

RAILWAY MODELLER

Love Lane

Suburban BR steam in Essex

2021
PLANS REVEALED
HORNBY
REPORT
INSIDE

Tommy

The precursory EM1
3D printed in 2mm scale

A shunter with sound

Budget acoustics for
a Dapol Class 08 in O

Cotswold cameo

An N gauge micro
system in just 3' x 2'

BR's ten-coupled workhorses

The Standard 9F 2-10-0s –
Drawn & Described

Reviewed inside ...

Brand new Hornby four-wheel coach in OO
Steam tram loco from Fourdees in OO9
Rails 'Connect' DCC decoders for OO and N

Kingsferry

A West Country branch
terminus in OO

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RAILWAY MODELLER

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February 2021 vol 72 No.843

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Railway of the Month

Allan Howles presents his stunning 4mm scale Great Western layout, inspired by the the station at Kingsbridge, with some clever use of commercial items.

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Scale Drawings

Chris Ford briefly outlines the development of these Riddles ten-coupled workhorses – the subject of a new model announced by Hornby for 2021 – accompanied by 4mm scale drawings by the late Ian Beattie.

92 **Love Lane**

The East Anglian Scale Seven Group became the custodians of this S7 layout, originally built by Peter Cavalier, and developed it into an Essex-set station on the line from London's Liverpool Street.

98 **Making a start in O**

Chris Ford concludes this series on a simple starter project in 7mm scale. This month: scenic work, minor structures and platform lights.

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Project of the Month

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105 **Pontfadog**

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115 **A Tommy in 2mm Finescale**

Alan Whitehouse creates the prototype EM1 electric locomotive using a 3D printed body and a commercial chassis built to 2mm finescale standards.

118 **Talking Points**

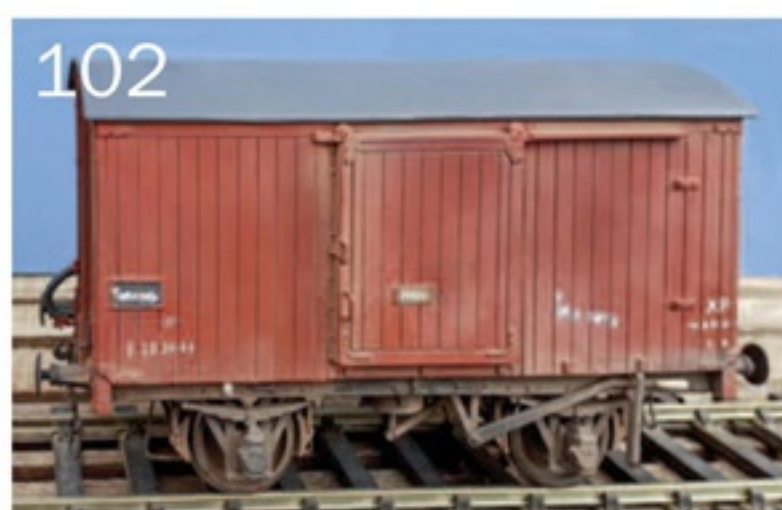
Analysis of the virtual Warley National Model Railway event which took place online over the weekend of 28 & 29 November 2020.

120 **A Bodge Engineers Ltd.**

Micro Marvel

Peter Osborne describes his packed-with-detail, highly animated O gauge micro layout constructed in an area of just 1,400mm x 560mm.





RAILWAY MODELLING *Explored*

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

137 **Shipston**

A 3' x 2' N gauge layout built by Jim Trotman depicting a Cotswold scene, but inspired by an American outline layout seen on YouTube.

140 **Sound fitting a 7mm 08**

Callum Willcox escapes his YouTube channel for a while and explains how to install a Hornby TTS sound decoder into a 7mm scale Dapol Class 08.

142 **Starting in 3D printing**

Starting your own production line of 3D printed models may not be too difficult. Ian Roper explains that once you start, you can't stop!



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129 **Damems station**

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132 **Westenhurst**

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143 **Comment**

Opinions and observations across the field of railway modelling. This month prolific 4mm modeller and RM contributor Ian Nutall encourages others to try their hand at kit- and scratch-building, rather than relying on just 'opening the boxes' of proprietary items.

144 **Readers' Letters**

146 **New Product Reviews**

A full evaluation of Hornby's brand new four wheel coach with lighting, plus reviews of the company's new open coach to run with the already released Rocket set. New items from Harburn Hamlet, Fourdees and Gaugemaster, wagons from Dapol and decoders from Rails of Sheffield.

152 **Book & DVD Reviews**

153 **News**

A bumper crop of announcements from Hornby for 2021 including new tooling for a BR 9F, an LNER P2 and Ruston 88DS. Also a new set of four- and six-wheel pre-Grouping coaches and an extension to the Liverpool and Manchester 19th century range. There is also news on the Accurascale Class 37, the Peco/Kato England 0-4-0ST+T in OO9 and details of further new models on the horizon from Heljan – including an LMS 50' inspection saloon for 7mm scale.

160 **RM Cup Prize Draw**

Full details of how to enter the RM Cup Prize Draw where there is £1000 worth of prizes to be won! Simply vote for your three favourite articles published in RM during 2020.

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31-911 - LB&SC H1 Atlantic 2038 'Portland Bill' SR Malachite Green.....£186.96
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31-921A - LB&SC H2 Atlantic 32425 'Trevose Head' BR Lined Black Early Emblem.....£186.96
31-921ASF - LB&SC H2 Atlantic 32425 'Trevose Head' BR Lined Black Early Emblem Sound Fitted.....£263.46



31-922 - LB&SC H2 Atlantic 4-4-0 422 LB&SC Umber.....£195.46
31-922SF - LB&SC H2 Atlantic 4-4-0 422 LB&SC Umber Sound Fitted.....£271.96

dapol

N Gauge Fruit Ds



2F-014-009 - N Gauge Fruit D Van GWR Brown Shirtbutton 2913.....£14.40

2F-014-010 - N Gauge Fruit D Van GWR Brown 2868.....£14.40

2F-014-011 - N Gauge Fruit D Van BR Maroon W2910.....£14.40

2F-014-012 - N Gauge Fruit D Van BR Blue W3461W.....£14.40

EFE Rail
Great British Model Railways

OO Gauge Class 58s



E84005 - Class 58 58011 BR Railfreight Red Stripe Weathered.....£157.21



E84006 - Class 58 58018 High 'Marnham Power Station' BR Railfreight Coal Sector.....£148.71



E84007 - Class 58 58021 'Hither Green Depot' Mainline Blue.....£148.71



E84008 - Class 58 58039 EWS Weathered.....£157.21

dapol

N Gauge Westerns New Names & Numbers



2D-003-012 - Class 52 Western D1035 'Western Yeoman' BR Green Small Yellow Panels.....£110.45

2D-003-013 - Class 52 Western D1008 'Western Harrier' BR Maroon With Yellow Buffer beam.....£110.45

2D-003-014 - Class 52 Western D1034 'Western Dragoon' BR Maroon Small Yellow Panels.....£110.45

2D-003-015 - Class 52 Western D1043 'Western Duke' BR Chromatic Blue Small Yellow Panels.....£110.45

2D-003-016 - Class 52 Western D1016 'Western Gladiator' BR Maroon Full Yellow Ends.....£110.45



2D-003-017 - Class 52 Western D1041 'Western Prince' BR Blue.....£110.45

EUROPE PIC

OO Gauge 2HAPs



31-390 - Class 414 2-HAP 2-Car EMU 6061 BR (SR) Green.....£207.95



31-391 - Class 414 2-HAP 2-Car EMU 6062 BR Blue & Grey.....£207.95



31-392 - Class 414 2-HAP 2-Car EMU 4322 BR Network SouthEast (Revised).....£207.95

DCC & DCC Sound Fitting Available

We can fit DCC or DCC sound to any locomotive listed in this advert (as well as most other locos we have in stock) using ESU Loksound V5 decoders and the sound files from suppliers such as Legomanbiffo, South West Digital & Howes.

We stock a range of speakers allowing us to fit the best one possible for the loco in question.

See our website or contact us for information including prices.

HORNBY

2021 Range Available To View And Pre-Order On Our Website Now!!!



R8160 - Hornby 2021 Catalogue.....£9.99

Latest Releases

OO Gauge Merchant Navy



R3632 - Merchant Navy Class 4-6-2 35024 'East Asiatic Company' BR Blue Early Crest.....£161.99

New OO Gauge Thompson A2/2



R3830 - LNER Thompson Class A2/2 4-6-2 60501 'Cock o' the North' BR Green Early Crest.....£170.99

OO Gauge HST Power Car Pack



R3944 - BR Class 43 HST Power Cars 43123 and 43065 'City of Edinburgh' Intercity Swallow.....£260.99

New OO Gauge Mk1 RBs



R4971 - BR Mk1 RB Restaurant Buffet BR Maroon W1740.....£31.49
R4971A - BR Mk1 RB Restaurant Buffet BR Maroon W1744.....£31.49



R4973 - BR Mk1 RB Restaurant Buffet BR Blue & Grey M1713.....£31.49
R4973A - BR Mk1 RB Restaurant Buffet BR Blue & Grey M1628.....£31.49



R4974 - BR Mk1 RB(R) Restaurant Buffet Intercity IC1667.....£31.49
R4974A - BR Mk1 RB(R) Restaurant Buffet Intercity 1981.....£31.49

OO Gauge Centenary Set



R1251 - Celebrating 100 Years of Hornby Train Set Centenary Year Limited Edition.....£224.99

OO Gauge Class 56



R3888 - Class 56 659 002 (ex 56115) Floyd Zrt.....£153.89

OO Gauge Pecketts



R3825 - Peckett 614 Centenary Year Limited Edition - 2016.....£109.99



R3640 - Peckett 0-4-0 Williams & Robinson No.882/1902 'Niausee'.....£89.99

UK Mainland Standard Postage Rate £4.00 per shipment

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Postcodes IM, BT, PH, PA, PO30-PO41, KW, AB, KA & IV will incur extra Postage - please enquire

CHELtenham
MODEL CENTRE

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Model Railway Company

N Gauge Limited Edition D1015 'Western Champion'

CHELtenham
MODEL CENTRE

Analogue - £139.95

DCC Fitted - £174.95

DCC Sound Fitted - £304.95

Weathered versions of any of the above versions available for an extra £25

**NOW IN
STOCK!**



GAUGEMASTER

Wall Mounted Transformers



WM1 - Wall Mounted Transformer - 1x 16v AC or 12v DC @ 1.1A.....£21.99
WM5 - Wall Mounted Transformer 1 x 12 Volt 2 Amp.....£17.95

Uncased Transformers



T1 - Open Transformer 2 x 16v AC~ @1A.....£24.00
T2 - Open Transformer Output 1 x 18v AC~ 2.5a.....£24.00
T3 - Open Transformer Output 24v AC~.....£24.00
T4 - Open Transformer Output 2 x 12v AC~ @ 1AMP.....£24.00

Cased Transformers



M1 - Cased Transformer 2 x 16v AC~ @1A.....£48.00
M1DC - Cased Transformer 2 x 12v.....£48.00
M2 - Cased Transformer Output 1 x 18v AC~ 2.5a.....£48.00
M3 - Cased Transformer Output 24v AC~.....£48.00
M4 - Cased Transformer Output 2 x 12v AC~ @ 1AMP.....£48.00

Controllers

Q - Four Track Cased Controller.....£180.00
COMBI - Single Track Controller.....£36.00
D - Twin Track Cased Controller.....£100.00
U - Single Track Controller with Simulation.....£44.00
UQ - Four Track Panel Mounted Controller.....£80.00
100 - Single Track Panel Mount Controller.....£36.00
HH - Single Track Hand Held Controller.....£36.00

Point Motors

PM10 - Seep Classic Solenoid Point Motor.....£6.40
PM10D - Seep Digital Solenoid Point Motor.....£17.65
PM20 - Surface Mounted Point Motor.....£9.50
PM20D - Surface Mounted Digital Point Motor.....£22.10
PM1 - Seep Point Motor with Switch.....£5.05
PM2 - Seep Point Motor.....£3.35
PM4 - Self Latching Seep Point Motor.....£5.90

Static Grass Applicator



GM144 - Gras-Master 3.0 Static Grass Applicator.....£85.00

Grass Mats

Grass and gravel mats ideal for covering large areas of a baseboard. Length of 100cm and a width of 75cm.

GM20 - Spring Grass Mat.....£8.50
GM21 - Summer Grass Mat.....£8.50
GM22 - Autumn Grass Mat.....£8.50
GM23 - Gravel Mat.....£7.25

Backscenes



The Large backscenes measure 2744 x 304mm split into 3 equally sized sections and are primarily designed for use with OO and larger scales.

GM701 - Valley Backscene.....£8.75
GM702 - Countryside.....£8.75
GM703 - Open Field.....£8.75
GM704 - Village Backscene.....£8.75
GM705 - Cloudy Sky.....£8.75
GM706 - Industrial Backscene.....£8.75
GM707 - Housebacks.....£8.75
GM708 - British Town.....£8.75



The small backscenes measures 1372mm x 152mm split into 3 equally sized sections and is primarily designed for use with N and smaller scales.

GM751 - Valley Backscene.....£5.75
GM752 - Country Backscene.....£5.75
GM753 - Open Field.....£5.75
GM754 - Village Backscene.....£5.75
GM755 - Cloudy Sky.....£5.75
GM756 - Industrial Backscene.....£5.75
GM757 - Housebacks Backscene.....£5.75
GM758 - English Town.....£5.75



CDU - Capacitor Discharge Unit.....£12.40
BPDC80 - DCC Autofrog Pack of Three.....£17.80



GM661 - Gaugemaster Soldering Station.....£29.50



GM59 - N Scale Wheel Cleaning Brush.....£16.75
GM60 - OO Scale Wheel Cleaning Brush.....£18.99
GM26 - Small Track Rubber.....£3.75
GM66 - Track Pins 10mm.....£2.95



GM370 - Self Adhesive Tarmac Road.....£8.25
GM371 - 80mm Wide Self Adhesive Tarmac Road.....£8.25
GM375 - Tarmac Roadway Adhesive Sheet.....£8.25
GM390 - N Asphalt Road 1 Metre.....£8.25

Limited Edition OO Gauge Dapol Westerns Also In Stock



Class 52 Western D1000 'Western Enterprise' BR Maroon Small Yellow Panels Limited Edition.....£151.95



Class 52 Western D1006 'Western Stalwart' BR Maroon Small Yellow Panels With Clear View Screen Limited Edition.....£159.95



Class 52 Western D1039 'Western King' BR Maroon Small Yellow Panels With Clear View Screen Limited Edition.....£159.95

Each Model comes with...
- Factory applied etched Name and number plates
- Factory applied roof lifting rings
- Specially designed box
- Numbered Certificate
- DCC Fitted, DCC Sound Fitted & weathered versions available



GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

**BEST FOR
Beginners**

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

**BEST FOR
Twin Tracks**

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

**BEST FOR
Four Tracks**

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

**BEST FOR
Control Panels**

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

**BEST FOR
Realistic Running**

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

**BEST FOR
Flexibility**

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

GMC-WM1
Wall Mounted
Transformer
16V or 12V DC 1.1a



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PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£45.00
GMC-100M	Single Track Controller	£115.00
GMC-100MO	Single Track Controller for O Scale	£120.00
GMC-10LGB	Single Track Controller for G Scale	£125.00
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£215.00
GMC-P	Single Track Controller with Simulation	£125.00
GMC-D	Twin Track Controller	£125.00
GMC-DS	Twin Track Controller with Simulation	£200.00
GMC-TS	Three Track Controller with Simulation	£215.00
GMC-Q	Four Track Controller	£225.00

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/W1)	£45.00
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£50.00
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/W1)	£55.00
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/W1)	£50.00
GMC-UD	Single Track Controller with Simulation for O (GMC-T3/M3)	£70.00
GMC-UD	Twin Track Controller (GMC-T1/M1/W1)	£65.00
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/W1)	£90.00
GMC-UQ	Four Track Controller (GMC-T1/M1/W1)	£100.00

Walkabout and Hand Held Controllers

(All GMC-T1/M1/W1)

GMC-W	Single Track Walkabout Controller	£40.00
GMC-HH	Single Track Handheld Controller with Feedback	£45.00

Transformers

GMC-M1	Cased Transformer 16V AC	£60.00
GMC-M2	Cased Transformer 18V AC 2.5V	£60.00
GMC-M3	Cased Transformer 24V AC	£60.00
GMC-M4	Cased Transformer 12V AC	£60.00
GMC-T1	Open Transformer 2x 16V AC 1a	£30.00
GMC-T2	Open Transformer 18V AC 2.5a	£30.00
GMC-T3	Open Transformer 24V AC	£30.00
GMC-T4	Open Transformer 2x 12V AC 1a	£30.00
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£25.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£20.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£20.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£20.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.00
GMTFK2	Transformer Fitting Kit for T2	£15.00

See the GM365 Gaugemaster Catalogue (£5.00) for more details

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com



TMC WEATHERED OO SCALE PRODUCTS READY FOR IMMEDIATE DISPATCH

Take a closer look on our website where you will find
larger images and more product information!



