" NEW £38.88
LHT-F-073-003 7 Plank open coke wagon rails "Cransley" NEW £38.88
LHT-F-073-001 7 Plank open coke wagon rails "T.L.Hale, Dudley Port" NEW £38.88
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LHT-F-071-002 7 plank open wagon "Welsh Anthracite Collieries" NEW £38.88
LHT-F-071-001 7 plank open wagon in BR grey NEW £38.88
LHT-F-080-003 8 plank open wagon rails "Modern Transport Company" NEW £38.88
LHT-F-073-004 8 plank open coke wagon rails "Suncoke" NEW £38.88
LHT-F-080-004 8 plank open wagon "E.Foster and Co. London" NEW £38.88



LHT-F-080-002 8 plank open wagon "Maltby" NEW £38.88



LHT-F-080-001 8 plank open wagon "Norstand, Grimsby" NEW £38.88
7F-080-033 8 plank open wagon in BR grey - P308260 NEW £38.88
7F-080-033W 8 plank open wagon in BR grey - P308260 - weathered NEW £38.88



7F-043-004 YCV 'Turbot' bogie ballast wagon DB978337 in BR Civil Engineers 'Dutch' £59.50
7F-043-005 YCV 'Turbot' bogie ballast wagon DB978407 BR Civil Engineers 'Dutch' £59.50
7F-043-006 YCV 'Turbot' bogie ballast wagon DB978702 BR Civil Engineers 'Dutch' £59.50

Heljan - Steam locos



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (RRP £699) BARGAIN £495
H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750



H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750



H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender NEW £750
H7-A4-005 Class A4 4-6-2 4464 'Bittern' in LNER Garter blue streamlined corridor tender - "Record Breaker" NEW £750



H7-A4-004 Class A4 4-6-2 4489 'Dominion of Canada' in LNER Garter blue steel numbers/letters and unstreamlined corridor tender NEW £750



H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - "Record Breaker" NEW £750
H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender NEW £750



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender NEW £750
H7-A4-008Loco Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender £750
H7-A4-007 Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender NEW £750
H7-A4-007A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in BR green early emblem 1952-1958 NEW £750
H7-A4-001A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER silver 1935-1938 NEW £750
H7-A4-007B Class A4 4-6-2 unnumbered single chimney and streamlined non-corridor tender in BR green early emblem 1952-1957 NEW £750

Diesel locos



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hattons (RRP £599) BARGAIN £395



3588 Class 35 'Hymek' in BR blue - unnumbered £421



3704 Class 37/0 in BR green full yellow ends and split headcode boxes - unnumbered NEW £509.15
3702 Class 37/0 in BR green no yellow panels and split headcode boxes - unnumbered £509.15



3700 Class 37/0 in BR green small yellow panels and split headcode boxes - unnumbered NEW £509.15



3743 Class 37/4 in EWS maroon and gold - unnumbered (RRP £599) BARGAIN £450



4203 Class 42 Warship D815 'Druid' in BR maroon full yellow ends (RRP £699) BARGAIN £480

Woodland Scenics
Bridges, Tunnels & Walls

A3004 Wooden picket fence gates - 121cm NEW £15
A3002 Wooden rail fence gates - 121cm NEW £15

Any or Multiple Scales
Dapol - Digital decoders

Imperium2 'Imperium' Next 18 Pin MTC 6-function DCC decoder £19.98

DCC Concepts - Digital decoders

DCD-ZN8H-2 Zen Black - 8-pin super thin 2 function decoder harness NEW £23
DCD-ZN360-6 Zen Black - Universal 8-pin 2 function decoder NEW £23
DCD-ZN6D-2 Zen Blue - 6-pin Direct 2 function decoder NEW £22

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 £204
DCP-CB6IP Cobalt ip slow-action analogue point motor - pack of 6 £102
DCP-CB120MG Cobalt Omega slow-action analogue point motor - pack of 12 £165

Electronic components

DCD-MY3 3-pack of Simple Y Connectors for Alpha Mimic and Alpha Mimic Ground Signals NEW £4.70
DCD-AVA-1 Alpha Meter - current draw meter for analogue or digital layouts £87.50
DCC-BSS-2 Bus Spike Suppressor (2 Pack) NEW £8.95

Gaugemaster - Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer £34



D Double/Twin track power controller £86



Q Quadruple 4 circuit power controller £191.25

Digital controllers



DCC02 Prodigy 'Advance 2' starter DCC controller package £310

Digital control accessories

BP0CC80 Pack of three DCC-autofrog polarity reversal switches - for electrotog points £17

Point motors

PM-1 Sleep point motor accessory switch £5

Scenic tools & materials

GM144 Gras-Master 3.0 Static Grass Applicator NEW £72

Hattons Originals - Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF £16.50
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF £16
DCR-8PIN-HarnessMini Box of 5 £72
DCR-8PIN-HarnessMini Box of 10 £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF £120
DCR-8PIN-Harness Single £15
DCR-8PIN-Harness Box of 5 £68
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF £17
DCR-8PIN-Direct Box of 5 £77
DCR-8PIN-Direct Box of 10 £136

Point motors



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's £6.50
HAT-PM-01 Pack of 6 £35

Heljan - Lighting equipment

19853500 Battery powered LED lighting unit for Heljan O gauge coaching stock NEW £29.74

Hornby - Digital decoders



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder £92
R8249 Single £16



R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel £36

NCE - Digital control accessories

S24-233 Automatic reverse loop controller for Digital operation NEW £50
S24-037 SB5 5 amp Power Booster DCC system for use Power Cab controller £184

Peco Products - Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 £3.20

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STONE - 00 CODE PO249 / N CODE PN149

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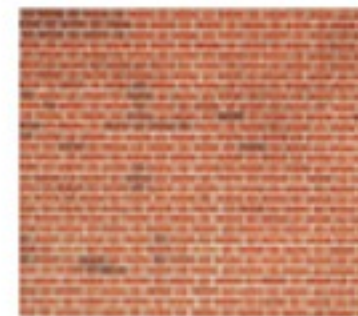
COBBLESTONE
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DRESSED GRITSTONE
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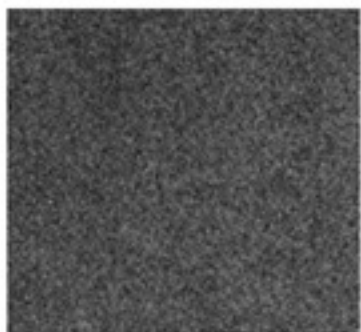
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N CODE PN903



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N CODE PN902



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- #9983 Baldwin 2-4-2T E762 Lyn SR dark green (1923-29)

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- 3105 - BR blue with full yellow ends
- 3106 - BR green with full yellow ends
- 3107 - BR electric blue D5578 with small yellow panels
- 3108 - BR golden ochre D5579 with small yellow panels
- 3109 - BR RTC red / yellow "British Rail Research"



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SRP £549.00

'O' SPLIT HEADCODE CLASS 37/0s



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- #3701 ~~BR green, small yellow panels- unnumbered~~
- #3702 BR green - unnumbered
- #3703 ~~BR green, small yellow panels- unnumbered~~ 16 - weathered
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- #1902 BR Railcar W21W
- #1903 BR Railcar W20W

- #1904 BR Railcar W32W
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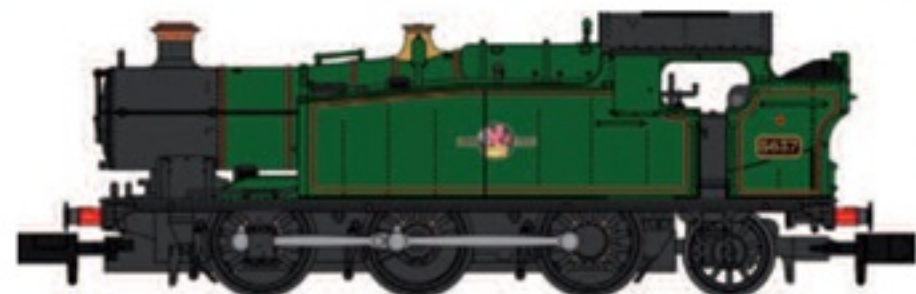


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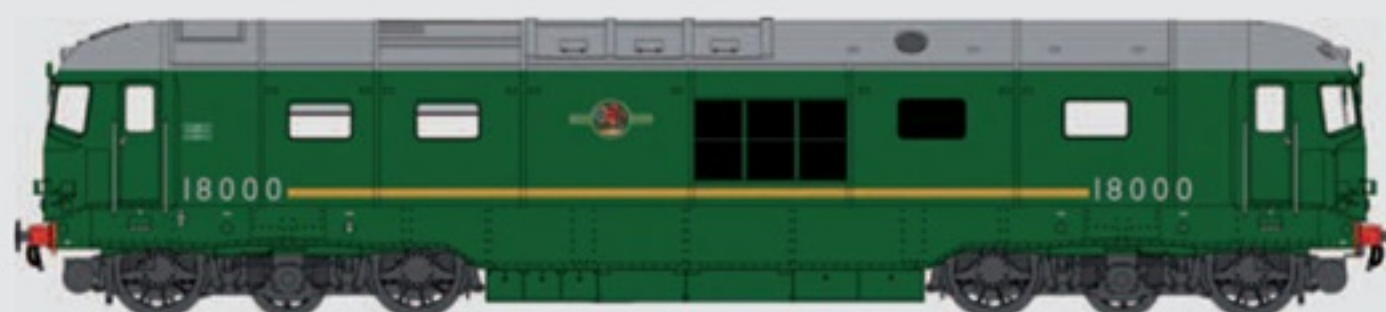
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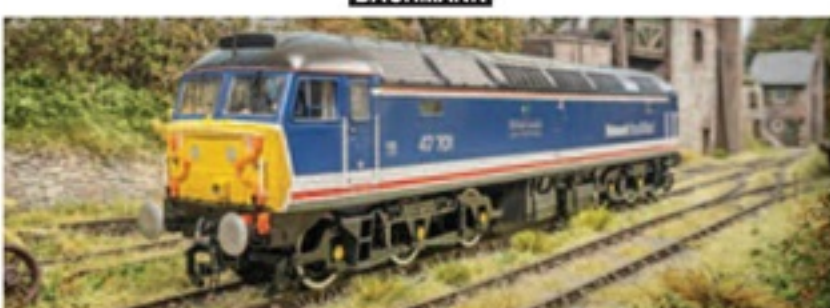
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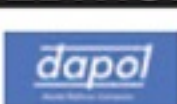


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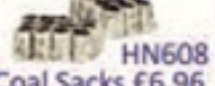
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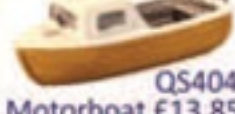
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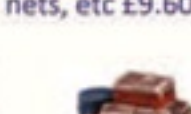
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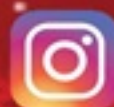
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Welcome from the Editor

Cheery, uplifting and inexpensive

This year has certainly turned out to be one of the most difficult in recent times, not least for those families whose lives have been changed irrevocably. Fortunately, within hobby circles, we have mostly been unaffected by the worst events of the health crisis: our hopes and expectations may have been put on hold, and our emotions stretched to breaking point, but many cheery and uplifting model making stories have emerged from our readers, friends and fellow railway modellers.

For instance, Ian Nuttall, who regales us regularly with risible tales from his Dentdale empire, used the extra time he had at home to work on upgrading and detailing a sizeable batch of locomotive models, parts of which he'd had in stock since the 1960s! His latest amusing discourse can be explored on page 872.

Elsewhere, club work has been divided up amongst members who have taken individual models, and even layout boards, to work on at home. Exactly as attested pleasingly by the Blandford Forum Railway Society with its new Bailey Gate project on page 870.

Another long time contributor to RAILWAY MODELLER, Ian Futers, the doyen of the three point layout challenge, has been at home trying out further design ideas and has published the results of his experiments which you can absorb on page 860.

So whilst it has become abundantly clear that curbs on public gatherings will be with us for sometime to come, we should take heart that although exhibitions are fun and exciting places, they are not the be all and end all of the hobby. Lots of hobbyists, even the staunchest of exhibition

loving personalities on both sides of the displays, can enjoy railway modelling in the comfort of their own homes.

Don Bishop, the renowned railway and landscape photographer, frequently seen at shows with his retail stand, is another exemplar: taking us through his own railway room door to reveal that as well as being accomplished with a camera, he is also a very talented model maker. Don't miss enjoying a trip around Melbury on page 880.

Now, another topic that often filters through into the inbox, and indeed still via the postman, is that which laments the cost of the hobby.

It can be a contentious subject, since we all have differing levels of purchasing power and a feeling of what constitutes value for money.

I can already hear murmuring from retailers and manufacturers that I ought not to be suggesting that modellers should find alternative ways to fund their hobby, but the reality is that whilst some aspects, like the price of brand new r-t-r models can cause a sharp intake of breath, there are many other facets to railway modelling that don't need to cost the earth.

Last month I turfed out an unused OO gauge Tenshodo spud power bogie that had travelled with me through several house moves since 1987. It needed some new plastic gears, sourced quickly from Nigel Lawton, and away it now goes.

But what to do with it? The wheelbase is just about correct for 7' in 4mm scale: that's close enough to power a Y1 Sentinel 0-4-0VBT, the body and footplate of which I reckon I can scratchbuild from plasticard and a few castings in stock. Not counting the cost of the original power bogie from 33 years ago, my Y1 shouldn't cost me much more than a tenner! I'll let you know how I get on...

Steve Flint

You can keep up to date between issues by visiting our new website at www.peco-uk.com and our Facebook Page. You can also now follow Steve Flint on Twitter: @steveRMed



Photographer Don Bishop takes us through his railway room door with Melbury on page 880.

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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint

Right

Lineside allotments increased in number during WW2 following the *Dig for Victory* campaign, and many continued to be used during the 1950s and 1960s. Several are featured on *Wardwood* with accessories made up from Wills kits.



A long time in the waiting

Wardwood

IAN WOODWARD rekindles the exciting railway adventures of his youth through this OO gauge portrayal of British Rail operations in 1960s West Yorkshire.

I have been an active railway modeller for nearly 50 years, but *Wardwood* is my first layout. A career in the Royal Air Force and civilian electronics industry saw to that. It precipitated a somewhat transient life style for my family and I. With each new posting we would make home in whatever town or city the job prescribed, and naturally, opportunities for laying down some track on a permanent basis were curbed.

Local model railway clubs were thus my lifeline to the hobby, and I've since been an active member of several, contributing to the construction and exhibiting of numerous model railway layouts.

Whilst I appreciate that clubs are not for everyone I am a staunch advocate and great believer in them: what a wonderful source of information and assistance there is amongst fellow club members. I count myself as being very fortunate to have been a member of those clubs, and today I am still a member of two outstanding ones.

With retirement a few years ago, and a move to the East coast of Yorkshire, I felt it was time to embark on a layout of my own. *Wardwood* is the result.

Beyond the steam age

The fondly remembered days of boyhood railway adventures provided the inspiration for this model. My formative years were the late 1960s, steam had just finished in West Yorkshire and diesel locomotives and DMUs had started to appear in the new corporate blue and grey livery of British Rail.

As for location, I decided on a fictional town set somewhere between Barnsley and Wakefield, and as my aim was to have a busy and entertaining layout, with plenty of movement, an urban scene was chosen.

From the outset I wanted the layout to be portable and since I was to use my own car as transport, the overall size was limited, in fact, the maximum size that I could accommodate on that basis worked out at 16' in length with a width of 2'. This enabled me to build four separate 4' by 2' baseboards which are transported in pairs, bolted face-to-face using stout end boards to make two very secure boxes.

Because of the chosen size, I decided that a small terminal station, but with one through platform, would

Left

It's the late 1960s and the Brush Type 5 prototype HS4000 *Kestrel* is seen on a test run out of Wardwood Station. *Kestrel* was built by Brush Traction in Loughborough in 1967 and fitted with a 4000hp Sulzer engine. It was withdrawn from BR use in 1971 and sold to the Soviet Union. The model is from the Heljan stable.

Right

Significant amounts of wagonload freight in BR standard wagons and vans was still operational between larger towns and cities throughout the 1960s.





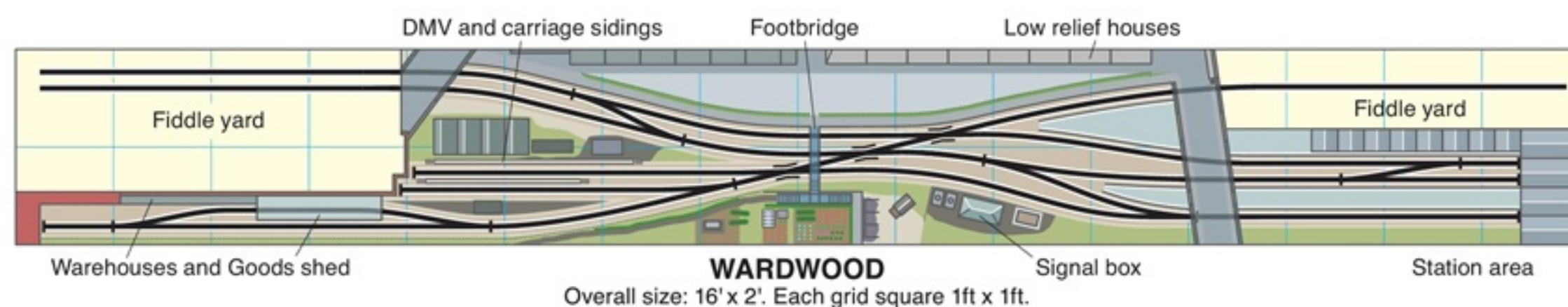
Left
A pioneering tape recording enthusiast captures the sound of the Sulzer Type 2 as it draws the evening parcels train towards the station.

be suitable. With this in mind I was able to come up with a track plan that worked with a fiddle yard at each end located behind the scenic frontage of the model. This arrangement gives me operation capabilities along the full length of *Wardwood*, whilst still enabling trains to depart off scene 'to the rest of the world', in either direction beneath road bridges and into the fiddle yards at each end.

Traditional framework

The baseboard construction is very traditional with the top being of 9mm Ply with timber frames and bracing. Each board has its own legs at one end which fold up and into the baseboard underside for storage. A 'master' board has an additional pair of legs, so this is put up first and the following boards simply piggyback onto it.

The boards are durable and strong, if a little on the



Right
A through freight of COVHOP hopper wagons heads under the footbridge which gives pedestrian access to the spread of lineside allotments.



heavy side when bolted in pairs for transporting. Board alignment utilises dowels and split hinges on the end of each board. I have found that this method gives me accurate track alignment and a quick method of joining each board when setting up for exhibitions. Also as important, after a long but enjoyable exhibition, the layout can be taken down easily.

Track and wiring considerations

Peco code 75 Streamline is used throughout, laid on a cork base with the ballast secured with diluted PVA in the traditional method. All of the track and ballast is weathered to try and give it a more natural look. I did have an initial concern, as due to space limitations, I had to use three double slips in a line in the station approach area. Other modellers suggested that these could be a source of derailments, but I've had no problems with them, they being fully reliable in operation. I do check the back-to-back measurements on all of my rolling stock on a regular basis, especially before each exhibition outing, so that may well help. *Wardwood* was built for control using DCC models and

so to achieve reliable operation all of the points were modified as recommended by Peco, and each section of track has its own separate feed.

I have used Tortoise point motors on each set of points. These provide the facility of being able to change the point frog polarity using one set of the integral switches, with the other set of switches on each motor used in conjunction with the signalling system.

All the boards are connected by a DCC Bus and a 25 way D-connector for the point motors and colour light signals. A Gaugemaster Prodigy Advance 2, with two handsets is used for the operation of the trains, but I made a traditional analogue control panel for point switching, route setting and the signalling system. I built this control panel with bi-colour LEDs showing red or green to indicate the position of the points. I find this system of layout control easier: it allows each operator to control the train speed and direction from the handset, whilst checking the routes set with a glance at the control panel. As the layout was designed for two operators, a quick look at the panel enables each to see what the other is doing and avoid conflicting movements.

Below
A broadside view of the terminus platforms at *Wardwood*. A Class 47 in the new BR blue livery is preparing to run round its carriages. Eagle eyed trainspotters will see that the train guard has already positioned the tail lamp on what will become the end carriage in the departing train.





Colour light signalling

These signals are semi automatic. The points and signals have a basic interlock system so when a route button is pressed on the control panel the signals along that route will indicate green. Once each signal is passed, an infra-red detector changes the signal back to Red. I have also fitted ground shunting signals which operate to show which way the point is selected.

Town scene

I have tried to model a town scene set in the late 60s and early 70s. The buildings try to reflect this era and are a mixture of kit-built and scratchbuilt items. The station canopies are modified laser cut card kits, with Wills plastic kits for the platform buildings.

All of the railway buildings have been painted in the North Eastern Region colours of white with a light blue base. I remember seeing ex-Midland Railway signal boxes in this colour scheme.

The bridges on the layout which complete that busy town scene look, are also positioned over the baseboard joints to prevent them from distracting from the overall view of the layout.

Allotments by the lineside were very popular at this time, so I included some at the front of the layout.

I have over the years built several road vehicle models

Left

The DMU servicing sidings are provided with carriage cleaning walkways parallel with each of the lay-over roads.

Below

A view of the central section of the layout with DMU classes abounding. The scenic break is particularly effective in disguising the exit to the fiddle yard just behind the central industrial building.



but there are so many ready to use road vehicle models available, so there are a mixture of both on the layout. However, I do find a coat of matt varnish improves the appearance of them by reducing the sheen of the high gloss finish. I have tried to position them along with appropriate figures so that each setting tells its own story.

There are numerous figures on the layout from a variety of sources, and again I have tried to position these so that they look natural and fit in with the scene.

DMU services

The aim here was to reflect the wide variety of rolling stock seen in this area of Yorkshire after the demise of Steam. DMUs were predominant on all local services and

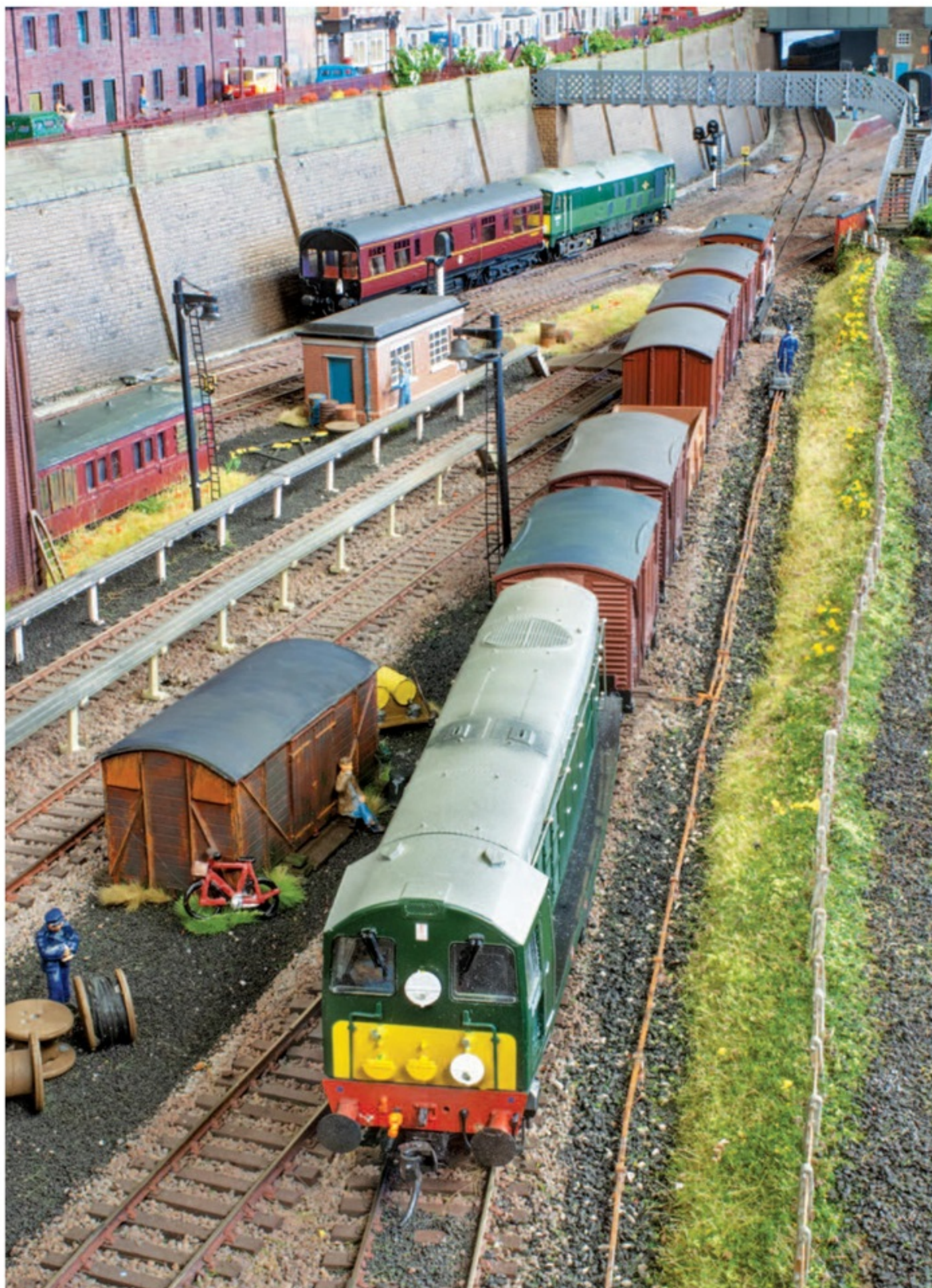
on several routes across the Pennines in this period. I have a mixture of ready-to-run and kit built examples representing Classes 100, 101, 103, 104, 105 and 114.

The kit built ones are either Worsley Works brass bodies on modified Bachmann chassis, or DC Kits kit bodies which are fitted with Replica Railways chassis.

These have all been lightly weathered to represent the road dirt which gradually built up on the underframes whilst in service.

The liveries depict the period when the majority were still in BR green, but with the odd blue set, and even a 'hybrid' two-car unit with one vehicle still in green and the other in blue.





Left
Trainspotters on the footbridge have been lucky today to 'cop' an inspector's saloon arriving behind the BR Sulzer Type 2. The goods train is preparing to propel back into goods loop by the signal box in readiness for the EE Type 1 to run round.

Diesel Locomotives

These are mostly modified proprietary items representing Class 08, 20, 24, 25, 31, 37, 47 and the prototype *Kestrel*, HS 4000. With the exception of *Kestrel*, they have all been renumbered to reflect examples seen in this area and for operational purposes, they are all fitted with a Kadee coupling at one end, and a fully detailed buffer beam at the other.

They have also been finished to represent an era when cleaning was not always top priority. I recall at that time you could see diesels from 'showroom' condition to

downright filthy. Most of the DMUs and Diesels are fitted with sound decoders from a variety of suppliers.

Although I appreciate that it's not to everyone's liking, I find that sound enhances layout operation considerably.

Carriage stock consists of a mixed livery Mk1 set, a parcels rake with both BR and pre-nationalisation vehicles, and various freight stock assembled in semi permanent rakes. Freight stock used in shunting movements have Kadee couplings fitted at each end of the rakes, but with three link/screw couplings between permanently coupled vehicles.

Right

The lattice footbridge is made up from parts from York Modelmaking laser cut kits.

Split portions

In the chosen period many North Eastern Region trains to London from Yorkshire were comprised of several smaller portions that would be combined to form a full express service at places like Wakefield or Doncaster.

This gave me the opportunity to run an authentic three coach London service from *Wardwood* which would combine with other portions along its route.

Local services

The wide variety of DMUs classes previously mentioned can be seen operating the busy service in and out of the station to destinations throughout the region. Several DMUs can be seen on the stabling point between services.

Freight trains can be seen passing through the station on transit between the marshalling yards at Healey Mills and Wath. These are predominately in the hands of Class 31 and 37 locomotives. A freight service operates to the local goods warehouse on a regular basis both dropping off and picking up wagons. This service is usually operated by a single class 20 on a trip working.

Below

The evening York parcels service gently eases into one of the terminus platforms, bringing the day's activities to a close.

Fulfilling

Wardwood whilst only being a small layout has proved very enjoyable to operate with the wide variety of trains and movements to keep everyone entertained.

It has given me much pleasure whilst on exhibition,

and the feedback I have received has been very positive.

As with all model railways, is it really finished? Is there room for improvement? Well the answer to the latter question is certainly yes, but that is modelling. I'm sure we all look back on things we have completed and think 'I could make a better job of that now.' To me that's part of the hobby; we all learn from our experiences and progress forwards.

Finally I would like to thank all of my friends who have helped me along the way when exhibiting *Wardwood*, especially Allan Freer and many other members of Hull Miniature Railway Society.



Building the Scalescenes Canal Wharf micro-layout kit

Fit for a boxfile!

No spare space for a layout?

CALLUM WILLCOX shows how this small space railway scene can be used as an animated display to house a collection of today's ever-popular shunting loco models.

Photography by the author

Scalescenes has established a reputation for its range of downloadable building kits, all of which can be printed on a household printer. Moreover, once purchased, they can be printed as many times as you like!

Recently, the company branched out with the addition of a selection of industrial scenes, which are designed to fit in a standard UK footscap size boxfile. These combine a selection of interlocking structures that form a neat and easy to store micro layout.

The latest kit in the range depicts a Canal Wharf scene, featuring a number of Victorian style warehouse buildings, which sit on a cobblestone quayside and allow the option of using OO or OO9 trackwork.

The scene lends itself as an ideal backdrop for many of the popular small industrial locomotive models on the market, such as Hornby's Peckett 0-4-0ST or Ruston 48DS, or any of the other small shunting engines available from other manufacturers.

Before starting a number of items will need to be sourced separately to complete the kit; this includes a footscap boxfile, card and cork sheet (in various thicknesses - see details in captions), sticky back Velcro, Peco track to suit, Ratio 435 GWR Spear Fencing, Wills SS51 Goods Yard Crane and a small amount of autumn foliage. A basic set of modelling tools, glues and a small selection of paints and powders is also required.

And don't forget to source a sharp craft knife, preferably with a comfortable handle, and a steel straight edge for cutting!

To find out more about the kit (ref.LY02, price £9.99), go to the Scalescenes website: www.scalescenes.com

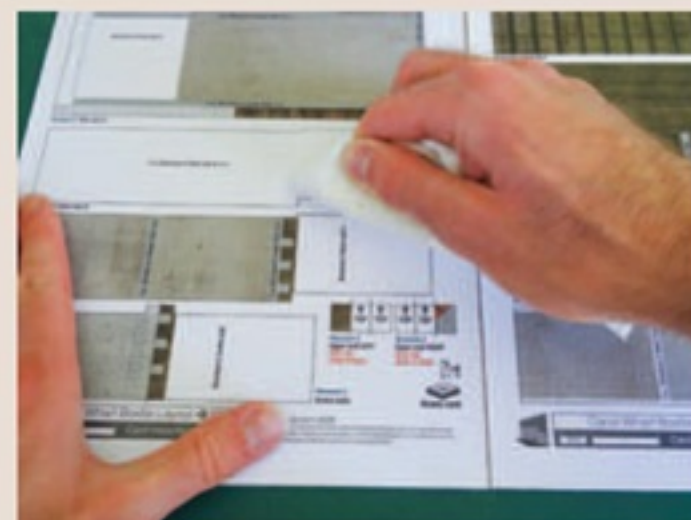


▲ The completed model provides a perfect setting for small industrial locomotives, such as the Hornby 48DS pictured here on the left.

▲ The scenic module (minus the Peco Loco Lift) measures just 370mm(l) x 270mm(w) x 344mm(h).



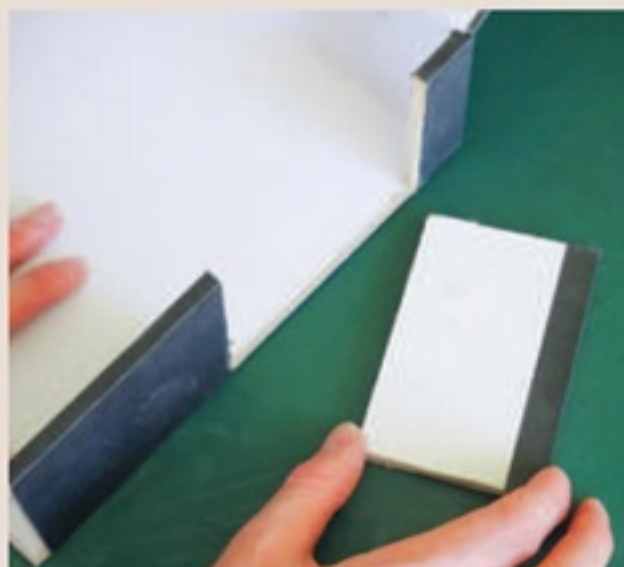
1. Preparing the card sheets



Before starting, the components of the kit require some preparation. Firstly, the printed sheets were arranged and glued to their corresponding thickness of card as specified in the instructions.

Four thicknesses were used in the build; the printed sheet without added thickness, light card (approx 200gsm), medium (approx 1mm) and heavy (approx 2mm). A thin layer of PVA was first brushed onto the card and the corresponding printed sheet applied, taking care not to get glue on the printed surface. A cloth was then used to help remove air bubbles. Once completed, some weight was applied to the sheets (such as a pile of books), to stop the card from curling up as it dried; I left these over night to ensure they dried thoroughly.

2. Preparing the boxfiles

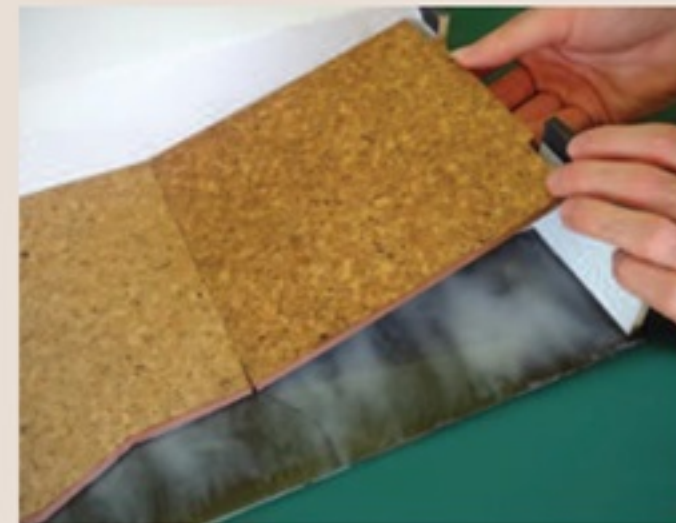


It is recommended that a standard UK Folscape boxfile is used; these are of wooden construction, which is ideal for cutting and shaping.

First, all attachments such as the lock and clip holder need to be removed, followed by the entire front wall of the boxfile; a tenon saw was used to ensure an accurate straight edge.

Using the cutting jig supplied, I marked the entry/exit point for the tracks, and carefully cut out the section as shown. An entry/exit point could also be installed on the opposite wall of the box file, though you will need to make your own template depending how you choose to arrange the buildings at a later stage..

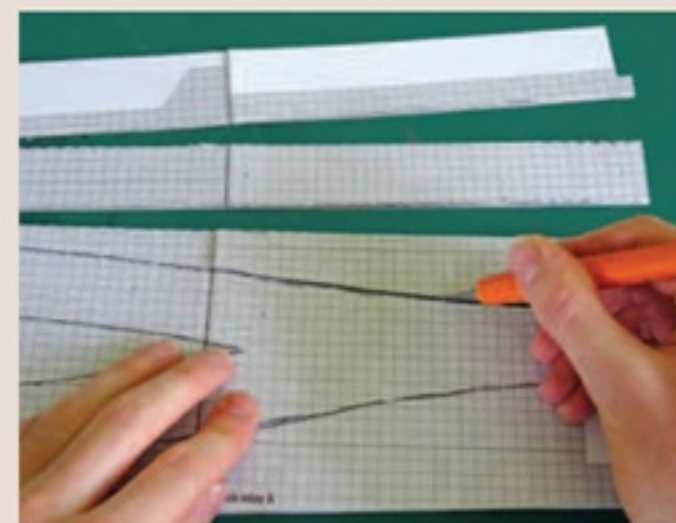
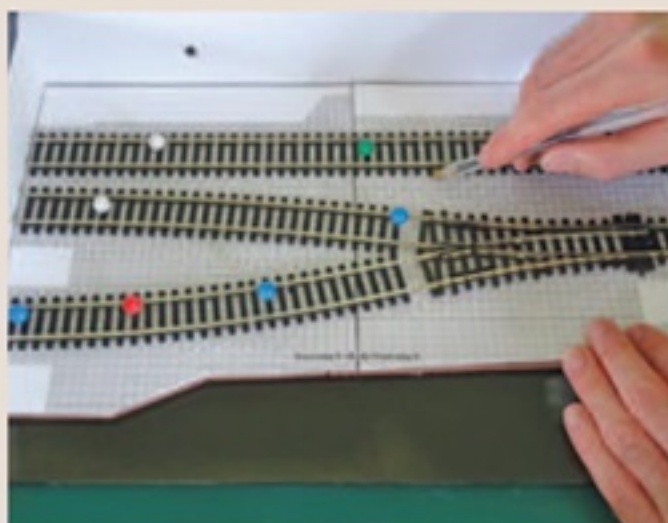
3. Laying the sub-base and wharf foundations



I then started on assembling the layout sub-base upon which the inlaid tracks and quayside scenic finish would be supported.

Firstly, the water surface was glued into position, being aligned with the open front of the boxfile. The parts labelled *Wharf Foundations* were cut to shape, test fitted and trimmed, ensuring the entry/exit points were covered. Some 2mm cork sheet was then trimmed to match exactly the foundation parts and the corresponding sections were laminated together with a generous amount of PVA. They were glued to the boxfile interior – covering the back edge of the water surface. Weights (books again) were used to hold the joint under compression until dry.

4. Cutting the inlays for the trackwork



The scene depicts some of the tracks inlaid into the cobbles. Firstly though you need to choose your track layout from the selection of track designs provided in the instructions. With that decision made and your track parts to hand, cut and position the track inlay templates in place, and temporarily position the track parts on top.

At this stage it's a good idea to check clearances for locos and stock before proceeding. I then used pins to hold the tracks parts steady, so that I could draw around them to mark out the cutting areas. Then, back on the workbench, the recesses for the track parts were cut away. At this point I also taped together the two template halves temporarily (on the underside) to assist accurate cutting.

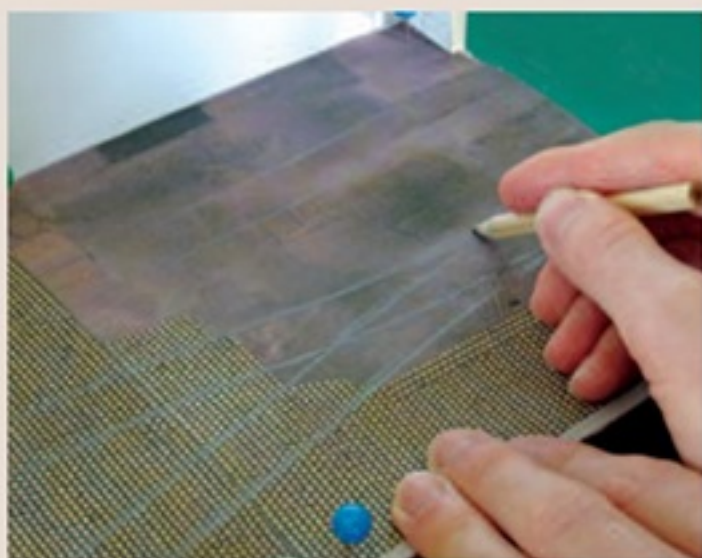
5. Laying the track

The next step is to glue the inlay templates in place. I firstly glued the rear sections into position, followed by placing the back piece of track in position as a guide (no glue), then the next sections of inlay, gradually working towards the front.

Once all the inlay sections were fixed, I used the opportunity to paint the track bed matt black and rails a rusty colour (Humbrol enamel No.70 Red Brick). Once dry these too were glued into position – note that this is the ideal time to add rodding for point control or connections for a traverser if you wish.



6. Adding the cobblestone surface effect



A photocopy of the wharf cobblestone surface sheet was made for use as a template to mark the location of the rails. This was done using the 'brass rubbing' technique: ie lightly rubbing a pencil over the copy to mark the location of the rail heads and point switches.

Once marked, the copy was then taped on top of the genuine card mounted wharf surface and used as a cutting guide; re-taping the template after each section was removed. A black marker pen was used to touch in the exposed edges. Each cut section was then glued into position in turn.

Accurate cutting at this stage is essential to ensure a neat flush fit with the rail edges.

The narrow sections that fit in-between the rails required a bit more work before fitting, such as careful trimming to ensure good clearance for flanges on locomotives and rolling stock. Each section was thus tested with a wagon and adjusted if needed, before running a black marker around the edges and gluing into position. Pre-printed inlays for the pointwork are provided in the kit; care was taken when fitting to ensure the point blades moved freely.

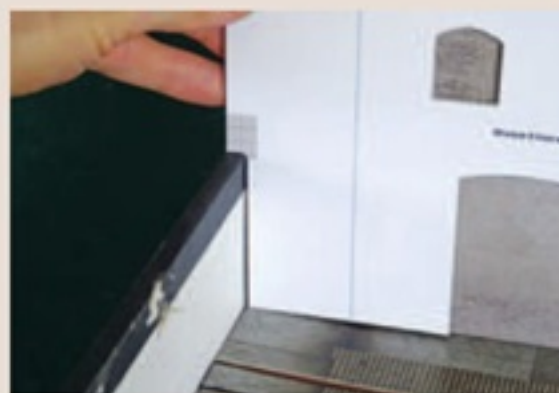


7. Adding the coping stones



I finished the wharf base with the addition of the canal edging coping stones along the waters edge. These were folded gently around the edge of the quayside and glued into position. Once dry, I added a thin layer of Woodland Scenics Fine Earth turf along the water line, which helped to hide any unsightly seams.