R3694 Hornby Associated Portland Cement Peckett B2 Class Westminster (Era 6) Coal and Deluxe Weathering by TMC

£141.50 Regular Price £152.50



R3745 Hornby Network Rail Class 31 AIA-AIA 31602 Driver Dave Green (Era 9) Weathered by TMC

£187.49 Regular Price £205.00



32-067 Bachmann Class 43 Warship 842 Royal Oak BR Blue with Deluxe Weathering by TMC

£172.49 Regular Price £194.95



32-027B Bachmann Class 20/0 Disc Headcode D8011 BR Green SYP with Deluxe Weathering by TMC

£169.00 Regular Price £189.95



32-529C Bachmann Cl. 55 Deltic D9010 The King's Own Scottish Borderer BR Nameplates Fitted Weathered by TMC

£193.00 Regular Price £219.95



32-529CSF Bachmann Cl. 55 Deltic D9010 **DCC Sound Fitted** Plates and Weathered by TMC

£269.50 Regular Price £309.95



32-532A Bachmann Class 55 Deltic 55003 Meld BR Blue Nameplates Fitted and Weathered by TMC

£193.00 Regular Price £219.95



32-532ASF Bachmann Class 55 Deltic 55003 Meld BR Blue **DCC Sound Fitted** Plates and Weathered by TMC

£269.50 Regular Price £309.95



32-533 Bachmann Class 55 Deltic D9001 St. Paddy FYE Nameplates Fitted and Weathered by TMC

£188.75 Regular Price £214.96



32-205A Bachmann GWR 8750 Class Pannier Tank 8771 Real Coal and Deluxe Weathering by TMC

£142.00 Regular Price £159.95



32-376A Bachmann Class 37/4 37422 Robert F. Fairlie Plates Fitted and Weathered by TMC

£179.50 Regular Price £204.96



Bachmann Class 47/0 47363 Billingham Enterprise BR Railfreight Renamed Re-numbered and Weathered by TMC

£232.99 Regular Price £259.96



32-650DS Bachmann Class 44 Skiddaw D3 BR Green SYP (DCC Sound) Nameplates Fitted and Weathered by TMC

£248.26 Regular Price £284.95



E84003 EFE Rail Class 35 Hymek 7016 BR Blue FYE (with Data Panel) Weathered by TMC

£166.00 Regular Price £189.95



E84001 EFE Rail Class 35 Hymek D7005 BR Two-Tone Green Weathered by TMC

£166.00 Regular Price £189.95



32-788 Bachmann Class 37/0 Centre Headcode 37284 BR Blue Weathered by TMC

£174.50 Regular Price £199.96



32-205A Bachmann GWR 8750 Class Pannier Tank 8771 BR Lined Black Real Coal and Deluxe Weathering by TMC

£134.26 Regular Price £149.45



E85002 EFE Rail J94 Saddle Tank 68043 BR Black (E/Emb) Real Coal and Weathered by TMC

£167.50 Regular Price £189.95



E85001 EFE Rail J94 Saddle Tank 68075 BR Black (L/Crest) Real Coal and Weathered by TMC

£184.49 Regular Price £209.95



R3661 Hornby OO Gauge BR Class 31 A1A-A1A D5509 (Era 6) Weathered by TMC

£182.99 Regular Price £199.99



32-482Z Bachmann Class 40 233 Empress of England BR Blue with Plates Fitted and DELUXE Weathering by TMC

£226.49 Regular Price £254.95

TMC WEATHERED N SCALE PRODUCTS READY FOR DISPATCH

Take a closer look on our website where you will find larger images and more product information!



372-250 Graham Farish Class 47/4 47436 BR Blue (Large Logo) Weathered by TMC

£153.25 Regular Price £174.95



371-829 Graham Farish Class 47/4 47435 BR Blue Weathered by TMC

£153.25 Regular Price £174.95



371-825C Graham Farish N Gauge Class 47/0 D1779 BR Two-Tone Green SYP Weathered by TMC

£155.75 Regular Price £177.46



372-330 Graham Farish BR Standard 3MT Tank 82029 BR Real Coal and Deluxe Weathering by TMC

£162.35 Regular Price £182.95



372-212A Graham Farish LMS 3F Jinty Tank 47500 BR Black L/Crest Real Coal and Weathered by TMC

£124.99 Regular Price £139.96



372-211A Graham Farish LMS 3F Jinty Tank 47314 BR Black E/Emb Real Coal and Weathered by TMC

£124.99 Regular Price £139.96



371-034A Graham Farish Class 20/0 Headcode Box 20156 BR Railfreight Red Stripe with Deluxe Weathering by TMC

£151.25 Regular Price £169.96



371-387 Graham Farish Class 66/8 66846 Colas Rail Freight with Deluxe Weathering by TMC

£158.99 Regular Price £179.95



372-425A Graham Farish WD Austerity 90441 BR Black E/Emb Real Coal and Deluxe Weathering by TMC

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We have HUNDREDS more TMC weathered models in stock, visit our website to see the full range.

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THIS MONTH AT

Compiled between 17th November & 17th December 2020

Hattons
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Latest News



Hattons Festive Sale

A wide selection of models have been discounted to bargain prices in OO & O gauges from many of your favourite manufacturers.

www.hattons.co.uk/tmah124



Heljan LMS Inspection Saloon

Heljan have announced a newly tooled LMS 50ft Inspection Saloon in O gauge, covering the lifespan of these coaches from the 1930s to the modern day.

www.hattons.co.uk/tmah128



Hornby LNER Thompson A2/3

Hornby have shown painted samples for their newly tooled Class A2/3. Available in LNER and BR colour schemes, these models are expected by early 2021.

www.hattons.co.uk/tmah125



Kato Class 800 BiMU

Full details for Kato's N gauge Class 800 have been announced. LNER & GWR variants will be available as 5-car train packs or premium starter train sets.

www.hattons.co.uk/tmah126



Heljan Class 33/0

Heljan have shown painted samples for their new batch of hi-intensity headlight fitted Class 33s in OO gauge. Expected during Q1 2021.

www.hattons.co.uk/tmah127



Accurascale Class 37

Accurascale have shown an initial engineering sample for their newly tooled Class 37. The model covers 37/0, 37/4 & 37/6 subtypes in many liveries.

www.hattons.co.uk/tmah129

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1

Key Publishing
KeyModellingEngineersWagons - £8.99

2

Hattons Originals
H4-FEAS-001A - £25

3

Hattons Originals
H4-66-031 - £119

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Hattons Originals
H4-P-001 - £84

5

Hattons Originals
H4-WW-001A - £28

Forthcoming Releases

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JHA Hopper Wagons

Stage: Painted Samples
Due: February 2021
Price: from £38.25

hattons.co.uk/dapoljha



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British Rail Class 59

Stage: Painted Samples
Due: Q1 2021
Price: from £131.71

hattons.co.uk/dapol59



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GWR Streamlined Railcar

Stage: Painted Samples
Due: Q1 2021
Price: from £297.50

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Genesis 4 & 6 Wheel Coaches

Stage: Engineering Samples
Due: from Q2 2021
Price: from £30

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Batch 1:

- LB&SCR mahogany
- SECR livery
- GNR lined teal
- GWR chocolate & cream
- SR olive green
- LNER pre-war brown
- LMS crimson lake
- Departmental

Future batches will cover other liveries.
Head to our website to explore the project in full.



HELJAN

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009

Lynton & Barnstaple 2-4-2T

Stage: Painted Samples
Due: Q1 2021
Price: £203.96

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British Rail Class 25/3

Stage: Painted Sample
Due: Q1 - Q2 2021
Price: from £152.96

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GWR AEC Railcar

Stage: Painted Samples
Due: Q1 2021
Price: £160.65

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HORNBY

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W4 Peckett 0-4-0ST

Stage: New Batch - Renders
Due: 2021
Price: £90

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Coronation Scot Coaches

Stage: Painted Samples
Due: Spring 2021
Price: £43.50

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LNER Thompson A2/2 & A2/3

Stage: Painted Samples
Due: Early 2021
Price: £171

hattons.co.uk/thompsona2

**Customer
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Award Winner
2015 - 2019**

British Model Railway Awards 2019

00 Gauge (1:76 Scale)

Dapol - Steam locos



4S-043-005 Class 43xx Mogul 2-6-0 6364 in BR lined green early emblem. £135.96
4S-043-002D Class 43xx Mogul 2-6-0 6385 GWR green shirtbutton emblem - DCC fitted. £161.46



4S-043-003 Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate. £135.96
4S-043-003D Class 43xx Mogul 2-6-0 GWR green BR smokebox numberplate - DCC fitted. £161.46

Diesel locos



4D-014-003 Class 29 D6107 in BR blue (RRP £151.95) BARGAIN. £109
4D-014-003S Class 29 D6107 in BR blue - DCC sound fitted. £249.84



4D-003-018S Class 52 'Western' D1041 'Western Prince' in BR blue - DCC sound fitted. £248.66

Wagons

4F-015-016 Fruit Max Wagon GWR 38215 - Weathered NEW. £10.38



4F-013-029 Gunpowder Van SR 62151 NEW. £9.47
4F-013-030 Gunpowder Van SR 62151 - Weathered NEW. £10.38

Golden Valley Hobbies - Diesel locos



GV2020XS YEC Janus 0-6-0DE shunter 'Richard Borrett' in ICI maroon - Digital sound fitted NEW. £179

Hattons Originals - Steam locos



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (RRP £99) BARGAIN. £84



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (RRP £99) BARGAIN. £84



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (RRP £99) BARGAIN. £84



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (RRP £99) BARGAIN. £84



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (RRP £99) BARGAIN. £84



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (RRP £99) BARGAIN. £84



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (RRP £99) BARGAIN. £84



H4-66-008 Class 66 66033 in Euro Cargo Rail EWS branding (RRP £150) BARGAIN. £119



H4-66-005 Class 66 66088 in EWS DB branding (RRP £150) BARGAIN. £119



H4-66-009 Class 66 66218 in Euro Cargo Rail DB branding (RRP £150) BARGAIN. £119



H4-66-010 Class 66 66404 in DRS compass (RRP £150) BARGAIN. £119



H4-66-011 Class 66 66433 in DRS compass (RRP £150) BARGAIN. £119



H4-66-020 Class 66 66504 in Freightliner Powerhaul (RRP £150) BARGAIN. £119



H4-66-021 Class 66 66528 in Freightliner Powerhaul 'Madge Elliot MBE - Borders Railway Opening 2015' (RRP £150) BARGAIN. £119



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (RRP £150) BARGAIN. £119



H4-66-016 Class 66 66593 in Freightliner '3MG Mersey Multimodal Gateway' (RRP £150) BARGAIN. £119



H4-66-036 Class 66 66623 in Freightliner/G&W orange (RRP £150) BARGAIN. £119



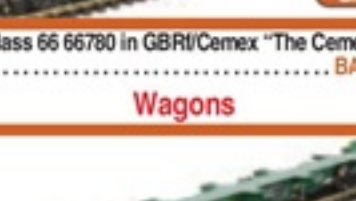
H4-66-023 Class 66 66705 in GBRf original Union Flag 'Golden Jubilee' (RRP £150) BARGAIN. £119



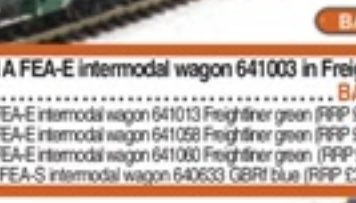
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H4-66-035 Class 66 66780 in GBRf/Cemex 'The Cemex Express' (RRP £150) BARGAIN. £119



H4-FAE-001A FEA-E intermodal wagon 641003 in Freightliner green (RRP £32) BARGAIN. £25



H4-FAE-002A FEA-E intermodal wagon 641013 in Freightliner green (RRP £32) BARGAIN. £25



H4-FAE-004A FEA-E intermodal wagon 641058 in Freightliner green (RRP £32) BARGAIN. £25



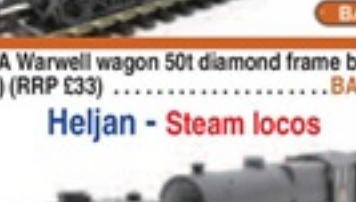
H4-FAE-003A FEA-E intermodal wagon 641060 in Freightliner green (RRP £32) BARGAIN. £25



H4-FAE-002A FEA-S intermodal wagon 640666 in GBRf blue (RRP £32) BARGAIN. £25



H4-FAE-004A FEA-S intermodal wagon 640671 in GBRf blue (RRP £32) BARGAIN. £25



H4-FAE-003A FEA-S intermodal wagon 640689 in GBRf blue (RRP £32) BARGAIN. £25



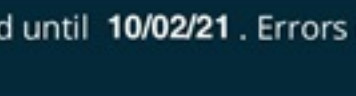
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (RRP £126) BARGAIN. £119



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (RRP £118) BARGAIN. £99



H4-WW-006A Warwell wagon 50t diamond frame bogies M360337 in BR grey (RRP £33) BARGAIN. £28



H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (RRP £33) BARGAIN. £28



H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (RRP £33) BARGAIN. £28

Hornby - Steam locos



R3864 Class 4000 Star 4-6-0 4003 'Lode Star' in GWR green. £162



R3719 Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green. £126



R3865 Class 7MT Britannia 4-6-2 70013 'Oliver Cromwell' in BR green early emblem NEW. £180



R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (RRP £189.99) BARGAIN. £139.50



R3856 Class 8P Princess Coronation 4-6-2 'City of Salford' in BR green late crest. £171



R3857 Class 8P Streamlined Coronation 4-6-2 6220 'Coronation' in LMS coronation blue. £171



R3416 Class J15 0-6-0 65464 in BR black late crest (RRP £127.99) BARGAIN. £71



R3417 Class K1 2-6-0 62065 in BR black late crest (RRP £105.99) BARGAIN. £96



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (RRP £169.99) BARGAIN. £124



R3640 Class W4 Peckett 0-4-0ST 882 'Niclausse' in Peckett works leaf green NEW. £90

DMUs



R3575 Class 153 single car DMU 153379 in ex-Central Trains green East Midlands Trains branding. £74

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels. £149

Train sets - analogue



R1269 'Stay at Home' - Hornby trainset hamper. £180



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Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply. £94

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle) £2.60
R607 Circle of 8 £20



R8072 Left Hand Standard Point £9.50
R603 Long Straight - 670mm £4

R8073 Right Hand Standard Point £9.50
R621 Single 970mm length of flexible track £4
R621 Pack of 24 £90

Metcalfe - Man-made scenic structure - non-railway

PO293 Castle Curtain Walls - Card kit NEW £10



PO291 Castle Gatehouse - Card kit NEW £16.50
PO294 Castle Hall - Card kit NEW £15
PO292 Castle Watch Tower - Card kit NEW £6

Northcord Model Company - Buses



UK1502 Alexander ALX 400 bodied Dennis Trident opentop - "Stagecoach North West - 'The White Lady'" £51

Oxford Diecast - Cars



76S3002 Audi S3 Cabriolet Mythos Black NEW £5.50
76LRDF013 Land Rover Defender 90 "Safari" NEW £5
76MGBGT004 MGBGT Mineral Blue NEW £5
76TR6004 Triumph TR6 Black NEW £5.50
76VWS009 VW T1 Samba Bus Mouse Grey/Pearl White NEW £6

Public Service vehicles



76ESC004 Ford Escort Mk2 - Police NEW £5.50



76J4005 J4 Van "Greater Manchester Police" NEW £6

Commercial vehicles



76FT036 Ford Transit MkV SWB Low Roof Frozen white NEW £5.50



76SCA02LT Scania Houghton Parkhouse Livestock Transporter lan S Roger NEW £24



76SCV001 Showmans Caravan Maroon NEW £11



76SC110004 Walls Ice Cream Scania 110 40ft Box Trailer NEW £17

Military ground vehicles

76LAN180009 Land Rover Series 180 Canvas "RAF Tripoli Desert Rescue Team" NEW £5

N Gauge
Dapol - Diesel locos



2D-003-013 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams NEW £110.46
2D-003-013D Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams - Digital fitted NEW £135.96
2D-003-016 Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends NEW £110.46
2D-003-016D Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends - Digital fitted NEW £135.96
2D-003-014 Class 52 'Western' D1034 "Western Dragon" in BR maroon small yellow panels NEW £110.46
2D-003-014D Class 52 'Western' D1034 "Western Dragon" in BR maroon small yellow panels - Digital fitted NEW £135.96

Coaches



2P-014-001 Maunsell high window 4 coach set in SR olive green - set 193 NEW £106.21
2P-014-010 Maunsell high window 6 coach set in SR olive green 456 NEW £158.91

Oxford Diecast - Public Service vehicles

NGG002 Green Goddess Glamorgan Fire Service NEW £6.50

Commercial vehicles



NFT035 Ford Transit MkV SWB Low Roof National Grid NEW £5

Peco Products - Track - Code 55 Finescale
SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track £3.20
SL-300F Pack of 30 £93

O Gauge (1:43 Scale)

Dapol - Steam locos



7S-006-001S Class 48xx 0-4-2T 4800 GWR green Great Western lettering - DCC Sound Fitted £340



7S-006-051 Class 58xx 0-4-2T 5809 in GWR green shirtbutton logo (RRP £225) BARGAIN £174



7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (RRP £225) BARGAIN £174

Wagons



7F-080-035 8 plank wagon BR P308277 NEW £38.88
7F-080-035W 8 plank wagon BR P308277 - weathered NEW £38.88

Gaugemaster - Analogue controllers

100MO Single track controller for O gauge - 2.5amp £80

Hattons Originals - Wagons



H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (RRP £85) BARGAIN £69



H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (RRP £85) BARGAIN £69

Heljan - Steam locos



H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender (RRP £750) BARGAIN £579



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (RRP £750) BARGAIN £579



H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (RRP £750) BARGAIN £579
H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (RRP £750) BARGAIN £579



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (RRP £750) BARGAIN £579
H7-A3-001A Class A3 4-6-2 unnumbered single chimney, standard dome and unstreamlined corridor tender in LNER Grass Green 1929-1948 (RRP £750) BARGAIN £579



H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (RRP £750) BARGAIN £579



H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (RRP £750) BARGAIN £579
H7-A4-009 Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green late crest and streamlined non-corridor tender (RRP £750) BARGAIN £579



H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (RRP £750) BARGAIN £579
H7-A4-007 Class A4 4-6-2 60012 "Commonwealth of Australia" in BR green early emblem and streamlined corridor tender (RRP £750) BARGAIN £579
H7-A4-007A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in BR green early emblem 1952-1958 (RRP £750) BARGAIN £579
H7-A4-006A Class A4 4-6-2 unnumbered single chimney and unstreamlined corridor tender in BR Express blue 1949-1952 (RRP £750) BARGAIN £579

Diesel locos



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



4027 Class 50 50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (RRP £699) BARGAIN £495

Oxford Diecast - Cars



43TIC001 Land Rover Tickford Two Tone Green NEW £20.50

Public Service vehicles



43LR3S007 Land Rover Series 3 SWB Station Wagon HM Coastguard NEW £14.50

Military ground vehicles

43LR2S007 Land Rover Series II SWB Canvas RAF Police NEW £14.50

Any or Multiple Scales

DCC Concepts - Point motors

DCP-CB120MG Cobalt Omega slow-action analogue point motor - pack of 12 £165
DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 £246

Switches and levers



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 £178
DCP-CBS6 Cobalt S - Lever all accessories - unpainted x 6 £93

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 decoders

DCC93 6 pin 2 function small digital decoder - "Ruby Series" £21

Digital controllers



DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack £182.50

Digital control accessories

BP0CC80 Pack of three DCC autobog polarity reversal switches - for electrofrog points £17

Point motors

PM-1 Seep point motor accessory switch £5

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 £12
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

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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

Hornby - Digital decoders

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder £16

R8249 Box of 6 £92

Metcalfe - Man-made scenic structure - non-railway

PO295 Castle Stonework NEW £5

NCE - Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller £159.50

Peco Products - Analogue point control

PL-55 Turntable control motor - for use OO and N scale Peco turntable kits £54

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R3473	BR Class 56 Rft	£135.99
R3482	Sentinel MSC	£51.45
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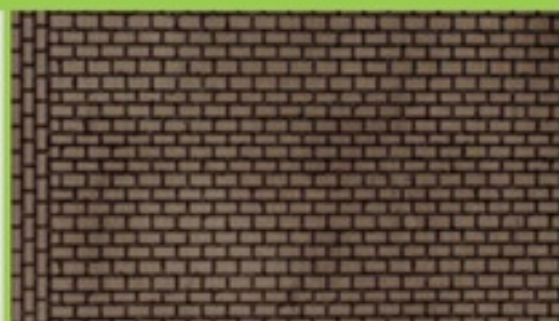


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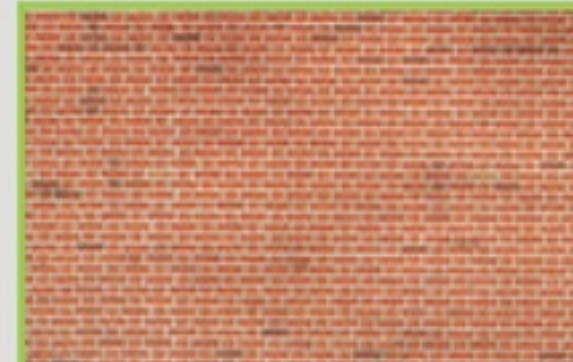
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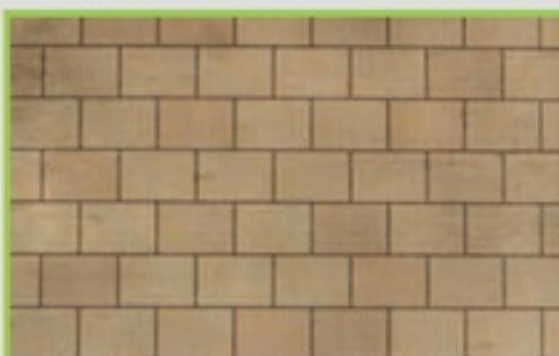
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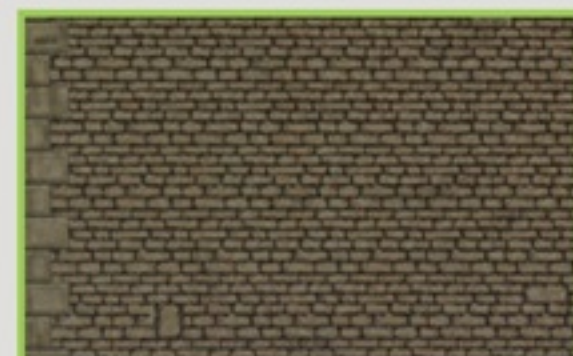
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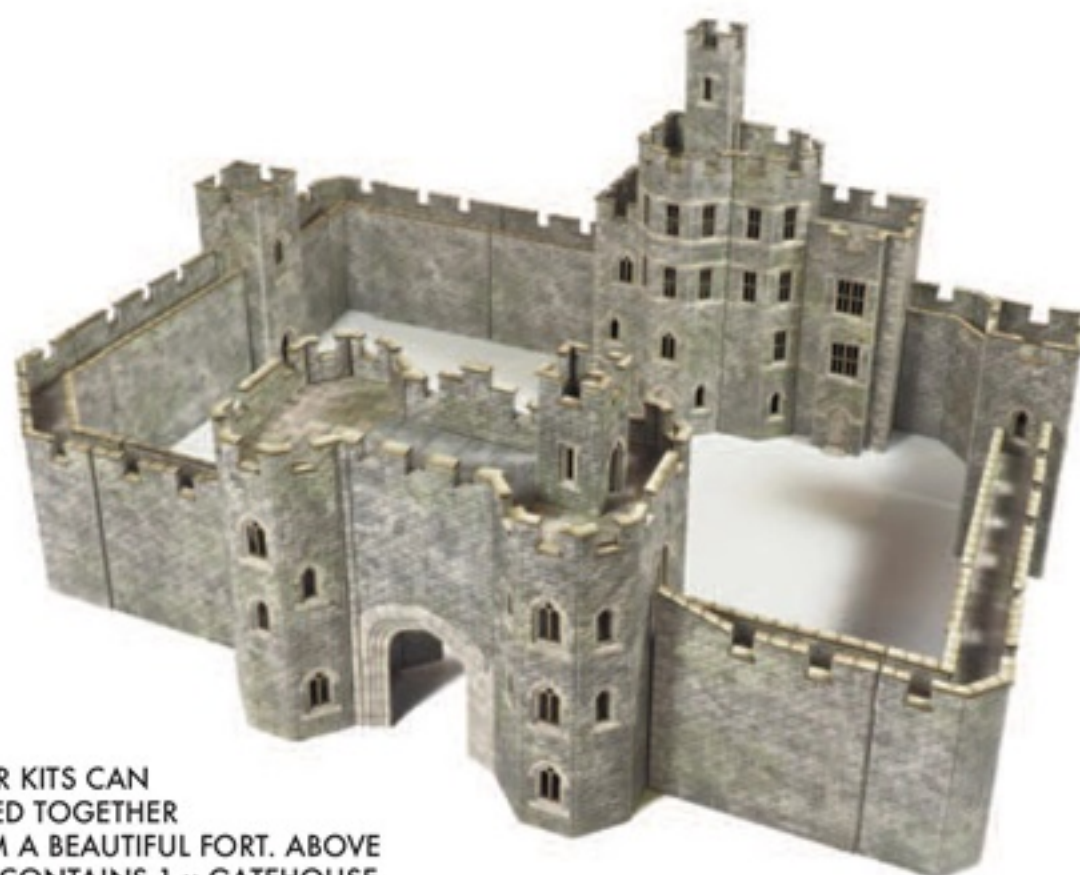


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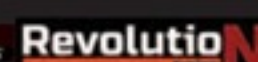
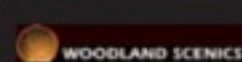


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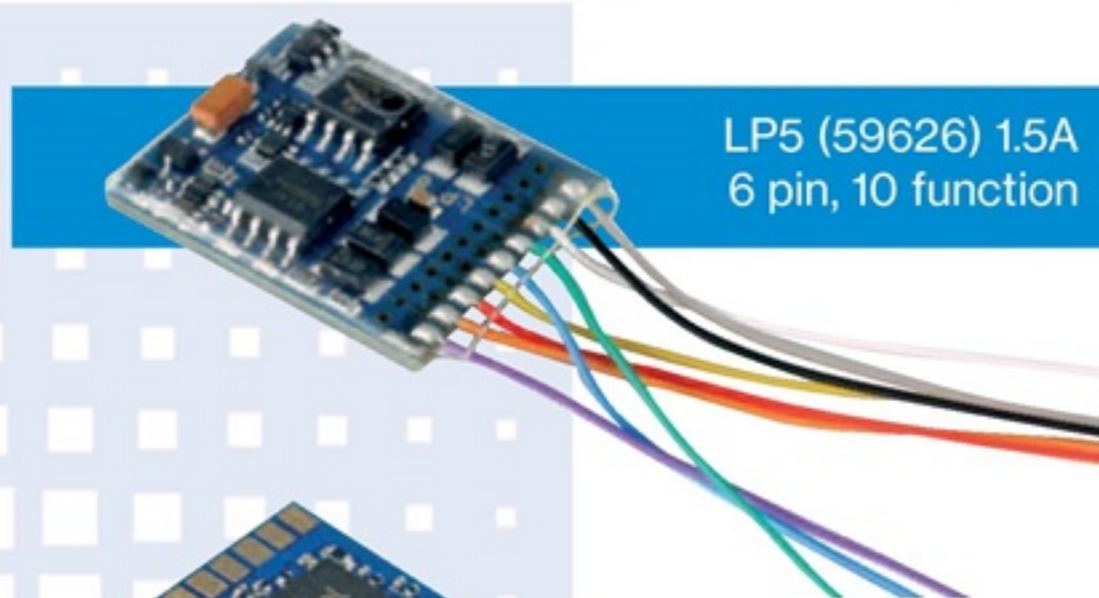
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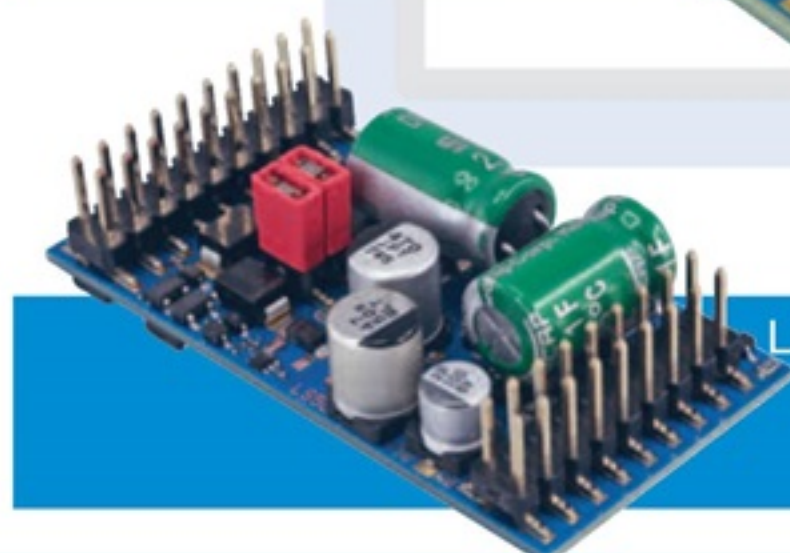
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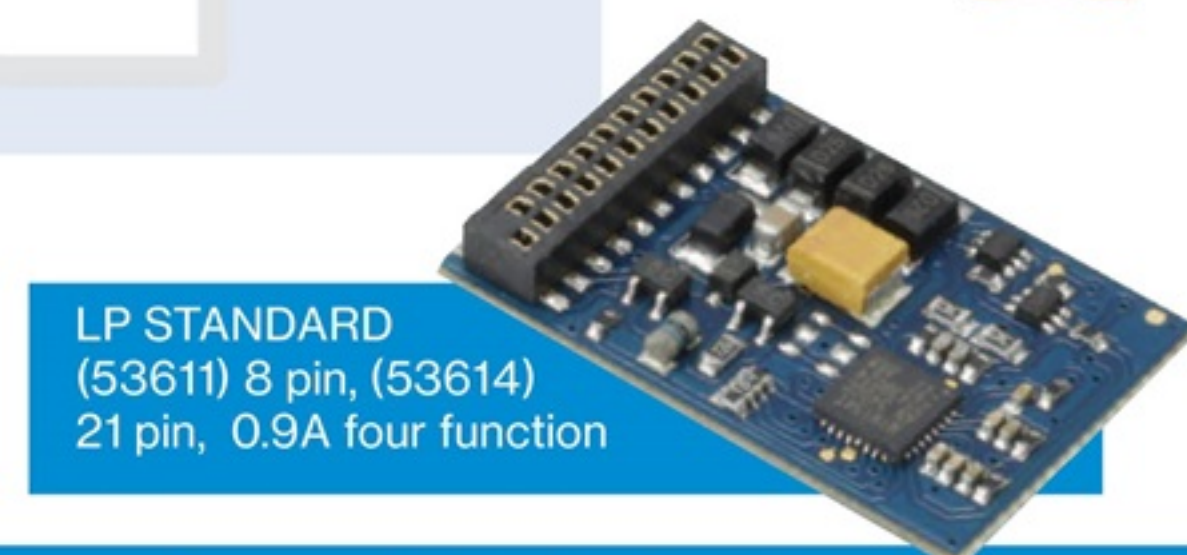
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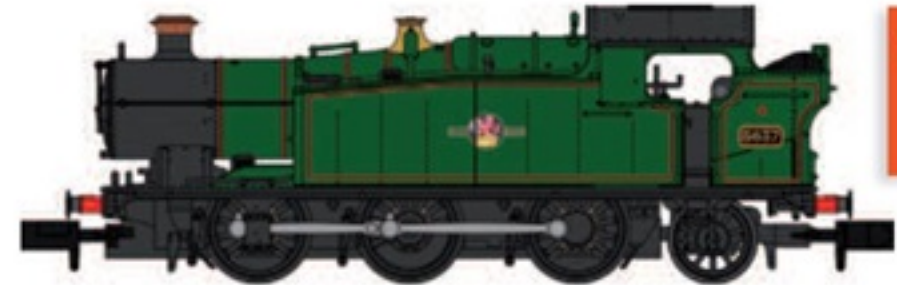


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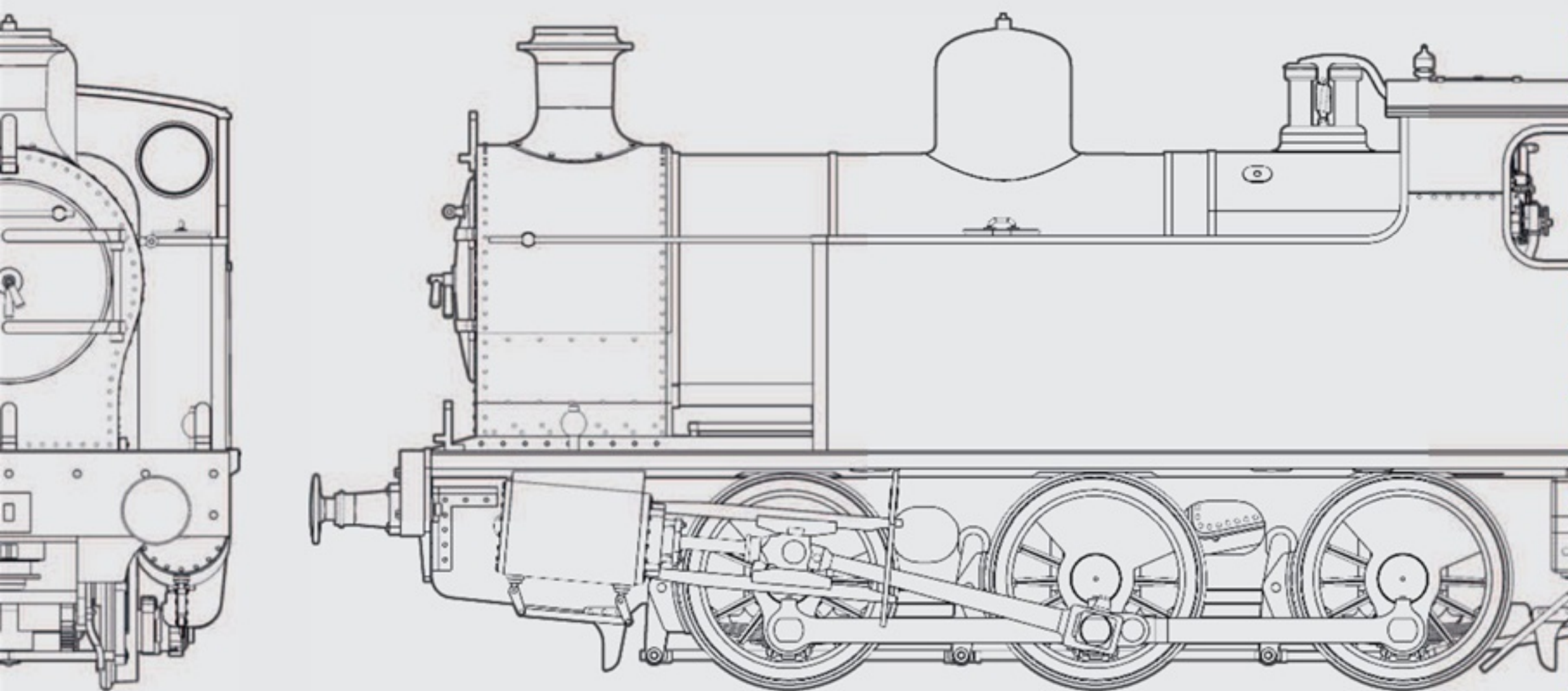