8. Structure A – Measuring up



With the wharf side complete, it was time to move onto the structures, starting with Structure A. First the back and front walls were cut from their sheets, and the openings for the windows and door created; being on thick card, getting the curved arches can be a challenge, but take your time and the results are well worth it.

To the left of these sections is a small gridded area; this can be trimmed to allow the walls to sit flush on the edge of the boxfile. Standing the back wall section on the wharf surface flush with the back of the boxfile, the gridded area was marked and trimmed; this measurement then being transferred onto the front wall section and subsequent side wall sections.

9. Walls and floors

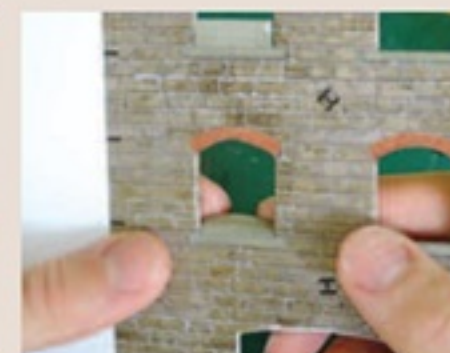
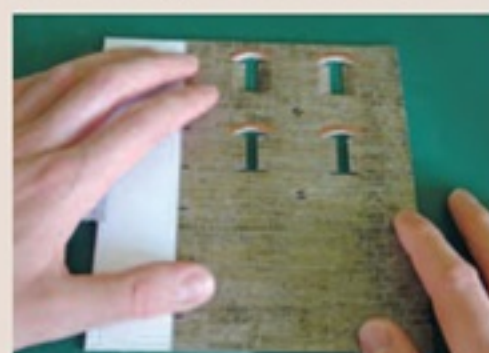


The floor, wall and corner supports were next to be prepared. These were cut from the sheet using a craft knife and metal rule to ensure a straight edge, before gluing the corresponding pieces back to back to give the structure its strength. Once dry the parts were fixed to the back wall section, following the guidelines provided; for this I used few blobs of thick superglue to ensure a quick and strong fix.

10. Adding the brickwork

The first of the cover layers was next to be added, starting with the front wall section. Like the base layer, this was cut from the sheet with the openings made for the windows; the opening for the door was left at this stage. This was then glued to the base layer, before being flipped over (printed side down) onto a flat surface, allowing the window tabs to be folded tightly around the edges of the base layer and glued.

The opening for the door was then cut, using the opening in the base layer as a guide. Details such as the corner stones and window ledges were next to be added.



11. Windows and doors

For the windows the kit comes with a filled printed option, however a full glazing sheet can be purchased separately from Scalescenes Scaleglaze range; the SG05 Arched Industrial Windows Pack provides all the glazing needed for the build. I applied a thin bead of PVA glue around the inside edges of the window openings, before placing each glazing piece into position, making small adjusts to ensure they sat square.

The doors are made from three separate components; the front, back and door battens (care should be taken when cutting the latter as they are very fine). Once glued together these were then attached squarely into position with a small dab of super glue. It should be noted that in order for the structures to be packed away neatly in the boxfile, the left door must be mounted in the open position.

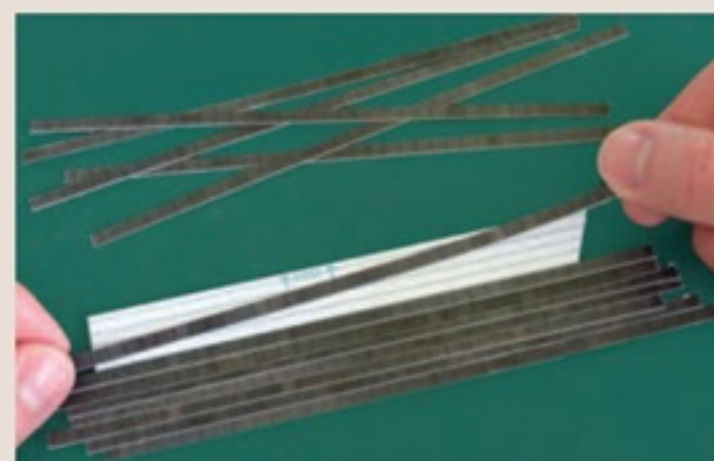


12. Adding the front walls



With the details added, the front wall section was mounted to the rest of the structure. Standing the building upright, I made sure the base of the walls were level, before lying the structure flat, applying pressure to ensure a strong bond; once again I found a thin bead of superglue was ideal for the job. The corner wall followed; this is made up of two sections, one of which needs its brick cover layer adding once fitted.

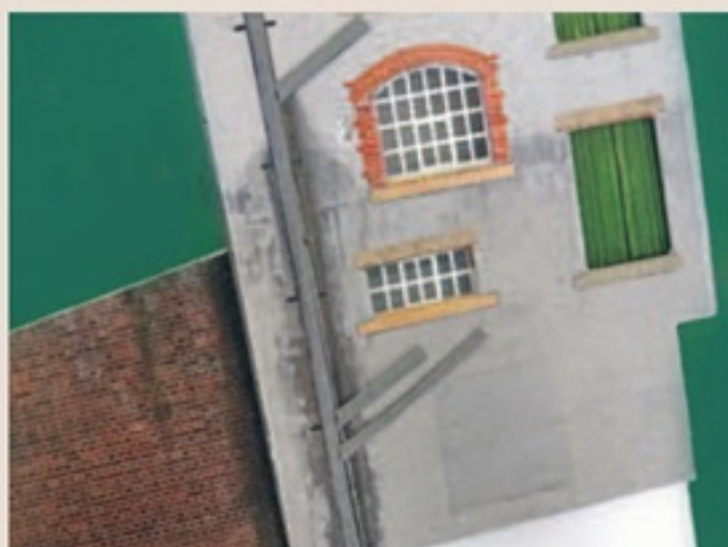
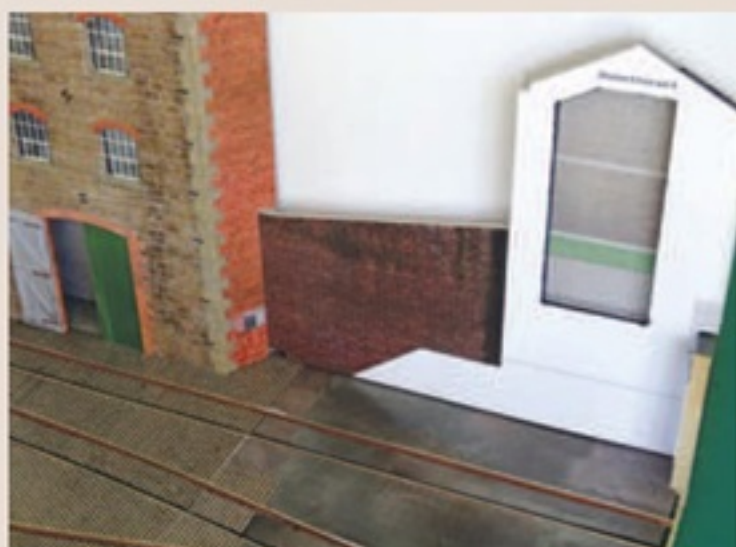
13. Assembling the roof



Moving onto the roof, the gutter cover layer was first wrapped around the front edge of the gutter structure. The grey hatched area was then removed to allow the piece to sit flush on top of the walls, forming the base for the roof structure. Next the roof support sections were assembled and glued into position.

The tiled roof was created by laying tile strips one on top of the other. Starting from the bottom using the guidelines on the mounting piece, each tile strip was carefully glued into position, with each one slightly overlaying the top of the previous one. Once dry, any overhanging tiles were removed, before the section was fixed to the mounting points on the structure; details such as the ridge capping and bargeboards were then added.

14. Structure B



With the skeleton of structure B assembled (in a similar manner to that for structure A), it was test-fitted in the boxfile; the two buildings (structures A and B) are designed to interlock with each other. Once happy with the fit, the floors and guttering were then added, before adding the cover layer; with the doors and glazing fitted last. A stand-out detail on the front of structure B is the soil pipe; once assembled, it was fitted into its respective recess, before attaching the corner wall section. The two flights of stairs (Steps A & B) were created by folding the cover layers over the corresponding base pieces for each step. These were then stacked on top of each other in numerical order to form each flight. With the stairs in position, I once again test fitted the building inside the boxfile to check everything could sit flat.

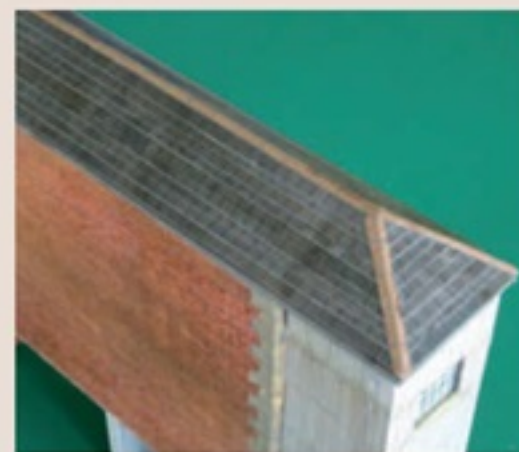
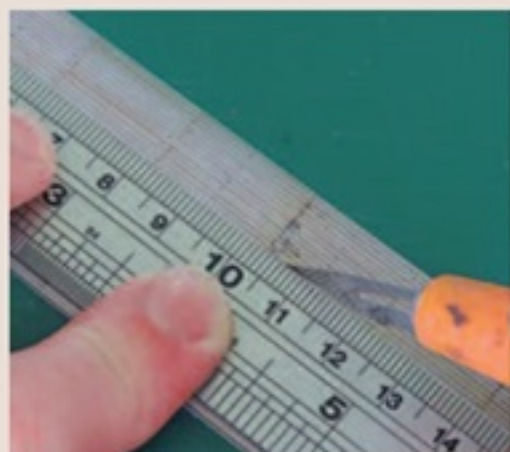
Next the wall facings for the stairs, along with the upper path section were added, followed by details such as the capping stones along the tops of the walls. Buttresses for the bridge support and supporting wall were also added; these needed to be fitted while the structure was in position in the boxfile and connected to structure A; the larger of the two buttresses on the supporting wall is used to help hold and hide the join between the two buildings, so getting it in the right location was crucial. Finally, a section of Ratio 435 GWR Spear Fencing made for an ideal scene break along the top of the wall; this was weathered with a selection of Humbrol weathering powders and trimmed to size before fitting, using the mounting supports provided.



15. Structure C

The assembly of structure C is once again very similar to that of the previous structures; care must be taken to ensure the whole building sits square and does not foul the tracks below. Unlike the rest of the structure, the hoist section is of corrugated iron construction. This was assembled separately, before being attached to the main structure. First the corrugated sheets were scored gently with a blunt knife, roughly following the lines of the metal work. This transforms the look and feel of the sheets, giving them a more three dimensional look. Next, the embossed sheets were attached to the skeleton of the hoist sub-structure, with details such as the glazing added. Finally, the sub-structure was fitted to the main structure, slotting it neatly into the recess provided, with details such as the awnings then fitted.

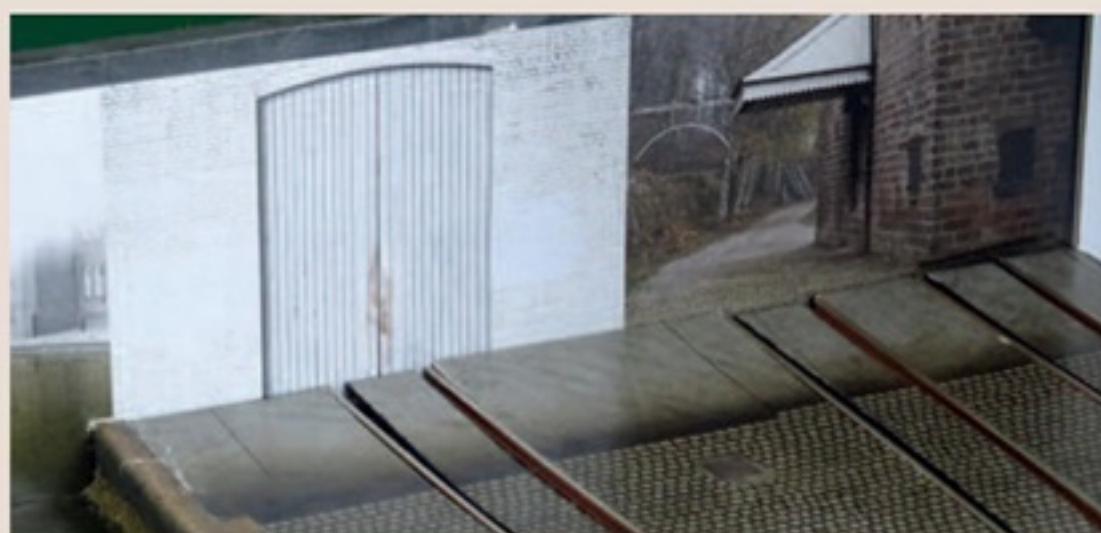
The assembly of the roof is very similar to the previous two structures, however, unlike the latter, this roof features a hipped end which requires a bit more work. First the long tile stripes were added to the base layer, and the overhang removed from each end. This process was repeated on the triangular section (thus forming the hipped end), before mounting to the main structure, along with the ridge tiles.



16. Backscene and bridge structures

With the structures complete, the background was fixed carefully to the edge of the boxfile at the left-hand end, ensuring that the doors to the left of the scene lined up with the centre of the track.

The edge of the scenic section at the right-hand end is disguised by a bridge. This consists of two sections; at the front is an archway that provides a scenic break for the canal, while at the back is a removable girder section that hides the entrance to the fiddle yard. For the girder bridge, the pavement, road surface, main girders and parapet all form a single detachable sub-structure. A locating tab is then attached to the underside; it is crucial that this is fixed in the right position to hold the girder bridge in place when set-up on the layout, whilst also being free to be removed when stored.

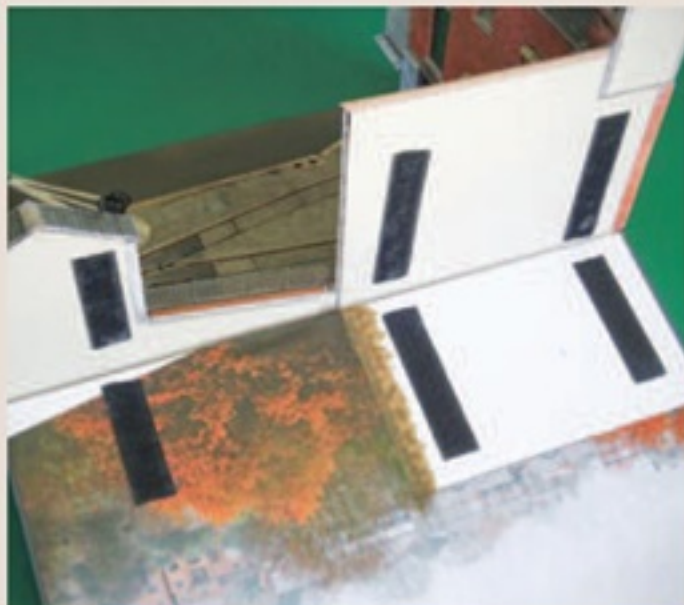


17. Fitting the backscene

The main backscene for the model consists of two sections; for those with an A3 printer, files for a seamless A3 version are also part of the kit. These were applied to the inside of the boxfile lid, taking care to ensure both sections line-up neatly. A cloth was then used to help remove any air bubbles.

To allow the backscene to stand vertically, strips of sticky-back velcro were added to the backs of structures A and B, and the base of the backscene.

The scene was finished off with the addition of some Woodland Scenics Autumn Fine Leaf foliage, which helped to blend the scene into the backdrop.



18. Personalising your build

The kit includes a number of features to help personalise your build; these include a selection of signs, as well as a mounting point for a Wills SS51 Goods Yard Crane. A number of Peco Static Grass Tufts were also placed in strategic locations, such as at the foot of buildings, where weeds might often be seen. Also included in the download is a separate kit for a canal barge, which can provide a feature moored to the quayside.



19. Operation

The Peco SL-43 Loco-lift makes for an ideal traverser for the layout. For power, I soldered the two connections from the controller directly to one end of the Loco-lift; with the lift automatically providing power to the rails it's connected too. The controller and lift fit neatly into a separate boxfile, with potential room for a small loco and a couple of wagons. All in all, this Scalescenes kit is an ideal project for those wishing to create a simple, but effective micro layout at a reasonable price, which will provide hours of fun as a potential shunting puzzle. For modellers short on space, the layout could even be stored on a bookshelf! The possibilities are endless!



See this model in action on our website!
bit.ly/BoxfileLayout

A compact O gauge solution

Raventhorpe

DAVID LLOYD wanted a layout for home and exhibition use that was easy to store and transport, whilst providing lots of operational interest. This Yorkshire-based light railway depiction in 7mm scale is the result, which occupies an area of just 8' x 2'.

Photography by Rebecca Flynn

Since the completion of my previous layout (*Guisborough in Preservation* – see RM Oct/Nov 2009) my ageing fingers and hands have led me to move up from 4mm scale to O gauge, which I find much easier to work on. In my quest for a new layout that could be both exhibited and used at home, I established the following criteria:

- Small enough to fit in the back of a large hatchback car.
- Simple, quick and easy to erect/dismantle at shows.
- Must have a station, goods shed, coal yard, horse/loading dock, small engine shed and at least part of a village.
- Buildings, scenic elements and control equipment to be permanent fixtures.
- DCC sound and automatic couplings.
- Able to be operated by one person (but usually two).

- Sufficient operational and scenic interest for the public and operators alike.

A model of a model!

To achieve the first two criteria I decided upon using two 4' x 2' boards with permanently fixed back/side scenes. The two fronts and remaining sides (where the boards join) would be attached using cranked hinges to allow them to swing down and hang inside the framework. A section of the rear board would be similarly fixed so that the sector plate could swing out over the back of the layout when in use. Flat, hinged legs would fold beneath the baseboard.

I constructed a scale model of the baseboard design (complete with folding legs to establish how these would integrate with the board framework), this providing a 3D visualisation of how the whole assembly would work.



“ – It was quite a challenge to get so much into such a small space and keep to the criteria that I had set out – ”

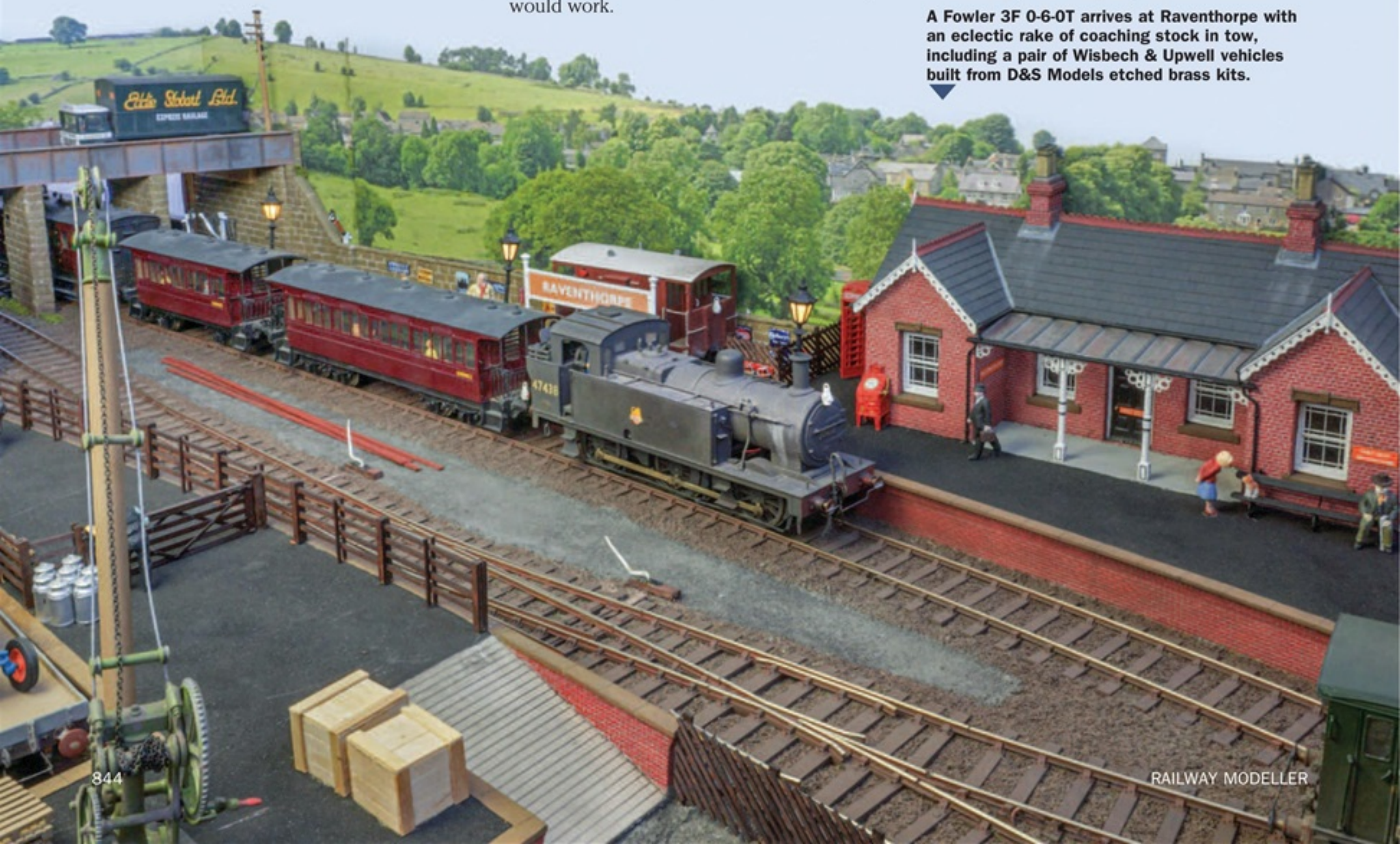
David Lloyd

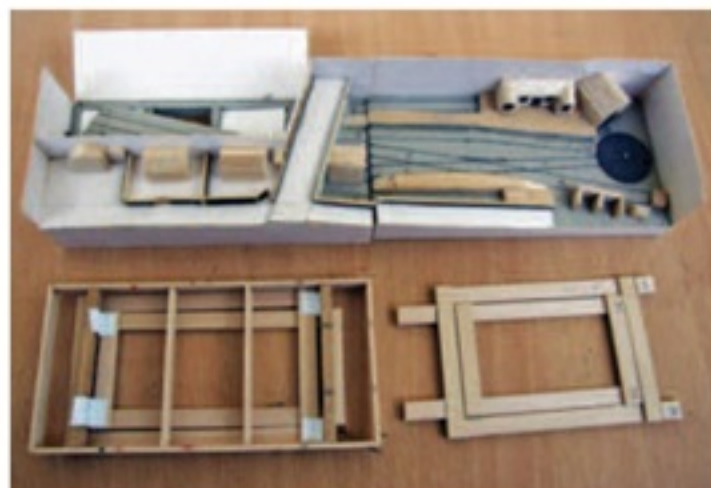
Establishing a compact track plan

Design work then commenced with a variety of potential track plan sketches being considered to utilise the board space available.

The main problem with building any sort of small layout in O gauge is, of course, the

A Fowler 3F 0-6-0T arrives at Raventhorpe with an eclectic rake of coaching stock in tow, including a pair of Wisbech & Upwell vehicles built from D&S Models etched brass kits.





▲ A 'scale model' of the layout was made to prove the viability of the baseboard design (with integral folding legs) before construction began.

sheer length of crossover points to allow trains to run round or shunt in small areas. To overcome this I chose to employ a small turntable in place of a two-way point at the end of the platform line, together with a double-slip in the middle of the main station board instead of a pair of two-way points placed toe-to-toe. These items, in combination with the fiddle yard sector plate (that functions as the other end of the run-round), provide plenty of scope for different shunting and train movements.

In describing the accompanying track plan, the road overbridge near the centre

provides a scenic break between the main board and sector plate. This elevated road leads to a small village scene that hides the three-road sector plate located behind; this can swing beneath the village scene, almost to the front of the layout, which gives access to the track leading to the loading dock.

▲ Despite its short scenic length and limited trackwork, the layout offers much shunting potential, as exemplified here with a Ruston & Hornsby 165DS shuffling some wagons.

A busy moment at the motor garage, which is situated above the hidden sidings. The building was constructed from a modified card kit.





By setting the small goods shed at an angle to the station platform, the turntable can be used to shunt a wagon into or out of the shed. Shunting movements are also aided by

using the sector plate to take stock off scene and reappear on another track.

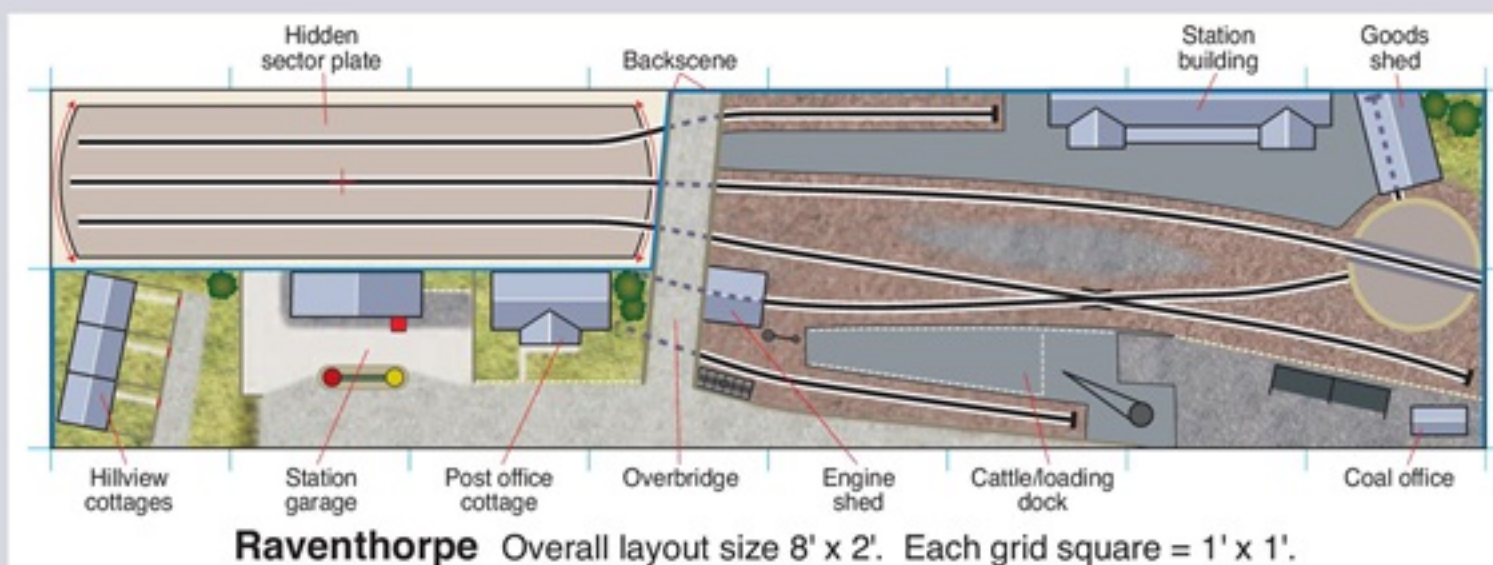
The resultant track plan was drawn full size on paper. This enabled items of trackwork to

▲ The J94 0-6-0ST was constructed from a Connoisseur Models etched brass kit. All locomotives have DCC sound. The station building and goods shed are scratchbuilt.

The Yorkshire Wolds Light Railway

Set in the 1960s, Raventhorpe is a fictional location (although there is a medieval settlement of that name near the intended location) at the end of the equally fictional Yorkshire Wolds Light Railway that supposedly ran from the northern part of East Yorkshire southwards to link up with the Malton to Beverley line.

The invented back story is that the YWLR was originally built to allow the rural communities north of Beverley to transport animals and produce to the lucrative markets at Beverley, Hull, Malton and York. However, it was later realised that local people wished to travel to the same places and so a passenger service was introduced. This service utilises the last remaining Sentinel steam railcar to make it into BR ownership, before being sold onto the YWLR, and is supplemented by a variety of stock either loaned from British Railways or bought from other defunct railway companies. The railway owners have managed to increase this passenger service further still by introducing a push-pull service from Hull using a G5 based at Hull Dairycoates.





▲ The use of a turntable proved to be an effective space-saving solution. It is a laser-cut product from Kitwood Hill Models, operated using digital control and aligned by eye.

be laid temporarily on top and rolling stock pushed around by hand to see if it all worked in practice.

Board construction

The construction of the layout then commenced with the boards made using a 75mm x 25mm planed timber framework, covered with 9mm ply. Backscenes, sides, fronts and tops are all 6mm ply with supporting 50mm x 25mm framework where needed. When hinged up the fronts and sides clip together using spring clips for transport. The tops drop in place and locate with spring clips giving two 4' x 2' boxes with the legs (also made from 75mm x 25mm timber) folded up beneath and held in place using strong velcro.

Scenic features

The turntable is a laser-cut kit from Kitwood Hill Models that has proved to be excellent in use. An auto reverser and standard decoder (the layout is DCC controlled) is fitted to allow very slow control via the handset to aid lining up by eye. The double-slip has Cobalt motors but, rather than using the built-in decoder, they are manually switched as I didn't want to have to fiddle about too long switching to accessories whilst running a loco.

All the buildings (apart from the station garage, which is a much modified card kit) are scratchbuilt using either Southeastern Finecast brickwork on a plasticard carcass or, in the case of the Post Office and Hillview terrace, scribed pizza bases – a new technique for me!

Locomotives and rolling stock

A Lenz 100 DCC system is used; all locos are either kit or scratchbuilt and have sound, some with working lights. Motive power includes a scratchbuilt Sentinel railcar, an ex-NER G5 0-4-4T fitted with push-pull

equipment, an ex-LMS Fowler 3F 0-6-0T and a J94 0-6-0ST. Shunting duties are usually performed by either an ex-L&Y 'Pug' 0-4-0ST, Ruston & Hornsby 165DS or a Ruston & Hornsby DS48 – the latter is small enough to fit on the turntable and shunt wagons into/out of the goods shed.

Passenger coaches include a Clayton trailer car for the Sentinel and two ex-Wisbech and Upwell tramway coaches with a Sunderland Light Railway Brake third. The push-pull coaches include a Gresley brake third.

Goods stock comprises a variety of vans, opens, cattle wagons, mineral wagons etc. All the stock is fitted with Sprat & Winkle automatic couplings with magnets buried strategically around the layout. For the operator these are marked out using small white dots on the operators side of the tracks.

Conclusion

It was quite a challenge to get so much into such a small space and keep to the criteria that I had set out initially. However, the time spent planning was well worth it and I now have a layout that I can use both at home and exhibitions, is not difficult to store or manage and which gives plenty of interest to the operator and viewer alike. And there is also the possibility that, one day, it could be incorporated into a larger layout...



▶ In this view the three-road sector plate can be glimpsed through the bridge. Note the use of a double-slip – also to save space – which is the only item of pointwork on the layout.

The Blackberry Line

With only a handful of points, a single-coach platform and a run-round loop big enough for just six wagons, the preserved Derwent Valley Light Railway appears every inch a full-size version of a compact model railway. **CRAIG TILEY** presents a serving suggestion for replicating the entirety of this heritage operation in O gauge, using Peco Setrack items.

The preserved Derwent Valley Light Railway runs for half a mile in the grounds of Murton Park, located just a few miles from York city centre. Established in 1993 and run entirely by volunteers, this small heritage operation forms part of the Yorkshire Museum of Farming.

Utilising a stud of small steam and diesel locomotive types – hauling short passenger and demonstration freight trains – the scheme is ideally suited to modelling in O gauge to exploit many of the ready-to-run models that are currently available – such as the Heljan Class 04 0-6-0DM and Minerva Peckett E Class 0-4-0ST. However, a space-friendly version could also be achieved in the smaller scales, with only minor revision of the 7mm plan presented here.



History of the DVLR

The original Derwent Valley Light Railway (also known as The Blackberry Line) was opened in two stages, in 1912 and 1913. It ran for a distance of nearly 16

miles from Layerthorpe Station in York to the village of Cliffe Common near Selby. Although passengers were carried during the railway's early years, this ceased in 1926, with the line

continuing as a freight-only operation thereafter.

However, a number of fruit-picking specials for local residents from York were organised during the late 1920s,

▲ Preserved J72 0-6-0T No.69023 visited the DVLR for a Centenary Gala in 2013. Here it is seen working away from Murton Park having just passed underneath the A64 York bypass. Photo: Andrew Gallon



the area around Skipwith being rich with blackberries – hence the railway's nickname.

The DVLR was unusual in that it was never nationalised, remaining as a private operation up until closure (in sections) between 1965 and 1981.

Between 1977 and 1979, passenger steam services (using J72 0-6-0T No.69023 *Joem*) operated

◀ A busy scene as Peckett 0-4-0ST *Merlin/Myrddin* manoeuvres its way across to the coaching stock in the platform to haul the next passenger service. The Peco O gauge Ground Level Signal Box kit (LK-709) would provide a close representation of the structure visible here, which is a North Eastern example recovered from Muston, near Filey. Photo: Martin Creese

between Layerthorpe and Dunnington — the entire length of track at that time.

In 1993 the current heritage operation at Murton Park was established, with a new station constructed using surviving structures relocated from Wheldrake. The new station is situated on the other side of the road from the site of the original station, which was called Murton Lane.

The plan described

It is the current DVLr operation that forms the basis of the accompanying plan, although both the original DVLr and the late-1970s steam revival are ripe subjects for modelling.

The track layout of the preserved operation is already very compact, comprising just six points, together with a short platform (just slightly longer than a single BR Mk.1 coach) and a run-round loop sufficient for train lengths of up to six wagons. However, I have compressed some of the siding lengths still further to keep the layout length to a minimum. The signal cabin has been moved, there being insufficient space for the Peco kit (LK-709) to be located between the tracks as per the prototype.

The most significant deviation from the prototype I have made is with regards to the straight trajectory of the running line, which has been made into an L-shape to suit the layout being located around two sides of a room. The A64 dual-carriageway bridge (a substantial and modern-looking affair) provides an ideal visual foil for the resultant 90° curve.

Operation

Despite the short distance involved, locomotives do in fact run-round their trains at the York



▲ Exhibiting the typical station architecture of the original DVLr, this view shows the rear elevation of the station building at Murton Park. The timber structure was recovered from Wheldrake station. Photo: Martin Creese

Find out more

There are plenty of photos of the preserved DVLr available online, whilst a useful satellite view of the whole railway can be found on Google Maps. For further details about the Murton Park operation, together with historical information about the original DVLr, go to: www.dvlr.org.uk

end of the running line, rather than propelling them back to the station. (Note that there is only the one run-round loop on the whole system.) Therefore, when a train returns to the station, a second locomotive is required to haul the next service, thereby releasing the first locomotive from the end of the platform line.

The only run-round loop on the DVLr is at the York end of the running line. Note the short headshunt and limited loop capacity. Photo: Andrew Gallon

Short freight trains are operated in a similar manner, but arrive and depart from the siding adjacent to the platform line. This allows the alternating of passenger and freight workings. (Trains do not pass at the York end.)

As such, in model form a good amount of operational interest can be maintained by alternating passenger and freight services, particularly if further locomotive changes and the occasional shuffling of wagons are thrown into the mix.

Peckett 0-4-0ST Merlin/Myrddin stands at the head of a rake of wagons as a BR Class 03 arrives at Murton Park with a passenger service. Photo: Martin Creese



A celebration of 1930s Art Deco style in OO

Aerodrome Park

Having modelled in American HO since the 1970s, **PETER NORTH** felt that it was time for a change. The result is this homage to the Southern Railway's third-rail electric services, which depicts a supposed air/rail interchange situated near Lullingstone in Kent.

Photography by Andrew Burnham

I can remember how, as a schoolboy, I would occasionally leave home slightly earlier in the mornings to catch sight of the 'Night Ferry' express – often double-headed – steaming through Gillingham en route to Victoria with its exotic rake of Wagon-Lits coaches. This was certainly a stirring sight for my young eyes, which contrasted with the comparatively mundane Southern Electric services that I also recall seeing at that time. Mundane these third-rail EMUs may have been, but with the passage of the intervening years there has developed an increasing sense of nostalgia, which I wished to channel into my next model railway project.

In addition I wanted to convey the feel of a particular period, and the era that attracted me was the late 1930s, when the Southern Railway was building new lines with Art Deco inspired structures and dabbling in

both aviation and housing development – with suburban villas springing up to benefit from the newly electrified services.

Capital connections

The SR's aim in the late 1930s was to create an aerodrome close to London that was outside of the London 'fog bowl' (which at that time was a particular problem for four to five months each year) yet close enough to enable rapid access to the capital – preferably via an electrified Southern Railway route.

How different life might have been if war had not disrupted these plans, which advanced as far as a junction station on the electrified line between Swanley and Sevenoaks in Kent. From the station a short branch line would have terminated inside the terminal building of the new airport on a site near Lullingstone in Kent.

The station was built and appeared in the timetable, although no service was planned until the airport and branch line were completed. The journey time to Victoria would have

been about 30 minutes. As the war drew to a close the authorities began to plan post-conflict air transport and the Lullingstone project was shelved for two reasons; the new 'green belt' legislation that had been brought in and the fact that the RAF had a spare concrete runway at a place called Heathrow, which although inconvenient presented a cheap option. So *Aerodrome Park* is a small 'might have been' with some grounding in the past.

A trip to Chessington

To get a 'feel' for how the Southern did things in the 1930s I made a couple of trips to the Chessington branch line in South London. This was a scheme to provide a line from Motspur Park to Leatherhead in Surrey to generate traffic from the new housing estates springing up in the suburbs. Once again the Second World War intervened when the line had reached only as far as Chessington South by 1939.

Exploring the line made me realise just how much use the Southern made of concrete in the 1930s and enabled me to

A 2-BIL EMU (Hornby) arrives at Aerodrome Park, negotiating the sharp curve from the fiddle yard. Parked in the carriage siding behind is a 2-HAL, also a Hornby model.





▲ The Victorian outline of a Wainwright C class 0-6-0 (Bachmann) contrasts with the 1930s architecture of the aerodrome above.

photograph and run a measure over things like the bridge railings, windows and the cantilevered concrete 'Chisarc' platform canopies and caps. In addition the book *Southern Nouveau and the Lineside* published by Irwell Press (ISBN 978-1911262-02-2) proved to be immensely useful. I wanted to ensure the station buildings, offices and hotel on the layout had a genuine Art Deco look.

Designed with transport in mind

I set myself some parameters for the project at the outset, which included making maximum use of commercial components and using a baseboard that could fit in my small van (a Peugeot Bipper) in one piece; I enjoy exhibitions and *Aerodrome Park* had to be built with ease of transport and set-up in mind. Looking at the trusty Bipper, a single board 7' long was possible and at one end the width could extend to 3'3". It then occurred to me that with the back seats down (or removed) and the front passenger seat tilted back fully, one L-shape board would be possible.

Tim Horn produced the resultant laser-cut board in 3mm ply, which was robust enough for exhibition handling whilst remaining sufficiently light for transport – and it fitted into the Bipper like a glove! The shape meant that I had space 'out front' for a small passenger terminus with a single platform, plus a couple of sidings to deliver fuel to the aerodrome. Behind the backscene the shape

meant that in addition to a headshunt of about 3' there was room for a fan of five hidden sidings.

Passenger airliners in the late thirties carried about 20 people maximum, so I determined that two-car EMUs would provide adequate capacity for service trains. In addition there would be short van trains for priority air freight and tank wagons for the fuel area.

Layout trackwork

The track plan for the scenic part of the layout is a fairly conventional arrangement

except for the release crossover, which has been reversed to enable steam locomotives on parcels and freight duties to run round trains using the platform road.

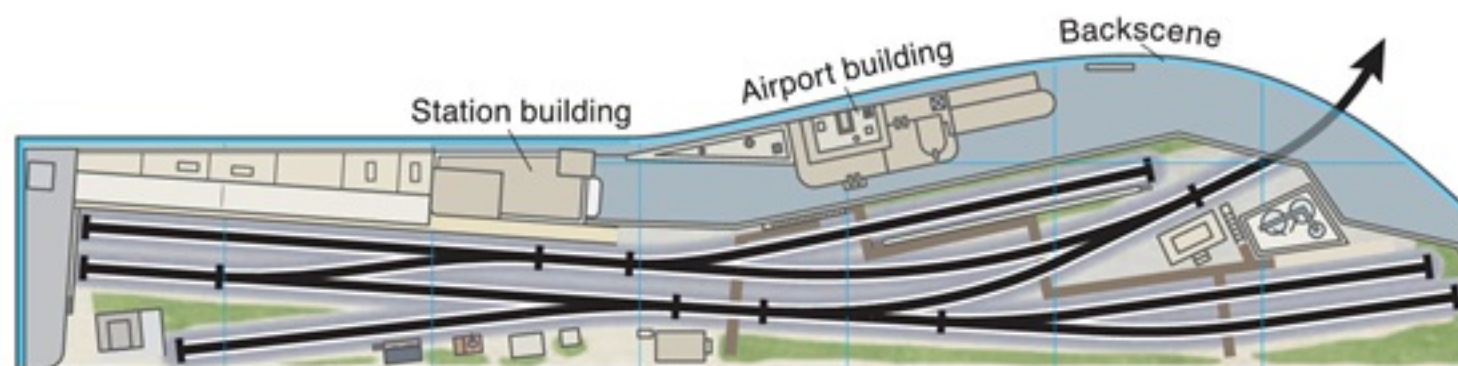
I decided to use Peco bullhead track despite there only being large radius points available; the forthcoming medium radius points would have saved space! Neil Walton kindly built the one small radius point at the fuel depot from scratch for me. Otherwise,

▼ The single platform is just long enough to accommodate a two-car EMU, as exemplified here with this Hornby 2-HAL.



track laying was to the usual routine with lots of DCC feeds, with points operated using Cobalt motors with live frogs fed through Hex Frog Juicers.