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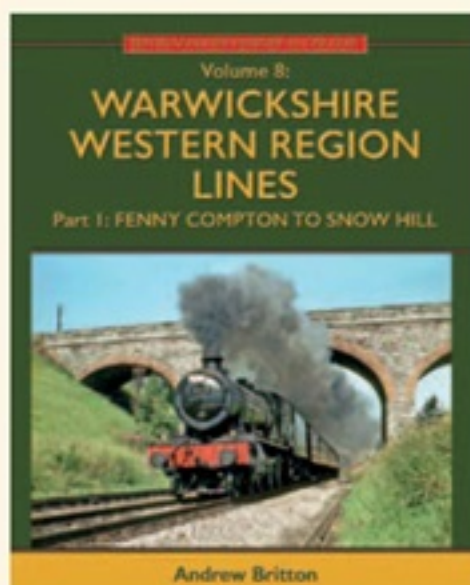
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Vol. 8: WARWICKSHIRE WESTERN REGION LINES

Part 1: FENNY COMPTON TO SNOW HILL Andrew Britton

North from Oxford, the construction of the main line from London to Britain's second city was projected by the Birmingham & Oxford Junction Railway but by the time the first part of it opened, between Oxford and Banbury in 1850, the company had been absorbed by the Great Western Railway. The section covered by this book, north from Banbury to Birmingham, was opened by the GWR on 1st October 1852 and we begin our journey along this route just south of Fenny Compton, where the line crossed the county boundary between Oxfordshire and Warwickshire. This was a line built originally to the broad gauge that proved eminently suitable for fast running and which, in steam days from the late 1920s, became the preserve of 'Kings' and 'Castles' hauling crack expresses between London, the Midlands and the north-west. Between Banbury and Birmingham it also served the historic towns of Leamington Spa, Warwick and Solihull, as well as the important industrial and manufacturing region that had grown up on the approach to Birmingham city centre. There was also therefore a plethora of interesting freight to be photographed, with 'BR' 9F Class 2-10-0s to the fore in the period covered herein but with a varied selection of other types involved as well. Finally, north from Leamington, there were also the stopping services to and from Birmingham, plus some to and from Stratford-upon-Avon via the junction at Hatton. To add to all this interest, there was a medium sized steam shed at Leamington and a major locomotive depot at Tyseley, both of which we visit in detail, the fearsome 2 1/2 mile climb of Hatton Bank (requiring a banker for most northbound freights), Rowington Troughs and the sadly now lost GWR city centre station at Snow Hill. Author Andrew Britton grew up in Leamington, tramped on the platforms and made regular visits to the shed courtesy of neighbour who was a driver, and now lives in Warwick so is intimately acquainted with the area. Whilst the line and most of the stations within are still open, much has changed, so this is a welcome chance to step back in time and enjoy the sights of a busy ex-GWR main line in the last decade of steam – with Blue Pullmans and a few early diesels – and all in glorious colour!

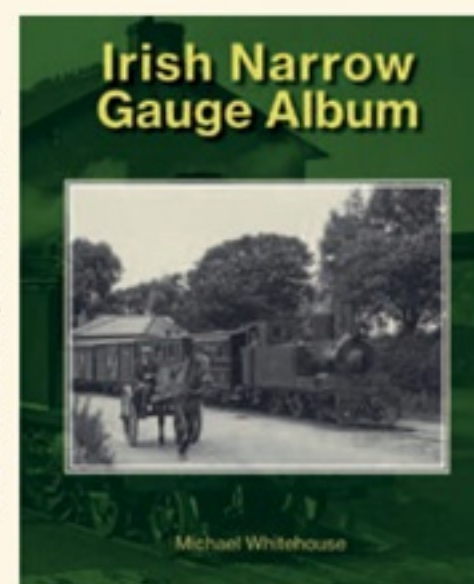
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Irish Narrow Gauge Album Michael Whitehouse

Mysterious, quirky, obscure, obsolete, quaint, bizarre, fantastic, mad – all adjectives that could and have been applied to the myriad narrow gauge railways to be found in Ireland, both north and south. Indeed, most at one time or another have probably been applied to the Listowel & Ballybunion, an almost unique monorail system on the far west coast in County Kerry. A glance at a map of Ireland shows the areas that these lines generally served were rural, remote and sparsely populated. Thus whilst such lines could be cheaply built and maintained in comparison to standard gauge railways, it also meant that they quickly became an anachronism as the 20th century progressed and apart from the Guinness Brewery system, closed in 1965, all of them had gone by 1961, some in the 1950s but several much earlier than that. Fortunately a few hardy souls made regular trips over to Ireland to explore some of these lines, having discovered the delights that the country offered in terms of scenic settings and, in later years, a certain laissez-faire attitude to access and authority. Many, in the first quarter of the 20th century, also enjoyed the attentions of Ireland's pre-eminent photographer of that time, Walter Lawrence of Dublin, whose stunning collection of glass plate images now resides with the National Library of Ireland. So sit back and in the company of Michael Whitehouse, who has once again delved deep into the family archive established by his late father P.B. 'Pat' Whitehouse, which includes the work of many other well-known names such as W. 'Cam' Camwell, Henry Casserley, A.W. Croughton and Ron Jarvis, revel in the joys of a visit spanning the fifty year period from circa 1910 to around 1960 and mostly to the remoter parts of the country. We will reach such remote outposts as

Kilkee and Kilrush on the West Clare Railway, Castle Gregory and Dingle on the Tralee & Dingle, Schull and Skibbereen, Coachford and Donoughmore on the Cork & Muskerry, and Crosshaven on the Cork, Blackrock & Passage in the Republic of Ireland, along with the aforementioned Listowel & Ballybunion and Guinness Brewery systems. And in Northern Ireland, to Cardonagh and Burtonport (Londonderry & Lough Swilly), Glenties, Killybegs and Ballyshannon (County Donegal), Arigna, Dromod and Belturbet (Cavan & Leitrim) and Maguiresbridge and Tynan (Clogher Valley), as well as the Giant's Causeway Tram. Each pictorial chapter is accompanied by an historic essay from a well-known railway historian, in a style that harks back to the original narrow gauge albums compiled by Pat Whitehouse and others in the 1950s and '60s, and replicated in the two colour volumes son Michael has already produced for Lightmoor. This is an Ireland and a way of life for many people that did once exist, fantastical though that may now seem.

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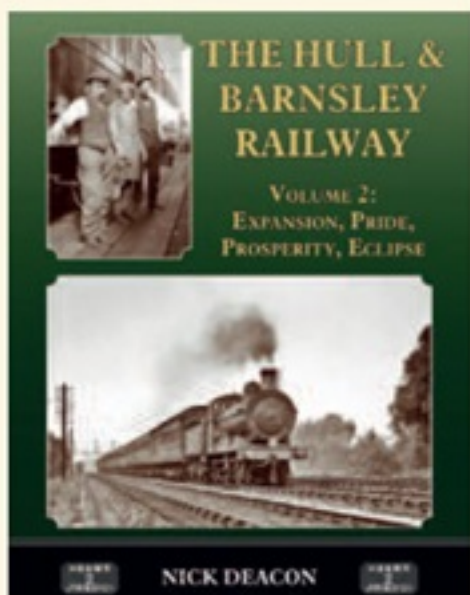


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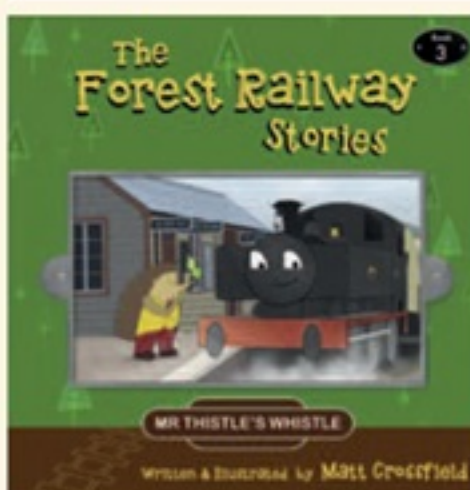
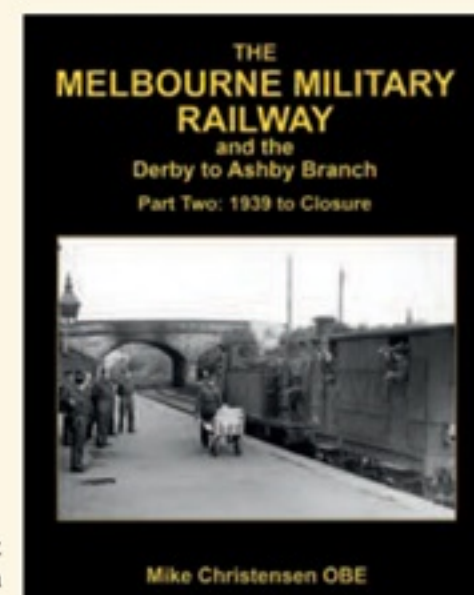
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Contributing to RAILWAY MODELLER

We welcome submissions on all aspects of railway modelling, be they about completed layouts, plans or suggestions; constructional articles; model making hints, tips and general advice; encouragement for beginners; prototype features; opinions and views; product news and Society & Club news. In the first instance please email us with a summary of your ideas and a few sample photographs, or send by post (on a CD-R or as hard copy) to our headquarters address - see above.

In both cases, please remember to include your full name, address and contact details with your correspondence.

Welcome from the Editor

Full stream ahead

No, there isn't a typo in the title, I can assure you. Streaming of 'content' via the internet is, well, almost mainstream these days. For instance, if you own a smart TV, an unbelievable amount of digitised entertainment, new and old, can be accessed on demand, and at a time convenient for you to view at your leisure. Just like the music industry before, the moving picture industry is changing fast and has just been accelerated to warp speed by the effects of the current health crisis.

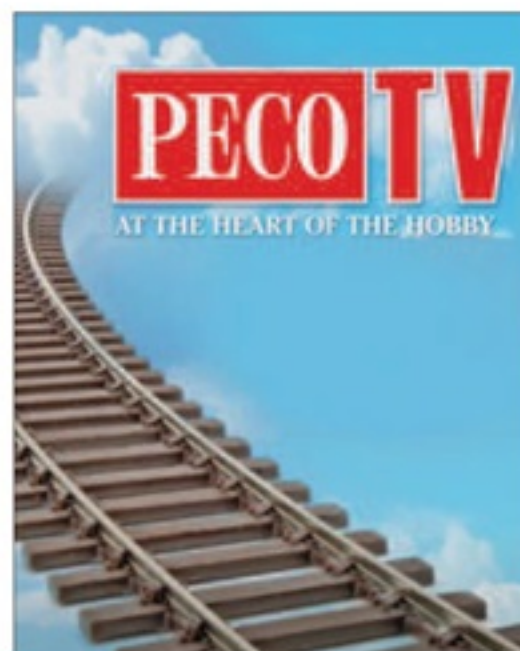
The steady adoption of new digital communication media has long been seen in some quarters as heralding the end for traditional printed material like books and magazines, and now with the recent cluster of virtual shows and manufacturers' announcements, it does seem to have the potential to replace many live events as well.

Before you let that conjure up an unsettling notion of everyone confined to their houses, living their lives through their screens, let's pause to see how it might enrich our lives and in particular, the hobby.

Nothing, in my view can replace a live event, such as a model railway show, but what if you cannot visit a show in person? Perhaps a video diary record that can be accessed for a short period afterwards would be a practical alternative?

Not appealing?

Well, you can try it out for yourself in this issue - turn to the Talking Points feature on page 118 which explains how you can catch up with all the exciting video content produced by the Warley Model Railway Club in lieu of its 2020 NEC show.



A growing portfolio of video content, including advice about using Peco products, along with the latest news from the RAILWAY MODELLER can be seen via our website and YouTube channel.

Exhibitions, of course, tend to display only layouts which are portable in some way or other, but digital media offers the opportunity to see permanently fixed club and home-based layouts, the presentation of which, for decades, has been the province of model railway magazines.

Now I, like many, still relish the tangible and tactile presence of books or magazines, and all the moments in time that the photos and words on their pages can capture. But a magazine cannot

- at least not yet - bring you the movements and sounds of a layout, or the builder describing in his or her own voice the scenes depicted. Here then, is a real opportunity to enhance further the appreciation of model railways through complementary video content accessible online.

Of course, this is nothing new: RAILWAY MODELLER brought you free video content over twenty years ago with our special DVD cover mounts, all long before the advent of web cams, camera phones and streaming services that, for many years, resulted in the promulgation of lower quality content: much of which was tedious, difficult and often uncomfortable to watch.

Standards and production values are improving all the time however, and Peco is gradually expanding a portfolio of video content alongside our own RAILWAY MODELLER 'promo' pieces, all of which can be viewed via our website, or direct on the Peco TV YouTube channel (for the URL link see the details on page 119). Over the coming months we aim to bring you a lot more video and web-based content to complement our top quality printed material. We'll keep you posted!

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



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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Craig Tiley



Kingsferry

ALLAN HOWLES *used many commercial products to build this model of a would-be West Country station in OO gauge.*

Another Great Western terminus set in the 1930s? Well, yes. Which may seem odd coming from a Mancunian born in 1950, raised close to the Lancashire & Yorkshire Railway's main line west of Manchester Victoria and whose father was a clerk in the offices spending his working life on the LMS.

I recall that it was the *RAILWAY MODELLER* that fired my interest in God's Wonderful Railway as a boy, resulting in me building a branch terminus in my sister's bedroom; mine being far too small. I joined the Great Western Society and in my early teens took myself off on Society visits to closed but still accessible branch lines in the West Country.

Brought up in the then industrial landscape of the Lancashire coalfield there were two farms at the top of our street and beyond, a colliery siding. At the other end of the street was the main railway line, and I recall the childhood thrill of watching expresses roar by to and from Blackpool, Windermere and Glasgow hauled by Jubilees, Royal Scots and Britannias.

Perhaps the fields where we played led me to acquire a love of the country railway, and a desire to capture in

miniature what was soon to disappear from the landscape of Britain: it was the Great Western in rural Devon which satisfied that desire.

Kingsbridge plans

The layout was going to be based on Kingsbridge, the terminus of the branch from South Brent known as 'The Primrose Line'. A typical Great Western branch running through the beautiful scenery of the South Hams district, the line also catered for visiting holiday trains from other parts of Britain, giving the excuse to run stock from the other companies of the Big Four, as well as slip coaches (admittedly abandoned to Kingsbridge in 1927, a few years before my era).

The problem with modelling Kingsbridge was its orientation, and that the station was built on a curve due to the unrealised intention to continue the line to Salcombe. I had converted a 22' long single garage for the model, but access via a door in the left corner restricted the amount of space I was left with for the terminus itself. My preference was for the main station platform face and the goods yard to be at the front facing

Left

A morning local leaves behind small Prairie No.4527 with a fish van in tow. Visible in the foreground are railway workers' allotments and piggery.

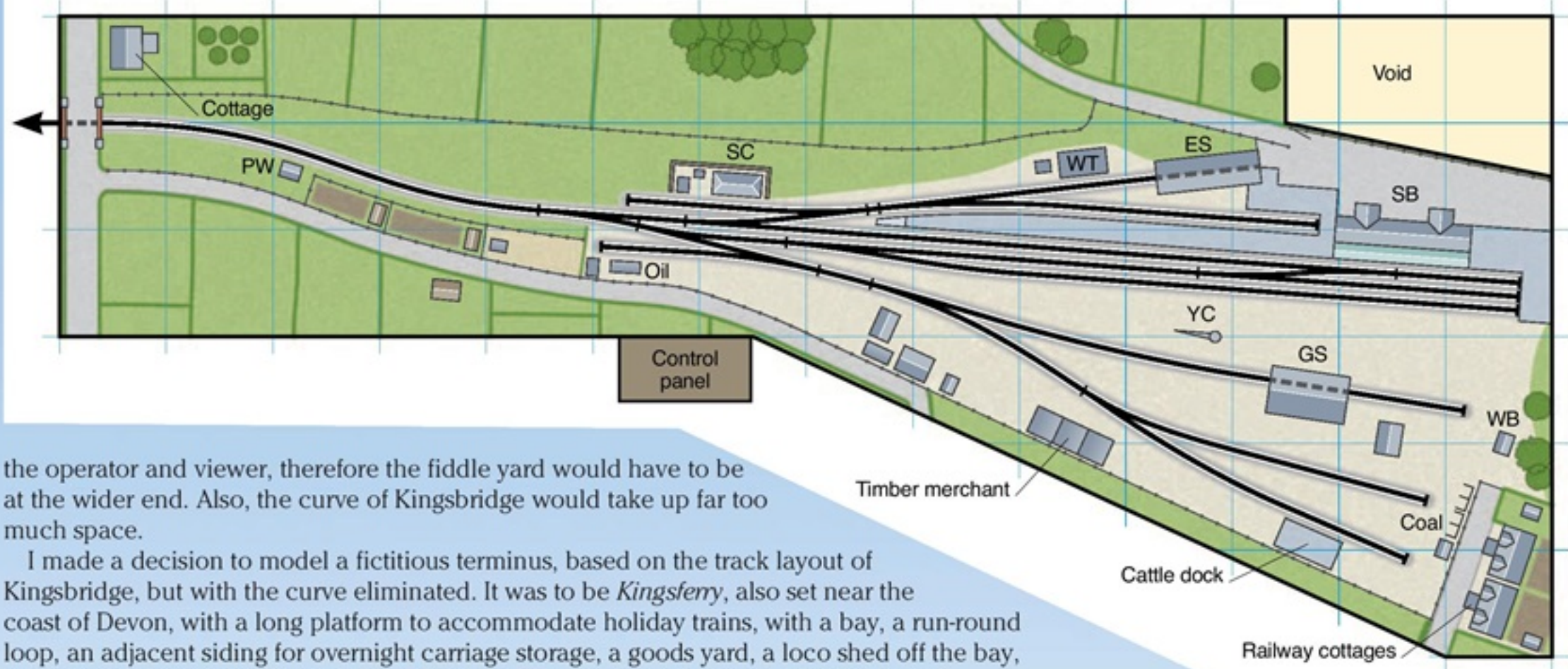
Right

A mid-afternoon local arrives behind Collett 0-4-2T No.5811. The four-wheel coaches, by now towards the end of their lives on the branch, are from Ratio kits. The cottage by the bridge is scratch-built in card and clad in Wills sheets.



KINGSFERRY

Overall scenic dimensions (approx.): 14' x 6', reducing to 3' wide. Each grid square = 1ft x 1ft.



the operator and viewer, therefore the fiddle yard would have to be at the wider end. Also, the curve of Kingsbridge would take up far too much space.

I made a decision to model a fictitious terminus, based on the track layout of Kingsbridge, but with the curve eliminated. It was to be *Kingsferry*, also set near the coast of Devon, with a long platform to accommodate holiday trains, with a bay, a run-round loop, an adjacent siding for overnight carriage storage, a goods yard, a loco shed off the bay, two head shunts and with a good length of line passing through open countryside and disappearing to a five-track fiddle yard via a cutting and overbridge.



Right

A general view of the layout in the 'railway shed', a converted garage, with the fiddle yard in the foreground.

**Far right**

The layout control unit with a panel-mounted Gaugemaster Model 100. Note the shunter's pole with torch!

**Below**

No.4936 *Kinlet Hall* (awaiting headlamps) is about to depart with a SO through train to Manchester (London Road). A small *Prairie* simmers on shed as 0-6-0PT No.5786 shunts the yard. The LMS coaches are all from Comet brass kits.

Baseboards

Construction is of 9mm ply on a softwood framework bolted together in three sections with 50mm square legs and adjustable feet, built by a carpenter neighbour, and freestanding should I ever move house. The fiddle yard is of separate ply and softwood construction fixed onto the baseboard via kitchen drawer runners to allow lateral movement.

Trackwork

Track and turnouts in the scenic section are built using C&L components glued to bevel-edged cork underlay with turnouts operated by Tortoise motors. Track in the fiddle yard is Peco code 75. Ballasting was a long and rather tedious process with the painstaking application of

undiluted PVA brushed between sleepers and sprinkled with Carr's 2mm dark grey ballast while wet. Carr's ash ballast was used for the sidings. The cress is a fine pale grey aggregate (Attwood Aggregates). Dummy rodding to turnouts and signals are planned for the future.

Electrics

Electrics and electronics are my *beté noir* and I sought the advice of modelling friends. I now know how Michelangelo must have felt while painting the ceiling of the Sistine Chapel, as the hardest part was lying on my back under the baseboards to install the wiring for point motors, track feeds, signals and lighting.

Brass barrel bolts and keeps at the entrance to the fiddle yard are wired to provide individual power to each of the five storage roads as required. As *Kingsferry* employs analogue operation, isolating sections of track are frequent. Mistakes in the wiring were made and corrected, and a few unresolved short circuits entailed a request for a visit from the chairman of the Yeovil Model Railway Group, an encounter which ultimately led me later to join this band of phenomenally skilled modellers.





Left
The daily local goods arrives behind Collett 0-6-0 No.2251. The barn just visible to the right is a modified Ratio kit with corrugated iron roof.

Landscape and scenery

I had sketched out the bones of the layout, first as a drawing, then marked out onto the baseboard. As modelling proceeded the design was continually modified. I knew I wanted the line to leave on a gentle curve via a cutting and an overbridge, and for the station platform to be long and straight, with a bay platform. The goods yard had to be spacious with the usual goods shed, crane, cattle dock and offices, as well as a coal merchant, a seed merchant, an oil depot, and timber merchant.

The scenery is constructed from 4mm MDF formers glued to the baseboard via plastic blocks and overlaid with thin card to form the cuttings, embankments and rolling countryside. Roads are also MDF brushed with PVA and dressed with a fine aggregate while wet. A similar aggregate covers the station yard and goods yard; Wills cobble sheets and setts painted and weathered are used in other areas. Embankments are laid with hanging basket liner, which is convincing when part-shorn with an electric razor, then liberally studded with Woodland Scenics lichen and foliage clusters and sprinkled with blended turf or leaf scatter. The remaining areas of open countryside are painted with reddish-brown poster paint, brushed with PVA and covered with proprietary sheets of grass mat of varying colours and textures, or blended turf, defining the field patterns. Once again, a razor was used to trim the grasses to varying thicknesses, or cut into the fields to define paths, tracks and worn areas near gates by exposing the reddish-brown paint underneath.

Field boundaries are mostly defined by hedgerows made from flexible proprietary hedges sprayed with aerosol glue and dipped in blended turf or leaf scatter of varying colours, with lichen or foliage clusters liberally glued on. Trees, bushes and shrubs are proprietary products, as well as arctic sea foam sprayed with

adhesive and dipped in leaf scatter or foliage clusters.

Boundary fencing to the cuttings and embankments is Ratio, the posts painted grey, though with the wires omitted. Other fence barriers are made from Wills or Slater's corrugated iron sheets, or railway sleepers, suitably painted and weathered.

Plain blue sky

There is no backscene on *Kingsferry*, only a plain blue sky. I take the view that the model is a slice of the landscape: just as the front of the layout is chopped off, so is the back. The model is the space between, it is not the landscape beyond.

Buildings and structures

I have not been averse to utilising the kits by Ratio and Wills for the buildings, structures and lineside features; usually suitably modified, painted and weathered. The overbridge is Wills, the station building is two Ratio kits cobbled together and so much modified as to be almost unrecognisable from the originals. The platform is three Metcalfe kits disguised with Wills stone sheets to the sides with thin plasticard for the edging stones which were scribed, painted and infilled with fine aggregate. The platform water column and fire-devil are Ratio, the fencing Wills, the lamps by Gaugemaster. Other Ratio and Wills kits make up most of the remaining minor structures, some much modified and all painted and weathered.

The home signal is by Dapol, the bracket signal by Ratio with the ladder replaced with brass and a handrail from soldered brass wire. The signal box is a resin model by Bachmann. One window has been altered to be open, the interior fitted out, LED lighting installed, and the whole repainted and weathered. The goods shed is a Bachmann resin model based on the shed at Watlington



Left
The end of the goods yard with railway workers' cottages behind. These are scratch-built from card, clad in Wills sheets, and fitted with Brassmasters sash windows.

Below

The goods yard with Dukedog No.3214 arriving at the station with a SO through train from Wolverhampton. The cattle dock in the foreground was made from the Ratio kit.

Oxfordshire. The brick plinth has been clad in stone and the whole repainted and weathered. The water tower is also resin, based on the one at Truro.

Buildings made from scratch include the loco shed, railway workers cottages by the goods yard, the cottage by the bridge, and the timber merchant's store. All were constructed with a card carcass overlaid with Wills sheets for the walls, and roofs of slate or corrugated iron sheets. Windows and the rooflight of the loco shed are by Brassmasters. The cottages are to my own design; the loco shed is based on that at Kingsbridge. The timber store has a brass frame with Slater's corrugated iron roof and side panels, and the stacked timber is matchsticks or balsa wood.

Locomotives and rolling stock

Currently there are 28 locomotives; many kept in a glass display case, providing a cross-section from the Big Four. All are Bachmann, Hornby or Oxford Rail, with minor additions or modifications (most notably real coal) and

all weathered by myself, or by Grimy Times of Warrington. Only one loco – a Dean Goods – is a Hornby body on a Comet chassis with a detailed Nu-cast whitemetal tender kit.

Many of the carriages and parcel vans are kit-built, some are now out of production and were found on eBay or at exhibitions. A few are Bachmann and Hornby. Many goods wagons and vans are also built from kits, but the rest are Bachmann or Hornby. All my stock is weathered and fitted with screw-link or three-link couplings despite the difficulty of uncoupling with a shunter's pole attached to a small torch.

For me any other type of coupling in whatever scale eliminates all our attempts at recreating the real thing!

Weathering

I have strong views on weathering. Many good layouts lack realism because they have not been toned down and weathered. If one is to build a model railway with the intention to replicate in miniature a particular scene of a particular period at a particular moment in time, then in my opinion there is no excuse for not weathering everything.





Left
A mid-afternoon local arrives in the bay platform behind Collett 0-4-2T No.5811. Both the water tower and signal box are Bachmann Scenecraft items that were produced exclusively for Kernow Model Rail Centre. They are based on examples in Cornwall.

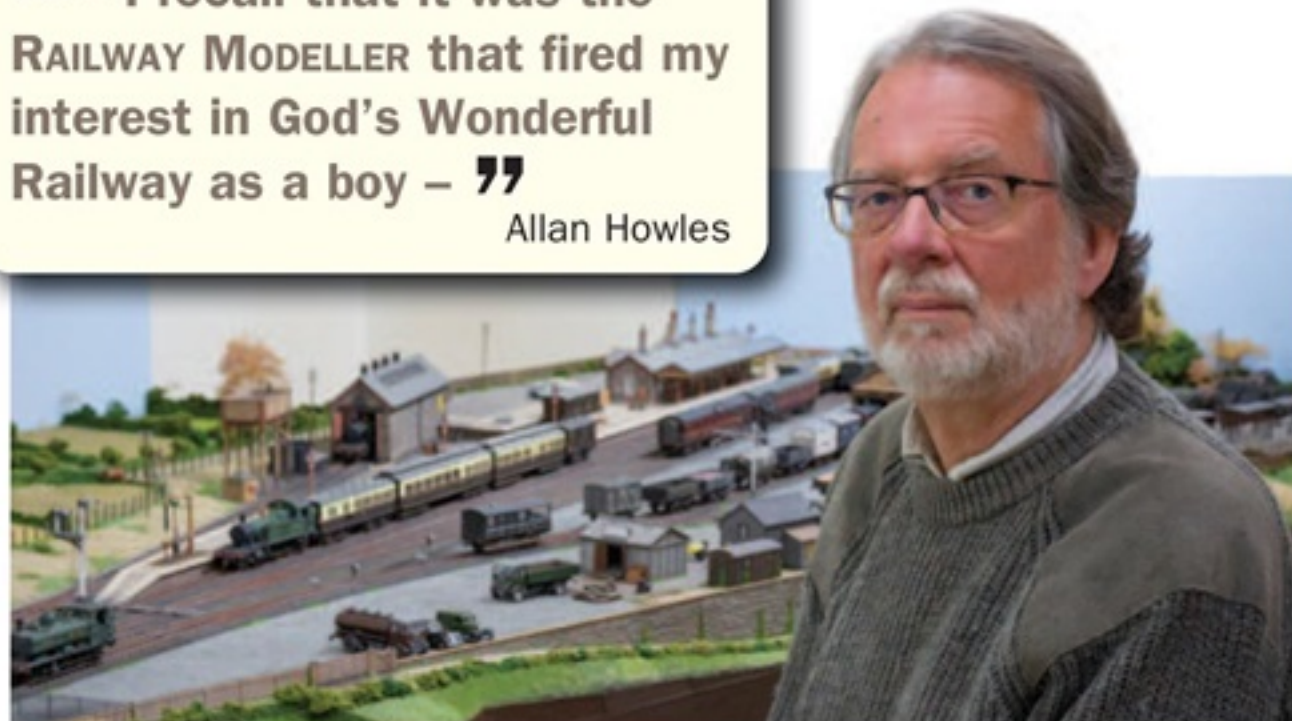
It is a myth that the railways of the past were clean and new, engines spotless, carriages and wagons looking like they had just been out-shopped, railway buildings immaculate; certainly not after WWI. One only needs to look at the photographs of the past, even the 1930s – rarely are the locomotives clean, and wagons were always dirty. Carriage sides might be clean having passed through washing plants, but not the ends and never below the solebar, not from the day they left the works. Road vehicles might be clean when carefully maintained by the owners but not after a few days out on the often unmetalled roads of the time.

A silent scene

Only two men are apparent at Kingsferry: a porter on the platform and the signalman. Between trains a country

“ – I recall that it was the RAILWAY MODELLER that fired my interest in God’s Wonderful Railway as a boy – ”

Allan Howles



Right

Pannier No.5686 is pictured in the goods yard head shunt about to remove an NE gunpowder van from its rather precarious position next to the oil terminal!



station is a quiet place empty of people. This is a part of its charm. To quote Edward Thomas in his poem titled *Adlestrop* about his train coming to an unscheduled stop at the station:

*'The steam hissed. Someone cleared his throat.
No one left and no one came
On the bare platform. What I saw
Was Adlestrop - only the name...'*

Most of the time a country station is silent; Thomas mentions in his poem *'...and for that minute a blackbird sang close by...'*. There is little activity; a porter sweeps the platform, the stationmaster is in his office doing his accounts, perhaps some men are emptying a wagon in the

goods yard or a farmer is loading a cart with milk churns.

As *Kingsferry* is a terminus my aim is to capture that. The platform is empty; who would sit on a bench for hours waiting for a train? Carriages full of people still there, long after the train came in or when the station has closed, perhaps moved to a siding for the night? So too, the branch loco outside its shed, the fire in the firebox damped down for the day, but with the crew still in there? Perhaps it could be argued that equally odd is my solution - no passengers in the carriages, no crew in the moving engines.

The modeller has a choice: a moment in time of frenzied activity, or the opposite. My choice is the latter.

Right

Dusk falls. The double slip coach (a Blacksmith brass kit) arrived earlier from Paddington attached to the branch local, having been slipped at Exeter. The station building is a much modified pair of Ratio plastic kits.



The BR Standard 9F

Following the recent announcement by Hornby that it is to retool its model of the BR Standard 9F 2-10-0 for 2021, **CHRIS FORD** presents a synopsis of these much vaunted real machines, with 4mm scale drawings from the **IAN BEATTIE** archive.

Photography as credited

The real irony of these magnificent steam powered freight locomotives is that the nine surviving siblings of the entire class of 251 have spent more than three-quarters of their lives (in various states of repair) in preservation. Hence modellers of the post steam era, or covering UK heritage railway themes, can readily justify one of these super new models when they are released by Hornby later this year (see News this issue page 153). The full specifications of the models promise to be very tantalising, but for now here is a resumé of the real things.

The 9F is probably the most famous of the BR Standard locomotive designs, springing from the design teams of Robert Riddles for the British Transport Commission. The class was originally planned as a 2-8-2 to allow a large grate area. However, Riddles' Austerity 2-10-0 swayed the panel to approve the larger wheel arrangement. The long wheelbase issues were solved by omitting the flanges on the centre driving wheels and reducing the depth of those on the second and fourth coupled wheels, enabling the locomotive to navigate curves of 400' radii.

With a high-pitched boiler set to allow the firebox to clear the rear wheels and steeply sloping cylinders to clear platforms, the 9Fs were built at Crewe and Swindon from 1954. They were often diagrammed for passenger duties, notably between Bath and Bournemouth and were standby locomotives in case of failure of the Britannia Class on



Paddington-Cardiff/Swansea expresses. This performance was marred by a tendency towards cylinder wear; a problem which saw them withdrawn from passenger duties.