For locomotive and sound control I use a standard DCC NCE Powercab system, but for points I prefer an 'old fashioned' analogue switch panel, which avoids the requirement for lots of accessory decoders on such a small layout. The three operating semaphore signals are out of the box from Dapol but the



AERODROME PARK

Scenic area: 7' x 1' 1". Each grid square 1ft x 1ft.



The Aerodrome Hotel, which was constructed from scratch in a Southern Moderne style largely from styrene sheet and strip. The long vertical window frames are Plastruct handrail strips turned through 90°.

ground signals are all dummies.

I used Peco Individulay components to create the third rail and insulator chairs. For the side protection boards that the SR installed at dangerous locations, I used a fret of boards and associated brackets produced by Peedie Models. Purists may point out that the third rail was never put on the platform side of the track but as always there are exceptions – Wye in Kent for example.

All the hidden sidings were laid using Setrack items with points operated using Peco surface mounted motors.

The front of the baseboard was styled with rounded corners to reinforce the 1930s Art Deco theme, together with a pair of table lights from the period (one at each end) to provide lighting. To complete the presentation, a suitable reproduction curtain material was found for the drapes below the layout. A local graphics company produced suitable vinyls for the 'Southern Railway' and 'Aerodrome Park' lettering on the proscenium arch.

Locomotives and stock

A Hornby 2-BIL and 2-HAL cover passenger services, whilst parcels and freight workings are looked after by two of Mr Wainwright's elegant creations; a C class 0-6-0 (Bachmann) and a H class 0-4-4T from Hornby. Other rolling stock is a mixture of Bachmann and Hornby. All the stock has three-link couplings with the parcels vans each sporting a four-link connection to allow for the severity of the curve into the hidden sidings. All the stock was weathered by GC Weathering.

Planning the scenic elements

Airfields are big places and therefore suggesting such an expansive scenic feature on a board just 7' long presented something of a conundrum. My solution was to suppose that the non-rail activity was set at a lower level than the terminal building etc, and if the layout was at least 4' from floor to rail level – with the perspective slightly forced on the upper level – those viewing the layout

would not be able to see 'over the fence' to the airfield beyond.

I then needed to determine what buildings would be required: Obviously a station on two levels, a hotel (one of Imperial Airways' complaints about Croydon Airport was the lack of suitable hotel accommodation nearby), a terminal building and offices for the Railway Air Services. RAS was a joint aviation venture between the 'Big Four' railway companies and Imperial Airways that provided domestic flights (albeit very expensive) from England to Scotland and Northern Ireland. That the SR would offer to house a rail-connected headquarters for the company seemed a useful fiction. Apart from the main buildings the usual run of railway structures would also be required.

The first task was to install the upper level on which most of the main structures would be situated. Using the contours of the backscene, Tim Horn cut me a suitable piece of plywood for the surface of this raised deck, which I then mounted on a series of pillars of 2"x1" timber.

The Aerodrome Hotel

I had a good look at pictures of the Midland Hotel in Morecambe and realised I would need a supply of suitable doors and windows in Southern Moderne style, both for the hotel and the station buildings. Accordingly, I obtained three different photo etched sets of SR windows and doors from Peedie Models.

The bulk of the Aerodrome Hotel is scratchbuilt from styrene sheet and strip; the curved end section was formed by wrapping a piece of styrene around a sawn off length of plastic pipe.

For the upper floors I used Evergreen styrene tile sheets, the grid of the tiles enabling me to achieve accurate and consistent spacings for the window openings. Joins between sections were

AERODROME PARK

SOUTHERN

RAILWAY





▲ A Hornby H Class 0-4-4T stands at the coaling stage. This small structure was fabricated using parts from a Ratio Southern Railway concrete footbridge plastic kit.

covered in styrene strip, which reflected the style of the Midland.

The atrium at the platform entrance was built from styrene strip, whilst the windows are simply Plastruct handrail strips turned through 90°.

Painting and finishing

To finish the hotel walls in a textured concrete colour, I obtained aerosols from the Rust-Oleum™ paint range that were available at my local DIY store. These actually produce a textured finish. Both the hotel and station were finished in Chalky White, whilst the rougher concrete of the walls supporting the upper level are Desert Bisque. My local automotive shop provided the other colours used on the terminal building and also mixed for me a spray can of No.3A SR green (British Standard 381C colour chart – 226 Mid Brunswick Green).

For smoother concrete items I used a Suede colour PlastiKote™ spray paint. I didn't use black at all; I have always found a very dark grey like Rover Hurricane Grey always looks more authentic.

Other structures

Next came the platform and associated offices. The cantilevered canopy supports (known as Chisarcs) were 3D printed for me by a company called Threedy. For the actual

concrete canopies (the roof sections of which were pierced with multiple glass portholes) Evergreen tiled sheet was used again; I drilled the holes as required using the tile grid as a guide, each canopy section being formed of two identical pieces of styrene with a layer of clear plastic sandwiched inbetween. Under the canopy, styrene channel and transparent rod

simulated the neon station lighting that was used for the first time on the Chessington Branch.

To replicate the raised SR Moderne lettering I obtained a set of small plastic letters in a Trebuchet typeface from an online retailer (www.plasticlettering.co).

The station building is loosely based on the south side of Surbiton and was built in a similar way to the Aerodrome Hotel. The





▲ The Railway Air Services building was fabricated using parts from multiple Dapol Petrol Station kits. The Air Traffic Control tower on the right hints at the airfield located beyond.

Railway Air Services structure may look familiar to some readers because it is in fact a simple kit bash of several Dapol garage kits, with various additional detail parts of Auhagen origin, together some extra Art Deco style touches.

I can claim little credit for the Arrivals and Departures building – apart from the Air Traffic Control shack it is mainly a 3D printed structure produced via Shapeways by Nathan Edmunds; the first floor of the Observation Deck is from the same stable, having started life as a Bexhill bus shelter. The main building is actually based on a town hall from somewhere in Australia, which was given an update sometime in the 1930s and although it is not immediately obvious, it does have interior detail.

The concrete wall and gateway on the upper level was all produced from styrene, topped with chain-link fencing from Model

Tech Studios. At ground level the signal box was my first attempt at a scratch build of a UK building and is loosely based on the structure built at New Hythe on the Strood to Maidstone West line.

The aviation fuel depot tanks are from Knightwing and Ratio, with concrete additions in styrene and some details like electrical switch gear and fire extinguishers, again from Model Tech Studios.

The scattering of other small buildings are from Ratio and Roxey Mouldings, whilst the concrete coaling stage was bashed together from a Ratio SR concrete footbridge kit.

Thanks

I wish to express my gratitude to various individuals that offered advice and guidance during the building of *Aerodrome Park*. In addition to the suppliers mentioned in the article, I also wish to thank; Nicole and Jeremy at Digitrains for providing DCC support when equipping my SR EMUs with

digital sound; Dave at Buoys Toys of Cromer for specialist items and excellent service; Debbie and Paul at Model Scenery Supplies in Cromer for their helpful attention; and to Great Eastern Models – Anne, Helen, Rob and Mark – for their genuine and welcoming ambiance, including apparently limitless tea and biscuits!

▼ An occasional parcels working breaks up the procession of EMU passenger services. Pictured here is a H class 0-4-4T preparing to run-round a brace of SR four-wheel vans.



Brinklow

Modelling: **MILTON KEYNES MODEL RAILWAY SOCIETY**

Words: **WAYNE WEBB** Photography: **TONY WRIGHT**



This N gauge slice of British Railways in its heyday sprang to life thanks to a photograph in a book. The picture was exquisite: it recorded a Jubilee running alongside the Oxford canal at Brinklow in Warwickshire and embodied all the classic hallmarks of 1950s steam.

Brinklow, to be precise, is a village just to the north of Rugby and after some further research I discovered it used to have a station. It was on the L&NWR Trent Valley line, which ran between Rugby and Stafford. Originally known as Stretton, the name was changed to Brinklow in 1870 and it survived until 1957, though the goods yard continued

to function until 1961. Today you would not know a station had ever been there.

In 2015 Milton Keynes Model Railway Society decided to build a new N gauge layout. The brief was for a continuous run on which to run British stock, with the option to also run Continental and American stock on occasions. It had to be simple to operate and be controlled by either 12Vdc or DCC.

And that's how *Brinklow* came about. It portrays the real area as closely as it was in the 1950s or thereabouts, with only three lines through the station and beyond (other parts of the Trent Valley section were quadruple) due to the proximity of the canal.

▲ The main entrance to *Brinklow* station.

The three lines consist of an up slow, up fast and a shared down fast and slow line.

Construction

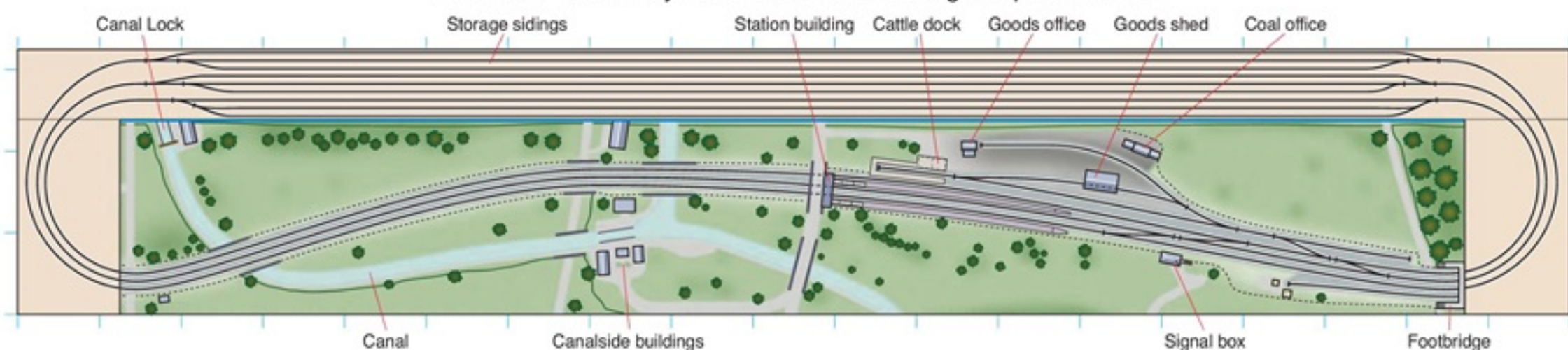
The agreed plan was to build the layout on five boards made from 12mm and 9mm

▼ Goods trains pass through *Brinklow* station.





Brinklow Overall layout size 19' x 3' 3". Each grid square = 1' x 1'.



plywood held up by six pairs of softwood legs fitted with adjustable feet.

Each section is 3' 10" long by 33" wide. Legs locate into three of the boards which are all bolted together making a 19' long layout – exactly the space available to us in

the club room.

Peco Code 80 track was used throughout as some members have older N gauge stock.

Gaugemaster controllers are deployed to power the layout for 12V dc operation, whilst Digital Plus by Lenz is used for DCC running.

The layout is colour coded into three separate circuits so that 12V dc or DCC can be applied on each track when appropriate; green for the up slow up, red for the up fast up, and blue for the shared down fast and slow line.

The goods yard is operated from the green circuit, up slow line. Points connecting the through lines are actually 'dummy' points and are isolated from each other. The fiddle yard is made up of nine lanes, three for each circuit, with each split into four sections.

36 short trains can be accommodated in the fiddle yard but we mostly run 18 longer trains which each take up two of the isolated sections in the yard.

Buildings

The buildings are mostly scratch built using cardboard sub-structures covered in plasticard finishes.

I used the Ratio modular covered footbridge with alterations to the sides for the station steps. The station building itself was

◀ An EE Type 3 with a brake tender and the prototype Deltic on a special last run.





modelled from a photograph. Platforms are made from Peco edging sections with a plasticard surface.

The LNWR signal box was scratchbuilt to a standard design as we could not find a close up photograph of the original signal box.



▲ The Oxford Canal passes under the Fosse Way road bridge: both bridges are still extant.

▲ A Black 5 heading south past the goods yard with milk and parcels express.

Point rodding was done by using fine wire glued onto short pieces of plastic rod. All the signals are non working and are made from brass or plastic.

The canal side buildings are made from cardboard covered in white plasticard which was then given a light coat of PVA glue and covered with weathering powder. When dry it was painted to give a plaster/rendered

finish. Some Kestrel buildings have also been used and modified.

All the bridges are a mixture of cardboard kits, plastic kits or built from scratch by members of the team.

Scenery

The aim with the scenery was to make it look like the railway had been built within the landscape – as indeed the real railway was. This was achieved by using cardboard formers which were cut to the shape of the

▲ A northbound parcels express roars non-stop through the station.





▲ A Fowler 3F awaiting shunting duties.

contours and glued to the baseboard. Cardboard strips were then glued across the tops of the the formers, producing a lattice effect. Paper swatches were then glued on top of the lattice using PVA and built up in layers. This was painted when dry and Woodland Scenics scatters were applied along with static grass fibres.

The canal was made using a shell of plasticard for the base, sides and towpath, all painted suitable colours – notably canal colour 'green' for the water surface. When dry, four coats of satin varnish were brushed on in turn (ie allowing each to dry before applying the next coat).

A mix of small commercial trees and tall handmade trees by Bob Taylor are planted across the scene. Bob also made the bushes and hedges, and to finish the panorama off nicely, he photographed some countryside to use for the backscene. It was actually taken at Maidensgrove Common in the Chilterns, and the images were stitched together and printed by an art printer based in Telford.

Vehicles and canal boats are a mix of scratch and kit-built items, along with commercial offerings from the likes of Oxford Diecast.

Rolling stock

At shows, just to give a more varied display for people watching, we run the layout to depict the years between 1948 to 1963. So visitors will see Royal Scots, Patriots, Jubilees and Coronation Class locomotives. Early Diesels are also in use, especially the prototype Deltic

▲ A WD Austerity 2-8-0 with a mixed goods passes a run down canal side building.

on the Liverpool to Euston run, and Class 37s just sneak in at the end of our chosen period.

Locomotives are mostly ready-to-run, of varied release date, hence early Farish can be seen alongside newer examples. There are also a few kit-built locomotives.

Coaching stock is all ready-to-run, but freight





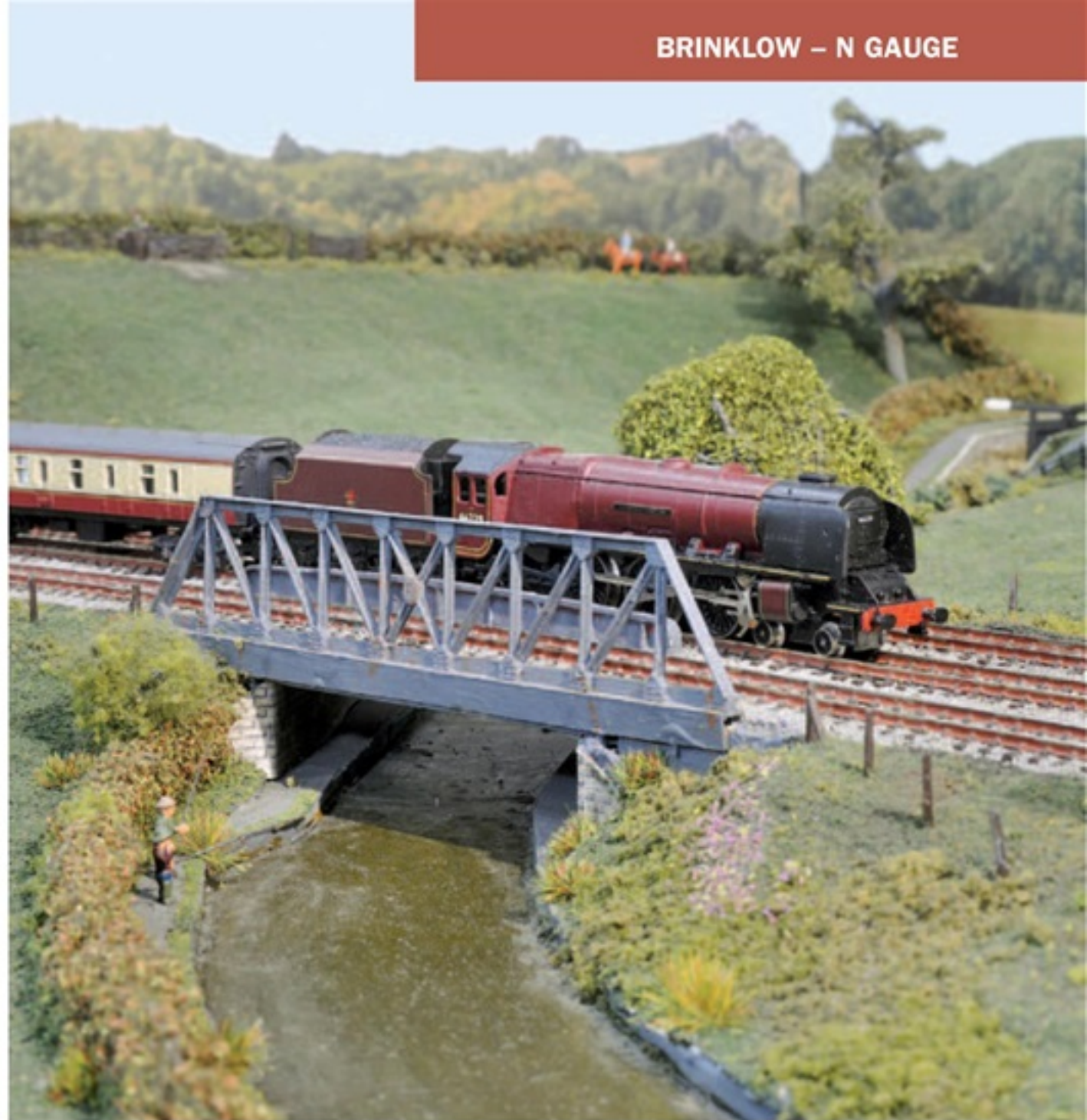
▲ The *Brinklow* team Bob Taylor, Andy Culham, Tim Byrne and Wayne Webb having scooped the Dennis Moore trophy at the Chiltern Model Railway Show in January 2020.

stock is a mix of kits, scratchbuilt and ready-to-run items. We also show the canal through the changing times; from a post-war working one to pleasure boat use in the 1960s.

Finally

Society members are very pleased with the layout: it works well for club nights when any type of locomotive can operated, from old to modern day. Recently the club celebrated its 50th anniversary and had its two N gauge layouts on show; *Brinklow* and *Dentdale*. Milton Keynes MRS is always open to new members, and if N gauge is not your scale of choice we also have layouts in OO and O gauge. Visit www.mkMrs.org.uk for further details.

Royal Scot Class No.46149 *The Middlesex Regiment* heading south towards the station. In this period, we show the canal as still functioning commercially.



▲ No.46229 *Duchess of Hamilton* heading a southbound express. We made the canal pass under the railway at *Brinklow*, even though in reality, it doesn't.



Talking Points

Topical issues from the world of model railways

Are curved approaches more appealing?

Ian Futers is renowned for his signature 'three point plan', different iterations of which have provided the basis for scores of layouts that he has built over the years. However, recent months have afforded him with an opportunity to experiment with his proven formula – still using just a trio of turnouts, but introducing curved geometry...

Photography as credited

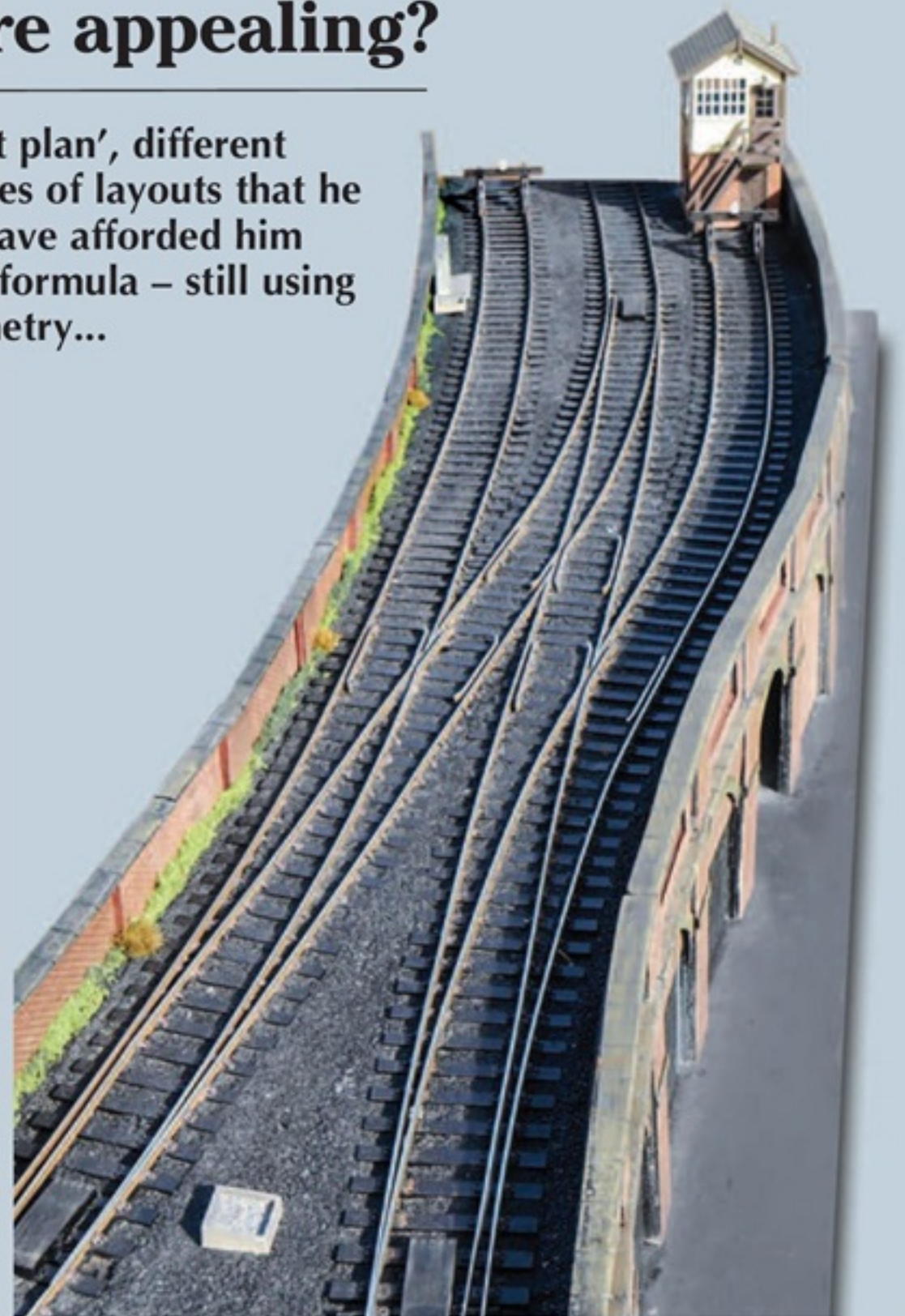
It was interesting to note that Andy Peters utilised a curving – rather than straight – formation for the station approach on his *Bala Town* layout, which was featured in the August 2020 issue of the *RAILWAY MODELLER*. He intimated that a curved arrangement is more appealing than the more usual straight run in, which is exactly what I have been trying to achieve myself on a small layout.

To pass the time during the past few months, with my traditional calendar of exhibition activities curtailed, I found a couple of baseboards lurking in the shed and decided to construct – what my wife has coined – a 'Lockdown Layout'. From all accounts I believe I am not alone in embarking on such a project!

I decided to return to a track plan that I first used for my P4 *Newcastle Haymarket* project (*RAILWAY MODELLER* June 1994 and February 1995). This was of course way back in the 1990s, but I have since used the track plan a number of times, most recently in my now-preferred 7mm scale. However, whilst sketching out my new scheme, rather than using the Peco medium radius straight points, I decided to experiment by reconfiguring the plan to utilise the manufacturer's larger radius curved points, which I just happened to have in stock...

Using the curved turnouts

For O gauge, Code 124 bullhead left- and right-hand curved turnouts are available in the Peco Streamline range; these measure 516mm in length and have radii of 1727mm (inside route) and 3098mm (outside



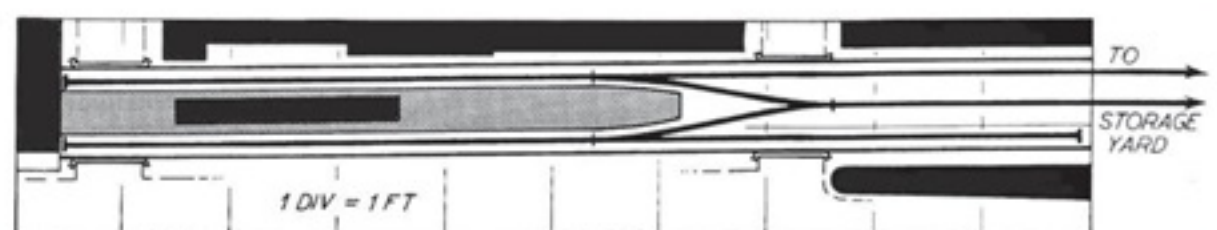
▲ A successful experiment! The station throat board is pictured here at an advanced stage of completion (viewed from the platform end), illustrating clearly the flowing trackwork that Ian refers to in the text. Photo by the author

route). With two right-hand curved turnouts and one left-hand straight turnout to work with, I spent quite a bit of time laying them one way and then another until I came up with a suitable working station throat arrangement with smooth transition curves through the trackwork.

Using the two baseboards (which for some reason measured 4'3" in length rather than my 4'6"), I evaluated how the curved points could be made to fit onto the station throat board – the other board just containing two lines of plain track that run either side of an island platform. As I required a sufficient lead in at the throat of the station for light engine movements (rather than using the hidden sidings to move locomotives around), this entailed using a slightly longer length of plain track than I would normally use in such a location; sized to accommodate the length of the longest locomotive I intended to use.



▲ *Newcastle Haymarket* was described in the June 1994 and February 1995 editions of *RAILWAY MODELLER*. Depicting principally DMU passenger operations, the P4 layout was constructed with a raised formation, running over retaining arches. This scenic theme – together with the track plan (right) – formed the basis of the author's 'Lockdown' project described here.



All seemed well, but those who remember my *Newcastle Haymarket* scheme may recall how the whole of this two-platform local terminus station was raised up on some traditional railway arches. A scenic focus was made of some retail businesses located within the arches themselves; I wanted to create a similar theme, but this time in 7mm scale.

I managed to lay the curved turnouts, spending quite a bit of time ensuring that there was a smooth transition over the points, whilst using some of the stock that will be eventually working on the completed layout. Two of the points ended up very close to the baseboard join (where the platforms commence on the second board) and this, initially, caused problems with the location of the SEEP point motors, this requiring a few bits of timber to be 'carved' out with a chisel. The result looked rather messy but fortunately it was all later hidden once the arched retaining walls were put in place.

The baseboard surfaces were covered with 3mm cork sheet which was glued down firmly. All of the turnouts and plain track were then screwed down, using 1/2" No.2 brass screws. This is my preferred method of track fixing, which allows for any issues or problems to be sorted easily.

Construction continues

Electrical feeds and returns were installed and soldered onto two bus bars running underneath (these are simply lengths of copper clad sleepers). SEEP point motors were then added and wired up to a small control panel, with everything being tested as I went along. Two pin DIN plugs are used for power continuity and on the first main test, everything worked perfectly. Once the track was ballasted and painted (using black aerosol car paint) the rail sides were painted too. A very small amount of paint removal was required on the rails to restore good electrical continuity.

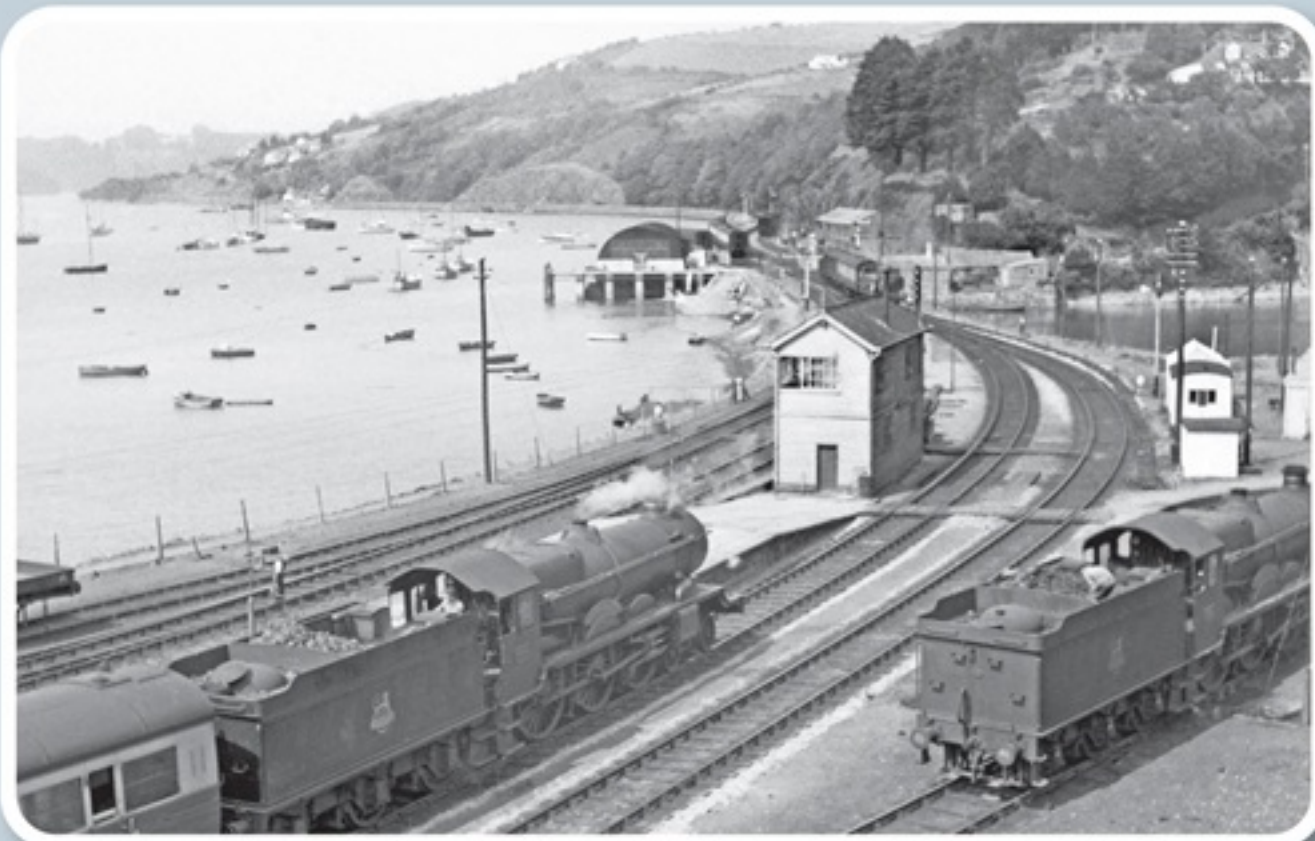
The layout was now fully operational and, naturally, this encouraged a great deal of 'playing trains! The opportunity to experiment with this layout prompted me to dabble further with Digital Command Control, this being employed for operation of the locomotives. However, I retained my tried and tested analogue arrangement to operate the point motors, with switches mounted on a small mimic diagram. The layout controls are located behind the viaduct on the station throat board, although at home I operate the layout from the front (where else at the moment!), as it is invariably located along one side of my garage wall.

The construction of the viaducts themselves took a fair amount of time; I am currently completing the scenic details for the businesses housed in the arches. It has proven to be quite fun thinking up what firms to feature – I keep changing them around as the fancy takes me!

A positive outlook

I remain optimistic that the finished layout will venture out onto the exhibition circuit in the future, once circumstances allow such events to resume. A full account of the layout will also appear in the pages of this magazine in due course. However, its location and name are still under consideration (the ex-GWR items of stock in the accompanying photos may surprise those who are familiar with my usual prototype leanings!), although the layout could be used to serve a number of locations – with suitable cosmetic changes of course.

Although the full effect of the curved points is only realised when looking along the length of the layout from either end – and therefore less readily apparent when observing the layout from the viewing side – the appearance of the flowing trackwork is nonetheless very appealing to the eye. I can conclusively say that my experiment has been a success – I hope Andy Peters and others will agree!



▲ Station approaches with sweeping curves are commonplace on the real railway. The former GWR terminus at Kingswear is a classic example. This view was recorded in June 1957 and shows Castle class No.4088 *Dartmouth Castle* awaiting departure with an Up passenger service, whilst another (unidentified) Castle is serviced on the turntable road. Just visible behind the signal box is an 0-6-0PT, which is approaching the station with a short van train. Photo: Railphotoprints



◀ Ian was encouraged to experiment with devising a curved station throat after seeing Andy Peters' *Bala Town* layout (pictured) in the August 2020 issue. Photo: Andy Peters

A glimpse of what's to come, perhaps? Ian's Lockdown project is still under construction, with its geographical location still to be decided. However, this vignette of the part-completed model shows a distinct Western flavour, with a modified Peco signal box kit finished in BR(WR) colours and a Dapol Collett 0-4-2T waiting between duties. Photo by the author

Next month

Ian Futers will describe his latest BR diesel essay in O gauge in our December issue. Named *Glebe Road*, the layout is the author's first to employ DCC sound.



St Mary's

In describing his journey from OO9 to O-16.5 **JULIAN EVISON** demonstrates how a move up to modelling 7mm narrow gauge railways can be accomplished with relative ease.

Photography by Steve Flint

This model narrow gauge railway station was inspired by a long term fondness for the Welshpool & Llanfair Light Railway (W&LLR) and invigorated by the beautiful Dorset Kits products from Kevin Trim. It is the first time I have modelled in O-16.5.

I returned to railway modelling a little over 12 years ago and built an OO9 exhibition layout called *Khan* based on a station in German South West Africa (now Namibia). It appeared in *CONTINENTAL MODELLER* and was displayed at over 40 shows until the sale of the only vehicle it would fit into – without hiring a van – led me to wanting something new and less unwieldy.

Reading the delightful book about the W&LLR by Glyn Williams, I learnt of the rivalry between two alternative routes to connect Llanfair with the railway system; that to Welshpool, and the other via Meifod to Llanymynech.

Obviously the Welshpool route was chosen, but my model supposes a branch had been built from near Heniarth to serve Meifod, as a sop to the locals, and to widen the traffic sources of the W&LLR. However, I

know of a number of other layouts called *Meifod* and, as I am taking liberties with the location, the layout is called *St. Mary's* after the Meifod parish church dedicated to St. Tysilio and St. Mary.

The layout is set in the summer of 1930 which just allows for one of the two original Beyer Peacock 0-6-0Ts, *The Earl*, to have been returned from rebuilding before withdrawal of passenger services in 1931.

The real W&LLR normally operated on a one-engine-in-steam basis and the addition of the branch would have made this difficult. Initially I imagined in the early years that two engines would have been the norm, requiring a token system for signalling. However, careful re-writing of the timetable allows for 'economies' to be made while maintaining the same service, hence my version of the W&LLR could have been worked one-engine-in steam provided that shunting 'tractors' were available at terminus stations. This notion could have been a possibility if the railway acquired surplus WD stock after WW1.

A further supposition

I also invented the *Newbridge Quarry Company* which is allowed to work its trains into *St Mary's* from Newbridge (about halfway along the branch) which has given a welcome variety of workings into the station.

The layout consists of two scenic boards, both 3' by 18" and one fiddle yard board of the same dimensions into which the control panel (for front operation) is let.

Trains enter the layout between two buildings and over a road (shades of Welshpool) before coming into the station. The track plan is conventional with a run round loop and four sidings, two for general merchandise and/or cattle, one for coal and one for servicing locomotives.

This gives sufficient operational variety to keep an operator amused at a two day exhibition, particularly as the coal siding is reached via a kick back.

***The Earl* about to run round its train which includes a pair of sheep wagons, each with a single dropside door.**





▲ The maroon coal wagon of JLL Peate, and the Dick, Kerr & Co petrol electric 'tractor' loco, seen in the coal siding.

Sourcing the structures

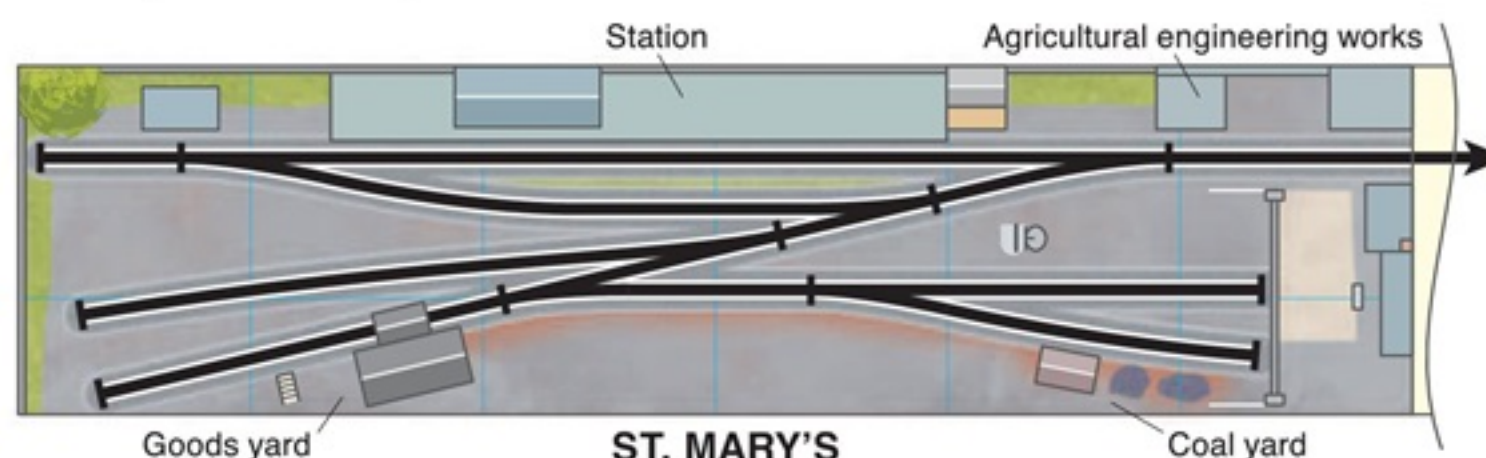
The ground frame and the goods shed are Skytrex resin kits somewhat modified; the ground frame was given a slate roof made from over-lapping layers of printed slates, whilst the goods shed was reduced in height to match that of narrow gauge stock and a plasticard awning, to match the style of those at Llanfair, was added over the track.

The rest of the buildings are scratchbuilt using a variety of techniques. The two houses and the agricultural engineers are made from layers of plasticard built over a foam board

frame. These were all cut using a Silhouette Portrait cutter, as were the window frames of the two houses. Both the houses exist in reality and are close to the notional site of the railway in Meifod. The plans were drawn

up from photographs.

The station building is a freelance design made from a basswood frame covered in plasticard corrugated sheet. It uses coffee stirrers for the floor. The coal merchant



Layout Technical details

Baseboards

The foundations of the layout were experimental in design and execution and will be the subject of a separate article in future.

Track

The layout uses Peco 0-16.5 track throughout and has been completely satisfactory. It is mostly laid on 2mm thick cork sheet, but the sidings at the front were laid directly onto the baseboard to give some height variation, though this is hardly noticeable. To reinforce the track at the baseboard joints, the end plastic sleepers were replaced with copper clad sleeper strips.

The fiddle yard uses cassettes which are just lengths of track laid on thin timber beams. Alignment is accomplished by a pin and tube arrangement, with power connections made via bulldog clips that span small brass plate terminals either side of the rails.

Control

This is conventional 12V dc, the simplicity and troubleshooting of which I much prefer to other control options. Each track section has its own feed so flexibility is built in. The points are changed via Tortoise point motors using the built in frog switching capability. Inter-board connections are via 25 pin D-connectors. The underside of the boards has been painted in a light colour, making everything easier to see. I use lengths of comb binding to tidy wires into common runs, the comb making it easy to add or remove wires.

Layout lighting

A layout with its own lighting is essential in my view. This is easy to do these days, as stick-on strips of LEDs can be attached to a suitable surface. Three rows of LEDs, two warm white and one cool light, are deployed on St Mary's, powered by 12V dc transformers.



▲ A busy day for the Dick, Kerr & Co shunting tractor. The wooden ramp in the foreground is used in conjunction with the sheep wagons.

building uses the same framing material, but some coffee stirrers were also used for the walls. The lamp shed is also plasticard corrugated sheet on a basswood frame and is a scale model of an LSWR example found close to my home.

A Welsh backscene – almost

The photographic backscene is from the German firm Auhagen.

I tried to make my own backscene by taking photos from the hills above Meifod but was unsuccessful. The Auhagen one is a pretty close match despite being of a German landscape, though there is one rather Teutonic bungalow within the scene, which is hidden behind the large tree (from Ceynix Trees) at the left hand end.

To help disguise the transition from the baseboard to the backscene, the station area is surrounded by stone walls (from Ten Commandments) sited on a low embankment. These are placed ½" in front of the backscene which helps to fool the eye.

Light relief

Despite the fact that the baseboard is a flat expanse, I wanted to build height variation into the layout, albeit limited. I used two materials in different areas; Sculptamould and lightweight ready-mixed filler from

Wickes. The latter was an experiment but seemed to work well, being particularly useful in the goods yard where I wanted vehicle tracks to show up like you see on a muddy surface: running a model vehicle through the new applied filler gave the effect I was seeking.

A variety of different materials have been used for the ground cover. To represent the colour of Macadamised roads common in the area the road running up to the factory was finished using ash from a wood fire.

The goods yard and much of the space around the track is a mixture of different scatters from the usual suppliers; Greenscene, Hornby, Noch, etc., plus dried kiln sand bought from the Basingstoke club at exhibitions.

For my first venture into the use of static grass fibres, I made a static grass machine from a flyswatter and a tea strainer. To learn the technique, I sat alongside Maggie Gravett at one of her demonstrations and tried to follow her methods. I am very pleased with the results, though I have a long way to go before I can match the standard of their inspirational layout *Pempoul*.

Finishing touches

For me, it is the little details that can make or break a layout, things like figures, vehicles and general clutter. For *St. Mary's*, Duncan Models supplied the kits for the coal wagon, the water trough and the agricultural implements. The figures are mostly from

Omen Miniatures and Monty's Models and the clutter is mostly from bits bought from Duncan Models. Most of the milk churns and sacks are very old Britains models which were given to me.

Locomotives and Rolling Stock

Fortunately, the 7mm modeller is very well served by kit suppliers when it comes to modelling the Welshpool & Llanfair Light Railway. My rolling stock collection for *St. Mary's* is as follows:

Locomotives: the Beyer Peacock 0-6-0T kit from Dorset Kits can be assembled as either the as-built or rebuilt form. I have to confess that a friend, Ron Patterson, put it together, delivering it to me in undercoat for detailing and painting. The model runs as *The Earl* and it has turned out beautifully.

In addition to the W&LLR locos, my backstory requires a locomotive for the trip workings to and from the stone quarry as well as a shunting tractor.

The quarry loco is a Peco large quarry Hunslet body married to the usual Branchlines chassis kit: it went together nicely. Named *Amiable* it runs well, if a little noisily. Shunting tractors were never employed by the GWR on the W&LLR, of course, but the railway did actually own two 2' gauge Simplexes (numbers 22 and 27), bought new in about 1930 for use at the sleeper works.

In my world the Cambrian had found an internal combustion locomotive as War

Department surplus in 1919. This is a Dick Kerr petrol electric (S&D Models kit), mounted on a Halling motor bogie. This runs very well so I am happy to overlook the absence of spoked wheels and daylight when viewed through the frames.

Coaches: *St. Mary's* only requires one coach – a brake composite. As anyone who has ridden in the replicas now running on the W&LLR can testify, these are impressive and beautiful vehicles. This model is another lovely example from the Dorset Kits range.

Wagons: the W&LLR had quite a variety of wagons and many types are available as kits. Being a rural railway running through rolling hills, cattle and sheep wagons formed an important part of the goods traffic, so *St. Mary's* is well stocked with such vehicles. General merchandise traffic is provided for by opens and covered vans and presently, all the models on the layout are sourced from Mercian and Dorset Kits respectively, from the same two suppliers.

One of the opens depicts a private owner wagon belonging to JLL Peate. The maroon livery makes a welcome change and was made by creating an overall body transfer on a computer and printing it out on decal paper. It is not perfect, but is OK at normal viewing distances.

The most obvious gap in the rolling stock roster were brake vans. These needed to be (mostly) scratch built and I used the end

Redolent of historic W&LLR street scenes in Welshpool, the exit to the hidden sidings is set amongst this small collection of buildings.



▲ **Amiable and a rake of loaded quarry wagons. Apart from the scratchbuilt brake van, this train was made up using various Peco kits.**

moulding of the Slimrails brake van and built the rest from plasticard. The sides were 30 thou embossed planked sheet with framing made from 2mm by 1mm strip with little slivers of rod for bolts. The solebars are from a Parkside Dundas OO wagon.

The other items that needed to be made were the timber bolsters. Again the basis were the Slimline kits, but these were mostly used in their entirety. The chief changes were to shorten the wheelbase and substitute 14mm dia. wheels for the 10mm dia. wheels supplied with the kit. There is a difference in width, but I decided to live with that.

Finally, the Newbridge Quarry Company has its own vehicles for stone traffic. These are simply rakes made up using the Peco

O-16.5 open wagon kit and finished with home made transfers.

Final Remarks

As mentioned in the opening, *St. Mary's* is my first attempt at O-16.5 modelling. The layout has been exhibited about 20 times so far. Talking with lots of people at these events has been really enjoyable and it is to be hoped that we can return to exhibiting again soon.

7mm Narrow Gauge Association

This article first appeared in *Narrow Lines*, the magazine of the 7mm Narrow Gauge Association – anyone interested in narrow gauge modelling in this scale can find more details at: www.7mmnga.org.uk



Reliant on LCC!

LCut Creative is a firm which produces a wide range of laser cut wood components for the modeller. **MARTIN HENDRY** shows some of the elements he made to fill out his unusual layout with industrial structures.

With dozens of pre-cut shapes in 4mm and 7mm scales, the layout builder can produce structures to almost any shape or size. The LCC range includes parts for railway buildings as well as for industrial structures like factories and warehouses.

In this article I show some of the buildings I have made for my

Reliant Works layout – a just supposing railway connection to the former Reliant three-wheel car factory in Tamworth.

Where did it all start?

As with a lot of youngsters in the 1960s, I had a fascination with toy cars and model trains.

I was weaned on a Tri-ang passenger set in the mid '60s, but with no permanent board, I seem to remember that it was only brought out during school

holidays. Then followed the usual preoccupations of a youthful male from those times; scooters, motorbikes, and cars, and then eventually a young family: you get the picture.

I cannot recall just how long I've been a truly archetypal 'armchair modeller', but the mania has been with me for an awfully long time. So many ideas, so little spare time and money, but it all changed about three years ago, when my very supportive wife-to-be encouraged me to maybe join a local club and see what transpired from that.

Grimy?

Club life suits some people, but not all. I met some really great guys there, but it just wasn't for me, though one very good friend was made, Brian Smith, without whose

▲ A Reliant Regal, fresh off the factory production line, is dwarfed by a BR Standard Class 3MT 2-6-2T. Photos by the author

assistance and technical expertise, *Reliant Works* would have taken considerably longer to reach fruition.

I like industrial, grimy scenes, so the layout had to depict such a scenario, and I wanted to do something that was a little out of the ordinary, that I hadn't seen before, but which way to go?

I think the deciding factor was the white metal kit of the Reliant Regal that was produced by Mr.R.Parker, which I saw advertised in *RAILWAY MODELLER*. I sent off for one or two, initially, with further examples of his simple but very good kits ordered subsequently. I think I have somewhere around 15-20 Regals now, with more in the to-do pile.

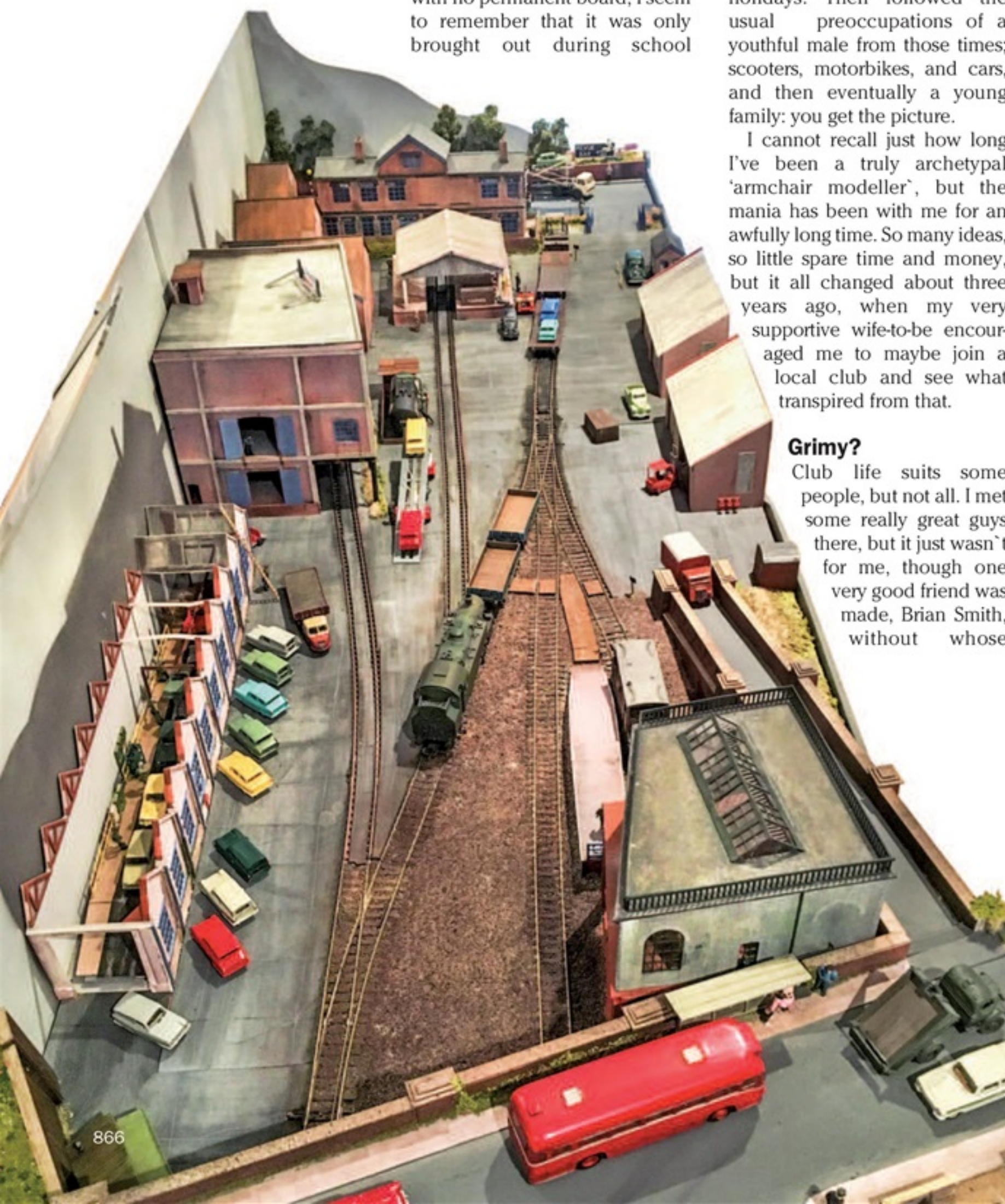
Reliant three-wheelers may not be to everyone's liking, but as with many things, it's horses for courses: what suits me doesn't suit the next modeller.

So, standard gauge tracks and a Reliant Regal... Quite simple really – build a representation of the Reliant factory. It was never rail-served, and I'd never come across a layout based on it.

Re-use, recycle

The baseboard presented itself in the form of the sides of one of those calico cloth-covered light-

◀ An overview of the layout showing the combination of ballasted and inset trackwork. Peco Code 75 items were used.





▲ A trio of brand new Reliant vehicles are loaded ready for onward transport. The factory buildings utilise laser cut parts.

weight wardrobes from a house clearance: almost ready made which I saved from landfill. I'm pretty sure the ply top and any other wood came from the same clearance. The backscene board is the smooth white-faced hard-board from the back of another 'robe. I do like a bit of recycling.

I fiddled around with track plans on paper, taking into account what buildings I'd need to include for a small car factory – representations of – obviously

due to the space constraints of a layout approximately 6' x 2'.

Peco Code 75 track was laid, and Brian came to the rescue, as he always does, and wired the entire layout for me. He also built and wired the seven-track fiddle yard with its two-track exit system, traversing on sliding drawer runners.

Power

An NCE Protocab is the chosen DCC controller, but the layout

Sue's tea hut has established a reputation for keeping the factory workers nourished with a fine line of tasty butties! ▶



LCut Creative – laser cut building parts

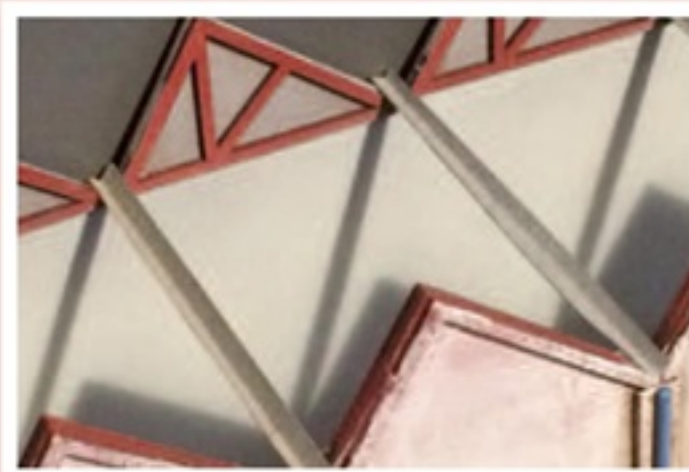
Three factory gable ends forming part of the backdrop being assembled from LCut Creative part Nos: LCC 04-23.



The parts used for the production shop building, which was given a north light roof structure. Gable end part Nos used: LCC 04-104 (L&R).



When the parts in the previous photo are assembled, the building begins to take on a recognisable shape.



Vehicles

Old road transport models that are not from the usual mass produced sources really appeal to me, so I have some Langley lorry kits, a few converted EFE products (the breakdown truck started life as an EFE six-wheel box van but now has a Langley recovery unit on a scratchbuilt body), plus cars and van kits from various sources.

There are numerous references online and in books as to how the actual Reliant factory operated. There is also old film showing Bedford TKs being used as transport for new Reliants – mine's another customised EFE model – and Ford D Series cabs hauling skeletal trailers delivering the Regal bodies from the moulding workshop.

I must make special mention here of Graham and Lorraine – the new owners of Road Transport Images. This firm's product range of 4mm vintage lorry kits and service is second to none so it's well worth checking out their website to find out more:
www.roadtransportimages.com



has also been run with the Gaugemaster Prodigy system. Electrically, the layout utilises four separate circuits, all connected to a DCC bus via wire droppers from each track section. Points are powered in the old analogue way with a 15V ac accessory transformer and a CDU to provide power pulses to

A Hornby Sentinel 0-4-ODM shunter is seen with a pair of loaded Lowmac wagons.

the SEEP motors we use. Biased centre-off switches are fitted to trigger the solenoids momentarily. There is also a low voltage lighting circuit for the buildings and trackside lighting.

The part I absolutely love

I really enjoy creating the buildings, scenery and road vehicles. Kathy Millatt's YouTube modelling channel was my saviour for describing how to

depict inset track. She describes using 2mm craft foam for the concrete infill. This, when painted and weathered, did the job for me; the material is so easy to use and cut. I still need more practice, as with everything I've done on the layout, but thank you Kathy.

The next step was to make the buildings, and most are made using the range of modular building parts from LCut Creative

as shown in the accompanying panel. The beauty of these parts is that they are modular panels. The wall sections, of which there are numerous designs, with or without window openings, simply lock together like jigsaw pieces to make larger walls.

Visit: www.lcut.co.uk to see the full range of parts and prices.

To paint and weather the LCut models, I used paint washes and powders from Galleon Games, a very friendly shop local to me.

I built a main office building, goods in and out bays, stores, a production line (with the Regal cars in various stages of manufacture), a power plant above the tracks with pipe bridge, a weigh bridge and bicycle shed etc.

An interesting and polite comment was made at the layout's first show, and that was along the lines of "You should fit a small mirror above the production line, so that we can see inside more easily." Good idea, now actioned with a custom-cut acrylic mirror set at an angle: and I've left most of the roof off to aid seeing inside.

On the overbridge is a detailed Metcalfe cricket pavilion with the usual tea urns on the counter, and a lorry driver tucking into a fried breakfast with lashings of bacon and eggs: eat there if you dare! A healthier option for the Reliant staff is Sue's tea hut, situated by the bridge, which does a fine line in tasty butties!

Figures are mostly from the Dart Castings and Hardy's Hobbies ranges, painted and then toned down with a black or brown wash.

To sum up

There are lots of little jobs still to do on all fronts, and even more things to learn. I'm pretty pleased with it as a first layout. A huge thanks to everyone who has encouraged me, supported me and supplied me with bits, including Susan, a very understanding lady when the kitchen table is home to a warehouse under construction, and Brian and Sue Smith, the electrical genius and his wife. I musn't forget all those valued suppliers and manufacturers either: keep up the good work please.

For the future another much larger OO gauge computer controlled joint venture, with a lot of scratchbuilt buildings, is already under way with my partner in crime. Watch this space.



Loco maintenance crane

NICK HUGHES shares the dimensions of this modern style locomotive hoist which features on the Hyde Lane MPD layout published last month.

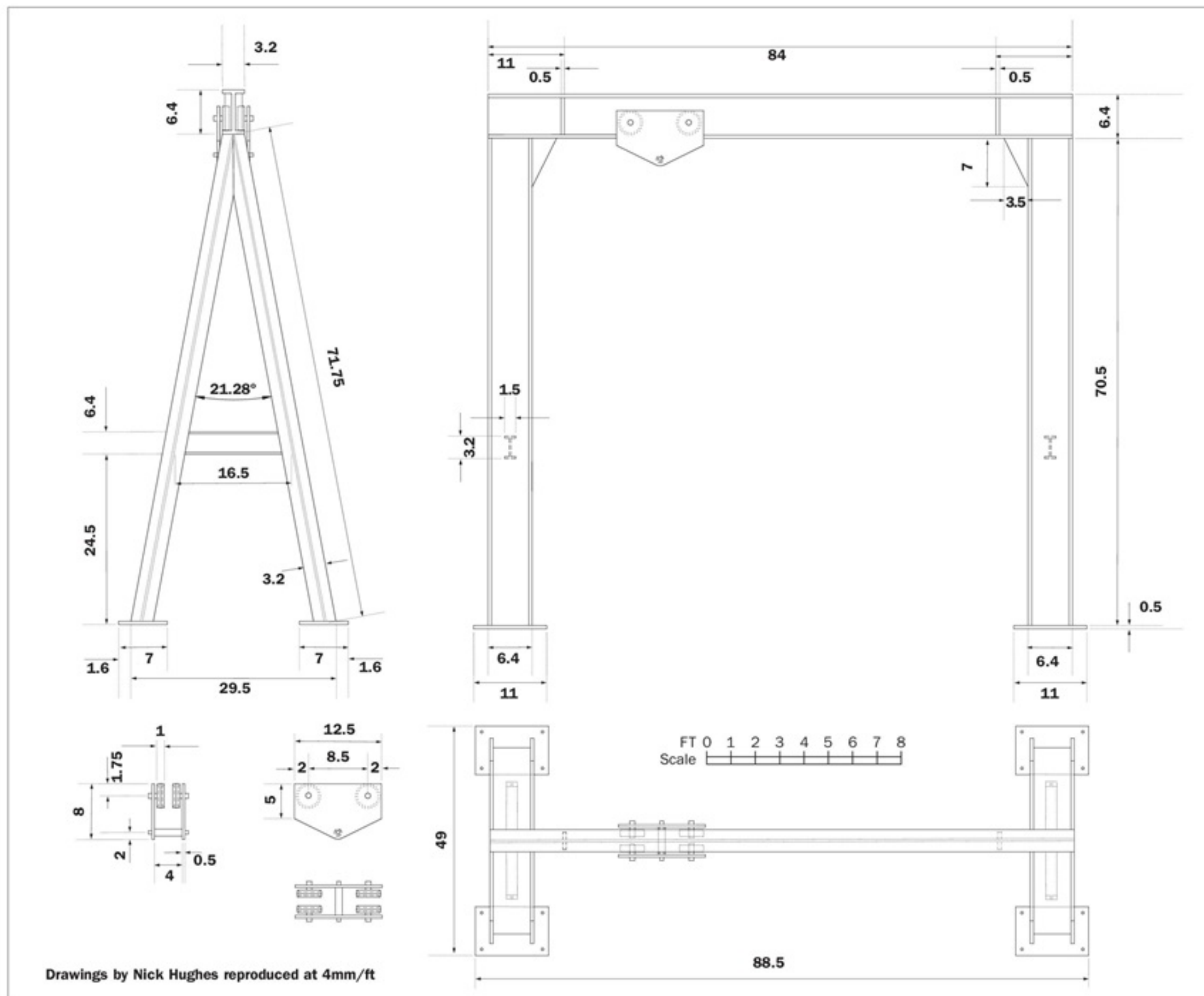
Although this is a freelance structure, it is based on a typical modern-day design of RSJ gantry crane, consisting of a pair of shear legs and a single bridge beam. For the model shown right, which is to 7mm scale, I used I-girder Plastruc products, plasticard strip, and plastic tube.

The trolley is depicted as a non-powered one, and the chain hoist was made up from lengths

of plastic tube and some fine chain. The crane would mostly be used for removing roof panels and lifting out internal parts on general maintenance activities.

The drawings are reproduced to 4mm scale for OO, EM, P4 etc., with the annotated dimensions shown in millimetres for a nominal model at 4mm/ft.

N gauge and O gauge modelers should adjust the dimensions accordingly.



A new layout for the Blandford Forum Railway Club

The Bailey Gate project

Commentary by **STEVE FLINT** with notes provided by **DAVID CASH** and **RON CLEGG**.

Photography as credited

The allure of the Somerset and Dorset Joint Railway is legendary amongst countless enthusiasts and railway scholars far and wide. Probably the most bucolic of all cross country railway routes, its high regard stems not from the industries and centres of population along its course, but from its latter day role as a summer time holiday byway which saw big express locomotives double-heading long rakes of inter-regional coaching stock through hill and vale.

When the S&DR opened throughout in 1874 (becoming the 'Joint' line the following year) it created direct access to the south coast for the Midland Railway, but its potential as a major trunk route from the north never materialised.

A view of Bailey Gate station building with the United Dairies factory beyond. Photograph: www.railwaystationphotographs.co.uk



Bailey Gate - the model

This layout was started by club members in 2015 with a lot of research into both the station and the United Dairies milk factory.

A special meeting in the Old School in the village brought out over 200 people who shared memories and photos with club members, providing a valuable pool of definitive facts (See News in the July 2017 issue). Using that, together with other



Part of the collection of archive material and photos sourced from the meeting at the Old School in the nearby village of Sturminster Marshall (The station originally carried this name, but it was changed to Bailey Gate to avoid confusion with Sturminster Newton). Clubroom photographs by Steve Flint.

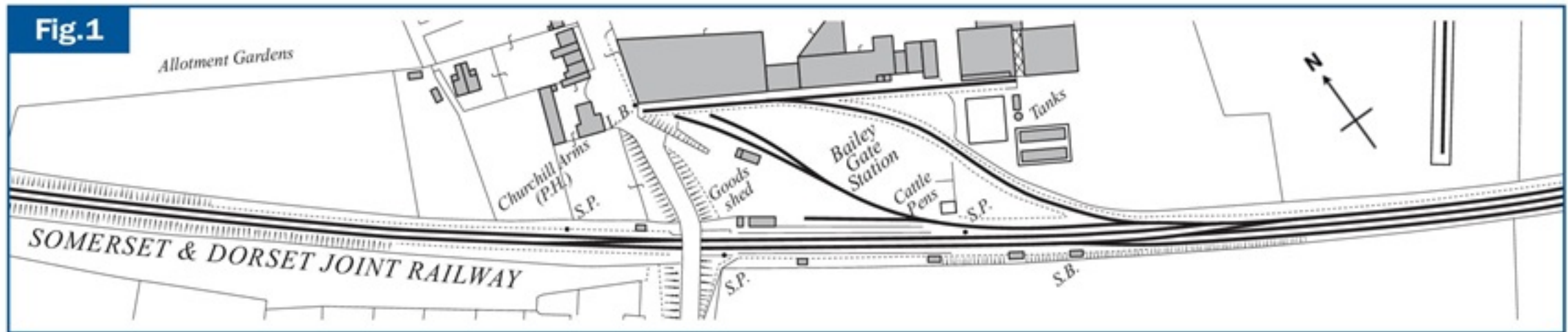


The layout seen in the early stages of construction with some of the team members present in the Scout hut. From left; Dennis Gale, Mike Smith, Howard Day, Peter Gray, Robert Stephenson, Tony Legg and David Cash.

archive information, the baseboards were built and the trackwork was laid, wired and tested using the DCC system of control.

All the buildings were also initially constructed as white card mock-ups, so that their positions and sizes could be adjusted, if required, before the final models were produced.

The overall size of the finished layout will be 22' x 16' and all the boards have been built as 4' x 2' modules.



The cottage alongside the line to the north of the station. This was relatively easy to model as it is still standing to this day.

Members of the club debate the merits and shortcomings of the DCC control system deployed on the layout.

Fortunately, its chequered history and failure to meet expectations didn't undermine its appeal to modellers generations later. It has since inspired countless layouts in all the popular scales, and furthermore, when it's the local railway on your doorstep, as indeed it would be for members of the Blandford Forum Railway Club, that enticement is even more intense.

Back in the mid 2000s the club, in conjunction with the town's museum, built an authentic replica of Blandford Forum station in OO gauge. The model toured the country and was featured in the February 2011 edition of RAILWAY MODELLER

Fig 1. Details of the site from an old map c.1936. The positions of sidings were altered during the lifetime of the factory.

It has since been housed permanently in the museum now for several years and the question of what to do as a follow up layout, led the club to choose the next but one station south on the former line.

Industry either side of the S&DJR was spasmodic: at its northern end modest coal mining activities provided some traffic, whilst limited agricultural traffic could be found at most stations. At Bailey Gate a large United Dairies factory was sited adjacent to the station and was rail served.

Blandford Railway Club's project to recreate the site in miniature started in 2015 and is progressing well despite a slow down in activity due to the health crisis.

Progress to date

On 18 March 2020 Blandford Scouts closed up their hut. It has been the premises where our weekly meetings have been held for some time and where various layouts are stored, but the Covid pandemic put a stop to that and as I write, in August, it is still closed.

Our fifty plus members went into lockdown, but as a club we found ways to keep in contact, and to support some of our members who live on their own.

The team responsible for the Bailey Gate project quickly responded and took home some of the layout boards to work on. Aspects of the scenic side have been completed during lockdown

With the layout being a model of a station that once existed, all the buildings have to be scratchbuilt from original photographs and, where still existing, survey notes and current photographs.

Hand built signals have also been painstakingly crafted and are ready to be installed when we can get back together.

The group look forward to that time, supporting each other, and the club as we always have done, and to connecting all the boards together again.

The opportunity to carry out work on this project away from the Scout hut has helped several members to keep focused in these difficult times: a silver lining of sorts within a dark cloud.

The same board as that with the cottage, showing the station area taking shape in a member's sitting room during the lockdown restrictions. Both photographs by Ron Clegg



Dentdale: the Lockdown Locos

With his usual raillery **IAN NUTTALL** reports on his modelling efforts whilst holed up at home.

Photography by the author

The sudden health crisis has affected all our lives in recent months and as I write this in early summer the first of the restrictions are being lifted: yet what the future holds is not clear.

Being retired and in the 'three score and ten plus' age bracket – albeit just – I am encouraged to be 'confined to barracks' for the good of my health. I have not had to face a lot of the day-to-day worries which confront the population at large; future careers, financial problems, business survival,

schooling, and so on. I am sorry for all those having to cope in the circumstances and trust it will be resolved as soon as possible through government and scientific fortitude.

Fortunately, an early concession by our ruling caucus was to include cycling as a permissible daily exercise, which has aided my physical wellbeing significantly, but I had to address the many spare hours I needed to fill whilst at home.

I do appreciate just how fortunate we railway modellers are to have a pursuit

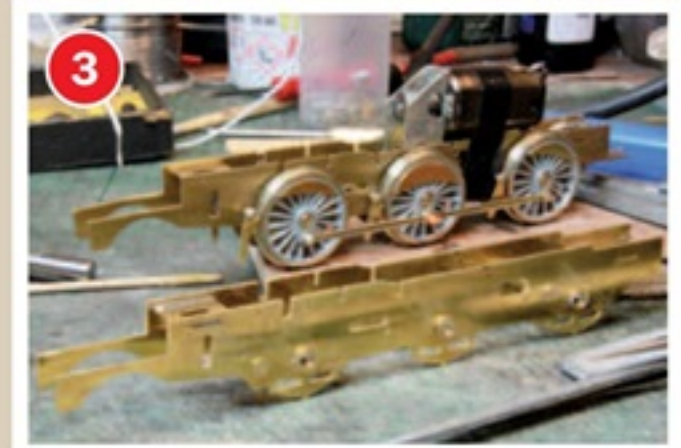
which is cerebral, historic, creative, artistic, practical and ultimately fulfilling and satisfying – well, most of the time – and I can wear my 'anorak' with pride. Coupled with this is the recent report which highlights the benefits of constructive pursuits such as railway modelling to counteract the onset of dementia. A sort of 'Get Out Of Jail Free' card, with the many facets of the hobby providing stimulus, challenge, and even the occasional reasonably decent model to show for our efforts.

DJH Hughes-Fowler Crab

Photo 1 shows Hellifield based 2770 looking fit for service. The angled cylinders, attributing to its nickname, are a distinctive feature of this all round workhorse. I recall them as regulars on Day Trip Specials to the Lincolnshire Riviera, my childhood home in Cleethorpes, yet they were equally at ease on parcels or fitted freights; versatile indeed. 2770 is powered by a Mashima 1428 motor coupled to a Branchlines 53:1 Multibox.

Photo 2 exposes the DJH Crab tender 'in the flesh' so to speak. Seeing this rekindles more memories of my time with Grimsby MRS when *Burdale* was toted around the northern shows. In the team were two talented and innovative modellers; Pat Loftis and my mentor Ron Smith. Pat was a gifted scratch builder of locos, who ensured he *always* took an unpainted engine to run at each show. I recall an LNER C12 4-4-2T a D3 4-4-0, and my favourite, an LNER A3 Pacific with a GN tender and German smoke deflectors.

The moment of truth (photo 3) when I had to raid my second DJH Crab kit for its loco chassis once I realised my first attempt was far from satisfactory. The original is now reduced to bits, ready for use with Crab No.2.



Stanier Black 5 4-6-0 No.5022



Carlisle Kingmoor (12A) hosted an impressive selection of Black 5s; 5022 was one of the first arrivals, and the third off the production line. Whilst my model (photo 4) runs smoothly and steadily I had hoped it would cope with my heaviest trains. Sadly, despite much lead being applied above the driving wheels, it won't; so is a slight disappointment. However, its short brake van train, all part of its running-in procedure, poses no problem whatsoever.

The Brassmasters etching improves the accuracy of the front of the coal space on the Hornby Black 5 Stanier tender (photo 5). Cutting the plastic away to create the hole was the trickiest, and most fiddly, aspect of the upgrade, but worth the time and effort.

The replacement buffer beam, enhanced finer steps, my own lamp and guard irons, and cast vacuum pipe (photo 6) make the model even more fine scale, as do the lifting eyes, just visible at the rear of the tender top.

Photo 7 shows progress with the Comet chassis for the Black 5. Note the short lengths of electrical wire insulation which are ideal as a temporary means of holding the coupling rods in place for testing purposes.

Also visible is the Mashima 1426 motor coupled to the North Yard 36:1 enclosed gearbox which might have that mysterious 'black box' look to it, but it assembled remarkably easily and can be reduced easily to its component parts should that prove necessary. I only wish there was a 60:1 or 80:1 North Yard equivalent available for freight locos, but then these are available via High Level or the Branchlines Multibox.



When lockdown kicked in officially, I was involved with two tank wagons, so I rounded these off: my ESSO fuel train now runs to 23 vehicles and I can also put together a dedicated Appleby-Cricklewood milk train of ten Express Dairy tanks and a Stove R. I hope to be able to write about these in the future. Thus I considered my options and decided that, if I didn't make a start now, several loco projects could remain dormant for ever. And so I began a structured programme.

Old school: a DJH Hughes-Fowler Crab.

First out of the hat was this DJH offering which features a melange of white metal and brass, although some may deem it a little 'old school' with its $\frac{1}{16}$ " brass frames. This feature also prevents the use of most High Level Gearbox options, but I did have a Branchlines 53:1 Multibox in stock which I was keen to try. However the huge bonus of DJH kits is that they include Romford wheels which, at today's prices, come to almost £50.

I needed a specific engine and leaned towards a lined black version with tender coal rails; more work admittedly, yet also more character. Consulting Wild Swan's LMS Locomotive Profiles No.2 (I have used this series extensively for the engines featured here), plus my S & C specific references, I settled on 2770, a Hellifield (20G) regular for many a year, and so construction commenced.

I prefer to start with the chassis....I look forward to the moment when the motor and

gearbox cause the wheels to turn for the first time, and all seemed well when my basic chassis was in action on my rolling road. Transferring it to my layout made me reconsider; the chassis waddled along akin to a pregnant duck. Quite simply the chassis was not square, despite using jigs to assist and, I thought, I'd taken great care. Unbelievably (!) I had a second DJH Crab stashed away so I dug it out, built up the frames, transferred the wheels, motor and gearbox, made new pick-ups from 1mm phosphor bronze strip and tried again. Result; phew! I will reduce the original chassis to its component parts for when I assemble DJH Crab No.2. Also you may now appreciate why I qualified "ultimately fulfilling and satisfying", in my opening section, with "most of the time"....

Relying on the kit instructions, bare bones at best by today's standards, and my own experience I seemed to achieve completion without any other major blips. HMRS transfers (gold shaded red for the lettering/numbering), and Model Master's 20G shed plate, builder's plate (2770 was in a batch of 70 constructed at Crewe in 1926/7) and tender plates to add fine detail, 2770 was fit for service. Weathering, coal from Dent Station itself and ModelU crew completed the picture. An aside: I use HMRS transfers extensively; the red lining on their sheet is just sufficient to cover one loco; hence I have many, many unused transfers spare. Yet to

line another loco I need to order another sheet for the plain lining alone; someone originally hadn't apportioned things appropriately...frustrating.

Oh bother: Stanier Black 5 4-6-0 No.5022.

After the relative intricacies and chassis wobbles of the DJH Crab, I sought a more straightforward challenge and opted to do a cosmetic upgrade on a ready-to-run Hornby Black 5; famous last words as it transpired!

Hornby, bless 'em, had done their homework to the extent that each loco, mine was 5055, had the correct dome and top feed arrangement, and appropriate tender. I also had in stock the Brassmasters upgrade kit so set about to lift the level of detail on the Hornby model even further.

All was going swimmingly until I applied one of the very last etched extra parts, the valve motion support bracket. Testing the chassis, the motor whirled, but the gears didn't turn. "Oh bother", I thought, or words to that effect. I started to strip down the Hornby chassis but was soon entering can of worms territory... I was also aware that, by applying the Brassmasters kit, I had invalidated any Hornby guarantee. I considered the possibilities and decided on a replacement chassis. Delving deep into my loco bits box I located a Comet Black 5 chassis pack, six Romford 24mm driving wheels, a Mashima 1426 motor and a North Yard (from NZ) 36:1 gearbox which is marketed by Branchlines.



Lifted by the Brassmasters detail kit, this China-built Hornby 8F is, in my opinion, a fine model (photo 8). So thank you Hornby and Brassmasters for providing the mainstay of my freight services. The most obvious improvement of the Brassmasters etch is the footplate overlay which provides that all important slight overhang. I'm not sure why Hornby omitted this feature as it is included on the firm's Black 5.

Having passed its rolling road trials No.8084 is now rostered on a train (photo 9), a fully fitted perishables as it happens, although the headlamp code would beg to differ. Ah but, this is a temporary arrangement to test its haulage capacity, you see! Dent's distinctive 'Midland Gothic' waiting shelter and angled station nameboard are prominent as the train makes smooth progress south.

Needless to say this added many hours to the construction process, and over £100 to the cost, but I now have a smooth running loco. My original choice of number was 5023, but I realised this had been given the block style lettering in 1936, thus negating the fact that I could adapt the Hornby LMS lettering and the 50 of the number. 5023 had also received some body alteration, so I chose 5022, long term resident of Carlisle Kingmoor (12A) throughout my chosen time. **e-Bay sourced: Stanier 8F 2-8-0 No.8084.** I am a great fan of 8Fs; you can never have too many of them in my opinion, particularly on an S&C layout set in the later LMS period. Along with the Johnson 3Fs and Fowler 4Fs they are the go-to workhorses for freight traffic on the line. I have followed this practice very closely and have eight on the layout to date, four of which are upgraded and scaled Hornby Dublo models, whilst the others are the China-built more modern Hornby versions. I had another Hornby model waiting in the wings and that became the next project.

Again I sought to economise on transfers by selecting an example from the same batch as Hornby with the gold block style of insignia. I was restricted to the number series 8027/95, built by Vulcan in 1936/7 as these all started off with riveted 4000 gallon tenders matching the Hornby one.

On my previous four Hornby 8Fs I added the Brassmasters upgrade kit so continued this tradition. The kit was designed originally to augment Hornby's earlier 8F so you may feel that certain of the detailing parts, for example the axleboxes, are no longer needed; the choice is yours, but the overall effect is no doubt beneficial. All is relatively straightforward, involving no advanced techniques or specialist tools, although I admit that chain drilling to create the correct 'hole' behind the coal doors was fiddly, though ultimately worthwhile: just don't add

a full coal load to undo and hide all your hard work!

Searching for a suitable loco number I was aware that 8070/73/80/81 and 8090 from this Vulcan group were already in service on *Dentdale*, though I still had options. 8084 stood out, as it was shedded at Leeds Normanton (20D) from 1937-57 and I suspect it must have become acquainted with the Long Drag over this extended period: retirement will have been well earned.

This 8F was e-Bay sourced and, whilst it ran sweetly, it arrived devoid of steps/vac pipes/loco fall plate etc., so I gathered replacements from Comet, and even managed to make the fall plate hinge to accommodate changes in ride height. The loco lamps indicate that 8084 is destined to work on mineral traffic, fitting employment; my apologies if one photo shows it running-in on a mixed goods. Does this faux pas warrant merely detention, or does 1000 "I must not..." lines beckon?

Looking at possibilities to crew 8084 I had spotted that, in the ModelU catalogue, it was possible to buy a 4mm scale 'Steve Flint' and I considered immortalising him on my 8F footplate. On inspection he was wearing a totally inappropriate non-railway hat, so I had to choose alternative personnel; shame! **Sir Herbert Walker KCB: the LMS 5P/5F 4-6-0 Patriot No.5535.** I have always had a soft spot for Patriots, harking back to my early days with the Grimsby and District MRS when my good friend Ron Smith had scratch built No.5504 *Royal Signals* to head his parcels train I do feel privileged to have been given it by Ron's widow Dorothy to run on *Dentdale*; it heads my 'Thames-Forth' express. Despite the addition of two Express Dairy milk tanks and a 42' Utility Van interloper, the former added at Appleby, it remains more than man enough for this weighty train, despite being over 50 years young/old. But more on that in a future instalment.

Leeds Holbeck (20A) received only a limited allocation of LMS Patriots, but they did remain to work on the S&C for many a year. In addition to 5504 I also have 5538 *Giggleswick*, which was named in Settle Station Yard in 1938 by the Headmaster and youngest pupil of Giggleswick School – which is just outside Settle. Very appropriate and typical of the time, and I have even played against them at rugby, though not in 1938! Hence with a Bachmann Patriot at my disposal I was left with the choice of No.5534, *E. Tootal Broadhurst*, and No.5535, *Sir Herbert Walker KCB*. I opted for the latter yet query why the LMS chose either name. I am aware of the 'Cotton King' accolade of the former, and the Southern electrification grandeur of the latter, yet they don't fit with most other names of the class. If anyone has an explanation I'd love to know why.

Brassmasters don't offer a Patriot enhancement, although I was able to include their etched Fowler tender coal rail fret, which I believe boosts the fine scale look. Fair credit to Hornby/Bachmann et al, they have upped their game exponentially over the last 15-20 years to the extent that reviews in magazines have to nit pick to find fault. Hence I think there is little at all wrong with the Bachmann Patriot. I was concerned that the tender brakes did not align with the wheels, but found that there was so much play on the axles....presumably to negotiate set track curves...that they had no choice, so neither did I, unless I went to great lengths to restrict the side play. However I did fashion my own tender guard irons, which are absent and I also moved the tender vents from the coal space. Whilst coal rails increased capacity they also tended to block the vents with dust; hence the vents were transferred to the rear of the coal plate. I added 20A shed plate, ModelU crew, real coal, lamps to indicate a Parcels train and, inevitably, weathering.

Road trials suggest this is not the greatest in the haulage power department stakes, although it does run exceedingly smoothly, so I have now reconsidered its role. I have assembled a dedicated Appleby-Cricklewood Express Dairy milk train formed of nine tanks and an LMS Stove R six-wheel brake, which 5535 can manage round my undulating circuit for hours on end without the need to touch the controller. This is a most welcome addition to my S&C loco stud: the 57th I believe.

A snip: Johnson ex-MR 3F 0-6-0 No.3392.