Several specification changes were applied: in 1955 ten were equipped with Franco-Crosti boilers to enhance steam production; however, they were converted to the root design in 1959. Following double-chimney trials, 68 engines were built from new with these fitted and four more previous locomotives were modified. No. 92250 was fitted with a Giesl ejector, but tests were

▲ With her crew looking out for the official photographer, No.92105 lifts 27 loaded iron ore tipplers away from Storefield, near Kettering, in this undated view. Photo: BR(LM Region)

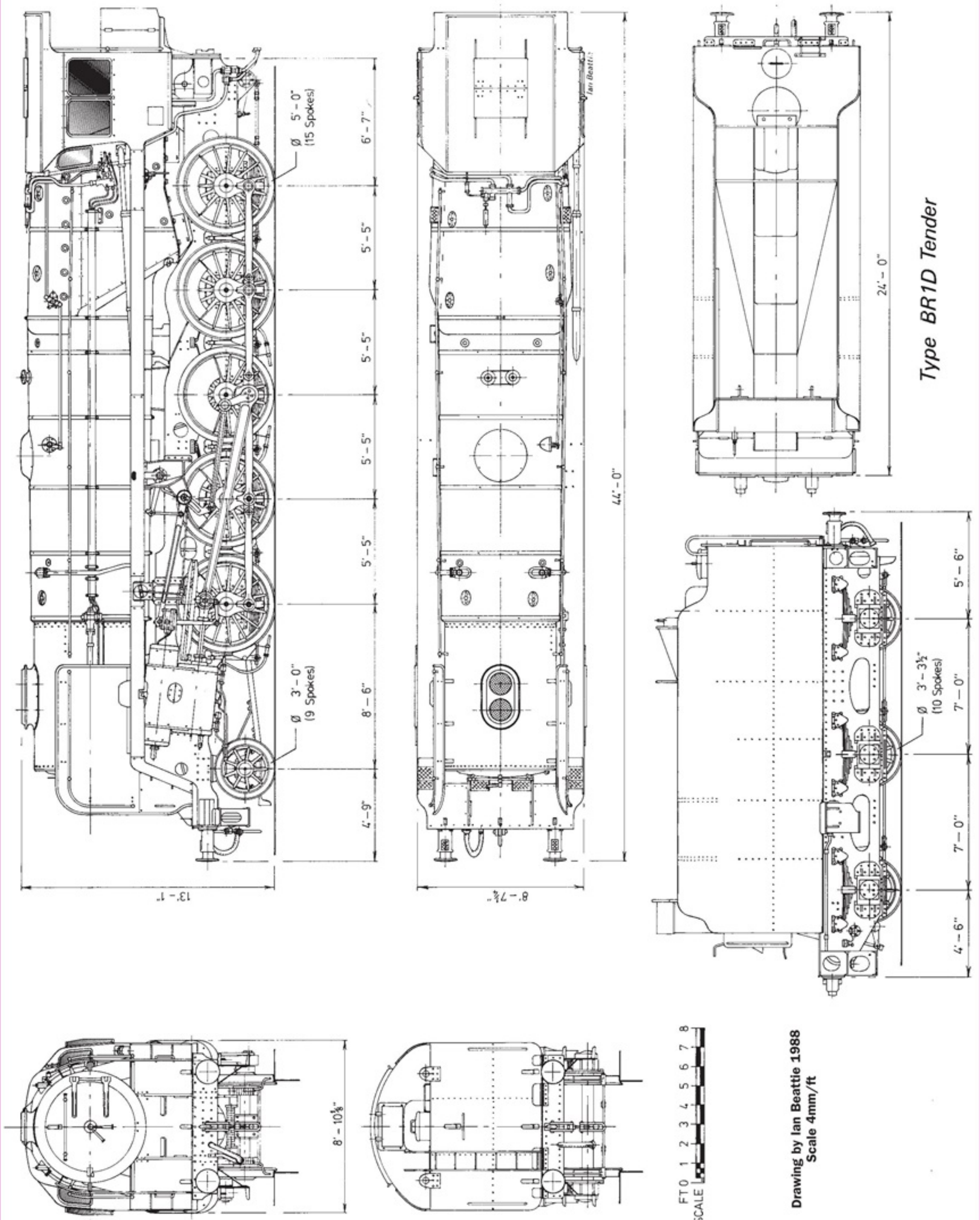
inconclusive. In addition ten were fitted with Westinghouse pumps to drive pneumatic doors on hopper wagons on the heavily inclined Consett line.

Sadly, the final 9F was the last steam locomotive to be built by British Railways: No. 92220 *Evening Star* was outshopped from Swindon works in 1960 and was the only member of the class to be named by BR.



▲ No.92212 was one of seven examples rescued from Barry Scrapyard. It is pictured here at Alresford on the Mid-Hants Railway in 2007. Photograph by Craig Tiley

◀ No.92203 *Black Prince* (which was purchased direct from BR by the late artist David Shepherd) hauls a demonstration freight during a visit to the Great Central Railway in 2009. Photograph by Craig Tiley



In support of modern technologies

Love Lane

The East Anglian ScaleSeven Group has enlarged and developed this ex-Great Eastern Railway layout as a tribute to its original builder. **JOHN BIRCH** explains how they did it.

Photography by Craig Tiley

Some years ago, modeller Peter Cavalier decided to build a 7mm scale end-to-end layout based on Chigwell in north east London. Peter sadly never got to see his project completed, as he passed away at a young age. The layout which he was developing to ScaleSeven standards consisted of baseboards, track and embryonic scenery: it was passed to the East Anglian division of the ScaleSeven Group who were meeting regularly at the home of another Peter, Peter Hunt in Sudbury, Suffolk.

(Inset) The roadway and shops on the station approach. The small tobacconist/newsagent is typical of the period and is modelled with a section of blown render. The steam lorry commemorates our much-missed friend Steve Baldock.

As a tribute to Peter Cavalier, a decision was made to press ahead with completing the build of *Love Lane*.

Embracing all technologies

Our group contains individuals who were all motivated to try and develop their 7mm modelling as much as possible. Hence, the group's aim with the project was to produce a model that looked and felt like a real

railway, whilst embracing all the latest techniques and skills employed in the world of modelling. This entailed members producing components from their own etchings, castings, 3D prints and laser cutting, as well as using traditional skills.

For example, for the creation of accurate buildings we moved away from established methods of using plasticard and brick sheet, to producing drawings and laser-cut



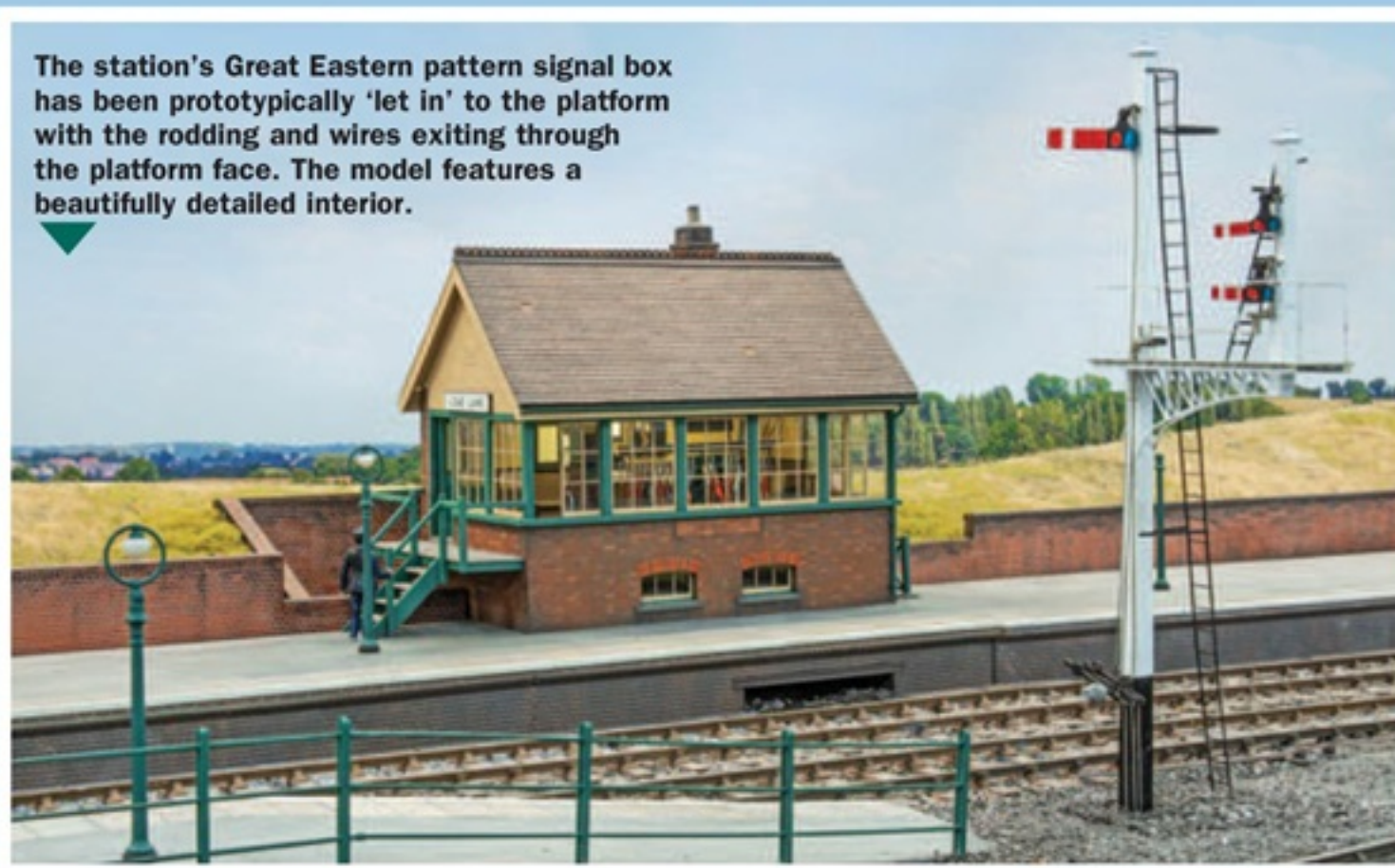
components in wood in order to simplify the process of making accurate copies of the buildings being modelled.

A new start

The layout was set up in Peter Hunt's shop with the group working on getting the layout operational. We were reading many of Peter Cavalier's notebooks, which he had annotated. From this it became clear that he was rethinking his design for the layout to become a through station with a similarity to Epping. These notes also suggested adding an extra 4' to its original 16' length and making it 2'6" wide as opposed to 18". The idea was to allow more scenic development without it looking overcrowded.

A revised track plan was produced and work on track building and baseboard modification began. During field trips, suitable buildings were identified as appropriate for this imagined location and a list of these was made, together with stock that would be suitable for the layout. These needed to be carefully and

The station's Great Eastern pattern signal box has been prototypically 'let in' to the platform with the rodding and wires exiting through the platform face. The model features a beautifully detailed interior.



harmoniously weathered to try and represent the suburbia of the 1950s. Ideas for suitable trains were also discussed with a decision that a quint-art coach set was a priority.

The historical narrative

Love Lane is imagined to be on a line served by the ex-Great Eastern Railway from Liverpool Street in the late 1950s when some of these lines were being handed over to London Transport as extensions to its existing system. The line was built as double track to *Love Lane*, after which it then continued as single track with provision left for adding a second track should the railway prosper. In the event the second track was never laid,

Ex-GER Class N7 0-6-2T No.69671 arrives with a quint-art set from London. The coaching set is rooted in an Ian Kirk kit. The ex-Private Owner wagons have been painted and weathered to represent a typical post war condition with faded lettering and replaced planks.





ScaleSeven

ScaleSeven (S7) is a set of finescale track and wheel standards for 7mm scale which is designed to facilitate better running and appearance by using tighter track tolerances and a much finer wheel profile. It is principally used to model British standard gauge to a precise gauge of 33mm, though is also very popular with modellers of Brunel's broad gauge. To find out more: www.scaleseven.org.uk

though the line was extended further into Essex.

The station building is situated on a road bridge above the tracks and the two platforms. There is a small goods facility used mainly for domestic coal, with other traffic being handled using an end-loading bay. In addition there is a small loco servicing facility. The station is able to handle trains from either platform and terminate or reverse them as required by the timetable. Though with the single track in the northerly

direction, which heads towards Dunmow, the line is often used as a diversionary route with express trains being seen from time to time, as are freight trains on their way to Temple Mills Yard.

As well as the intensive suburban service there is a regular push-pull train which works to Epping and beyond, which reverses at *Love Lane*. The stock for this is an ancient conversion from two ex-GER coaches similar to the ones used on the Palace Gates branch.

Facilities exist at the station for locos to lay over between duties – with up to three handled at a time if required. Other traffic seen passing through include horseboxes on their way to or from Newmarket, and milk being taken to the dairy at Ilford. Therefore, a day spent at *Love Lane* can yield a huge variety of trains and traffic.

Foundations

Love Lane was originally constructed with a mixture of plywood and MDF boards. Extensions were made to the width and length by attaching additional boards made from MDF. The use of this material has not been satisfactory, and all later woodwork has used good quality birch ply. Two large fiddle yard boards were also made which allowed

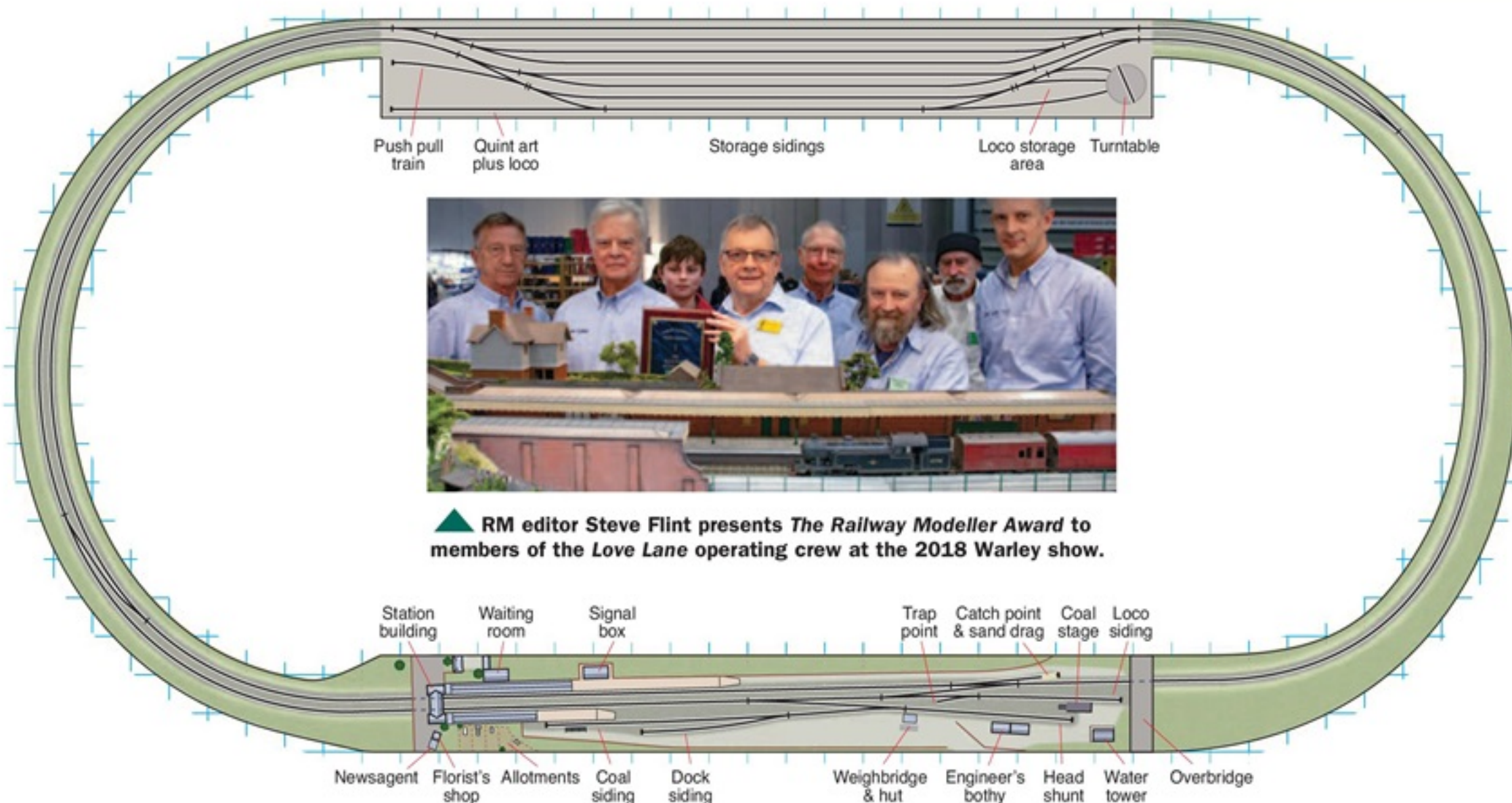
▲ The allotment gardens are highly detailed to the point that is even possible to identify different plants. The usual post-war mix of old and recycled materials are obvious with an Anderson shelter and sheds that have seen better days.

the layout to make its public debut as an end-to-end system.

The trackwork was handmade using parts and rail from Perfect Miniatures, C&L and Exactoscale, with additional track components developed by the group for specific situations. These were fabricated from lost wax castings, etched and laser-cut parts and 3D prints. Wooden sleepers were laid with the chairs glued using a strong plastic adhesive. This method allowed for adjustments to be made if needed. The trackwork was coloured and ballasted with fine sieved ballast and great effort was expended in trying to get it looking as it should. This included the cess area and the use of point rodding from the signal box to the relevant tiebar. The pointwork geometry

Ex-GER Class J15 0-6-0 No.65433 passes under the loading gauge and out of Love Lane station with a short rake of vans.