One of my earliest kits with etched frets was an MPD 3F. MPD stood for Motive Power Developments and, I think, their address was a PO Box in Wakefield. I enjoyed building mine, over 30 years ago, as I felt it offered finer scale aspects which upped the expectations of my own modelling. The melange of brass and white metal was ideal; I suppose they were the precursor to the Craftsman range, still available today.

Hence I was pleased when I spotted another one, still unbuilt, for sale on a trade stand at the Taunton Show in October about four years ago. In fact there was also a Millholme LMS 2P; I agreed a price of \$45 for the pair and couldn't believe my good fortune. The trader said he found relatively little demand for white metal loco kits and was just glad to find a good home for them. I had a real bargain, for both kits included Romford wheels and the 2P sported a Mashima motor and gearbox.

I needed an example based on the S&C fitted with a Johnson 3250 gallon tender, and found that 3392 of Leeds Stourton shed (20B) fitted the bill admirably. 3Fs have long been associated with the Long Drag; two of my favourite S&C photos, taken by Maurice Earley and Henry Casserley in the 1930s at Ais Gill and Garsdale respectively, focus on these handsome engines.

This kit appeared in the mid-1970s – if my memory is correct – yet remains a relatively

non-complicated build today, accepting that the instructions, to a degree, are rather thin on the ground. I do like the brass tube boiler with its milled grooves to accept plasticard boiler bands. The ones supplied are 10 thou thick which makes them all but flush so I substituted 15 thou which I don't think was available when the kit first came out. The Romford wheels were in the box when I bought it so all I needed to complete matters was a Mashima 1420 motor and a High Level Kits 60:1 Road Runner Plus gearbox. I see that the proprietor, Chris Gibbon, now supplies grub screw fixings with all gearbox choices; that's fine by me.

Once again HMRS supplied the transfers; plain yellow all round, which was the case for most, but not all of these venerable engines.

A strange protuberance and a blast from the past. As lockdown kicked in I noticed a worrying 'bulge' on the lower half of the back wall of my *Dentdale* Empire log cabin,

LMS 5P/5F 4-6-0 Patriot No.5535



5535 proved the quickest and most straightforward of my loco projects in this batch. When I created 5538 *Giggleswick* I used a veritable mix of Hornby body/Bachmann chassis/lost wax chimney and dome, plus etched smoke deflectors, but this time deemed Bachmann's model to be more than acceptable – a sign of the advances made over the last 20 years or more. Here (photo 10) No.5535 *Sir Herbert Walker KCB* enters *Dentdale* from the north on a parcels service. It does run so smoothly, even though not yet fully run-in, although it won't match 8F 8084 for pulling power. So 15-love to Hornby in that aspect.

The fact that the tender brake shoes do not align with the wheels is not obvious on this broadside shot of Bachmann's Patriot (photo 11), but you can appreciate the finer specification of the Brassmaster etched coal rails, the moving of the tender vents to the rear of the coal space and the convincing cab crew courtesy of ModelU.

The level of weathering tries to depict a working loco yet one that receives some care, being in the more elite band of Holbeck's allocation; not that 20A was noted for being concerned about the cosmetic appearance of its engines.



Having just emerged from the weathering shop No.3392 trundles round my *Dentdale* circuit in this archetypal Yorkshire Dales scene (photo 12). The Derby build plate has been affixed to the central splasher, although lamps have yet to be added.

Here (photo 13) the MPD Johnson tender is taking shape. This unpainted view shows how MPD utilised mixed brass, white metal and plastic mouldings to good effect.



akin to the early stages of pregnancy; far from good.

Investigation pointed the finger of blame at the storage shelves under my layout, and the considerable load on them.

Having emptied everything onto the terrace outside. I set 4" x 4" posts as uprights for protection, then, with a lump hammer, I bashed in shorter lengths of the posts, cut accurately to match the correct gap between

my cabin and the garden retaining wall, and the bulge disappeared. Not very subtle, but undoubtedly effective. To counteract a recurrence I screwed nine 3" x 2" uprights inside the shed to take the shelving brackets

The blast from the distant past - a Fowler tender from an early LMS Society etch



We all like a challenge? This is all I had to work from (photo 14). Even the edges of some parts were only marked by a small 'L' for the corners, and you may also notice that several crucial parts, including the floor, sloping tender coal plate, rear tender top and treads for the steps, are not there and need making!

I used a fine scribe to create the cutting lines and as work progressed I discovered a few other omissions, yet I must be thankful to the LMS Society – I am already in so many other ways – for being ahead of the game and producing this in the very early 1970s.

Evidence of my endeavours with the piercing saw is seen in photo 15. Just visible, is the 'V' of my home made piercing saw table, which made the cutting out so much easier. Also on show is an array of 'the weaponry' I have at my disposal for my modelling tasks. The brass, by today's standards is heavy gauge, I would estimate it at 20 thou. and hence a huge heat sink when soldering detail parts using a finer tipped iron. So I added handrails, steps, lamp irons and the like (photo 16) before soldering the main parts together with a 50W iron fitted with a chunkier tip.

Centrally in photo 17 is the tender footplate which needed to be scratchbuilt, the top coming from scrap etched brass of 15 thou thickness, whilst it stands on 3mm strips of brass. To achieve the depth behind the coal doors (on the right of photo 17), I used 4mm strips of brass, each bent to an 'L' shape and soldered on. The top section is a 'U' shape with slightly rounded corners to match the prototype.

With the tender body created it was matched to the comet chassis (photo 18). I am a big fan of the Alan Gibson range of bogie and tender wheels; they run true, are easy to fit and are readily adjustable. The sloping coal space sheet (seen centre) was shaped following reference to the highly informative monologue on LMS 4Fs (in two parts by Wild Swan Publications) which includes fully detailed drawings.

And here's the model, almost fit for purpose (photo 19); it just needs the transfers, livery, coal and, naturally for me, some weathering. I wonder how many of these LMS Society etched kit tenders are running on layouts?

and spread the load; phew!

As a consequence I realised my shed was far too cluttered so had a mega sort out; it took four days.

A re-organisation of my railway library revealed I had 80 books on the S&C alone. Yikes! Anyway, whilst sifting through numerous boxes I unearthed, amongst other things, an etching for an LMS Fowler 3500 gallon tender. I remembered I'd bought it from the LMS Society (via a Mr. Robert Fysh of Timperley, Cheshire) nearly 50 years ago.

In those days it was undoubtedly 'state of the art', now it is more 'State of the Ark', but it is accurate. The downside is that every single piece needs cutting out, and forget any ideas about merely snipping tabs (see photo 14). Hence, there being no time like the present, and with untold time on my hands, I set to work. Several hours of cutting with my jeweller's piercing saw and, five blades later the job was done.

Admittedly extra bits need making from scratch, and I am blessed that I had a Comet

6' 6" x 6' 6" chassis in stock, so that, with Alan Gibson 4' 3" wheels, I had a seriously respectable tender...or at least I think so.

As with my other black locos I have chosen to spray them with Expo Matt Black Primer aerosol as the basic covering. After two/three coats the finish is spot on and ready for the transfers, after which weathering rounds everything off.

For those without an airbrush I would recommend this approach, and I am more than happy with the primer acting as my top coat as well.

Similar vintage: ex-MR 4F 0-6-0 No.4153. In pairing the aforementioned tender with an engine I tried to follow a similar vintage route to some degree.

I assembled on my workbench some possibilities for a Fowler 4F 0-6-0 beginning with an etched Kemilway etched LC1 chassis kit, the date of which was 1976, and two body options, a resin cast Jaycraft production, dated 1975 on the receipt – still in the box – and an venerable Airfix body

from the early 1980s. Both vied for pole position, but in the end I opted to use my old spare Airfix 4F body in preference to the Jaycraft resin version, which I felt suffered from more compromises and was less crisp in its detail.

I also had some K's 21mm driving wheels available – in keeping with the age of the other parts – but had Romford's on stand-by should the K's prove not to be true. Of course, I needed to be more up to date with my motor and gearbox; a Mashima 1220 and High Level 60:1 were at the ready.

So there we have it; unusual, life changing circumstances have created an unexpected amount of railway modelling opportunities. My *Dentdale* loco stud has been boosted by some interesting additions, and my love for our hobby and the Settle-Carlisle Railway has been enhanced even further.

Yet the sooner we all return to normality the safer and more relaxed we will be... And I am looking forward to my first pint of real ale for quite some time: happy modelling.

ex-MR 4F 0-6-0 No.4153



There is no doubt the vintage Kemilway etched chassis was, in the mid 1970s very much ahead of the game. This shot (photo 20) homes in on the sub-chassis which pivots on the copper rod providing compensation of around 1mm of vertical movement and to allow for this, each coupling rod is in two parts. Even now it holds its own in many departments, especially if we overlook the etched mounting provided for the Triang X04 motor – which I discarded! Brake gear and guard irons were provided, although sand boxes/pipes were not. I fashioned mine from 3.2mm square plasticard section and 0.6mm brass wire.

The upgrades I applied to the cab of the old Airfix body (photo 21) include cab and boiler handrails which now boast turned brass knobs, cab doors (Comet) that hinge, as does my home made loco-to-tender fall plate, made from brass chequered plate and fine brass tube.

A new Alan Gibson Fowler Midland pattern chimney was fitted, offered as a lost wax brass casting with a capuchon (photo 22). I also fashioned a boiler mounted ejector from carved pieces of plasticard and various lengths of fine wire, including some off a Rioja bottle which proved to be approx. 0.2mm diameter and extremely malleable (not the wine I hasten to add). Note that the Airfix splashers are on the large side (to accommodate over-scale proprietary wheel flanges) but as I had fitted Romford wheels, I acquired, from Brassmasters, a set of etched, detailed splashers to scale size. Sadly, very neat though they were, they were intended for P4 wheels, and I felt they wouldn't quite allow my OO gauge Romford wheels the room they needed. Hence I'm living with the Airfix originals; but I did try.

And finally (photo 23) the finished product No.4153 on road trials. It is my seventh 4F and the original was shedded at Leeds Normanton from 1935-48. Hence it was an ideal candidate to be added to the *Dentdale* stud. Though at this juncture I must hold up my hand to say that, as far as my research tells me to date, 4153, nor indeed any 4F in LMS days, was paired with a snap-head riveted version of the Fowler 3500 gallon tender – like mine.

I ignored 4195 which had one for just two months in 1944, but was shedded at Hurlford way outside S&C territory. I have evidence of several 4Fs given the snap-head riveted tenders after Nationalisation... the earliest I can find is 3932 in October 1950. 4153 did have a flush riveted Fowler 3500 gallon with coal doors and I am prepared to tolerate my slight bending of the rules to accommodate my LMS Society venerable offering.

You must decide for yourself whether or not you feel this is acceptable, but at least I told you.



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Benry TMD

As a teenage modeller currently studying in sixth form, **BEN CATLING** wanted to break the social stereotype that today's younger generation 'just sit at home playing computer games'. Working completely independently, he used a range of practical skills to construct this compact diesel depot scene in OO.

Photography by the author



I am currently attending sixth form and studying Design Technology, Maths, Science and Information Computing Technology subjects. Away from my education studies and part-time work, over the course of the last seven years I have been building, practicing and evolving my modelling skills and capabilities – constantly striving for greater realism.

Generally speaking, railway modelling isn't regarded as a 'trendy' hobby by my peers, but this has spurred me on to try and

promote the hobby in the best light and prove that it can be enjoyable for all. I also want to demonstrate that young people are capable of practical skills; this comes with trying to break the stereotype that all young people just sit at home playing computer games – which is definitely not me!

I spend my free time with travelling on trains or researching my favourite period of railway history – the mid-1990s. This saw the end of the nationalised railway system and freight sectorisation, and instead the

▲ A view that encompasses the entirety of the 2' scenic section on *Benry TMD*. All of the locomotives are DCC fitted, some with sound.

beginning of privatisation with the likes of EWS and Freightliner beginning to appear.

A compact model

I also wanted to prove that model railways don't have to occupy vast amounts of space. Therefore I decided to build a micro layout with a scenic section measuring just 2' x 1' and a fiddle yard measuring an additional 1'. After deciding on baseboard sizes, I went about building them. It's worth pointing out that I had absolutely no help with the construction of my layout; everything you see in the photos I have designed, cut and built myself using skills learnt from close family members and during my education, together with self-taught methods acquired over the seven years I have been in the hobby.

Creating a convincing railway scene in such a small space is particularly challenging. I drew lots of inspiration from real examples of Traction Maintenance Depots at places including Bescot and Peterborough.

Making the main structures

After deciding on a suitable track plan that would fit within the space constraints, I began designing the main depot building.

◀ All of the motive power on the layout has been customised, such as this modified Dapol Class 73 and re-painted Heljan Class 58.



This stage was crucial because, as the main point of focus on the model, it had to convey the right atmosphere. I wanted it to be a unique stand-out feature so I designed and drew it up using CAD (Computer Aided Design) software. I then laser-cut the components for the main structure using equipment I am fortunate to have access to – one of the benefits of studying DT!

After assembling the laser-cut parts for the main structure, I then used plasticard to clad it accordingly, prior to painting and weathering. I used the same methods when creating the scenic entrance, which takes the form of a concrete road over bridge.

Scenic detailing

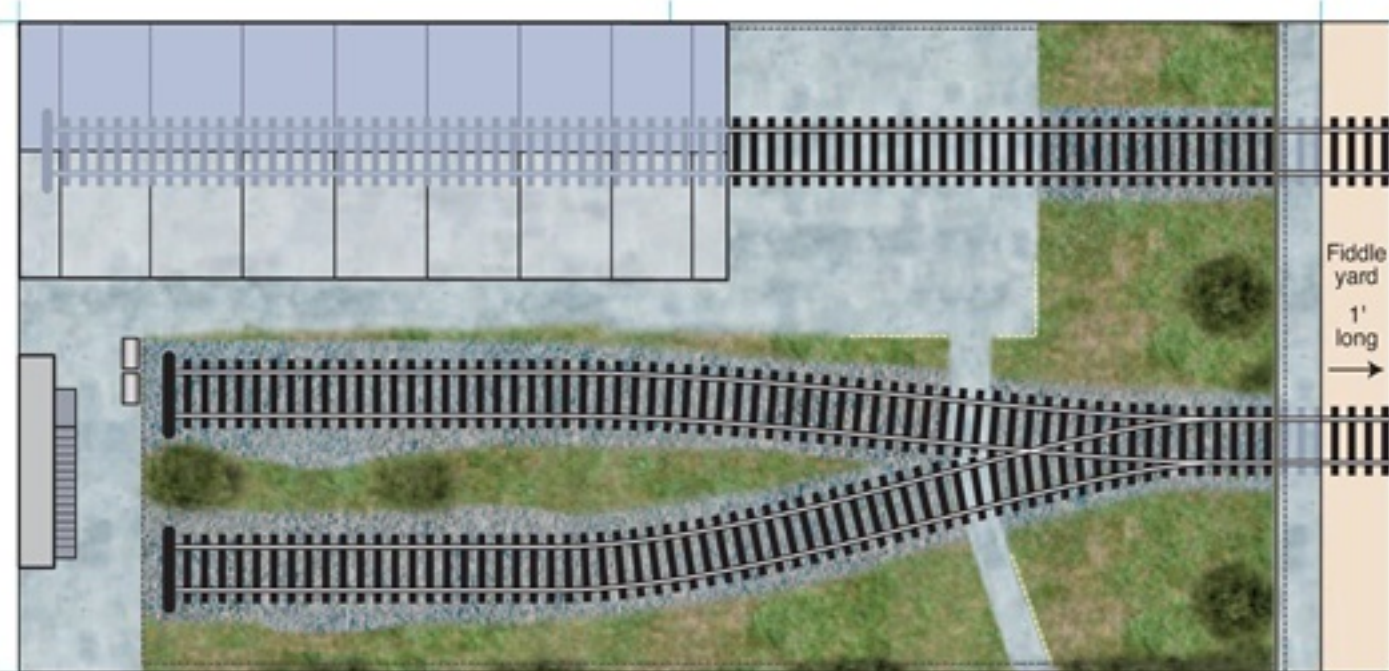
After the basic structures were made, I could then begin to pull the rest of the scene together; I used a printed backscene from Scale Model Scenery, with other products from the same supplier used during the detailing stage. I built up the scenic details using mixes of Gaugemaster, Noch and Woodland Scenics products, which were all blended together using an airbrush and mixes of Tamiya and Vallejo Paints.

The large area of concrete hard standing was created from 3mm foam sheets – suitably painted and weathered using airbrushing and sponge 'dabbing' techniques. Once all ground scenics were in place I turned my focus to other details including signage – some items are from various kits and some I've produced on computer using Adobe Illustrator software. The only non-scratch built structure on the layout is the Scale Model Scenery laser-cut office kit.

Other fine details come from the likes of Modelscene, Bachmann and Peco, which have all been changed to some extent to make them suitable for my model. In reality depots were very cluttered with all sorts of junk and I've tried to replicate that here.

Locomotives and operation

Making a realistic model is not just about the scene but the rolling stock that runs through



Benry TMD Size of scenic section 2' x 1'. Each grid square = 1' x 1'.

it. A big part of my research involved sourcing suitable photos of locomotives to use as reference for modelling – such as the level of grime and rust etc. None of the locomotives in my fleet (which includes examples of Classes 08, 31, 37, 47, 56, 58 and 73) are standard, with most of them having been subject to full repaints and weathering with an appropriate level of grime. One model that really stands out is my class 73, which has been modified to depict 73 130 – an example adapted for hauling the Class 373 Eurostars in the mid-1990s.

The layout is operated using a Gaugemaster Prodigy Express DCC system; this was chosen with exhibition operation in mind because it allows me to move freely around the entire layout. Some of the locomotives are equipped with sound.

Looking ahead

What does the future hold for me and



“ – I wanted to prove that layouts don't have to occupy vast amounts of space. – ”

Ben Catling



▲ The portacabin and staircase are laser-cut items from Scale Model Scenery, as is the tube and clamp fencing.

◀ The track was ballasted using Gaugemaster N gauge granules. The wheelie bins and lifting jacks are Bachmann Scenecraft items.

Benry TMD? I plan to add and trial some new scenic accessories like ground signals and working depot lights. I'll be keen, when circumstances allow, to venture out onto the exhibition circuit – after all, that's what the layout was designed for.



Melbury

Photography by the author

DON BISHOP describes this just-supposing Dorset junction station in OO, which could have existed on the Yeovil to Dorchester Line with a branch link to Beaminster. A mix of GWR and LSWR influences ensures that a wide variety of motive power can be utilised.

Although probably better known as a photographer, and for my work that is often displayed on my trade stand at some model railway shows each year (2020 excepted of course), including Warley, I have actually been a modeller for a good while and have built layouts previously over the years.

Business commitments brought about the end of my last layout in the garage at home as the space was needed for our expanding photography business. However, with an eye on the future I continued to purchase locos and stock, together with some cast-resin buildings, all in preparation for when I would be able to build a new layout.

Small Prairie No.4558 (a Bachmann model) has come off shed and is about to couple to its stock to form a local service to Beaminster.

Putting foundations in place

The family growing up resulted in a spare room at home that I claimed for this purpose. I drew up my plans and asked fellow modeller Darren Berry to construct me some baseboards, as my wood-working skills are somewhat woeful. These are of the 'standard' design of a timber frame with 9mm plywood tops and Darren made these to fit the space I had available. To support the layout I obtained some adjustable wooden trestles from Ikea, which have proven to be solid and reliable.

I had available lots of Peco code 100 track, points and track underlay from my previous layout projects so it was simply a matter of reusing this rather than investing in new and disposing of what was (still is!) quite an extensive collection.

I also decided at this stage to make the layout analogue and DCC compatible so that I could run both varieties, at different times of course.

Devising a scheme

Looking at the space available I decided I wanted to build a former GWR rural junction station and goods yard with branch line facility to increase the operational potential. I opted for a secondary mainline (rather than just a branch line) so that a good mix of locomotives and trains could be operated, without having to run full length expresses that space would not allow.

I also wanted to avoid the usual model railway feature of the track curving away at each end of the scenic section, which to me



Melbury – a fictional history

I have supposed that the small north Dorset village of Melbury was once served by a station on the former Great Western Yeovil to Dorchester/Weymouth line. I have also imagined that the station was a junction for a branch line to Beaminster. My reinterpretation of railway history is as follows:

A station was built for the village when the line was first authorised as the Wilts, Somerset & Weymouth Railway in 1845, it was soon sold to the GWR in 1850. Much of the land around Melbury is the private estate grounds of Melbury House and it was for this reason that when the station was built it was provided with a rather grand building for a country station. It also has a small goods yard where coal, fertiliser, feed and general merchandise is brought in and local produce is sent out.

A branch line was later built to serve the market town of Beaminster. Later the LSWR decided to build its own line to Beaminster, from a junction on its mainline at Crewkerne, and onwards to Bridport, as it had its sights on potentially lucrative traffic from Bridport and developing seaside resort at West Bay. This would complete its complement of branch lines to seaside towns on the East Devon/Dorset coast (now

known as the Jurassic coast). To achieve this they made an agreement with the GWR to share the short line between Bridport and West Bay and shared the station facilities, albeit with separate platforms, at Bridport and Beaminster.

During the Second World War a new curve was built from the GWR Yeovil to Dorchester line at Clifton Maybank, heading round to join the eastbound LSWR (now Southern) line at Bradford Abbas to enable an alternative route to be available for traffic to the important naval port at Weymouth & Portland. This would avoid the coastal route through Poole & Bournemouth and allow trains to access the Somerset & Dorset route at Templecombe to proceed north or continue east towards Salisbury, without any reversals.

When nationalisation came in 1948 the lines as described remained much the same, except that during the 1950s the Southern Region assumed control of the Yeovil to Dorchester line and some signalling, including the Up starter at



Melbury, were changed to upper-quadrant semaphore to replace elderly GW examples. Also the platform lamps at Melbury were replaced with concrete posts produced at the Exmouth Junction concrete works. Most other GWR features remained. The line was handed back to the Western Region in 1958, along with the former LSWR branches, and it is soon after this that the layout is set.

always looks so false. This would mean building the layout to include the curvature required to fit in the room with one end running straight towards a portable fiddle yard by the door to the room, so the layout would be end to end, U-shaped rather than a circuit.

Operational practice

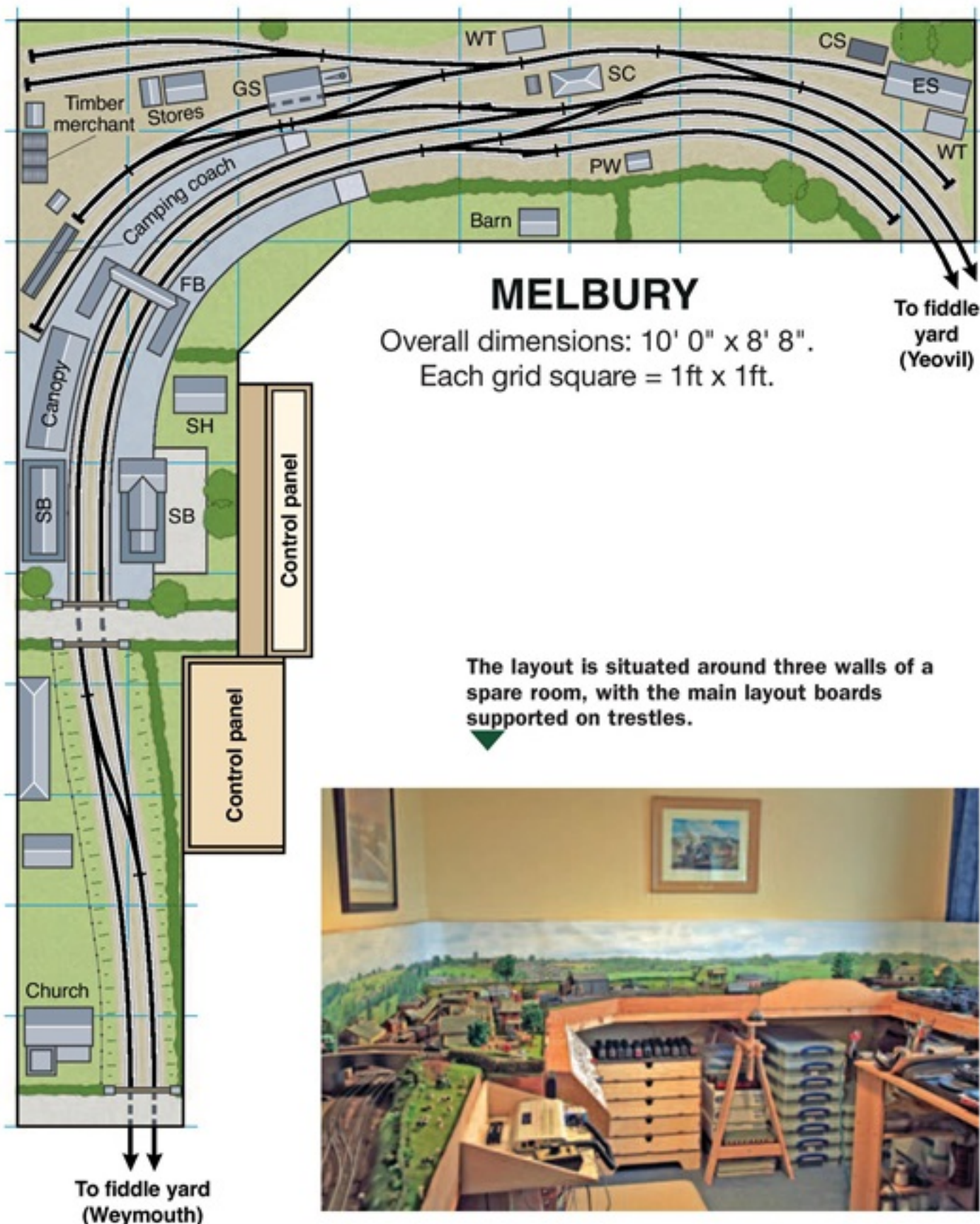
The track layout would reflect GWR practice in that there would no facing points on the

main running lines; this actually increases the operational enjoyment of the layout as trains need to shunt back into the yard etc. The only facing points are on the line running out of the bay platform, where the goods yard entrance is situated. In common with real life practice I have placed covers before these points to indicate that facing point locks are in place, these also exist on the down mainline for use when the branch train runs round and passes over the point

About the author

Don Bishop has been a full-time professional photographer since 2006, during which time he had amassed a comprehensive collection of landscape and preserved steam railway images. Many are available as fine art prints via his website and direct from the Willows Gallery, located in Cheddar Gorge in Somerset. To find out more go to: www.donbishop.co.uk





In the pictures you may notice some single line token apparatus, and think that a bit odd for a double track mainline, but this is explained by the actual junction for the branch being off scene, and Melbury is the signal box that controls the start of the single line of the branch so it houses the token machines. I do plan to replace the up advance starting signal (near the engine shed) with a junction bracket signal to represent the branch junction being just off scene.

Station and buildings

The station itself was placed on a curve to give room for a reasonable size goods yard and the small engine shed for the branch engine. This did create some issues with getting the platforms to look right whilst maintaining sufficient clearance for longer items of stock.

The station building is a rather grand affair, my excuse being that this was insisted upon by the family that owned the Melbury estate. I have used the excellent cast buildings from Townstreet for this.

The platforms themselves are constructed of small timber and balsa-wood sections to make the basic structure, topped with a Metcalfe card and then sprinkled with small gravel to give the appearance of a loose stone surface. The station name totems were supplied by Trackside Signs, but the larger running-in boards were made and printed by myself. There are some small flower beds on the platforms around the running in boards, so typical of country stations in the past.

A station hotel is placed just outside the station, which takes the form of a Hornby cast resin example. The hotel garden has three palm trees adjacent to the platform to catch the eye of passing travellers and emphasise the warmer climate of Dorset!

No.5068 Beverston Castle arrives at Melbury with a passenger service. The signal box is a resin Scenecraft model, which was produced exclusively for Kernow Model Rail Centre.

for the down lay-by siding and the crossover to the up main and north end yard entrance, adjacent to the signal box.

I wanted to signal the layout correctly so have purchased the excellent Dapol GWR

semaphore signals, together with one ex-SR upper quadrant type. Ratio (non-working) ground signals have also been used, which have been placed where shunt movements would require them.





▲ The Crewkerne to Beaminster and Bridport line is operated using former Southern motive power, including Adams Radials (as pictured). Some of these services run in a circular form, working from Beaminster to Melbury before running round and onwards to Yeovil.

The engine shed is a small single road stone building of the type generally found at branch termini, but is located here as a sub-shed of Yeovil for the Beaminster branch engine or during the day the engine off the local pick up goods in between duties. A water tower is situated beside this to supply the shed water crane, and another is located a short distance away behind the signal box, used for the loco shunting the yard.

Two road overbridges are situated at one end of the layout and these are constructed using balsa wood with Ratio/Wills stone bridge parapets and walling that are conveniently available in a colour not dissimilar to the stone seen in north Dorset. A cottage and church are located above the line where it runs through a shallow cutting at the Dorchester end, as are a row of workers' cottages from a Petite Properties kit.

Electrics

The layout is primarily analogue and the wiring of track sections has been carried out to achieve this in the traditional way. I re-used a control panel box from one of my previous layouts, covering this with the new track-plan and installed section switches. Train control is via a Gaugemaster hand held unit. I decided upon manual operation for the points as it is only me that will be operating the layout and it is not intended to be exhibited at public shows. Besides, the coupling and uncoupling of trains is done by hand so I decided this method can be used to operate the points as well!

Provision for digital control

Because I wanted to operate the semaphore signals, I installed a DCC bus and connected this to a DCC Concepts Cobalt Alpha unit. The Dapol signals are connected to Train-Tech control units and these are programmed to the buttons on the Cobalt unit – all of which proved to be quite simple to install.



To the DCC bus I have also connected a Train Tech sound module which plays 'countryside sounds' as ambient background noise during operating sessions and I am considering installing another with yard shunting and other railway sounds.

I have made provision for the layout to be operated in DCC mode as I have been unable to resist a few sound-fitted diesels over the years. This is achieved by switching all the analogue section switches on and using a Gaugemaster Prodigy hand held unit to control trains and sound effects.

◀ The layout is configured primarily for 12V dc operation, but there is provision for running DCC sound-fitted locos with a Gaugemaster Prodigy hand held unit.

Warship D838 *Rapid* runs non-stop through Melbury with an express passenger service. The goods shed is a Bachmann resin item.





▲ Moving slightly forward in time, BR blue-liveried North British Type 2 No.6330 (a Dapol model) runs through Melbury with a china clay working. All trees, except one, are 'off the shelf' ready made accessories.



▲ Pannier tank No.9735 leaves Melbury with a stopper for Weymouth. I used foam track underlay to give the appearance of a neat and tidy ballast shoulder that was so characteristic of the railways in steam days, which is more difficult to achieve with loose ballast.

Locos and stock

Like many modellers I have accumulated a large collection of locos and stock over the years, far more than can realistically be accommodated on the layout at any one time! Stock for the layout is primarily BR Western Region, with most classes represented through the excellent ready-to-run models that have been produced.

Alongside these are a number of BR Southern Region types that worked on the former LSWR lines and then a number of diesel types, mainly WR hydraulics, so the layout can be operated in any time period between the mid-1950s, through the 1960s steam to the late-1960s/early-1970s diesel era. There are also a few ex-S&D types that appear on excursions etc. from that route via the imaginary curve at Bradford Abbas (see map).

All locos and stock are weathered to varying degrees, using a combination of an airbrush, acrylic paints and weathering powders. Coal is added to all steam locos,

plus crews to all tender locos and some tank locos where this is practicable.

Kadee couplings are employed where possible, but I have found that fitting Kadees on some items of stock can be awkward (and nigh on impossible on a few models!) so tension locks remain on certain models. This does mean that some loco/stock combinations are not possible, but these are comparatively few and in some cases I use dedicated 'converter' vehicles that are equipped with different couplings at each end. You may well ask why I use Kadees at all? Well, they do give a much closer coupling for carriages which I think looks so much better – I dislike the large gaps between carriages seen on some otherwise excellent layouts.

A photographic backscene

The final aspect of the layout I should mention is the photographic backdrop. I wanted the backscene to really give a sense of depth to the layout; this is one key area that makes so much difference to layouts I see at exhibitions. After some research I found online the ID Backscenes range and chose the long village sheets, which I have to say look truly excellent. A little tricky to put in place and it required my wife's help, which she offered, to achieve but it was well worth the effort – as hopefully the pictures that accompany this feature show.



RAILWAY MODELLING *Explored*



Projects, hints and tips for beginners from Railway Modeller readers and staff

THIS MONTH • Give it a go • Making stone facings for walls and tunnels

Give it a go – Brake Street in OO

If you want to build up your confidence and skills before tackling a much larger project, why not follow **JONATHAN BRAKE's** lead, and firstly put your abilities to the test on something a little more compact, as he shows here.

Photography by the author

In writing this article, I wanted to provide encouragement for others to get stuck in and give it a go. I fit the stereotype of the returning modeller who now has the space and a little disposable income to make a proper attempt to build a model. But I was also intensely nervous about trying the various techniques that have been ably described by others in this magazine.

A house move gave me the opportunity to think about a plan for a loft based tail-chaser but I needed some confidence that I could

Although I often run whatever takes my fancy, I can stick to depicting two historical periods; BR 1950s with steam, and 1970s diesels (below).



pull together a layout that worked and looked reasonable – Brake Street is that confidence builder.

I had a few simple aims for Brake Street. I wanted a layout that was self-contained and very quick to erect and break down – it would have to be operated in the normal living area of the house. I wanted it to have some operational interest and I wanted to be able to try construction

▲ The station track plan includes a run round loop, bay platform and loco spur: the bare minimum of facilities at a typical terminus.

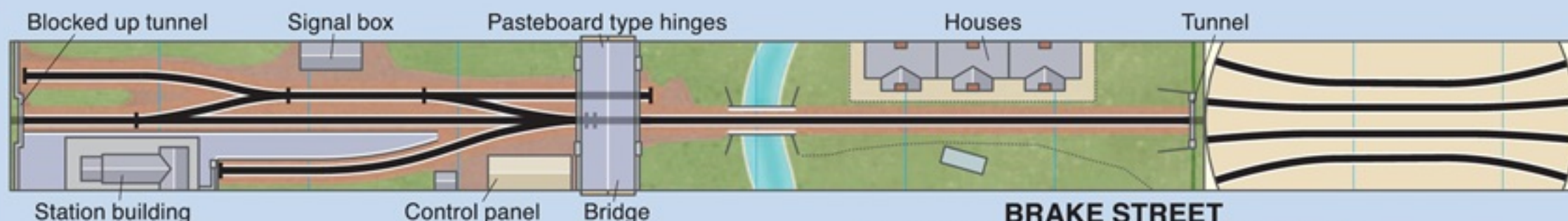
and scenic techniques that I might use in the loft later. The layout needed to look realistic (ish) without necessarily being accurate.

The name incidentally is a dreadful pun on our local station, suggested by my daughters, and no likeness was intended or achieved.

Concept

The layout is a simple branch terminus to fiddle yard type. While there is no formal back story, I have conceived it as a now truncated, former through single track route where the old tunnel has been bricked up. I operate it either using carmine and cream – colloquially termed 'blood and custard' – or blue and grey era stock.





BRAKE STREET

Overall size: 10' 6" x 1'. Each grid square 1ft x 1ft.

The plan was drawn up using XtrkCad4.3. This software is highly quirky, in my view, and takes quite a bit of getting used to. It is free to download and has the full Peco geometry already built in – so it's forgiven!

Baseboard and track

Baseboards are 12mm ply, braced with 34mm square timber with a 6mm top. There are two

on the end. I am relatively poor carpenter and find 'square' and 'level' very difficult to achieve. This has left me with bits of shimming here and there – old business cards seem ideal!

The blocked-up tunnel is a ruse to hide the fact that the baseboards need a solid end so that they stay correctly separated when folded together. The whole layout can be out

of the store room, set up and operational in less than five minutes – albeit it takes a while longer to get the stock out.

Originally the boards were conceived as free standing with built in legs. However while joining them together as a folding pair I found that the layout fits very nicely onto the kitchen breakfast island – so I abandoned the integral legs concept and that is where it is set up for operating sessions and when working on the details.

The speed of setting up and breaking down helps here, but when something needs 24 hours to set or dry that can be a domestic issue...

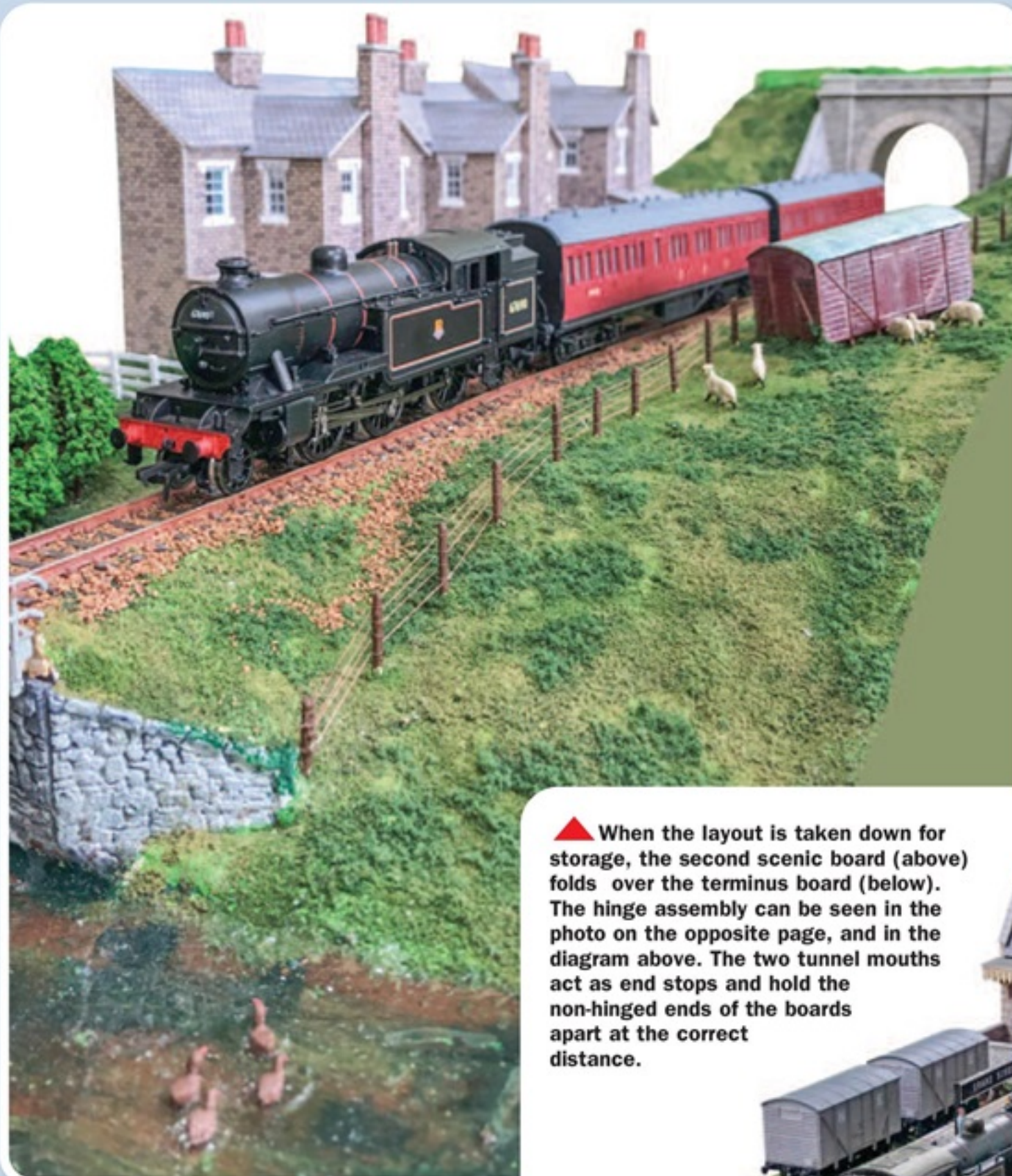
Track is all Peco Streamline Code 100. I printed the plan full size 1:1 scale, then glued down 2mm cork sheet in roughly the right place. I then laid the full size plan on top and lightly pinned the track in position as shown on the plan. Finally the plan was pulled out from under the track, the cork trimmed back and ballasting completed.

I don't think laying track directly over the printed plan was entirely satisfactory so I might try a different approach next time – though I certainly did end up with track exactly where I wanted it.

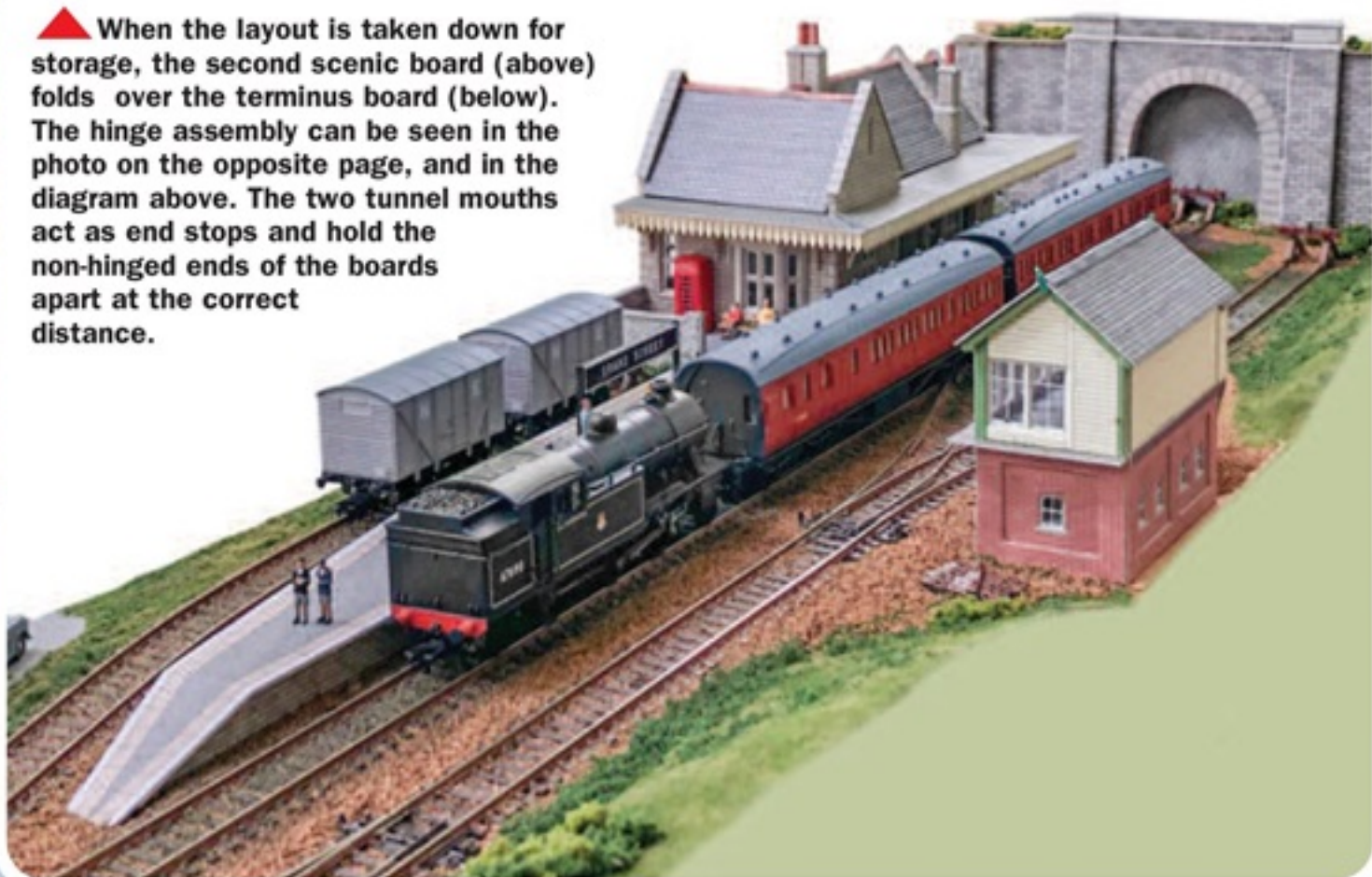
Control

All the layout controls are built into the baseboards – I just need to connect a laptop style power supply to get it all working.

I have used a kit built MERG BC3 controller (the PCB for this is still available



▲ When the layout is taken down for storage, the second scenic board (above) folds over the terminus board (below). The hinge assembly can be seen in the photo on the opposite page, and in the diagram above. The two tunnel mouths act as end stops and hold the non-hinged ends of the boards apart at the correct distance.



4" x 1" boards which are hinged together with pasting table hinges so that they fold up and lock together – I then added castors so that, when stood on end, the whole can be wheeled away when not in use. The pasting table hinges take no real strain in normal use or storage – the board are locked together with dowels and catches.

A separate 2'6" x 1' fiddle yard is added

An overall view down the layout showing the central hinge assemblies either end of the overbridge which is longitudinally split into two halves, as described in the main text.

from MERG at the time of writing, albeit the components now need to be separately sourced). Point motors are all Peco and are driven by MERG PD3 drivers. There is single custom designed board that links it all up.

The signal is a Ratio one driven by a Peco point motor on the centre spring base – so it does move with a bit of a snap. Its interlinked to the control panel so only releases when the controller is set for the right direction.

The control panel is an integral part of the baseboard which makes for a quick setting up time and also avoids multiway connectors – the soldering of which I am still very much afraid. Although I used MERG equipment, other commercial controllers are just as practical if making up small electronic kits isn't for you.

Buildings and scenery

Part of the kick-start for this layout was the impetus provided by the two free kits recently supplied with RAILWAY MODELLER – I found I actually could assemble them and that they looked like the picture on the box when I had finished them!

Both are incorporated into the layout. The tunnels, bridge, station and all the other buildings are Metcalfe Models. I find these go together very nicely and the instructions are very easy to follow. One note for next time is that if the track is laid on cork then the platform needs raising similarly.

The bridge kit required a little customising to cover the board joint. The kit assembles as two halves at first – they're joined later – but I just carried on with it in two pieces all the way to the end, so that each half is on a different board.

The rest of the scenery is based on polystyrene tiles cut like contours and then covered in Polyfilla: outside not on the kitchen worktop!

It was then painted and various Woodland Scenic products added. The bridge over the stream is a Ratio model, the picture supplied with the kit being a useful accompaniment to the instructions.

The water is Woodlands Scenics and the wildfowl were bought online. The ducks and swans cover my fingerprints from testing the dryness of the water – it really does need 24 hours to harden.



Some of the small features were Christmas extras from the family and the two trainspotters at the end of the platform are a small tribute to me and a friend – it's where we would have been...

Rolling stock

I follow the rule that it's my model so I'll run what I like! However, I have tried to roughly stick with two distinct eras and only operate one at a time. The diesel locomotives are now nearly 40 years old, and thankfully the 35 years they spent in the loft hasn't overly troubled them.

Much of the rest of the stock is new – I haven't added the detail parts supplied in the box, because that's where they are still stored between running sessions, and I am wary that damage would occur taking them out repeatedly. I will fit the parts when they live

permanently on the 'tail chaser' in the loft. I also haven't weathered any mainly because, as yet, I can't bring myself to take a paint brush to over £100 worth of model!

MERG components

The control items mentioned by Jonathan are available from the Model Electronic Railway Group. For more information and membership details visit: www.merg.org.uk



Just get going!

Brake Street has given me a great deal of pleasure in building and running – I hope it tides me over until things start moving in the loft. For the nervous starters amongst you, please just get going. I haven't bought much by way of tools that aren't already in the garage – a soldering iron, decent modelling knife, ruler and cutting mat, etc. The techniques described in this magazine work and many of the materials and kits aren't particularly expensive.

Besides you don't need them all at once anyway, and interesting stock is often discounted online, or available second hand.

I do still remain in awe of some of the fantastic models I read about each month, or see on the exhibition circuit – they remain my modelling inspiration – if only I had the kind of patience and the steady hands that modellers of such wonders seem to have!

Making your own stone facings

Using this tunnel portal as a worked example, **PAUL BASON** demonstrates some simple techniques that you can use to create stone facings in plasticard for tunnels and retaining walls.

Photography by the author

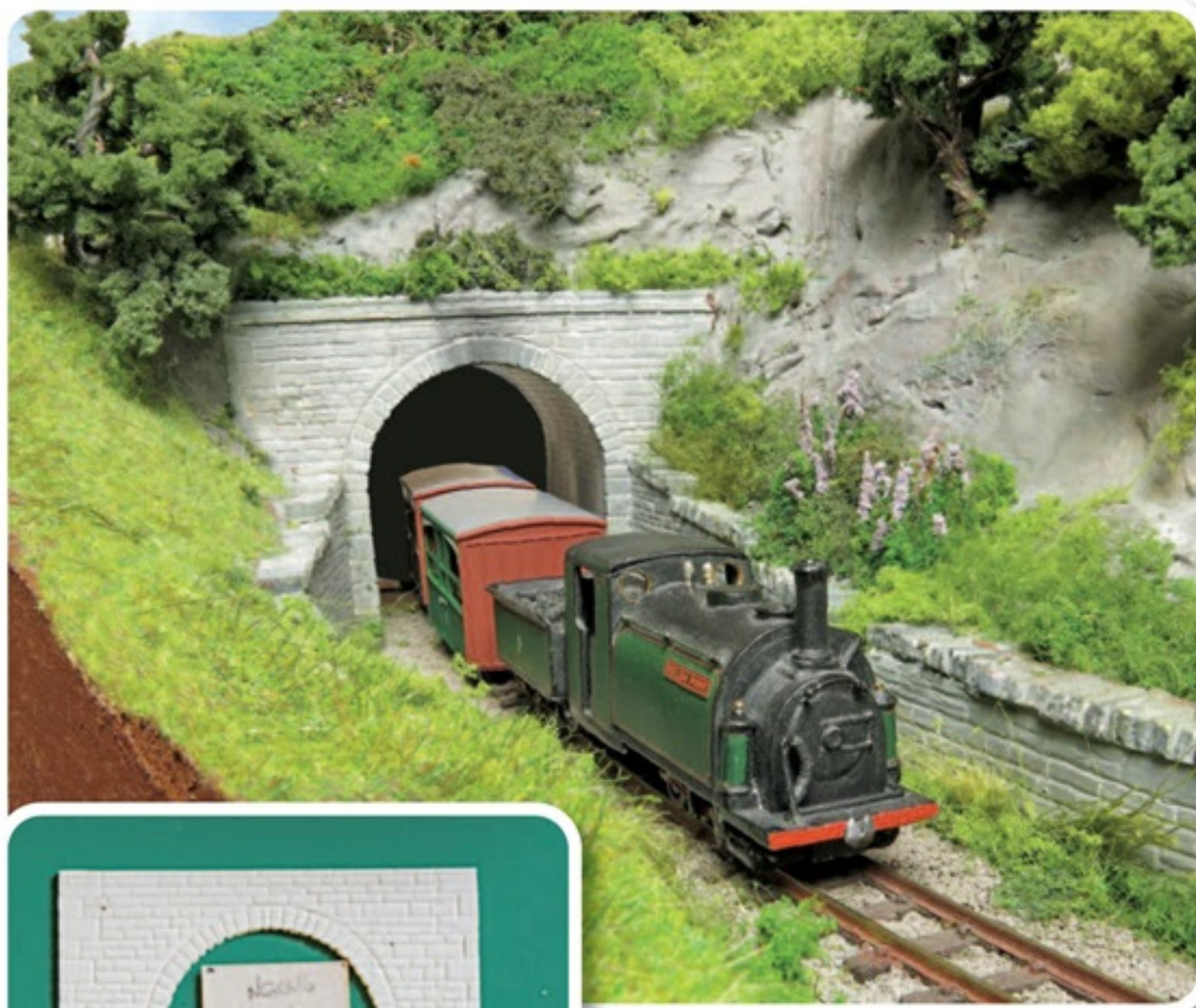
Having decided on an extensive rebuild of my old 4mm narrow gauge layout The Vale of Maentwrog – which dates back to 1980 and had been ‘dumped’ in the loft for more years than I care to remember – I found myself needing two new tunnel portals and some slate-capped retaining walls to fit into the much updated scenery. Although there are many proprietary portals available, I decided to scratch build something based loosely on the Ffestiniog Railway’s Garnedd Tunnel. Despite this model being built in 4mm scale for a narrow gauge setting the basic techniques can be employed in any of the common modelling scales.

Planning

With the prototype being inaccessible to the model maker I decided to use the next best thing: images from a driver’s view video of the line which I paused on screen to allow me to transfer some basic measurements and proportions, even if totally over scale, on to paper. Knowing the track gauge is just shy of two feet it is then a simple job to rescale things down to the correct size.

Also, being aware that the particular prototype is quite restricted to gauge, I also measured up the various loco’s that I wanted to run on the layout and made up a card template to ensure that there would be sufficient clearance on all sides. To be on the safe side I also allowed a little extra room at the base to compensate for the thickness of the track and its sub-base (see inset photo above).

Happy that the template was the right size, I also made a very quick card mock up of the two tunnel mouths so that I could visualise how the tunnels would look, ensuring that the models will fit exactly in their proposed location. Not only does this check that your rolling stock will have adequate clearance (particularly on curves) but also that the proposed parts are a perfect fit before starting to make the tunnel portal for real.



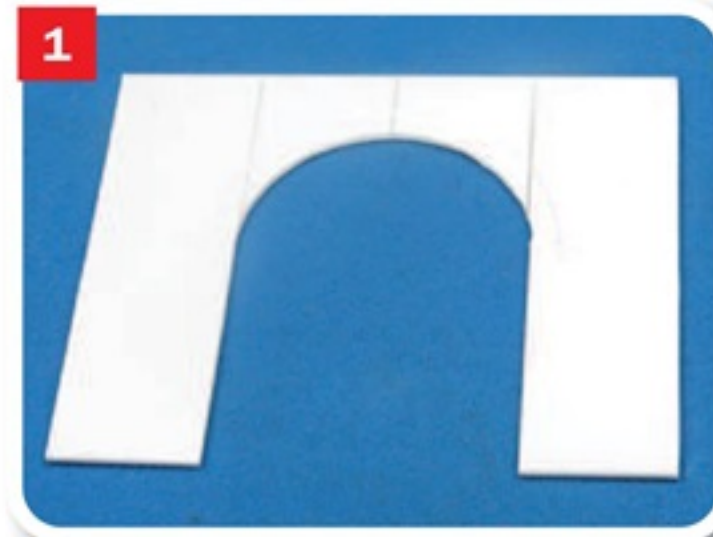
▲ A 1980 vintage kit of Welsh Pony emerges from the completed tunnel mouth and retaining walls hauling a train of brand new Peco bug box coaches. Inset left: the crude but helpful card loco template to ensure the tunnel has sufficient clearance.

Being nice and pointed, the dividers used to mark things out can next be used to score down into the plastic so that the knife will follow and cut a neat curve in the grove that you have just made.

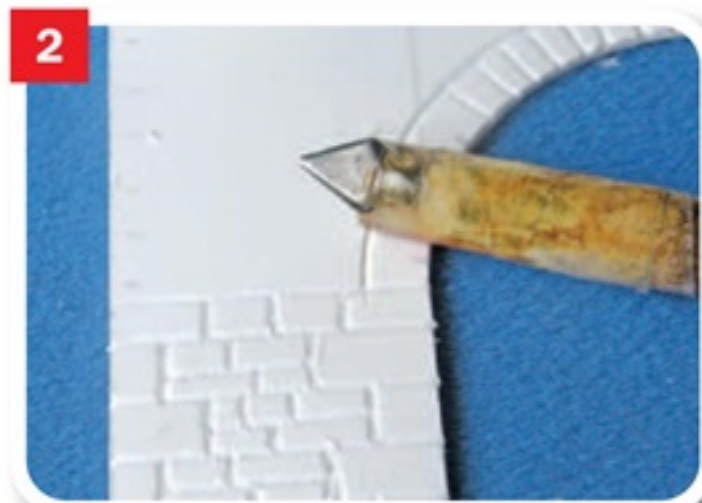
Stone walls

The first task is to transfer all of the dimensions onto a sheet of 40 thou plastic card by marking out in pencil the outline and horizontal stone courses using a steel ruler. I find it a good idea to take a bit of extra care in getting the centre point of the arch located correctly so that the rest fits neatly in place before adding all of the curved lines in pencil, at first using a pair of dividers. Then if you have one, use an engineer’s square to check the corners are perfectly square and that everything lines up. If all is ok the curved line of arched stonework can be added by scribing it on again with the dividers.

With the sheet of plastic card placed onto a cutting mat the next process involves cutting out the portal’s straight edged outline using a sharp craft knife and your steel ruler (photo 1).



▲ The tunnel portal is marked out then cut out using a sharp craft knife and the arch is scribed using dividers.



▲ To scribe the recessed mortar courses between the stones I use a scraperboard tool (obtainable from art shops).

Scribing the stone courses

The scribing tool I use is actually a scraperboard marker nib (available from artist suppliers) which is also ideal for texturing the surface of the stonework to match that of your prototype (photo 2).

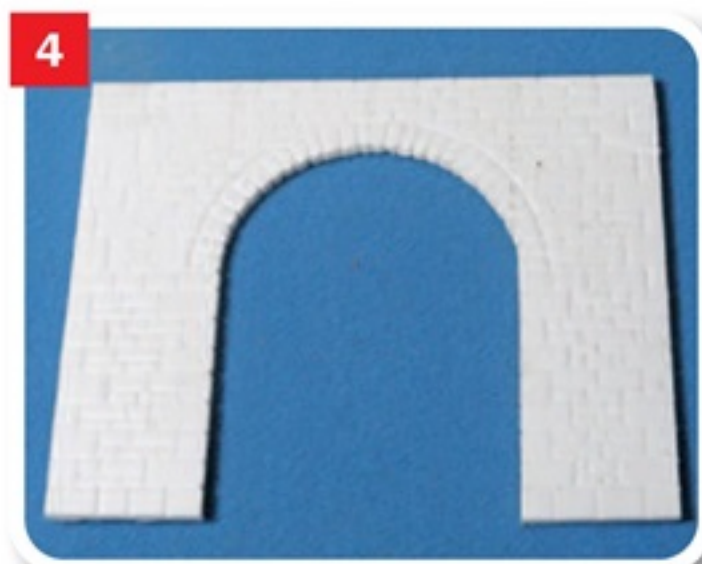
If you haven't scribed stonework before, the best advice I can give is to have a go on some scrap plastic and experiment with your technique for a while. You will find that the tool takes out a fine slither of plastic leaving a groove to represent the mortar joints between individual stones. By varying the amount of applied pressure different stone finishes can be created.

Generally, start by scribing in the arch stones first if your wall is to include arches. Then the horizontal stone courses are scribed in before the vertical joints (photo 3).

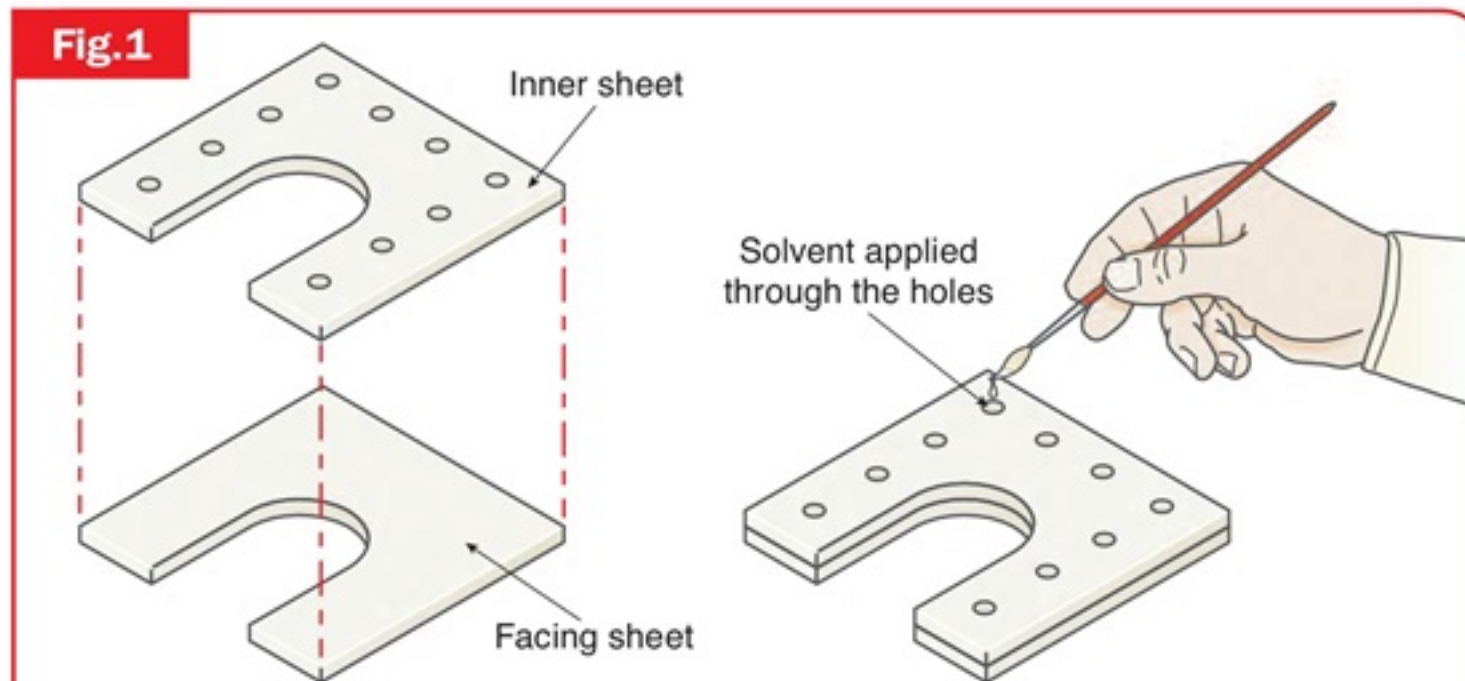
The advantage of this method over



▲ The horizontal stone courses are scribed in prior to adding the vertical joints and arch stones.



▲ Scribing continues until the whole wall is covered. The surface can then be textured with more fine scribing on individual stone faces.



When laminating plasticard, the inner, or unseen sheet, has a series of small holes drilled in to enable the solvent to be applied evenly and help prevent the finished sheet from warping.

proprietary embossed or injection moulded stone sheets is that you can faithfully replicate the various quoins and individual detailed stonework of almost any prototype that the generic plain stone sheets cannot (photo 4).

With scribing complete I added a second backing layer of 40 thou plastic card behind the facing that strengthens the wall and will prevent the completed model from warping. To bond the two layers together, a series of little holes were drilled at regular intervals across the second inner sheet that allows the solvent to flow between and fully bond the two layers together. Once the parts are set I usually trim around the slightly over sized top layer in-situ to remove the excess material of the backing layer below - See Fig 1.

Copings and retaining walls

To match the prototype, the coping stones on the top of the tunnel portal were easily made using some rectangular section plastic strip that had the joint positions along its length lightly cut using a small hacksaw blade in conjunction with the engineer's square to ensure the cuts were clean and square. Once this had been cut to length, the coping was solvent-welded in place on the structure together with a decorative corbel strip made in exactly the same way (photo 5).

To fit in with the existing scenic profile of

the original layout, and to give a better impression of the prototype, I needed to make some fairly extensive wing or retaining walls that are capped by very distinctive slate-on-edge copings. I am sure it will be no surprise to learn that the face of the walling comprises sheets of 40 thou plastic card scribed and bonded together just as with the portal fronts which were framed from behind with some quite substantial plastic square section. The slate coping was another matter.

My first thoughts were to make the individual slates from 10 or 15 thou plastic card and then stick them individually on top of the wall. To this end I made a length of mocked up wall and set to sticking the coping in place. Needless to say it certainly tried my patience!

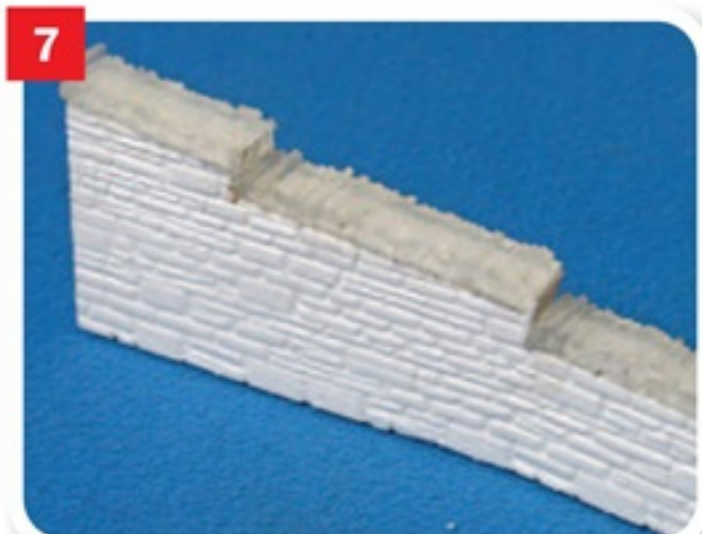
Having two tunnel portals and several feet of walls to be capped elsewhere on the layout I decided to play around with some two part latex mould making material that I had from a previous project in my drawer. The mould made using my mock up wall came out well so I filled it with clear casting resin and waited for it to set (photo 6). I was pleased with the results so made a second mould to speed up production and make the job a much simpler one. Having trimmed the bottom edge of the resin castings they were glued in place on top of the walls ready to



▲ The coping and corbelled row of stones are made from plastic strip, with mortar gaps produced using a fine blade in a razor saw.



▲ The mock-up or 'master' plasticard wall with the slate copings alongside the latex mould and a length of cast resin copings.

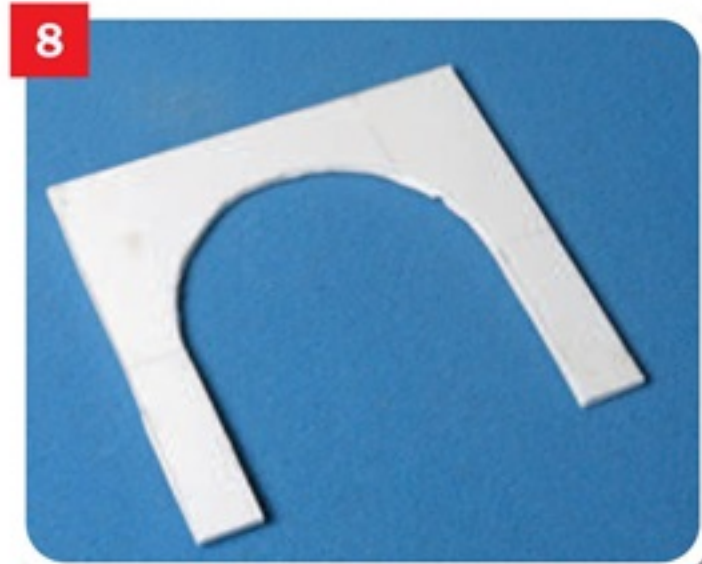


▲ The copings are cut to length and fitted on top of the retaining walls.

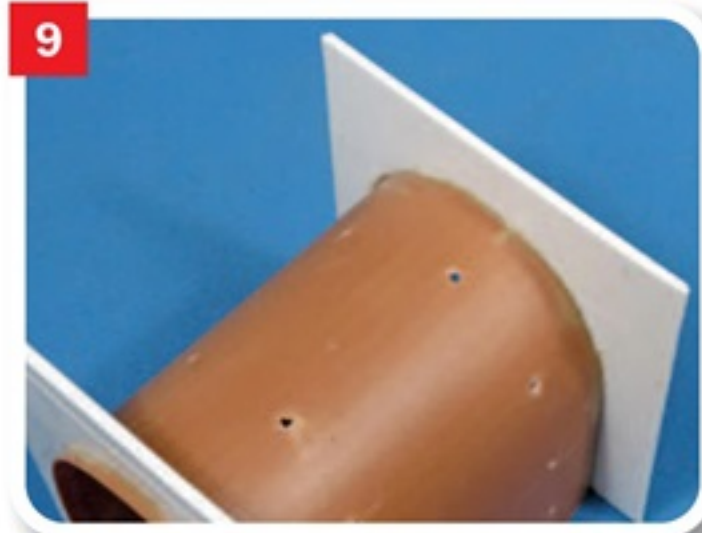
be painted prior to fixing. Strangely I also found by accident that Milliput also works quite well in the latex mould so the ones used are a bit of a mixture of the two materials (photo 7).

Tunnel linings

If, like me you are building a tunnel, I think that it looks tidier if the tunnel has a lining (some tunnels of course, cut from rock don't have a separate lining). I chose to finish off the portal by making the first 150mm or so inside the tunnel lining integral with the portal wall itself. To do this you need to make a couple of 'ribs' from two layers of 40thou plastic sheet that have been laminated together such that they will fit on the outside of the 'bore' (photo 8). This in turn, is made from two layers of embossed brick plastic sheet that are laminated together once



▲ Two strengthening ribs are made up ready for assembly.



▲ The two tunnel lining pieces are fitted prior to lamination (note the solvent holes).

curved into place and supported by the ribs (photo 9). The resultant structure will be rigid enough to take any scenery placed on top of it and will make a neat transition to any other liner that you may want to incorporate (see photo 10).

Painting

With the wing walls fitted the structure is ready for painting (photo 11). As you will no doubt appreciate, this depends upon the colour of the local type of stone depicted on your model. I usually mix a base colour of Humbrol matt enamel paints on an old plastic tray and add a little white spirit to loosen up the mix. This is then applied with a 5mm wide flat brush in areas not exceeding approximately 100mm x 30mm at a time. Having left the paint to dry a little – but not harden – for a couple of minutes, streaks of slightly darker hues of the same base mix can then be worked into isolated areas of the still damp surface with a smaller flat brush. It is quite difficult to describe exactly how to do this as it is really one of those 'play around with the colours until it looks about right' methods.

I find that it is well worth experimenting on a scrap of white plastic card first. Once the basic colour had been left for a few days to harden I finished off the more weatherbeaten areas of stonework by streaking and dry brushing small areas with matt paints until it looked about right.

Conclusion

Despite the slight complication of casting lengths of upright slate copings, this project,

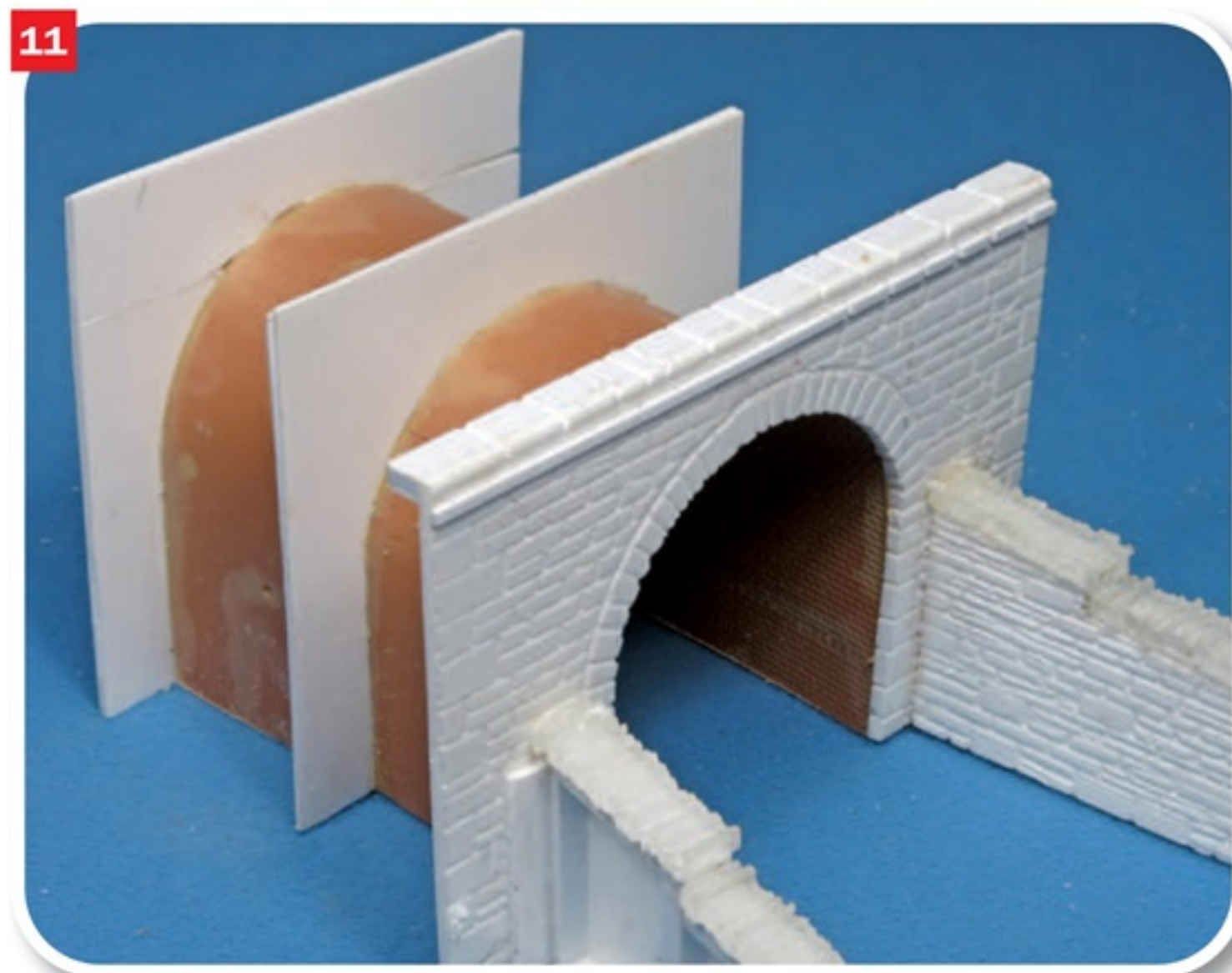


▲ The completed tunnel portal before the addition of the retaining walls.

as I am sure you will see it isn't particularly difficult at all. If your walls and portals have flat or saddleback copings, as most do, then the casting option may not be needed – just cut and shape them from plasticard.

As with all methods of model making, there are new methods and processes to try out and experiment with that add the extra level of achievement to your finished model. If you need a stone-faced bridge or want to make a tunnel portal, why not make one for yourself. Simply find a prototype that fits your brief, buy some plastic card, solvent adhesive and paint and have a go. I feel positive that you will be pleased that you did!

Have Fun!



▲ The portal and retaining walls glued together prior to painting. The completed structure will then be located and fixed to the layout, checking train clearances, before the landform is built on top.

Nicholas Garner



Is historical railway modelling still relevant?

“Back when one could attend model railway exhibitions, however many moons ago that was now, it was safe to say that I was never really satisfied with the number of modern image layouts in attendance. Of course this comes from the extremely biased perspective of a young person who enjoys filming the real things out on today's network. In consequence I always left a show disappointed if there wasn't even a single depiction of a present day freight yard or branch line terminus.

This of course might be down to the fact I rarely venture to different shows outside of my home county of Kent – I'm well aware of some stunning West Coast Main Line renditions in 00 and N Gauge – however at a guess I would say the vast majority of model railways now displayed at shows portray pre-1994 privatisation scenes from the 1950s to the 1980s.

Modelling – it seems – is a very cyclical phenomenon where everything is 30, 40 or 50 years out of skew. My father tells me that in the 1970s and 80s the number of layouts depicting 'The Big Four' were vast in quantity and the sight of a BR blue diesel was rare – He even produced a brochure from the 1983 York Model Railway Show to prove his point – only a single 'modern image' layout was in attendance!

Jump forward to today and how many 1920s themed layouts do you see? Surely now it is the time of the Class 20s and 40s, the Deltics and English Electrics, Gronks and Brush Types. Current enthusiasts will agree with this sentiment; a huge number of them are reaching their forties and fifties and are deciding to model a period from their formative years, and what else would they recreate other than the BR blue beasts from their childhood. I'm sure I'll fall prey to this very notion in 30 years!

So where does that leave historical railways? With those who lived through it reaching a very elderly age, and everyone else being too nostalgic of their own period, who is going to want to model the Great Western Railway in the year 1927? Or the LMS in 1939? It is an interesting question, and one without an easy answer. Funnily enough, through my association to AIMREC (The planned Ashford International Model Railway Education Centre) and spending time with Cliff Parson's amazing *Gresley Beat* layout, I've learnt that one of the goals of AIMREC is to preserve and restore historic layouts such as *Gresley Beat* and display them for future generations. There is a long list of layouts AIMREC has in its steadily growing collection which is great news for those wanting to see some classic model railways, but it can only go so far.

What is really amazing about many old-style model layouts is that were built with so few readily available resources, but were still able to display a great deal of detail.

Though the question remains: is there a need (outside of AIMREC) for a large

quantity of historic layouts? With the obvious advances in the quality of model rolling stock and scenic items, making layouts to an incredibly high standard is almost the norm nowadays.

Dare I say that layouts from the past should be sacrificed in the name of progress?

Obviously I don't want all of them to disappear – that's like saying I want all Class 37s to disappear from our railways – but

should they be clogging up model railway shows when there are super new layouts being built that simply outshine them?

That brings me onto the topic of operational interest. Does modern image tick that box to entice show-goers to stick around and watch?

Put simply there are no 5 plank wagons getting shunted around – it's all high speed EMUS, DMUS and the such whizzing about with the occasional fuelling depot or marshalling yard attached. To be honest, it's the latter that appeals to me, whereas a six-wheeled tank engine shuttling some cattle wagons about certainly does not.

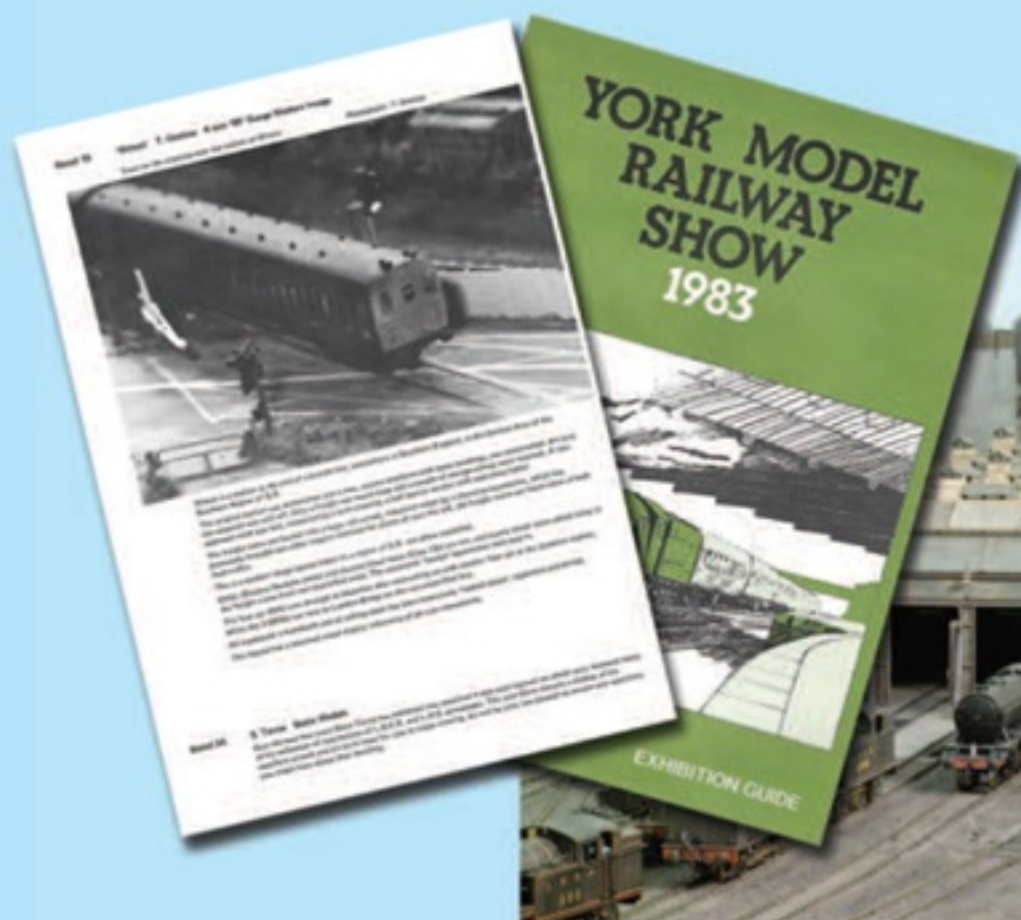
It is all relative of course, there's always something at a model show that appeals to those that go, but in 30 years will everything be a depiction of the 2010s/2020s?

If the aforementioned cyclical notion of the hobby is upheld, then the answer is a probable yes. But then again, I have my doubts: there'll always be a GWR branch line terminus kicking about.”

Nicholas Garner is studying journalism at Canterbury Christ Church University and an advocate for modelling the modern rail scene.

...Modelling, it seems, is a very cyclical phenomenon where everything is 30, 40 or 50 years out of skew...

The guide for the 1983 York Show at which appeared Terry Onslow's *Witton*, a rare modern age portrayal from that period. In contrast, below, is *The Gresley Beat*, Cliff Parsons' homage to the historic East Coast Main Line. Photo: Steve Flint



Readers' Letters

Brake van blazes – solved!

Firstly, best wishes to you all at PECO, keep up the good work in these very troubled times: it's a joy to read the magazine, more than ever!

In the September issue, on page 696, a model of a burnt out brake van appears on George Woodcock's *Framplington*, the cause of which was attributed, in the caption, to a faulty stove. Possible? Yes, but these vehicles were also known to be the haunts of 'gentlemen of the road' who lived rough and sought out shelter wherever they could.

As BR changed to air-braked fully fitted freights and traffic dwindled, many of these withdrawn vacuum braked vans were stored in sidings where they became a comfortable home for the night, especially if some coal was left in the bucket, or parts of the timber bodywork could be broken off and used to light the fire.

Unfortunately the (often inebriated) sleeping tramp left the fire unattended

and the wooden floor boards caught alight from embers tumbling onto them. Thus the brake van met its demise. Thankfully I do not think any trespassing homeless occupants did, though one had the misfortune to be arrested by me – Constable W139 of the British Transport Police on my first shift, aged 19, Sunday 6 January 1974 at Bordesley Sidings, Birmingham.

The redundant brake van was completely destroyed. BR was not bothered – he'd almost done the scrapping job for free; the frames were later cut up on site. As for the tramp, he was penniless so, after a night in the cells (to which he was not unfamiliar) we gave him a stern finger wagging and the poor chap shuffled away.

Could this become a feature on some layouts? A burnt out 'Toad' or such (flickering orange LED and drifting smoke) with a dishevelled 3D printed figure in a staggering-away pose.

JONATHAN WILLIAMS



Ed. The burnt out brake van scene has already reached folklore status in the hobby. In my travels photographing layouts for *RAILWAY MODELLER*, I've come across several, of which the example on *Framplington* was the most recent.