▲ RM editor Steve Flint presents *The Railway Modeller Award* to members of the Love Lane operating crew at the 2018 Warley show.

Love Lane Overall layout size 39' x 19'. Each grid square 1' x 1'.

was developed for the specific locations on the layout using Templot planning software, which allows the smooth transitions and realistic crossing angles to be used.

Attention to colour

The layout has many buildings which are based on prototypes from around the

modelled area. These have been made from laser-cut MDF and plywood and are detailed both externally and internally. The main station building has opening doors, and the interiors have been fully modelled along with the correct lighting which features scale replicas of the lights situated in Newbury Park and Leyton before the Underground

system took over.

Great care was taken with the painting and finishing of the buildings, drawing on the

Ex-GER Class N7 0-6-2T No.69671 rounds the curve and approaches Love Lane with a grubby five coach quint-art set from London. The over-track station building features a very typical eastern counties architectural styling.





▲ The fiddle yard (now a through section) features a turntable at the far end.



▲ Layout operators stand in an aisle between the layout and the backscene.

artistry and expertise of Peter Insole. Hours have been spent on the fine details which were taken from photographs of the real thing. The attention to detail is such that the paint used matches the paint schemes used at the time – with the finish resembling the sooty and slightly unkempt look so typical of the period. This same attention to detail was given to all the buildings on the layout and involved the production of specific items such as window frames of different types and sizes, as well as downpipes, guttering and roofing tiles.

The station canopies are supported on cast posts of GER provenance surmounted by etched GER style brackets, all made from the group's own CAD drawings.

Great detail is to be found at the front of the layout where there is a series of back gardens built by John Watson: there is an overgrown Anderson Air Raid Shelter, a pigeon loft, rabbit hutch and a new shed being constructed, as well as several garden implements and children's toys.

On the other side of the tracks is a model of the stationmaster's house which also has a fully-detailed garden. Vegetation is made from an assortment of materials with much of the ground cover using hanging basket lining, stuck down, teased out and then enhanced with weeds and other plants. Great use has been made of static grass which enhances the three-dimensional effect. Careful attention has been given to the scenery to ensure that the colours appear to be natural and not intrusive.

Layout presentation

The whole station layout is lit by a gantry containing LED strip lights. Behind the layout is a free-standing custom printed backscene printed on vinyl which was created from a series of photographs by Tim Humphreys. Those familiar with the Essex/Suffolk border may be able to recognise this.

The whole is topped by a large pelmet displaying the layout name. There are also

▲ An overall view of Love Lane station. The whole area has been widened and the baseboard length extended from 16' to 20'.

two TV cameras hidden on the station which feed into monitors mounted at each end of the layout by which onlookers can see the trains arrive and depart, as if they are standing on the platform.

Continuous run

Changing circumstances meant that the layout was not able to stay at Sudbury and hence it was relocated to the house of John Birch. The large fiddle yards at either end of the layout had caused various problems and so we decided to replace them by making the layout a continuous run.

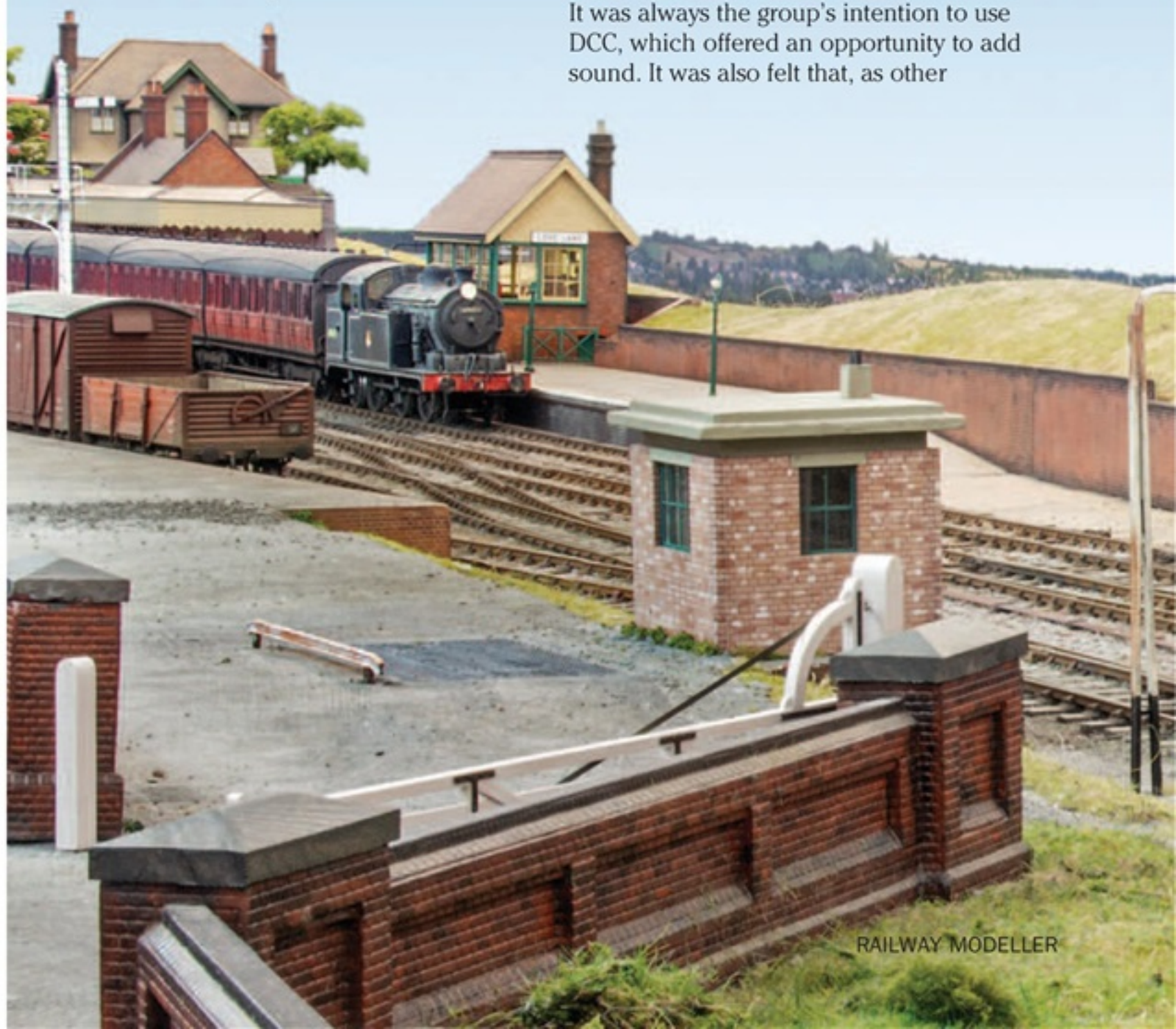
The new fiddle yards became double ended and also boast a turntable to enable train reversals resulting in much easier

operation. The boards were built in 9mm ply using the I-beam principle for strength.

The end curves (which have a nominal 8'6" radius) are readily negotiated by large wheelbase locomotives and are partially scenic with grass banks formed from dense foam sheet, suitably profiled.

Getting more from DCC

It was always the group's intention to use DCC, which offered an opportunity to add sound. It was also felt that, as other



Stratford-based Gresley K2 Mogul No.61734 passes through Love Lane with a long parcels train en route to London, shortly before it is transferred north of the border.

developments happened, the DCC system would be the platform upon which these would work. This has proved to be the case and one member, Steve Baldock developed some impressive smoke and sound effects. Robin Impey has now taken these on board and is working to make these ever more practicable. There are five power districts on the system meaning that operations can continue if a fault occurs in one district.

Trains are controlled using wireless throttles of which there are four situated around the layout, though in practice the loco drivers walk around with their own controller until that particular loco duty has been completed. Points and signal arms are operated by Tortoise motors and more recently servos, again, the work of Robin Impey.

Great Eastern locomotives

The group is fortunate to have several extremely skilled locomotive builders within its membership who have made most of the motive power by either adapting kits or building them completely from scratch. These have been supplemented by R-T-R models which have been converted to ScaleSeven.

Locos seen at *Love Lane* are mainly ex-GER types covering many classes, along with more modern LNER locos and an ex-NER G5 on the push-pull train (there were two such locos used on the Audley End branch which ran through to Bartlow). More modern locos are represented by a BR Standard 'Britannia' Class Pacific and early pilot scheme diesels which were soon adopted on the GE lines.

A relative oddity is a Collett 57xx 0-6-0PT resplendent in London Transport livery, which heads an engineers' rail train with rail and ballast wagons. This train is run in connection with the supposed engineering work for laying the third and fourth rails to run Central Line stock at some time in the future.

All locomotives are weathered to represent the conditions at the time modelled and most are fitted with sound systems which



▲ A former North Eastern Railway Class G5 0-4-4T arrives with a push-pull set constructed using kits from the D&S range.

enhance the operation of the layout considerably, such as the panting of the Westinghouse pump on the N7s as they run into the station.

Stock

The rolling stock used on *Love Lane* also comes from the members of the group. There is a full GER quint-art set based on an Ian Kirk kit. This was very much a group effort with four members contributing to its construction. The GER push-pull set is from a D&S kit. There is a five-car set of Darstead R-T-R BR Mk.I suburban coaches in maroon, as well as several individual coaches from various kits. These are supplemented by parcels vans which are again sourced from kits, all of which have been weathered to reflect the conditions at the time.

Goods stock is either R-T-R or kit-built. From the rolling stock available a number of authentic trains can be assembled including a pick-up goods, which can be seen being shunted in the yard at *Love Lane* from time to time then departing to the next station to repeat the process. The stock used for this train is equipped with Dingham automatic couplings which are operated by magnets placed in the yard, thus enabling the driver to collect and deliver wagons without the

need for hand coupling. There is also a rather fine engineers' train. Rolling stock is continually being added to as the group constructs or adapts more. The only criteria are that the model is appropriate for the area and that it runs without any problems.

Spurred on

Love Lane is now nearing completion, that is if any model railway is ever finished? We have taken it to three major exhibitions and a couple of local shows, most notably its debut at Warley at the NEC in 2018 where it won *The Railway Modeller Award*.

From these shows we have learnt a lot about the best way to construct and transport an exhibition layout. *Love Lane* was not originally designed as such and as a result it is quite high maintenance.

For many of the group, *Love Lane* has been a first attempt at building a 7mm finescale layout and has taught us an enormous amount. Most importantly, we have learnt that when working with a great group of people we have been spurred on to achieve much more than many of us would ever have achieved individually.



Making a start in O

CHRIS FORD concludes the construction of his layout project in 7mm, which is designed to encourage those who are looking to embark on their own modelling journey in the larger scale. In this third instalment, Chris describes how he tackled the final stage of the build – the scenic detailing.

Constructional photography by the author

At the end of last month's article, construction of the layout had reached an advanced state, with all trackwork and structures in place. The remaining tasks, which are described in the following step by step sequence, encompass the scenic detailing, including the creating of areas of vegetation and ground cover – plus the addition of the many smaller items that help bring the finished scene to life.

In many ways, moving up to 7mm scale presents no more of a challenge than working in one of the smaller scales. Techniques for constructing landscape sub-structures and track ballasting, for example, are the same. The only difference is that the detail and texture of items become more important as the eye expects to see more in the larger scale.

In terms of cost too, many of the materials used are readily available household items (such as cardboard, carpet underlay and PVA glue), which means that although a larger scale is being modelled, completing the scenic aspects doesn't have to be any more expensive than working in OO or N.

I hope that this short series has proved inspirational and will persuade some that moving up to O gauge can be very straightforward. There was little used during the build that can not be obtained easily from model shops, whilst the availability of O gauge rolling stock and scenic materials continues to expand – there was even a recent announcement for some R-T-R four-wheel coaches from Dapol, which would be ideal for the layout concept suggested here. There really are no excuses!



Items required

- Quantity of cardboard
- Paper towels / newspaper
- Brown poster paint
- Green acrylic paint
- Ballast granules (various grades and colours)
- Peco Modelscene OO gas lamps (ref.5004)
- Flat paint brushes (selection of sizes)
- Pipettes
- PVA glue
- Super-glue
- Peco Scene static grass applicator (e.g. ref.PSG-1)
- Peco Scene static grass fibres (various lengths and colours)
- Peco Scene static grass Basing Glue (ref.PSG-10)
- Peco Scene static grass Layering Spray aerosol (ref.PSG-11)
- Carpet underlay or similar

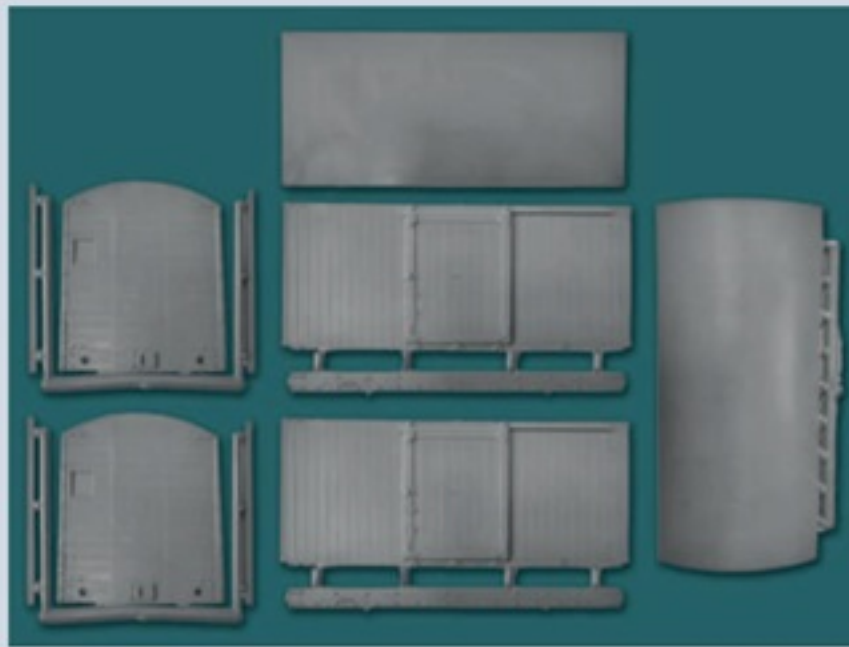


Adding the scenic details

1



One of the first scenic additions was a grounded van body from the Parkside Models range (ref. PS63). This is just a simple box and the only modification was the addition of a sheet of tissue paper to the roof to represent the canvas covering. This model was placed to act as a view-blocker around the area of the fiddle yard exit.



2



The layout features areas of raised scenery, including the embankment situated behind the station platform. A basic supporting structure was built up using card formers – a material that was easily sourced from all the postal delivery boxes that were turning up during lockdown! These were cut using a trimming knife and fixed using UHU. Expanded polystyrene blocks and even building insulation foam can be used for a sub-base, carved to the desired landscape profile, but for small areas such as shown here, this use of cardboard formers is ideal, and much less messy!

3



The formers were covered in two or three layers of paper towels, which were torn roughly into strips and fixed in place using diluted PVA. The layers were left for 24 hours between applications. Other options for creating a hard outer shell include Peco Landform (ref.PS-36).

The atmosphere of a Great Western branch terminus, evoked in O gauge in an overall footprint of just 3m x 0.4m.





The underlay fibres were then painted to suit. I started by dragging a brush loaded with Sap Green acrylic paint gently across the pre-trimmed underlay. An uneven finish is desirable, with some of the brown colour of the underlay remaining visible through the surface.



Once dry, the paper was painted with a liberal coat of poster paint using a suitable ground colour. This sealed the paper for the next coating of glue. When fully dry the base ground texture could be added. Long static grass fibres could be applied at this stage as a first layer, but I chose to use what I had in stock in the cupboard; namely some old carpet underlay: a material that is commonly used for this purpose in the larger scales. Alternatively, automotive sound insulating material can be used, or hanging basket liner which is a little coarser. The underlay was cut to shape and manipulated into position, fixing it down using neat PVA.

Following this a layer of short static grass fibres was added over the top of the underlay, using Layering Spray (applied to the underlay first) to fix the fibres in place. The result is a convincing representation of unkempt lineside grass. (Note that I'd still not completed the track ballasting at this juncture – I tend to leave this until quite late in the build.)



The platform surface was coated using Peco Scene fine grade Ash & Cinders (ref.PS-320), fixed in place by first coating the platform surface with PVA. A couple of applications were required to create a satisfactory platform surface.



When ballasting track I tend to use granules that are finer than those intended for whichever scale I'm working in. Accordingly, I used Peco Scene medium grade ballast, which is intended primarily for 4mm scale (00). However, the choice of ballast grade is a personal preference, and some modellers working in 7mm may prefer to use coarse grade granules. Both 'clean' (photo a) and 'weathered' (photo b) varieties were used, with some cinders added for areas of trackwork where locomotives would stand. The granules were added dry (photo c), then dampened by misting the area with water from a spray bottle (a drop of washing up detergent was added to the water to break the surface tension). Diluted PVA (mixed 50/50 with water, again with a drop of washing up detergent) was then applied over all of the ballast using a pipette.