We have even published an N gauge version, which eagle-eyed readers will have spotted in the Hawes Junction article in the December 2019 issue (page 989). It was back in 1992 when I snapped Ian Fleming's burnt out brake van (left) for an article in the May 1992 issue – was this the first ever model?

Single line tokens – still in use

As I am a beginner at railway modelling I recently took out a subscription to your excellent magazine and am finding lots to learn as I read it.

A little point from the September magazine in the article on page 691 *Framplington*. One of the captions states that the single track token

exchange is a scene now long gone, except on heritage railways.

This activity still occurs today on Merseyside's Northern operated route to Kirby station at Rainford Junction – where the double track route becomes single track.

COLIN KNOWLES

Ed. Indeed it does, visit: www.youtube.com/watch?v=F7VMHFu7vcE

Real Framlingham in model form



I thoroughly enjoyed the feature on *Framplington* in the September issue. I too chose Framlingham as my prototype and have built a model of it OO gauge. I enclose two photographs showing progress to date

REVD SIMON PITCHER



Freelance standard gauge

I've just read Patrick Collins' Comment column piece regarding freelance modelling in standard gauge.

I must say I agree that a freelance layout can provide a lot of enjoyment where the possibilities are only really limited by your imagination.

Hence my own first layout project, *Mistwood* is a freelance branch line terminus. The 170cm by 50cm OO gauge layout is aimed at developing my modelling skills.

By not following any particular prototype I'm free to be as creative as I like and run whatever trains I think will set

an appropriate scene. This includes repainted R-T-R items such as my Hornby Railroad J83, or my kit-built locomotives such as a DJH C2.

I always marvel at the attention to detail of prototypical recreations, but I hope that others will dare to stray from the real railways and use their imagination to create wonderful and unique little layouts. They're the ones that never fail to make me smile, whether in the pages of this magazine or at an exhibition. Let's not let the narrow gauge modellers have all the fun.

KEITH PAYAS



▲ A scene on Keith's freelance *Mistwood* OO gauge layout. Photo: Keith Payas

Patrick Collins' piece about freelance standard gauge railways (in the October issue) made me think that the idea could easily be developed in the privatisation world by inventing a completely new Train Operating Company.

Its business model could be that of a passenger franchise with repainted (ie re-vyniled) units and coaches in an entirely made-up livery. Or it might be a freight-only enterprise.

Either way, the fictitious brand identity could be created and applied to rolling stock and infrastructure, as did Grand Central and EWS for example.

By exploring this concept, modellers wouldn't be limited to branch line byways and industrial sites, but could be busy with UK main line projects.

There is a historical precedent for this style of modelling. The Stowmarket, Dagworth and Badley Transport Authority did exactly this over 20 years ago, even creating their own loco classes, and it is already an accepted concept in the US modelling arena with lots of 'invented' short lines.

Why shouldn't it be applied in the same vein to the UK modelling scene.

STEVE GRANTHAM



▲ Another modeller who exploited this idea back in the early years of rail privatisation was Richard Timms who, having acquired GCS *Quarries* from Dave Peacey, came up with a freelance train operator R&M *Quarries* with re-liveried Class 59s. The layout was Railway of the Month in September 1999. Photo: Steve Flint

Diverse diversity

Recently reading the editorial of the September 2020 *Railway Modeller* I note that some readers grumble that the contents might be too 'high brow' or too 'dumbed down'.

Well for me, the great strength of *RAILWAY MODELLER* is the sheer diversity of the articles, everything from the train set, through to the most meticulously researched scratchbuilt model, and all the many entertaining offshoots in between.

I read the magazine from cover to cover and always find it inspirational that people can enjoy the hobby in so many different ways.

So please don't change, like many others I have enjoyed the magazine for over 50 years and find that in an ever changing world the tone of the magazine has remained comfortably unaltered.

PAUL CLARKE

During the lockdown I spent many hours using Zoom for meetings and was often sat by my N gauge railway which people enjoyed seeing.

I also posted some photos and short videos on Facebook which kept many of my friends amused. One friend, Abdullah, commented how much he liked seeing my railway and teased me about the lack of cultural diversity amongst the little people on it.

I like to have lots of people on my layout, there were over 200 at the last count, and the vast majority I have painted with a pink flesh tone.

I had already started to think about presenting some as Asian or Caribbean heritage. So was able to show Abdullah that the population diversity was slowly but surely increasing!

But it got me thinking about how slow I was to recognise this, and how few model railways I've seen over the years which have reflected the diversity of ethnicities that we have in Britain today. What's more I don't remember seeing a mosque or a gurdwara depicted, despite being common features in many places.

Don't get me wrong, this isn't a moan about politically correct inclusion targets, but a question for myself as much as anybody: how do we reflect accurately the demographic changes in our modelling alongside the accuracy demonstrated so well with the rest of our railway models?

ANDREW SMITH

Recycle your old CD-ROMs

I needed a simple turntable to use when spraying kit model parts prior building. I came up with the idea of using two old CDs which were glued to off-cuts of ply using impact adhesive. A hole was then drilled through both



Men in suits

I read with interest the article on the *Caroline* inspection saloon in the September edition. I'm a retired south eastern guard, later a driver, and was based at Ramsgate Depot.

On the day of the Royal Wedding in 1981, my driver Owen Hart and I got the job of taking an empty train from Ramsgate to Stewarts Lane, from where we would then travel up to Victoria for our return workings.

After leaving our train in the shed we noticed the Class 73 *Broadlands* with the saloon stood in the yard. Both the loco and coach had been polished to a degree that only a Royal could be.

The loco carried a CD headcode and the coach had the Prince of Wales feathers on it. As there seemed to be

no one about, we thought we'd have a quick look inside. Only when we climbed down did we find ourselves surrounded by men in suits – one with a distinct bulge in his jacket!

We were searched and made to produce our railway ID, but sent on our way after a good telling off: we didn't hang around, making our way hastily to Queenstown Road station.

My driver had to work a train straight back but I had three hours to kill. So what better place on this day but Buckingham Palace, where I was in time to see the happy couple waving to the crowds.

Truly a day to remember in more ways than one!

BOB PRYOR

Rail and canal enthusiasm is linked

The article on *Hadarford* in the October issue reminds me of the historical connection of canal and narrow gauge railway enthusiasm exemplified by Tom Rolt (1910-1974).

Tom was instrumental in founding the Inland Waterways Association and the Talylyn Railway Preservation Society, as well as being a prolific author on canal and railway subjects.

He lived most of his non-canal life in Stanley Pontlarge, a hamlet adjacent to the village of Gretton where I live.

My house, once a gangers cottage, is close to the railway bridge on what is now the Gloucestershire and

Warwickshire Railway and adjacent to the former Gretton Halt, which had a typical GWR tin pagoda. When abandoned in the 1960s it was where Tom Rolt kept his tools. No trace of this now exists.

His equally remarkable wife Sonia, (1919-2014) was herself a canal enthusiast and a friend of the husband and wife TV stars Prunella Scales and Timothy West.

I admire the craft skill that goes into railway modelling, the finest of which moves into high art as moving sculpture in my view.

DR JOHN HURLEY



▲ A scene on Keith Lodge's 009 layout *Hadarford*, housed in his canal narrowboat named after the star Hadar, in the constellation of Centaurus. Photo: Paul Bason

Snippets...

Keep clear!



I thought you may be interested in my 'lockdown' project, as a retired firefighter with nothing much to do than carry out some work on my model railway: I used two Metcalfe kits to construct the fire station.

LES PLEWS

More loft advice

I had a Velux window put in the roof a few years back: it was the best thing I ever did for working on the railway. The natural light and ample ventilation really made it so much more pleasant. But... Soon after it was put in I was in the garden, having been up in the loft earlier, and saw I had left the window open but had shut the loft hatch. Oops!

Luckily it was the same day and it was not raining. So, with the aid of two microswitches and an old door bell... it won't happen again

PHIL MERRYMAN

Barry inspired

I read the article in the June 2020 issue entitled *Rescued from Barry*. It encouraged me to carry out a small restoration project on a very old Triang-Hornby B12 4-6-0.

I added extra details to the engine using spare hoses and couplings I had from a Bachmann locomotive. No.61572 has now been placed back into service.

PAUL OTWAY
VICTORIA, AUSTRALIA

Congratulations

Just a note to say congratulations on being crowned Special Interest Magazine of the Year 2020.

RAILWAY MODELLER is a worthy winner, every month featuring super layouts, latest product news, the section *Railway Modelling Explored* – and of course much more.

STUART BAILEY

The recent award *RAILWAY MODELLER* has won is richly deserved. I bought my first copy in September 1955, for the princely sum of 1s 6d.

Long may it continue, and many thanks to the production team for its great work.

TOM KIRTLEY

Many congratulations to everyone at *RAILWAY MODELLER* for clinching the 2020 Special Interest Magazine of the year Award.

CHRIS CHALICE
SCALEFOUR SOCIETY PRESIDENT

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Southern Region 2-HAP EMU

Brand new from Bachmann in OO

Bachmann has delivered the first stocks of its latest Southern Region slam-door Electric Multiple Unit model in OO – the 2-HAP, later designated as Class 414 under TOPS. Plans were first announced for this model as part of the manufacturer's 2016 programme of new releases (see that year's May issue).

A trio of livery versions have been produced by Bachmann; No.6061 in BR green with whistle above the driver's cab window, No.6062 in BR blue & grey and – as per our review sample – No.4308 in revised BR Network SouthEast scheme with central cab headlight. (Note that the number of the latter version is different to that detailed in the manufacturer's 2020 combined catalogue.)

Examining the model

Our sample depicts one of the two preserved 2-HAPs; No.4308 is part of the National Collection and is currently on display at Locomotion in Shildon, where an extensive programme of cosmetic restoration was recently completed (for more details see: www.projectcommuter.org.uk).

Delivered as unit No.6077 in June 1959 (it was re-numbered as 4308 in 1988), the two-car unit comprises Driving Motor Brake Second 61275 and Driving Trailer Composite 75395. The revised NSE livery was applied in June 1989, the unit going on to be re-allocated from Wimbledon to Ramsgate (South East Division) in January 1992. Despite being withdrawn at the end of 1994, the unit was, in fact, re-instated for a further period of use during 1995, but with the DTC downgraded to a DTS (second class only).

The 2-HAP follows a number of previous EMU releases from the Barwell-based firm, including a 4-CEP (February 2010) and 2-EPB (July 2011), whilst a 4-BEP is also in development for forthcoming release.



▲ Our review sample is presented in revised Network SouthEast livery – pictured here with the DMBS leading.

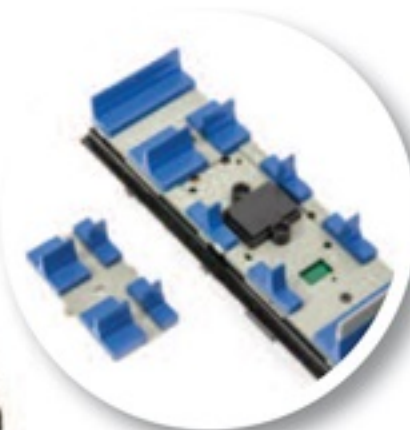


See this model in action on our website!
bit.ly/Bachmann2HAP

The 2-HAP appears to use an all-but identical transmission arrangement to that used for the aforementioned 2-EPB, with a weighty cast chassis on

the DMBS supporting a motor that drives the leading bogie. A 21-pin decoder socket is positioned inboard of the substantial motor block, the lat-

ter filling the front third or so of the vehicle's interior space. Under power the model was smooth, with little noise from the mechanism.



▲ The dismantled DMBS showing the motor housing, 21-pin DCC socket, lighting bar and (inset) the speaker mounting.





A speaker mount (for an 11mm x 15mm speaker) is supplied as an optional accessory, which can be fitted inside the DMBS in place of a section of the seating moulding (see picture). To access the interior for this purpose (or to install a decoder and/or passenger figures), the bodyshell and chassis need to be separated; the two are held together with clips (four each side). A significant level of difficulty was experienced when attempting to undertake this on our sample.

The un-powered bogie on the DMBS, together with those on the DTC, are equipped with pick-ups that power the directional and internal lighting, together with the illuminated headcode panels. The DMBS and DTC are connected using an intra-unit coupling bar (short and long lengths are provided to cater for third and second radius curves respectively), which clips into articulating NEM pockets. The coupling bar has phosphor bronze connections, thus the two vehicles are electrically connected, which means on DCC the lighting functions can be controlled using a single decoder.

For 12V dc analogue users, there are two switches on the chassis of each vehicle; the one closest to the cab controlling the directional lights (on/off) with the one furthest from the cab controlling the interior lights (on/off).

Livery application is to a very high standard, with crisp separation between the grey/white/red/blue parts of the revised Network SouthEast scheme. The 'Kent Coast' motifs on the sides of the DMBS are very finely rendered. (Incidentally, the black triangle on the front of the DMBS was applied to denote which end of the unit had the van area.)

Underframe equipment is well represented with a multitude of separate mouldings. The cab door handrails stand proud of the body, whereas the passenger door handles and grab handles are moulded, picked out in silver. Worthy of note are the flexible speed-

ometer cables present on the left-hand side of each trailing bogie; a novel feature that we first saw on the manufacturer's Class 121 Railcar (see review, RM May 2020).

Conclusion

The 2-HAP will be a welcome addition to the ranks of Southern EMU models in OO. However, whilst those modelling third-rail prototypes will doubtless be enthused by this latest release, some may also be looking upon Bachmann's other recent multiple unit offerings with a touch of envy (namely the Class 117 and 158 DMUs), which benefit from concealed drive mechanisms together with offering superior functionality for digital sound and lighting...

Craig Tiley

Sample supplied by

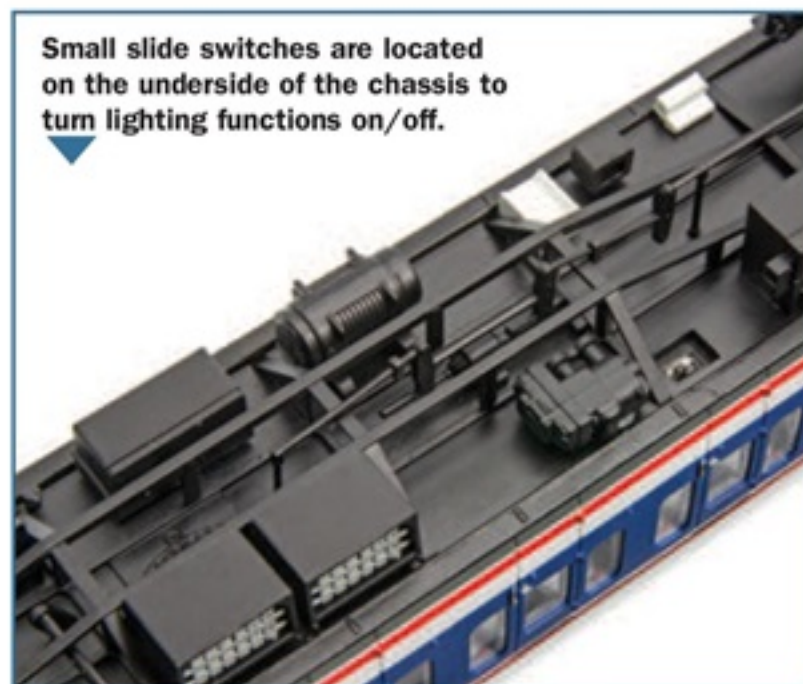
BACHMANN EUROPE Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.31-392 - £259.95

The two vehicles are electrically connected using a coupling bar. Note the speedometer cable.



Small slide switches are located on the underside of the chassis to turn lighting functions on/off.



VINTAGE VIEW Southern Region 2-HAP EMU



▲ NSE-liveried 2-HAP No.4302 is pictured at Eastleigh on 12 December 1991.
Photo: Colour-Rail

Prototype history

The first of the 2-HAPs were actually constructed by BR to a Southern Railway design and introduced from 1957, using underframes reclaimed from SR 2-NOL EMUs built in the 1930s. Numbered 5601 - 5636, these were later given the Class 414/1 TOPS classification.

Following these were a further two batches of 2-HAPs that were built to a BR design (as per the Bachmann model), these being based around the Mk.I coach profile and therefore were visually quite different to their predecessors; 6001 - 6042 (fitted with contactor equipment and designated TOPS code 414/2) and 6043 - 6173 (fitted with camshaft control equipment and designated TOPS code 414/3).

Rated for speeds up to 90mph, these high-capacity non-gangwayed units served on outer suburban and long distance stopping services across the electrified network of the Southern Region. The first class section of the DTC comprised three compartments, whereas the rest of the second class accommodation (in both vehicles) took the form of open 2+3 seating. Toilets were only provided in the DTC, the lack of gangways rendering them inaccessible to passengers travelling in the DMBS!

Some of the BR-built 2-HAPs were temporarily downgraded to 2-SAPs (second class only) between 1974 and 1979, whilst from 1982 some units were semi-permanently coupled together in pairs to form 4-CAPs (TOPS Class 413s). Withdrawals of 2-HAPs started in the early 1980s, with remaining examples continuing in service until 1995.



Collett '5101' class large Prairie new from Hornby



▲ Our sample is presented as '5101' class member No.4154, which entered service in July 1947.

Buses – you wait for ages and then two come along at once, or so the saying goes. It's a bit like that with new-tooling versions of the Collett large Prairie in OO; after many years of waiting, GWR devotees are set to be presented with all-new models of this prototype from two different manufacturers.

The previous 4mm ready-to-run offering for a large Prairie was first released by Airfix in 1977, with the tooling later passing to Dapol and then eventually to Hornby, with versions continuing to be released until quite recently as part of the Margate-based firm's Railroad range. Hornby refreshed the venerable tooling and mechanism during its ownership, but if there was ever one particular GWR prototype that has been crying out for a complete re-tool from the ground up, it was this one.

However, it was Dapol that first announced its plans for an all-new large Prairie (see News, RM February 2018), with Hornby not throwing its hat into the ring until the following year (see News,

RM February 2019). Despite being later to the party, Hornby's Simon Kohler explained that their all-new model had, in fact, been in development for some time. Indeed, it is the 'red team' that has been the first to bring its model to market, with an initial tranche of releases arriving with retailers during the middle part of this year.

Prototype history

The Great Western Railway's fleet of large Prairie locomotives (numbering no less than 290 examples) encompassed several different sub-classes, the earliest of these being the 5100 (originally 3100) series – the origins of which can be traced back to 1903 during the tenure

of the company's then Chief Mechanical Engineer, George Jackson Churchward. Those of the 5101 and 6100 series were later derivatives – ordered by his successor, Charles Collett – built from 1929 and 1931 onwards respectively; the 6100s (outwardly all but identical to the 5101s) had an increased boiler pressure of 225psi (the 5101s were rated at 200psi), with a consequential increase in tractive effort.

The 5101 class comprised 140 locomotives, numbered 5101 – 5110, 5150 – 5199 and then (once the 51xx number series – also used for the original 5100 series – had been exhausted) 4100 – 4179. The last batch (Nos.4160 – 4179 to lot No.369) was completed post-Nationalisation between 1948 and 1949.

Aided with blue route availability, the large Prairies (rated 4MT) saw widespread use across the GWR network, principally for suburban passenger workings (for which the 'tuned' 6100 series were capable of faster acceleration), together with piloting, banking and freight duties.

Examples lasted right up until the end of BR(WR) steam in 1965. 10 of the 5101 series and one 6100 (of the 75 built) survived into preservation.

Examining the model

Our sample is presented as No.4154 in plain green livery with 'GWR' lettering on

the tanksides. This is one of four versions being produced by Hornby as part of its 2020 range, the others comprising No.6110 in plain green with 'GREAT WESTERN' lettering, No.6145 in plain black with large early BR emblems, and No.4160 in lined green with late BR crests.

No.4154 was constructed at Swindon Works as part of lot No.361, entering traffic in July 1947. It spent its first six years allocated to Wellington shed, moving thereafter to Carmarthen, Worcester, Newton Abbot, Banbury, Stourbridge Junction and finally Oxley. It was withdrawn in October 1965.

Given its completion less than six months prior to Nationalisation, it is a curious choice by Hornby to present this particular class member in GWR livery – this condition would doubtless have been very short-lived.

The model, which captures well the appearance of the real machines, comprises mainly plastic moulded parts for the upperworks. Separate handrails are fitted all round, together with a full complement of lamp irons (including the pair behind the cylinder steam pipe on the fireman's side. The cab roof vent can be opened and closed, but the cab doors are fixed part-open.

Rivet and bolthead detail is well executed, particularly on the running plate around the front-end (including the undersides of the running plate edges!),





together with the surfaces of the tanksides and bunker. There is much fine detailing present, including the vertical bars on the rear glazed cab windows, whistle assemblies, water filler cap locking mechanisms and smokebox door furniture. The triangular tank support brackets attached to the locomotive mainframes between the driving wheels are worthy of note. The metal buffer heads are sprung.

A small amount of distortion was noted when sighting along the length of the running plate edge; however, this could be specific to our sample.

The moulded coal load can be removed from the bunker to reveal an empty coal space, which will assist modellers wishing to replicate a partially filled bunker, if desired.

Supplied as separate parts for the modeller to fit are cylinder drain cocks and brake rigging, together with steam pipes (fore and aft). Unlike some previous Hornby releases, screw couplings are not provided with which to dress the bufferbeam hooks.

Depending upon layout curvature, the swing of the front pony truck may preclude the fitting of the aforementioned cylinder drain cocks. Furthermore, the front footsteps have been splayed out to provide adequate clearance for the leading wheelset; visually this does detract slightly and one wonders whether supplying these footsteps as optional clip-in accessories would have been a preferable solution?

Livery application and printing is good, although the printed lettering and numbers do exhibit a glossy sheen that



contrasts with the comparatively flat finish of the green body colour.

The real machines were configured with a pony truck at the front and a radial trailing axle. The Hornby model, however, is configured with pony trucks front and back to enable curves of minimum second radius (438mm) to be negotiated. Visually this arrangement convinces, with only a small amount of daylight visible through the trailing wheelset when viewing the model in profile.

Wiper pick-ups are present on the backs of each of the six driving wheels, with power to the motor driving the

centre coupled axle. We found the model to be smooth and quiet in operation, whilst its weight (232g), contributed to its ability to haul six Pullman cars around the Pecorama loft layout, with its 1:48 gradients and 3' radius curves.

Body removal is straightforward, requiring firstly the removal of the front pony truck (held in place with a single screw), followed by the removal of a trio of assembly screws that hold the body and chassis together.

An eight-pin DCC socket (with blanking plug) is provided, situated atop the motor inside the sidetanks/firebox area. Space for a DCC speaker is provided in the bunker and accordingly there is a channel along the rear part

▲ An eight-pin DCC socket is located atop the motor and there is provision in the bunker for a speaker.

of the chassis casting (underneath the cab floor) to route a pair of connecting wires.

In conclusion

Hornby has done sterling work with its model of these veritable workhorses of the GWR (later BR Western Region). They are sure to become popular additions to many a Western modeller's motive power roster and provide a perfect accompaniment to the firm's Collett bow-ended coaching stock (see review, RM November 2017). We await sight of Dapol's interpretation of these locomotives with interest...

Craig Tiley



See this model in action on our website!
bit.ly/Hornby5101



Sample supplied by

HORNBY HOBBIES Ltd,
Westwood, Margate, Kent CT9 4JX
www.hornby.com

PRICES

ref.R3719 - £139.99

DCC fitted (ref.R3719X) - £159.99

It was in our May 2013 issue that we first reported on the plans of Bachmann Europe Plc to develop new tooling models of BR Mk.IIf air-conditioned coaching stock. Forming part of the manufacturer's Graham Farish N gauge range, these long-awaited releases augment the Mk.IIa types that were first rolled out in 2013 (see reviews, RM June and July that year).

Stocks of these Mk.IIf models are now being distributed to retailers, with a trio of samples received by us for review. The models that have been developed comprise five body types in all: DBSO (Driving Brake Second Open), RFB (Restaurant First Buffet), BSO (Brake Second Open), TSO (Tourist Second Open) and FO (First Open). All of these are available in BR blue & grey, with all but the DBSO also available in Intercity Executive livery. Additionally, the DBSO is available in BR ScotRail colours.

The BR Mk.IIf vehicles – introduced from 1973 onwards – represent the final development of the Mk.II design. They were equipped with full air-conditioning and nearly all were fitted out with the then new IC70 style seating, which featured lower backs and fixed arm rests.

The DBSOs numbered 14 examples, these being specially converted from Mk.IIf BSO vehicles and were introduced from 1979 onwards on Glasgow – Edinburgh push-pull services with modified Class 47/7 locomotives (models of these are already in the Graham Farish range, see review, RM July 2015). Our sample is presented as the first of the fleet (SC9701) in original BR blue & grey livery.



ferent arrangements between types for the latter. Door and grab handles are moulded, picked out in white or brass as appropriate, whilst end handrails are formed of wire and are separate to the bodysheils. Particularly impressive is the representation of the fine mesh fitted to the van area of the DBSO.

Livery application is excellent, with crisp separation of colours throughout and neat representations of the various markings – including legible end data panels (yes, really!).

Bufferbeam pipework is supplied with each model as a bag of separate details, should the modeller wish to dress one (or indeed both) ends accordingly in place of the factory-fitted knuckle couplings. Parts include brake pipes, ETH cables and sockets, main reservoir pipes and dummy coupling hooks.



The other two samples illustrated here comprise a TSO in Intercity livery and an Eastern Region numbered FO in blue & grey.

The models all exhibit a high level of detailing including fine corner footsteps and separate factory-fitted mouldings for the underframe equipment – with dif-

ferent details were fitted to the driving cab end of the DBSO for photography (tweezers, a steady hand and a decent helping of patience were required!), the arsenal of parts provided with this particular model also including a clip-in snowplough. Furthermore, the DBSO includes electrical pick-ups from the wheelsets on both B4 bogies to

power directional lighting (as illustrated). On 12V dc the lights illuminate only when track power is applied, but there is provision for continuous illumination and full control with DCC, there being a Next18 decoder socket located within the van area – accessed by first unclipping the bodysheils, and secondly the interior moulding. Once a Next18 decoder has been fitted, Function '0' will control the lighting (on/off).

Constructed in large quantities, the BR Mk.IIfs were a staple of loco-hauled passenger formations across the network for many years; as such, these latest releases are sure to prove

very popular with N gauge modellers depicting the BR rail scene from the mid-1970s onwards.

Furthermore, the DBSO will be a welcome addition to the range for those wishing to replicate c.1980s push-pull operations north of the border. Will Bachmann develop a modern-spec version of the DBSO in due course (with the driving end gangway removed), to cater for those examples still in service with Network Rail and Direct Rail Services?

Craig Tiley



Samples supplied by

GRAHAM FARISH,
Bachmann Europe Plc, Moat
Way, Barwell, Leicestershire
LE9 8EY.
www.bachmann.co.uk

PRICES
DBSO (ref.374-650) – £54.95
TSO (ref.374-737) – £45.95
FO (ref.374-760) – £45.95



Cavalex Models has delivered stocks of its second OO gauge ready-to-run rolling stock release – the BR-built 50' BBA bogie steel carrier. This follows the release of the firm's debut wagon – the PGA hopper – last year (see review, RM March 2019).

Built between 1973 and 1981, the BBA was a slightly longer version of the earlier BAA steel wagon but with a reduced 75 tonne capacity. The BBAs – which numbered more than 500 in total – were designed to carry ingots, slabs, long lengths of steel, steel coil, and billets. Early batches of the BBA were delivered in BR bauxite brown liv-

ery with black bogies, while the final batch of wagons wore the then new Railfreight black livery with red ends and side labels (as per our sample).

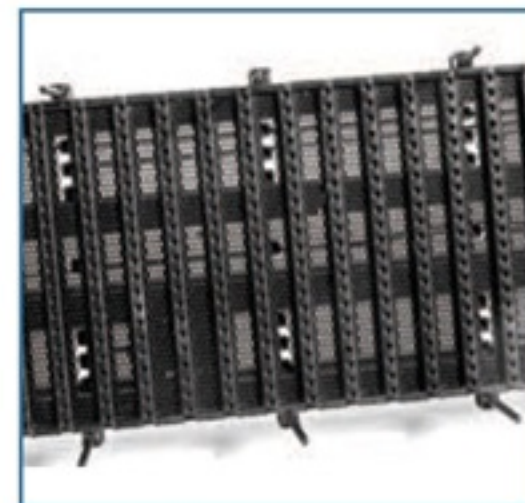
The model has been manufactured using various materials; cast metal for the chassis, plastic mouldings for detail parts and etched mesh for the decking. The delicacy of the latter is particularly impressive – its see-through nature allowing the multitude of fine wire pipe-work fitted to the underside of the chassis to be fully appreciated.

The distinctive vertical stanchions are also metal and have been factory-fitted. The plastic buffers are sprung and

there are separate grab handles on the ends. The model is equipped with bogie mounted tension lock couplings in NEM pockets.

A multitude of optional accessories and spares are provided, some of which were fitted to our sample for photography; brake pipes, hooks with screw couplings, spare stanchions, foot-steps, brake shoe assemblies (for conversion to EM/P4) and a pair of blanking plates for the NEM pockets.

The models were available direct from Cavalex Models only by pre-order. However, stocks are available from Cavalex stockists including Trains4U in



Peterborough, C&M Models in Carlisle, John Duffield LLP in Chelmsford and KMS Railtech in Scotland. Exclusive triple-packs are also available from Rails of Sheffield.

Craig Tiley

Samples supplied by

CAVALEX MODELS Ltd,
2 Hazel Avenue, Black Notley,
Braintree, Essex CM77 8GD.
www.cavalexmodels.com

PRICE
ref.CM BBA01 RF(1) –
RRP £45.00

Mobil 10T tank wagon from Oxford Rail

Oxford Rail has released its latest item of rolling stock to be developed from new tooling in OO. Announced at the 2018 London Toy Fair (see News, RM March 2018), this 10' 6" wheel-base tank wagon with steel chassis is a close match to the RCH 1907 specification (drawing No.72) – as constructed by various builders and used by numerous private companies.

The model is available in seven livery schemes; Mobil, Carless Petrol, Colfix (London) Ltd, Benzol & By-Products Ltd, Fisons Sulphuric Acid, Graham's Golden Lager and British Petroleum. For review we received a sample of the Mobil-liveried version, which is presented as a 10T-rated vehicle. The white star symbol – introduced by the



Railway Clearing House from 1913 – denotes that the vehicle can operate as part of fast goods train formations.

The saddle-mounted tank and chassis components are moulded in plastic with tank strapping in wire and etched brass. A weight is housed inside the tank. The buffer heads are metal (not sprung), whilst the twin-spoke wheel-sets have plastic centres with metal tyres and axles. Slimline tension lock couplings are fitted, but these can be detached from their housings and the supplied three-link couplings fitted to the hooks in their place (as pictured).

The Mortons brake gear exhibits a commendable level of delicacy, with very fine brake levers, together with brake shoes that are set within a fraction of – and in line with – the wheel treads. The most impressive feature, however, is the open nature of the chassis, which is readily apparent when viewing the model from above. The tank manhole and bottom outlet stool are very finely replicated.

Finished in black with c.mid-1950s Mobil logo, the printing of the smaller



livery details is first class: Incredibly, the small builder's plate situated left of the vee-hanger on the solebar is fully legible; together with displaying a 1910 build date, it reads; 'BIRMINGHAM RAILWAY CARRIAGE & WAGON COMPANY LIMITED. BUILDERS SMETHWICK'.

This is an exceptionally well appointed model, which – given the variety of attractive liveries on offer – is sure to prove popular with pre- and post-Nationalisation modellers alike.

Craig Tiley

Samples supplied by

OXFORD RAIL,
PO Box 62, Swansea SA1 4YA.
www.oxfordrail.com

PRICE
ref.OR76TK2001 – £21.95



NOVEMBER 2020 • NEWS P.900 • NEXT MONTH P.904

Heljan announces Class 02 diesel shunter in OO and O

Heljan has revealed that design work is well advanced for its latest O gauge locomotive project – the BR Class 02 0-4-0DH.

Built by Yorkshire Engine Co. for dock shunting and goods yard duties in northern England, these locomotives – with a wheelbase of just 6' – were able to tackle sharply curved lines in streets, docks, warehouses and factories – and even use traditional wagon turntables. They were designed as a direct replacement for the ex-Lancashire & Yorkshire Railway 'Pug' 0-4-0STs working dock lines in Liverpool, Manchester and beyond.

As the work they were built for vanished in the 1960s, many of the

20-strong class of BR examples found further work in industry, with some surviving well into the 1980s before being rescued for preservation. The locomotives were highly regarded by crews for their Rolls-Royce engine, all-round visibility and unique (for a BR locomotive) rear platform for shunting staff.

The Heljan 7mm scale Class 02 will feature an all-wheel drive and pick-up, switchable cab lights, LED marker lights, a 21-pin DCC decoder interface and provision for DCC sound. With tooling catering for detail variations between prototypes, the model will also feature a detailed cab interior and underframe, together with separate handrails, door



handles and pipework – plus etched Yorkshire Engine Co. works plates.

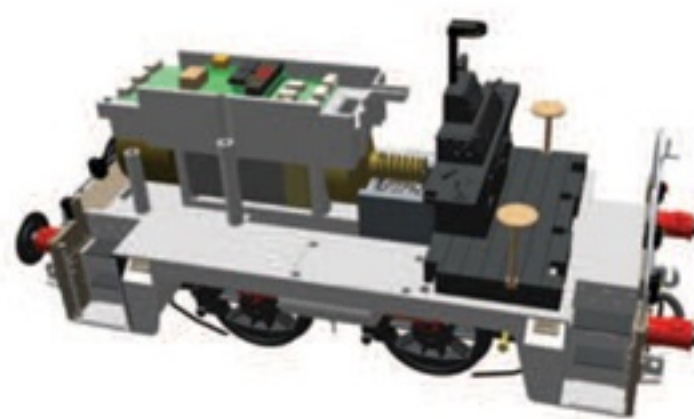
Eight versions are to be produced, covering a broad cross-section of BR from delivery in 1960 through to the present day: ref.2870 – BR green unnumbered (wasp stripes), ref.2871 – BR green D2860 (wasp stripes), ref.2872 – BR green 02004 (wasp stripes, no BR logo, weathered), ref.2873 – BR blue

(wasp stripes) 02003, ref.2874 – Redland Khaki (ex-D2867), ref.2875 – Industrial all-over yellow with wasp stripes, ref.2876 – NCB Staffordshire Area pale blue No. ND3 (ex-D2862), and ref.2877 – Sam in industrial green livery (ex-D2868, weathered).

The suggested retail price will be £339.00 for DCC Ready models. Options for models with factory-fitted DCC sound are still being explored, details of which will be confirmed separately.

The CAD artwork has already been approved and tooling work is underway with a view to first releases reaching the UK during the final quarter of 2021.

Design work is also progressing well on a OO gauge version, which is planned to follow during late-2021/early-2022. It will be available in a wide range of BR and industrial liveries covering the life of the class from 1960 onwards. Heljan will release further details of this project in due course.



Progress with Class 17 in O and Class 86 in OO

Heljan has also unveiled factory-decorated samples for two projects that were first announced at the 2018 Warley National Model Railway Exhibition (see News, RM January 2019); namely the O gauge Class 17 and OO gauge Class 86.

The Class 17 pictured here is finished in BR blue with full yellow ends (unnumbered) – one of four livery versions being produced. The others comprise BR green (unnumbered) with small yellow panels, BR green (unnumbered) with full yellow ends and D8607 in weathered BR green with small yellow panels. The O

gauge model, which will be equipped with twin-motors, sprung buffers and LED lighting, has been designed for 'plug-and-play' installation of DCC sound and an ESU smoke unit.

A pair of livery samples for the forthcoming Class 86/O (BR 'AL6') in OO are pictured here; ref.8652 E3178 in BR blue with full yellow ends, white cab roofs and red bufferbeams (left), together with ref.8655 86036 in BR rail blue with full yellow ends and orange contrail stripe (right).

For more details about all these models: www.heljan.dk



▲ BR Class 17 Bo-Bo in O.



▲ BR Class 86s in OO.

In brief

MMRS to go virtual

Manchester Model Railway Society is hoping to be the latest Society to stage a virtual show in 2020. Visit the MMRS web page for latest news: www.mmrs.co.uk/exhibition/

Paul King

Paul Raymond King, one of the guiding lights in the early days of the Model Electronic Railway Group (MERG) and its most recent President, has passed away aged 89. He was both a pioneering modeller and a professional railwayman who followed a career in the Mechanical and Electrical Engineering Department

of the former Southern Region of BR.

As a precursory volunteer at the Pendon Museum, he became involved in the early development of the Dartmoor Scene alongside other instigators like Guy Williams and Jim Arnold.

Within MERG Paul was involved with the advancement of electronic kits, the

MERG Journal and technical bulletins, arranging exhibitions and outings, and filling various organisational roles on the Group's committee: a big personality who will be sadly missed.

He leaves his wife Gill and his son and daughter David and Vicky, to whom we extend our condolences.

Dapol displays decorated D class in OO

Dapol has showcased further progress with the development of its forthcoming South Eastern & Chatham Railway Wainwright D Class 4-4-0 in OO, with the unveiling of factory-decorated samples. The model is a collaborative venture between the manufacturer and retailers Rails of Sheffield and Locomotion Models (part of the Railway Museum at Shildon).

Plans for the project, which were first announced in our December 2019 issue, comprise six versions covering pre-Grouping, pre-Nationalisation and BR liveries (available from Rails and direct from Dapol), together with National Collection

example No.737 in 'as preserved' SE&CR lined green livery with semi-gloss finish, which is exclusive to Locomotion Models.

All versions will be equipped with a Next18 decoder socket, which can be accessed by removing the smokebox door. Details of DCC fitted and DCC sound fitted options will be released in due course.

Minor livery corrections have been identified during the evaluation of the livery samples, which will be carried out by the factory before moving into the production stage. Delivery is expected in 2021. Prices have yet to be set and will



be dependent on the exchange rate at the time of shipping.

For further details, including details of how to pre-order, refer to the respective

websites as follows:

www.dapol.co.uk

www.railsofsheffield.com

www.locomotionmodels.com

KUA nuclear flask wagons in OO – now in colour!

Accurascale has received factory decorated samples for its forthcoming KUA nuclear flask wagons in 4mm, plans for which were announced at the 2019 Warley National Model Railway Exhibition (see News, RM January 2020).

The actual vehicles were built by Bombardier/Prorail of Wakefield in 1998 and are designed to carry spent nuclear fuel from Royal Navy nuclear submarines (based at Devonport and Rosyth) to Sellafield for disposal. As well as these bases, the two KUA wagons have travelled extensively across the UK network – from Georgemas Junction in Scotland to Eastleigh in the south of England.

Accurascale has developed the model with the assistance of

Revolution Trains, which is producing its own N gauge model (see News, RM January 2020).

Accurascale advises that some minor revisions (to the buffers, brake shoes and etched walkway tread-plate) have been made, with production now underway;

delivery is currently planned for December 2020.

To be sold as a twin-pack (price £159.95), refer to the Accurascale website for further information and to place orders:

www.accurascale.co.uk



LSWR Road Van takes shape in OO

Kernow Model Rail Centre has received the first engineering prototype from the tooling for its ex-LSWR/SR Diagram 1541 10T Road Van in OO.

First introduced by the London & South Western Railway in 1884, these vehicles were later classed as Southern Railway Diagram 1541. Almost 500 were built prior to 1905, making them the most numerous type of LSWR goods brake van. (Brake vans with side doors through which parcels or other goods could be loaded were known as road vans.)

The CAD artwork (based on a laser scan of the preserved example at the Isle of Wight steam railway) was approved for tooling earlier this year. Graham Muspratt – the recently appoint-

ed Development Manager at Kernow MRC – advised, "The first Engineering Prototype samples have been carefully evaluated and we are currently discussing directly with the factory a very small number of slight modifications before the

next stage of livery samples can be produced. The production of the livery artwork is in progress."

Different detail options will include alternative buffer shanks styles and either straight or cranked stepboard

supports. Furthermore, in light of further research, a small number of the planned running numbers have been changed; details of the 10 versions available can be found on the retailer's website:

www.kernowmodelrailcentre.com



New N gauge accessories from Osborn's Models



Osborn's Models has released a 3D-printed BM type container as part of its Arch Laser range of N gauge accessories. Supplied unpainted (price £3.00), the container can be used to provide an ideal load for the Peco Conflat wagon, as pictured here with a painted and lettered example. Suitable transfers are available for the BR period from Cambridge Custom Transfers.

Also available from Osborn's Models are two new N gauge 3D-printed road vehicles, which are supplied fully finished and ready to place on a layout; a modern tipper lorry in red (ref.A3D101, price £16.95) and a modern skip lorry in blue (ref.A3D102, price £15.95). For more details:

www.osbornsmodels.com



3D printed parts for Beyer-Ljungstrom turbine locomotive in N

Rudi Newman has developed what he describes as 'scratch aid' components to assist modellers wishing to construct an N gauge replica of the experimental Beyer-Ljungstrom turbine locomotive.

Built in 1926, this unusual locomotive was tested by the London Midland & Scottish Railway and saw use on express services between London, Manchester and Glasgow, but poor combustion and other issues led to it being dismantled in 1928.

The main superstructure and chassis elements for the locomotive are available in N gauge – supplied via Shapeways – as 3D printed parts; prices start from £24.57 for the boiler unit and £20.01 for the condenser unit.

In addition, parts that will need to be sourced by the modeller to create a working model include; a Tomytec HM-01 Hakotesu motorised N scale chassis, a

set of Farish Class 08 outside-cranked driving wheels, a set of Farish Jinty coupling rods, two Farish Royal Scot bogies and three Farish wagon wheelsets. A loco-tender coupling and weight will also be required.

Illustrated here are screen renders of the 3D-printed parts, together with a view of a completed model (above).

Also new are 3D printed designs to assist with the building of 1:148 scale models of the GWR broad gauge 2-2-2 locomotive *North Star*, together with



accompanying items of rolling stock and trackwork. Also available are designs for the stock and trackwork for the Lartigue Monorail.

For further details, including links to videos of completed models: www.shapeways.com/shops/newman-miniatures

Structure kits for OO and N from Gaugemaster

Gaugemaster has added a number of plastic structure kits to its range.

For OO gauge there is a gas/liquid pipeline kit for industrial settings (main picture). The kit (ref. GM448, price £24.25) contains 368 parts and has potential for adaptation to suit all manner of applications. Containing three different pipe diameters (20mm, 30mm and 40mm) the assembled kit measures 300mm(L) x 60mm(W) x 83mm(H).



For N gauge there are four kits packaged under the Kestrel branding. Three of these can be used together to create a brick-built brewery complex; there is a Main Building Kit (ref. GMKD1006, price £24.00) measuring 94mm(L) x 81mm(W) x 124mm(H), a Brewery Boiler House kit (ref. GMKD1007, price £24.00) measuring 126mm(L) x 74mm(W) x 135mm(H), together with a Brewery Stores kit (ref. GMKD1008, price £24.25) measuring 92mm(L) x 68mm(W) x 50mm(H).

The fourth N gauge kit (ref. GMKD1009, price £18.75) is a pair of oil storage tanks. Measuring 188mm(L) x 57mm(W) x 109mm(H), which comes with a selection of petrol company logos.

For more information about all these kits, refer to the Gaugemaster website:

www.gaugemasterretail.com



3D-printed Avonside 0-6-0ST body kits in OO

Corwin Bainbridge is marketing a range of 3D-printed locomotive body kits – based on the Avonside B4 class 0-6-0STs – through his Railway Mania online shop. The OO gauge kits are designed to be a direct fit onto a donor Hornby B2 Peckett chassis (see review, RM October 2019).

Six versions of the kit – designed by Adam White – are available (see website for full details), covering both the early round tank and the larger square tank variants of the class.

Each kit includes handrail knobs, .45mm handrail wire, a brass smokebox door dart and white metal dummy coupling hooks; nuts and bolts are also included for mounting to the donor Peckett chassis (not included in the kit).

Only a small number of basic modelling tools are required for assembly, with preparation of the printed parts made simpler thanks to the boiler, cab and running plate being separate components. The printed fixtures and fittings (such as the chimney, dome and buffers) are also supplied as separate parts, the patterns of these varying across the six versions.



Full illustrated instructions are available to download from the website, along with links to a selection of videos to demonstrate the preparation and building of models using these kits.

The kits are priced £49.50 each, with a portion of the profits from the sales of the *Portbury* and *Edwin Hulse*

versions going towards the restoration and maintenance of the real locomotives, which are preserved at the Bristol Industrial Museum and the Avon Valley Railway respectively.

For further information and to order:

www.railwaymania.net/shop

Cavalex Models developing all-new 'merry-go-round' HAA/HFA hoppers in OO

Cavalex Models has announced that, in conjunction with the retailers KMS Railtech and Trains4U, it is producing a series of HAA/HFA hopper wagons in 4mm scale from all-new tooling.

Built in vast quantities, these prototypes were synonymous with the 'merry-go-round' traffic flows that delivered coal to power stations between the 1960s and 2009.

The models are set to feature a zinc alloy chassis, sprung buffers and provision for easy conversion to P4/EM gauges.

The HAAs and HFAs will both be available in a selection of triple packs with individual running numbers (priced £89.95 per pack) and can be pre-ordered exclusively from KMS Railtech and Trains4U.

The planned liveries for the HAA versions will include Railfreight silver with red cradle, Trainload Coal silver and yellow cradle, and EWS schemes, whilst the HFA (with canopies) will be available in Trainload Coal sector silver and yellow cradle, and EWS schemes. (There will also be a triple pack of the HAA with blue cradle, which will be exclusive to KMS Railtech.)

Design work is complete, with the models now at the tooling stage; illustrated here are 3D renders from the CAD artwork. Delivery is planned for the third quarter of 2021.

Cavalex Models is also planning to cover the CDA – 124 of which were built in the 1980s (adapted from the HAA design) for china clay traffic. In addition, the original galvanised steel body ver-



sion of the HAA, together with the lime carrying HCA, are also planned for future release. For further details (including

links to the respective websites for KMS Railtech and Trains4U): www.cavalexmodels.com

Dapol Conflats in O near production

Dapol revealed its plans at the 2019 Warley exhibition to expand its series of 10' wheelbase wagons in O gauge by producing ready-to-run models of GWR Dia.H7 (BR Conflat A) wagons and accompanying containers (see News, RM January 2020). Factory decorated samples are illustrated here; the containers (GWR BK2 and BD2, plus BR BD types) are being produced at the manufacturer's Chirk factory.

The models will feature a diecast compensated chassis, injection moulded body and detail parts, diecast three-hole disc wheels with blackened steel tyres, together with sprung metal buffers and couplings. Both Vacuum fitted and non-fitted versions are being catered for.

Six versions with containers are promised (RRP £64.95 each), comprising a trio in GWR grey with chocolate containers (two BD2, one BK2), two in BR bauxite with bauxite BD

containers, and one in BR bauxite with a crimson BD container. These models are complete with representations of the securing chains and tensioners.

There will also be four Conflat models available unladen (priced £44.95 each) comprising two in GWR grey and a pair in BR bauxite. For further details:

www.dapol.co.uk



3D-printed architectural fittings for 4mm and 7mm from ModelU

ModelU has released a suite of chimney pots, guttering, pipes (round and square) and other fittings that are suitable for furnishing models of period domestic dwellings in 4mm and 7mm scales.

A selection of 4mm guttering components (for use with 4" round pipes) is pictured (right), comprising: round cast iron holderbats (ref.2901, qty 20), round pipe shoes with brackets (ref.2909, qty five), round pipe offsets (ref.2914, five projections), half-round 6" guttering (ref.2955, qty four), half-round 6" guttering outlets (ref.2956, qty five) and half-round 6" guttering stop ends (ref.2957, qty 10).

The range of chimney pot designs includes crowns, cannons, rectangular

spiked and hooded round styles.

For further details including price information, refer to the Autumn 2020

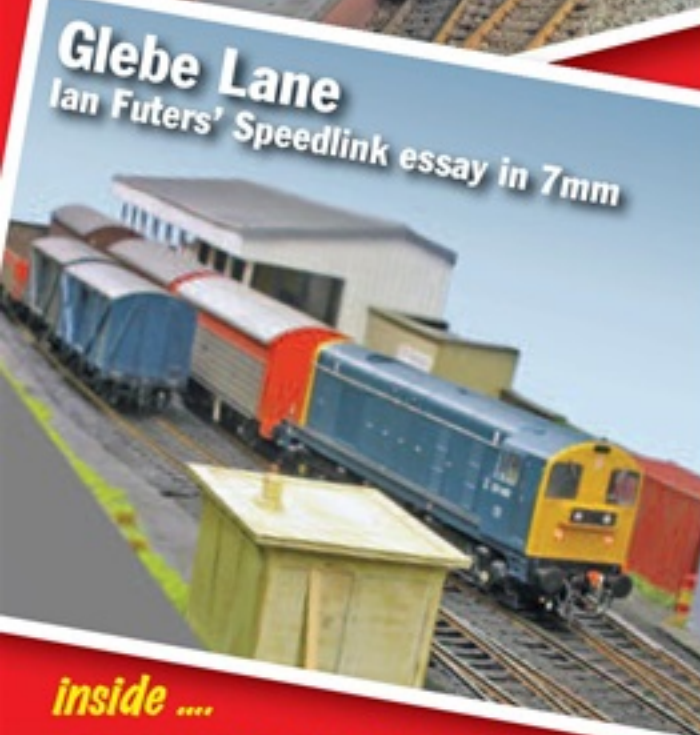
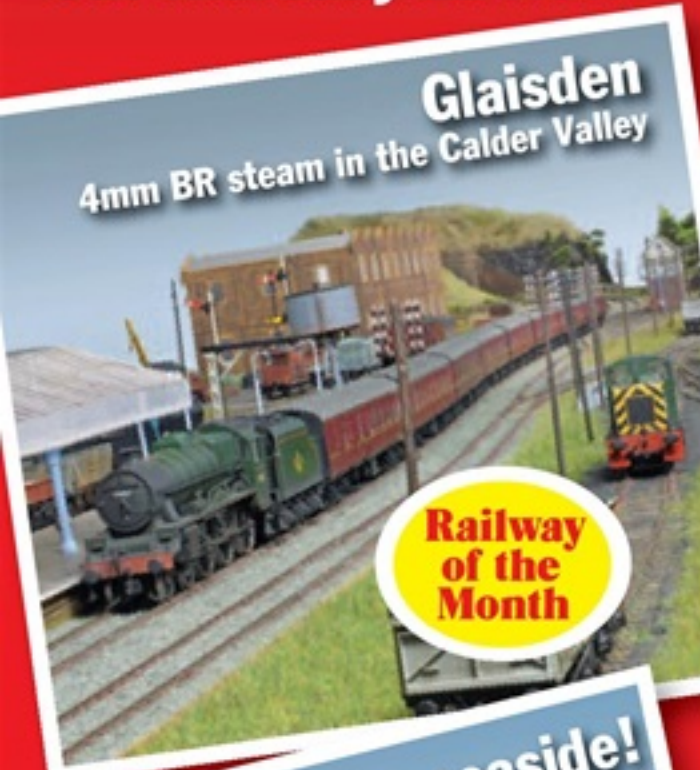
catalogue, which is available to download via the website:

www.modelu3d.co.uk



Coming next month

December 2020 – Out Thursday 12 Nov.



inside

- **MAKING A START IN O**
Chris Ford kicks off his series of articles showing you how to build your first 7mm layout – step by step!
- **GILESTOWN AND BALLYHARRY**
An extensive Irish-outline model in OO
- **PENRYN AND FALMOUTH**
A layout idea with a Cornish flavour

plus all the regular features

NER signal box kit for 4mm from Dexter's Cove Models

Amongst the latest additions to the range of scenic accessories available for 4mm scale from Dexter's Cove Models is a kit for a North Eastern Railway C1 type signal box. The model comprises laser-cut plastic wall parts,

3D printed resin windows and detail parts, together with self-adhesive roof tiles. Priced £35.00, for more details:

Tel: 01642 679 182
email: info@dexterscove.com
www.dexterscove.com



Narrow gauge handbook from the 7mmNGA

The 7mm Narrow Gauge Association has published a 68-page A4-sized handbook titled *Going Narrow Gauge*.

Intended to help modellers looking to create an authentic narrow gauge scene, the publication covers a variety of narrow gauge prototypes, both within the UK and overseas – including heritage railways, data sheets and numerous layouts. Although primarily covering layouts built to 7mm scale,

the publication will be of use to those modelling in other scales.

The handbook is free to all current members of the Association (and those who join as new members), and is available to non-members priced £9.00 plus £2.00 P&P. Copies can be ordered online from the Association website via the following link:

www.7mmnga.org.uk/sales/publications



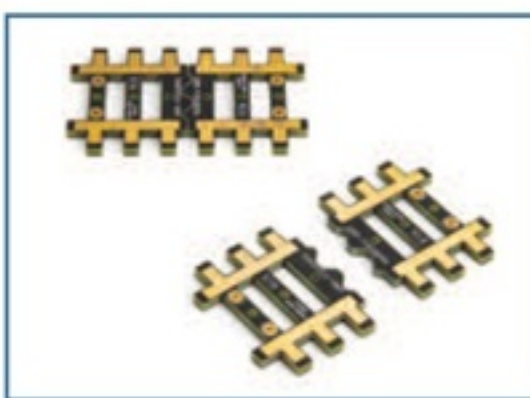
Cross-board rail aligners from Model Tech

Gwion Rhys Davies is marketing a range of rail alignment accessories for various track gauges, which are designed to ensure the accurate alignment of running rails that cross board joins.

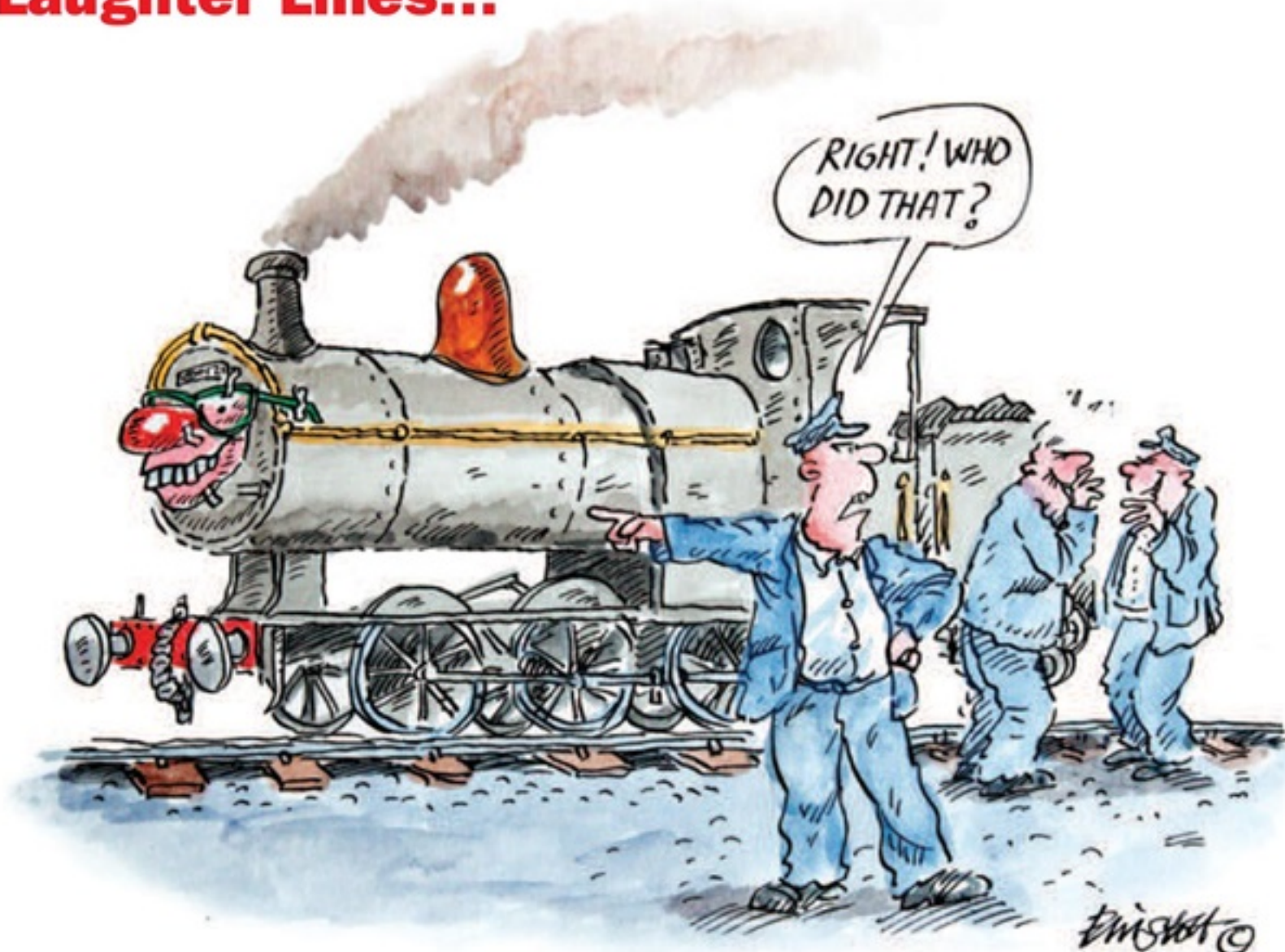
The ProTrack Rail Aligner takes the form of a substitute section of sleeper-base, which is formed of two halves that interlock together; these interlocking faces ensure that running rails are aligned when baseboards on portable

layouts are assembled. The rail ends can be soldered securely to the surface of the rail aligner, whilst holes are provided for electrical dropper wires and track pins.

Sold in packs of four pairs, the rail aligners are available for the following track gauges: OO (Bullhead), OO/HO (pictured), OO9, O-16.5, N and O. For more details including prices: **www.modeltech.uk**



Laughter Lines...



Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should contact the organiser first. Entries include the organiser's website and/or telephone number. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications by post or via email to rm-clubs@btconnect.com is required six weeks prior to publication date.

January issue deadline: November 1st

SPECIAL NOTICE – Due to the continuing health emergency regarding the coronavirus/COVID-19 outbreak, readers are strongly advised to check the status of all events and meetings. RAILWAY MODELLER closed for press several weeks before its on-sale date, and the situation will have changed after the issue was printed. Where we have been advised of cancellations these have been noted.

EVENTS

The following events were not cancelled as of the time RAILWAY MODELLER closed for press. Please check the current status.

At the time of going to press we had no notifications of any ongoing events.

CANCELLATIONS

Saturday 24 & Sunday 25 October
LEEDS, West Yorkshire
Organiser: Leeds Model Railway Society.
Contact: www.leedsrms.org

Saturday 31 October & Sunday 1 November
SPALDING, Lincolnshire
Organiser: Spalding Model Railway Club.
Contact: www.spaldingmodelrailwayclub.org.uk

Saturday 7 & Sunday 8 November
ELGIN, Scotland
Organiser: Elgin Model Railway Club.
Contact: www.elginmodelrailwayclub.co.uk

Saturday 7 & Sunday 8 November
HULL, East Yorkshire
Organiser: Hull Miniature Railway Society.
Contact: www.hullrms.org

Saturday 7 & Sunday 8 November
NORTHFLEET, Kent
Organiser: Gravesend Railway Enthusiasts' Society.
Contact: www.gravesend-railway-enthusiasts-society.co.uk

Saturday 14 & Sunday 15 November
COLNE, Lancashire
Organiser: Pendle Forest Model Railway Society.
Contact: www.pfmrs.org.uk

Saturday 28 November
STOTFOLD, Bedfordshire
Organiser: Letchworth Model Railway Society.
Contact: www.leitchworthmrs.org.uk

ONLINE EVENTS

Friday 30 October – Sunday 1 November
Organiser: Spalding Model Railway Club.
Features: A virtual exhibition hosted on the club's website with a selection of layouts, modelling demonstrations and a showcase of traders' product ranges.
Website: www.spaldingmodelrailwayclub.org.uk

Saturday 31 October - 09:30-17:00
Organiser: Gauge O Guild.
Features: A virtual model railway show accessed via the guild's website, comprising: layout movies, up to 12 live and pre-recorded modelling demonstration videos, virtual trade show, modelling competition and Q&A session.
Website: www.gaugeoguild

Saturday 28 & Sunday 29 November
Organiser: Warley Model Railway Club.
Features: A virtual event accessed via the club's website that will feature a selection of YouTube and Facebook presentations, together with the results of the Warley MRC 'photo plank' competition (details of which were outlined in the news pages of the October 2020 RM).
Website: www.thewarleyshow.co.uk/2020event

MEETINGS

The following meetings were notified as suspended or cancelled at the time of going to press. Please check the current status.

Thursday 5 November - 19:30
The Great Central Railway Society (Sheffield branch)
More Action from the Lineside by Alan Burkwood.
Meeting suspended.
Contact: Bob Gellatly 01909 565763 or gcrs@talktalk.net
www.gcrsociety.co.uk

Tuesday 3 November - 14:00
The Leicester Railway Society
The Midland mainline from Market Harborough to Derby by John Downing.
Meetings suspended.
Contact: Stephen Hewitt 0798 000 8370 or stephensignalman@talktalk.net
www.leicesterrailwaysociety.com

Tuesday 17 November - 19:30
The Grimsby & Cleethorpes Railway Group
Mind the Gap – A Look at the London Underground by Jason Cross.
Meeting suspended.
Contact: Stuart Blackburn 01472 505853 or sc.blackburn@ntlworld.com
www.gcrsociety.co.uk

Tuesday 17 November
The Leicester Railway Society
Details: TBC.
Meetings suspended.
Contact: Stephen Hewitt 0798 000 8370 or stephensignalman@talktalk.net
www.leicesterrailwaysociety.com

SHOW MEMORIES – Hull 1989



▲ November is the traditional month for the staging of Hull Model Railway Show, presented by Hull Miniature Railway Society: 2020 would have seen the Society's 41st show. In this view from the 1989 event, the late Doug Taylor is pictured showing part of his vast collection of Hornby O gauge tinplate models. Every year Doug would put on this spectacle for the visitors which entertained children and adults alike, and he even clinched the award for 'Best layout in show' on occasions, voted for by the paying public. Often he was one of the last exhibitors to finish packing away, meticulously wrapping up each model for protection – even the Smash Potato van – one of his amusing adaptations of a damaged model. Always a staunch supporter of the show, his last appearance was in 2009. Photo: Steve Flint

RAILWAY MODELLER

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH
THE COLUMNS OF GREAT BRITAIN'S
BEST SELLING MODEL RAILWAY MAGAZINE

See order form on page 40a for advertising rates and conditions
If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn. Tel: 01492 518 709.

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

MODEL EXCHANGE. Tel: 07580 065 017
website: www.themodelexchange.co.uk
BUY*EXCHANGE*SELL TOYS.

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

SWANAGE MODEL RAILROADING CENTRE - N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2.30pm Other times by appointment please call John on 07956 973 072.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £27.99, Deluxe (2 rpm) £34.99, U.K. postage £3.25. 12V motor. Enclosed all-metal gearbox. Automatic Indexing - stops automatically at each exit. (Currently only for PECO LK-55/LK-555) 10 Exit version £64.99, NEW 32 Exit Roundhouse Version £67.99. Reviewed by Railway Modeller May 2016. More information and

order online at www.locomotech.co.uk Telephone orders: 01903 871149.

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. Email Bob@zetlandmodelrailways.co.uk

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. Tel: 01444 413723 email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

MIDDLETON PRESS - PUBLISHED 26 SEPTEMBER. Leeds to Selby and Goole Docks. Recently published, Manchester to Bacup, Derby, Ilkeston, Nottingham, Ambergate to Mansfield, New Mills to Sheffield, Nottingham towards Kirkby in Ashfield. All albums £18.95 FREE P&P each (UK) MAIL ORDER SERVICE. Cheque, Visa or Mastercard. Write or telephone for latest brochure. Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ.

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. See www.aardstorm-models.com

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO

and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165 email russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 Email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com

HORNBY DUBLO WANTED – LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. DARREN COOPER. Tel: 01254 234 017 & 07900 824525.

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to **DEREK BARNETT**, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. **Rails of Sheffield** 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436. www.railsofsheffield.com

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to **CLAIRE CLARKE**: 14 Stourbridge Road, Lloyd Hill, Wolverhampton WV45NE. Email: claireclarke@aol.com telephone: 01902 342 722.

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone **VINCENT**: 07721 087 810 or email vincelonergan@hotmail.com or send your list to **VINCENT – DORSET RAILS**, 5 Conway Walk, Dorchester, Dorset DT1 2EJ.

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314 Email: gambiacat@tiscali.co.uk

MODEL RAILWAYS WANTED – N GAUGE, OO GAUGE, O GAUGE – ANY MAKE. Free valuations, home visits, layouts dismantled. Fast friendly, courteous service. Contact **MARTIN**: 01623 473 376, lists to: modelpower@sky.com

MODEL RAILWAY AND DIE-CAST COLLECTIONS WANTED, ex shop stock, estates etc; confidentiality assured. Please contact **UK Toy and Model Auctions** 01270 652773 or enquiries@uktoyandmodels.com

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through **JEAN BARTLETT COTTAGE HOLIDAYS**. Website: www.jeanbartlettcottageholidays.co.uk or telephone: 01297 23221.

Private

Private Sales

WEBB'S WHARF O GAUGE END-TO-END EXHIBITION MODEL. Two articles Railway Modeller 2016-17. Three modules, 14ft x 2ft 8ins overall. Peco bullhead trackwork, Cobalt point-motors, 2-cab Helmsman power supplies, Bachmann and Skytrex buildings. **Michael Watts**, Oxfordshire, 01869 331329, michael.watts01@btinternet.com

HOPWOOD OO SCALE, HOME OR EXHIBITION LAYOUT. Railway Modeller Nov 19 – Jan 20. 2.7m x 400, simple to operate. **Chris Ford**, email: chrisford293@googlemail.com (Sussex).

TREZEATH (RM APRIL 2018 & 2000). OO SR Cornish terminus is for sale. Includes legs, lighting, control panel (no fiddleyard/stock). Sensible offers invited. More information/photos **Paul Reeve** (01689 871925) email pg.reeve@gmail.com

NARROW GAUGE WORLD MAGAZINES IN BOUND VOLUMES – ISSUES 1 TO 96, sensible offers please. Please email: spj.55@btinternet.com

GREAT WESTERN O GAUGE DUKEDOG 45XX, 14XX RTR SIPHON wagons, guards, vans, station, engine shed, signal parts, various conditions. Contact **TOM INGRAMS**, 52 Mary Court, Chatham, Kent ME4 5NT, telephone: 07593 730 689, 01634 787 853, trings@hotmail.co.uk

OO MODEL RAILWAYS, LOCOS, STOCK, BRITANNIA CASTLE A3 Northumbrian set Coronation DP2, D63XX coaches, wagons, vans, signals, buildings. As new. Contact: **TOM INGRAMS**, 52 Mary Court, Chatham ME4 5NT, telephone: 07593 730 689, 01634 787 853, trings@hotmail.co.uk

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. **JOHN TURNER**, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

HORNBY DUBLO & WRENN RAILWAYS WANTED, LOCOS, COACHES AND WAGONS. Single items or whole collections, distance no object. Immediate cash settlement. **DARREN COOPER**, 26 Warmden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017 & 07900 824525.

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS and all associated items, from one item to large collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or email: jaycossie@googlemail.com or telephone: 01702 749 183.

IS THERE CASH IN YOUR ATTIC? I will collect and pay best cash prices for model railway items, from

single items to complete collections. Call GEOFF, for a no obligation chat on: 07986 936 058 or email me on: cash4trains@live.co.uk

NORTH WEST ENGLAND - Collector wants to buy all makes of model railways in 00/N-gauge for own collection. Email list to dunsmorey@gmail.com or call Rodney on 07742 805487.

TRI-ANG RAILWAYS PANTOGRAPHS FOR R.351 EMZ AND R.257 D/E DIESEL. R.310 sidewall clips.

R.73 station platform canopy set. R.393 overhead diamonds. R.391 junction links. R.448 O/T coach. Tel: 075622 777 70, Sussex.

LIMA CLASS 47S, L204753, 47807, L204727, 47817, L205260, CLASS 55 9016 Gordon Highlander, all Porterbrook, L204600 Class 47 47114 Freightliner Bond, L205029 Class 59 59002 Alan and Day Mendip Rail - good condition please. Telephone: 0787 132 1921.

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

November 2020

22 November (Sun)

IVANHOE MRS, THE ROTHLEY CENTRE - CANCELLED

www.ivanhoe-mrs.co.uk

December 2020

27 December every year - 10.30am to 3.30pm

LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £2.50, concessions £2.00, Accompanied Children £1.00. Contact: Jim/Vicci Ricketts. Tel: 01492 517004 email: vicci.ricketts1tf@gmail.com proceeds to Llandudno Transport Festival.

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for January 2021 issue is 19th October. Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).
Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 35p, Swapmeets 65p.
 Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

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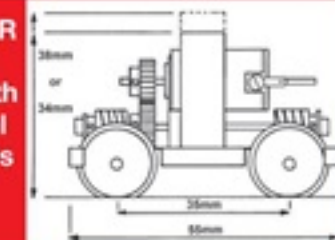
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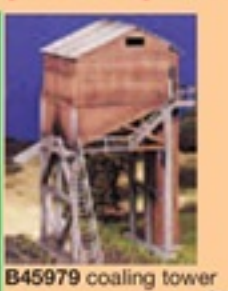
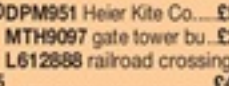
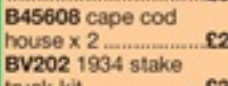
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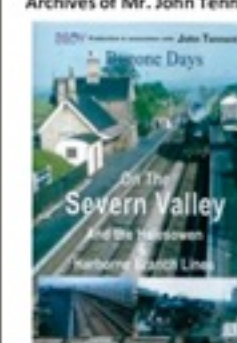
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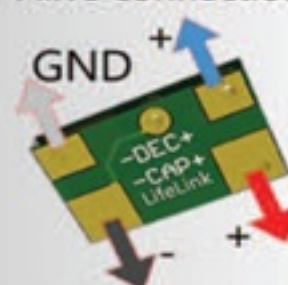
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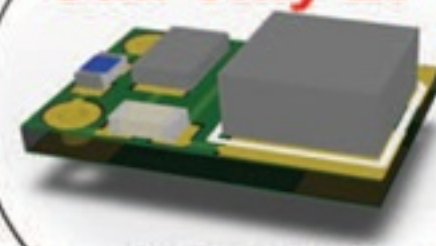
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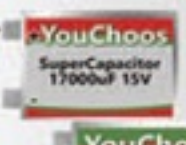
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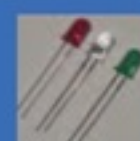
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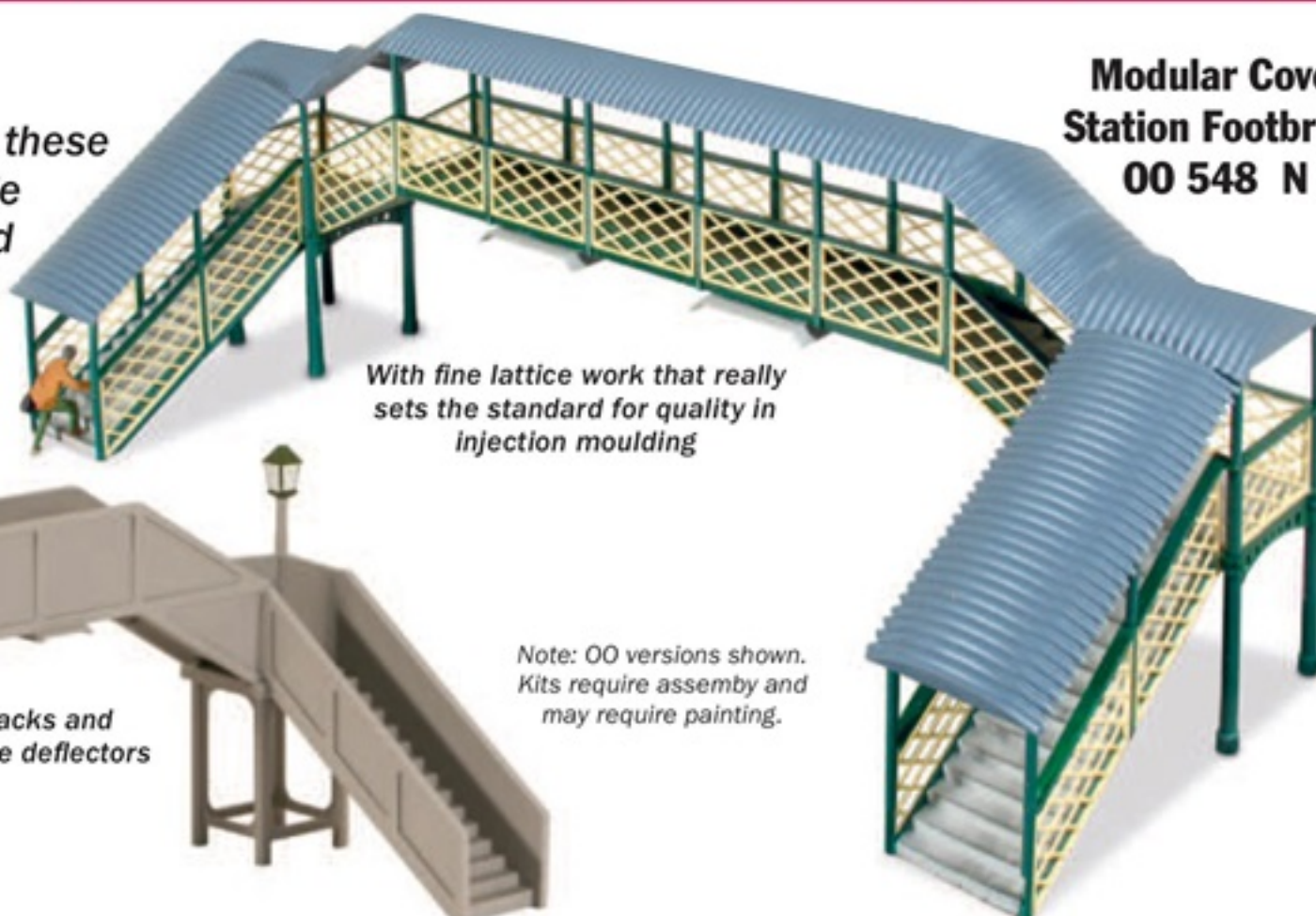
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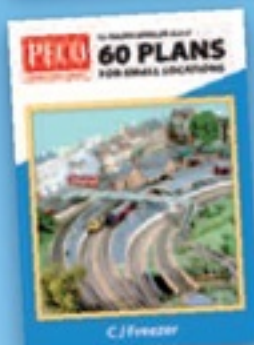


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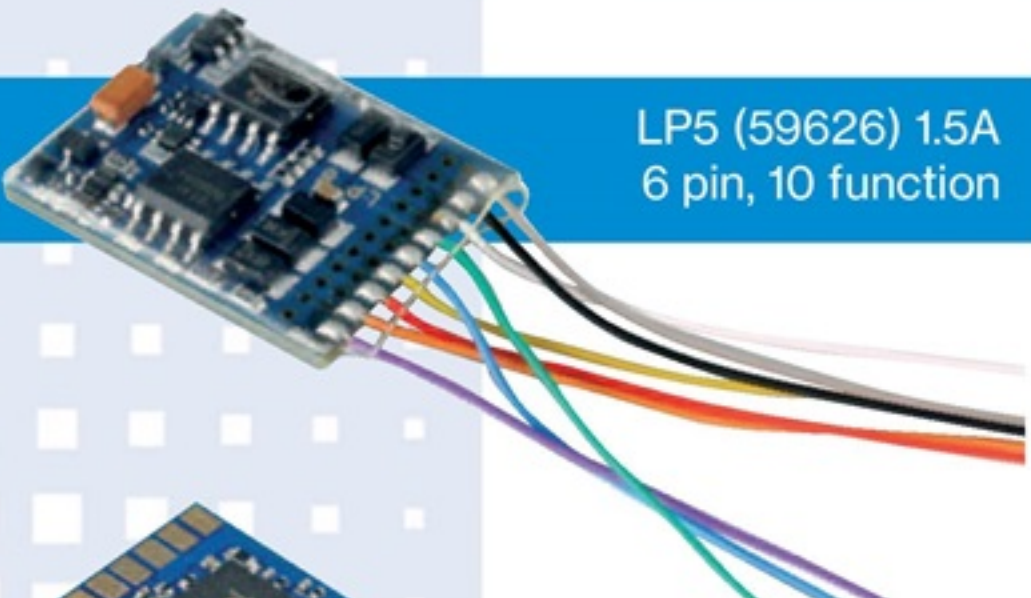
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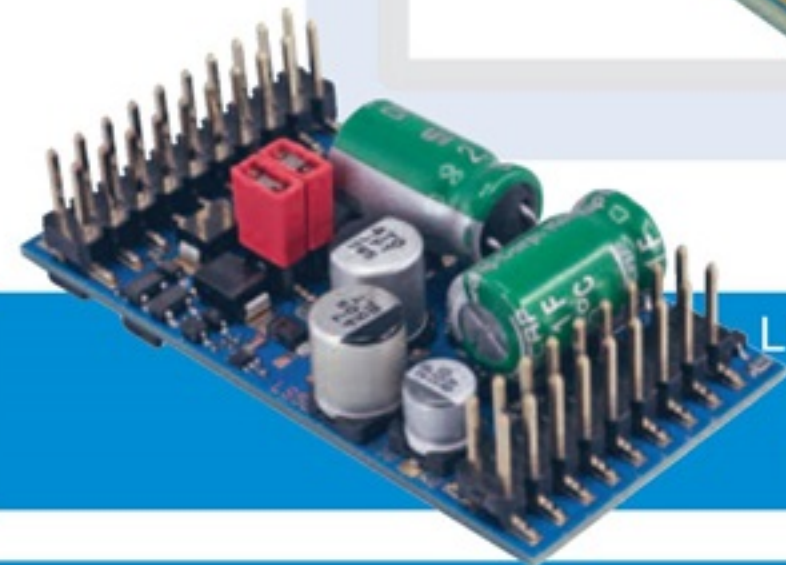
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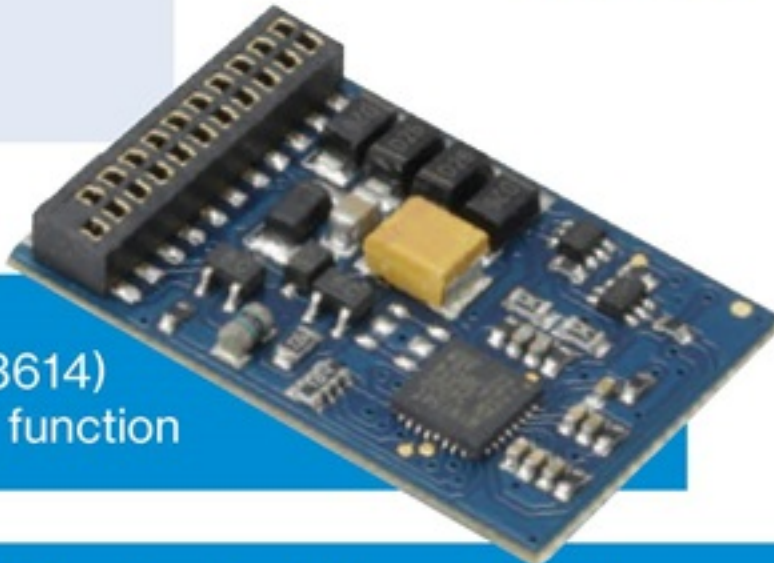
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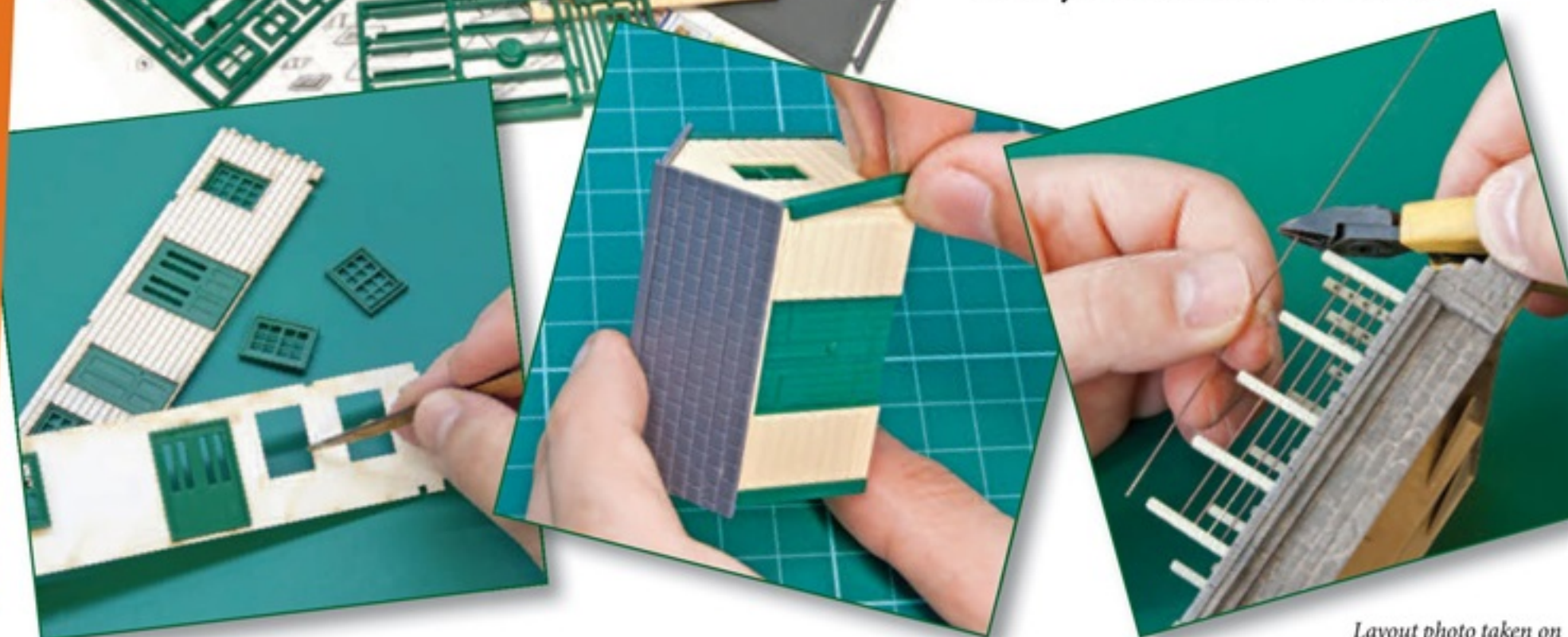
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