▲ An overall view of the finished layout, which serves to show how only a small collection of rolling stock is needed to provide the scheme with sufficient operational interest.



When the track was fully ballasted and the glue dry, I introduced some further variation in some areas by using old dyed sawdust and tea leaves – both green and builder's varieties! Finally, a few areas of grass and vegetation were added to the trackwork using Woodland Scenics foam, together with targeted applications of static grass.



One of the final details to be added was the platform running in board. The uprights were formed of 80thou x 60thou plastic strip, whilst the board itself is 40thou sheet edged with 40thou x 20thou plastic strip. The letters are 6mm high items from the Slater's range (ref.1106).

▲ A final view of the completed layout, showing the corrugated goods shed and loading platform. The buffer stop is a Peco kit (ref.SL-740BH).



10

Platform lighting was added next. The lamps were inspired by photos of examples that exist at Bodiam on the Kent & East Sussex Railway. They are essentially small lamps hooked onto the front of a short wooden post. To replicate them I used some 4mm scale Peco Modelscene lamps which were assembled as intended, with the post then cut to leave just the top part (inset). The lamps were each super-glued to the front of a 50mm length of 4mm square strip-wood, with the addition of a tiny bracket from 20thou x 10thou plastic strip and a piece of electrical wire masquerading as the gas supply pipe.



Start your own O gauge journey

If this series of articles has whetted your appetite to try your hand at working in O gauge for your next project, then further information can be found in our dedicated Peco Modellers' Library publication *Your Guide to O Gauge Railway Modelling – Including the Larger Scales* (ref.PM-208), which is available from Peco stockists or direct: www.peco-uk.com



LNER 10' wb fish van

CHRIS GWILLIAM does some filleting on a 7mm scale Parkside-by-Peco kit.

Photography by the author

Having lived in France for 13 years I have, of course, developed an interest in SNCF railways as well as British, and subscribe to a really excellent French railway magazine, *Ferrovissime*. It is published by LR Presse, which has a modelling and publishing website. An email from them alerted me to an offer on, surprisingly, some Parkside-by-Peco O gauge British rolling stock. They were a bit vague about what exactly they were selling, but I spotted that one was an LNER 12' wheelbase Fish Van (Dia.134 of 1938) so I snapped one up before the offer closed.

I had already built an example of the same kit a couple of years ago, and as life gets boring if one does the same thing twice I looked at the possibilities of doing cut-and-shut surgery to convert it into the earlier 10' wheelbase version (Dia.083 of 1931 onwards).

It all looked within my abilities, and I chose one from the final Lot built in 1937 (Nos.203317-466). The kit also exists in 4mm/ft scale, and the techniques I describe below would be equally applicable to that model as well.

Background research

First port of call was Peter Tatlow's *A Pictorial Record of LNER Wagons* (OPC – ISBN 0-92888-92-7) and good drawings of both the 10'



and 12' wheelbase versions were available.

It quickly became clear that to create the 12' version, as offered by the Parkside-by-Peco kit, the LNER had lengthened the body of the Dia.083 version by two vertical planks to accommodate the longer underframe, and had stretched the roof, wooden sole-bars and under-floor timbering to cope with the longer wheelbase. One assumes that the change was made to derive better high speed 'XP' running. Anyway, to

backdate the kit some 'filleting' had to be carried out to shorten things.

Making a start

For this sort of kit-bashing I would normally use a razor saw, but I had mislaid mine so I trusted in a Stanley knife with a new blade, laid against a steel rule to make the initial cuts, removing one plank each side of the door on both sides, then filing and chamfering the cut edges to get a close fit (see photo 1).

▲ Weathered, chalked 'Yarmouth' and ready to earn a living.

I joined the three sections (half side/door/half side) with Mekpak, and added a reinforcing layer of 30thou plastic card at the rear of each cut, leaving enough space at the base to clear the floor. This gave me a new scale length over buffers of 21' instead of 22' 11" (see photo 2).

The whole body was assembled in its shortened form. As always I installed the buffers

1



One plank has been removed to the left of the door. A similar cut will be made to the right of the door.

2



The shortened side seen next to the other side still in original condition, for comparison.

before joining the ends to the sides and floor – so much easier. A big piece of 40 thou plastic card was inserted into the interior between the doors to give further strength to the butchered body and a handhold during painting. (see photo 3).

Shorter chassis

The solebar was cut twice at each side of the centre line and a section was removed so that it matched the shortened side. (see photo 4 – the joint will be hidden by a gusset plate made from Microstrip later in the build sequence).

The spring hangers and bumps on the base of the solebars were now in the wrong place for the shorter wheelbase wagon and had to be filed off, as were various bolt heads which retain the W-irons, to be replaced later with some plasticard strip and rod at the shorter spacing.

The same cut-and-shut process removed two lumps of plastic from the longitudinal underfloor framing.

These parts could then be assembled onto the underside of the body (see photo 5).

Shortening the wheelbase

A CPL modelmaker's 7mm/ft scale rule is really useful for the next stages. On the underside of the solebars I marked the centre line, then a scale 5' each side of that line to indicate the new wheelbase. The backing plates for the W-irons need shortening so they do not foul the cross-members of the underframing which are now nearer the ends due to the shortening process (two each of left-hand and right hand cuts are required as in photo 6). I then assembled the W-iron and axle box components.

Most modellers will work as per the kit instructions and leave the axleboxes floating in the W irons, but I always cut away a small piece from the top rear of the axle box and secure a little coil spring between the top of the axle box and the underside of the moulded leaf springs to give some basic form of independent suspension.

Whichever route you take, once the glue from the assembly has dried, I carry out a dry run with the backing plates of the W-irons tight against the inner sides of the solebars with the wheel-sets in place. My advice at this point is: don't glue anything



3
The sides, ends and floor assembled, with backing strips (black plastic) behind each cut, and a strengthening piece (white plastic) between the doors.



4
Shortening the underfloor bracing and the solebars to achieve the same length as the body.



5
Solebars and under-floor bracing in place.



6
Remove a segment of backing plate in the W-irons to clear the cross braces, one each of left and right handed cuts per side.

until you are sure that everything is square and of the right length. (see photo 7). Then check again after gluing with liquid solvent before it sets hard: ask yourself are the axles parallel and in the same plane? Does the van run in a straight line? Do all four wheels touch a flat surface? Does your scale rule tell you the axles really are 10' apart?

Underframe details

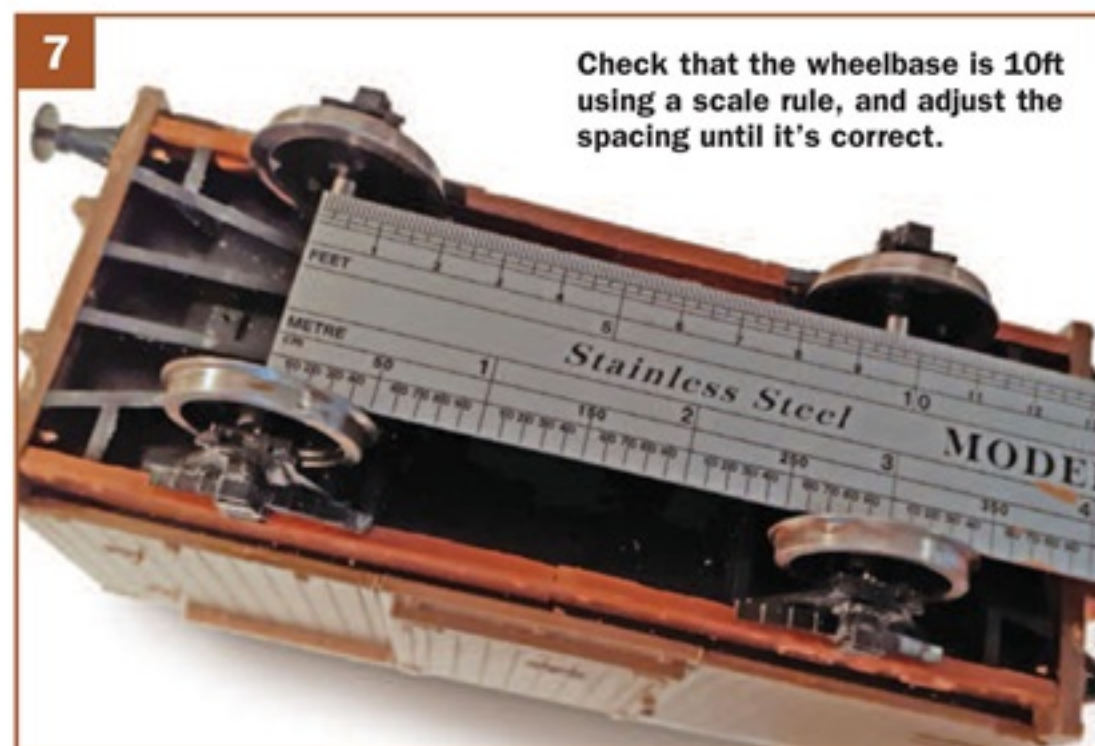
The web which joins each pair of brake shoes also needs cutting and shortening, as the underframe cross-timbers get in the way once the underframe has been modified – in other words the brake shoes now have to be added singly, not in pairs.

The brake cylinder sits on the centre line on a Dia.083 van, not offset, as it is on the Dia.134 van and hence the kit mouldings. Realigning the cylinder is easy but it entails some trimming of the linking levers.

I re-sited the V-hangers according to the Tatlow drawing, added the yokes and the various cranks and rods, then fashioned the safety loops from narrow strips of 16thou scrap brass (see photo 8). These were superglued in place and reinforced with Araldite 5-minute epoxy resin.

When everything was thoroughly cured I added the most vulnerable parts – brake levers and guides, lamp irons, commode handles on the doors

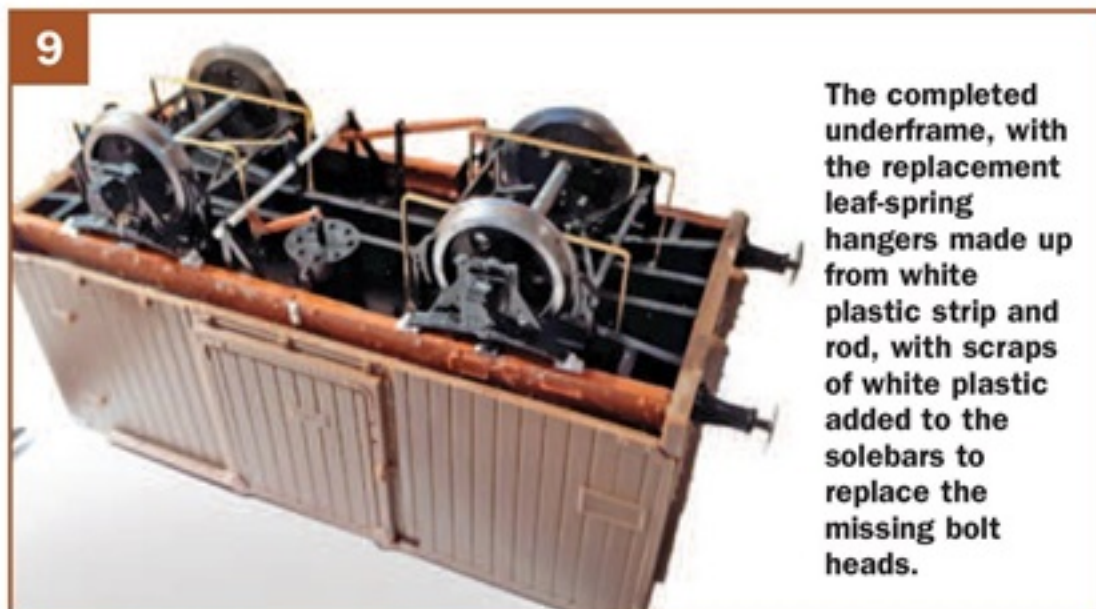
– all from the brass wire provided, and finally tall vacuum pipes, cranked left of the coupling on the left hand end as seen with the vacuum cylinder facing you, and



7
Check that the wheelbase is 10ft using a scale rule, and adjust the spacing until it's correct.



8
Four safety loops for the brake yokes are made up from some brass strip and glued to the underside of the floor.



The completed underframe, with the replacement leaf-spring hangers made up from white plastic strip and rod, with scraps of white plastic added to the solebars to replace the missing bolt heads.

cranked right at the other end.

Peco also provide under-slung Westinghouse through pipes, but I omitted them as they make coupling difficult, and may well have been removed anyway by 1950s BR days, the period I model (see photo 9).

The kit is provided with three-link couplings but fitted fish vans had screw couplings so I replaced them with some etched brass links.

Final conversion parts

The roof has to be shortened by the same amount as the rest of the body, but there is some work to do on its underside. A new rebate has to be made at the cut end to match the one at the other end. I used a sharp craft knife and a round file to pare away the plastic until sufficient had been removed to achieve a good fit (see photo 10).

Finally a couple of slugs of lead foil were glued inside the body for extra ballast and the roof glued on. The wagon was now ready for the paint shop as seen in photo 11.

Painting and finishing

Solebars and all below were primed with a matt black aerosol. I've seen a couple of colour photos of headstocks in body colour instead of the usual black on some ex-LNER wooden underframe vans, which makes an interesting variant.

The body was primed with a red oxide aerosol, then airbrushed with Railmatch BR bauxite, both coats being applied very sparingly as the injection moulding includes some very realistic wood grain which you do not want to cover with excess paint. The solebars then had a brushed top coat of 'off-black' which I mix from equal parts of Humbrol 119 sand and 85 satin black. Dabs of white on the brake lever ends, scarlet

on the vacuum pipes, and dark grey within the chalk panel completed the body painting.

I'm not a fan of waterslide transfers, as provided in the kit, as it's always hard to disguise the backing film, especially on vertically planked vans, as the film does not settle into the planking joints very readily, so I used HMRS Pressfix alternatives.

I was not happy with my effort at painting the 'FISH' word embossed on the door in white enamel, so I scraped off the embossing and used a transfer from the (now unavailable) Woodhead BR wagon sheet, since the word 'FISH' does not appear on the HMRS sheet. The roof was primed in Halford's grey zinc aerosol then airbrushed in Humbrol 67 tank grey (see photo 12).

Slightly 'grubby' varnish

When everything was dry I coated the whole wagon with a final airbrushed layer of thinned matt varnish, let down with a couple of drops each of Humbrol 98 and 67 to give it a slight dusty tint.

I find the Wickes 'interior matt varnish' (the solvent-based one, not the gel) works well for this and is much cheaper than the tinlets. This seals the transfers and pulls the whole van together in a nice even finish.

Final weathering was achieved in just a few minutes using Greenscene powders on a soft No.4 brush, eased into the areas which would collect dirt (eg around the lower sides, door posts etc) – all as shown in the header photograph.

Overall, I was pleased with the conversion, which makes an easily achieved variant for a fine kit, well within the skill set of an average modeller.

It now sits very nicely alongside my 12' wheelbase vehicle as seen in photo 13.



A rebate has to be gouged out of the cut end of the roof to achieve a snug fit against the top edge of the end.



Surgery complete, and the model is ready for painting.



The van primed and top-coated, with transfers in place, awaiting a coat of grubby matt varnish.



The shortened Dia.083 on the left, alongside a Dia.134 van, with the longer wheelbase previously made from the same kit, but built as intended.

A Glyn Valley Tramway scene revived in miniature

Pontfadog

TOBY HOLLINS-JONES outlines this highly atmospheric mid-Wales-based 2mm scale layout built to the unusual gauge of 5mm, which uses a surprising number of commercial items.

Photography by Andrew Burnham

After seeing 2mm scale narrow gauge layouts at the Zedex show held a year or two back in Didcot, and recalling a 5mm gauge layout that had appeared in the *RAILWAY MODELLER* many years ago, I was spurred on to build a layout in 2mm scale narrow gauge myself.

Visiting the New Glyn Valley Tramway and Heritage Trust museum at Glyn Ceiriog, and already having built some Peco N-6.5 gauge kits, influenced my decision to start a Glyn Valley Tramway layout which could be taken to exhibitions and be used to publicise the revival of the GVT.

Picking a prototype

After photographing the surviving stations and bridges along the former GVT route near Chirk, the choice of suitable location was narrowed down to Pontfadog.



▲ One of the Glyn Valley Tramway's skirted Beyer Peacock 0-4-2T locomotives passes the bridge and heads off into the woodland. The trees are based on dried Sedum, suitably bulked out with plasticine and treated to a covering of foam foliage material.

▼ The line's main traffic was granite carried in small four-wheeled open wagons. These are available through Purbeck Works. The shepherd must be resting in his hut, as he cannot be seen with his flock.





▲ **Non-railway vehicles are a feature of the layout and have been acquired from several sources including some made from newer technology such as 3D printing and laser-cut material. These are loose and placed on the layout to suit.**

Using old OS maps that can be viewed on the National Library of Scotland website, the best track layout we could conceive was an oval with passing loop!

This format could be squeezed onto a pair of 3' x 2' baseboards, which would be easy to transport in the back of a Vauxhall Zafira, as it was hoped to take the layout to the Bala

Lake Railway exhibition while on holiday.

The line runs alongside the Afon Ceiriog, which is placed at the front of the layout, with the village of Pontfadog placed centrally, climbing up the hill away from the main road and toward the backscene.

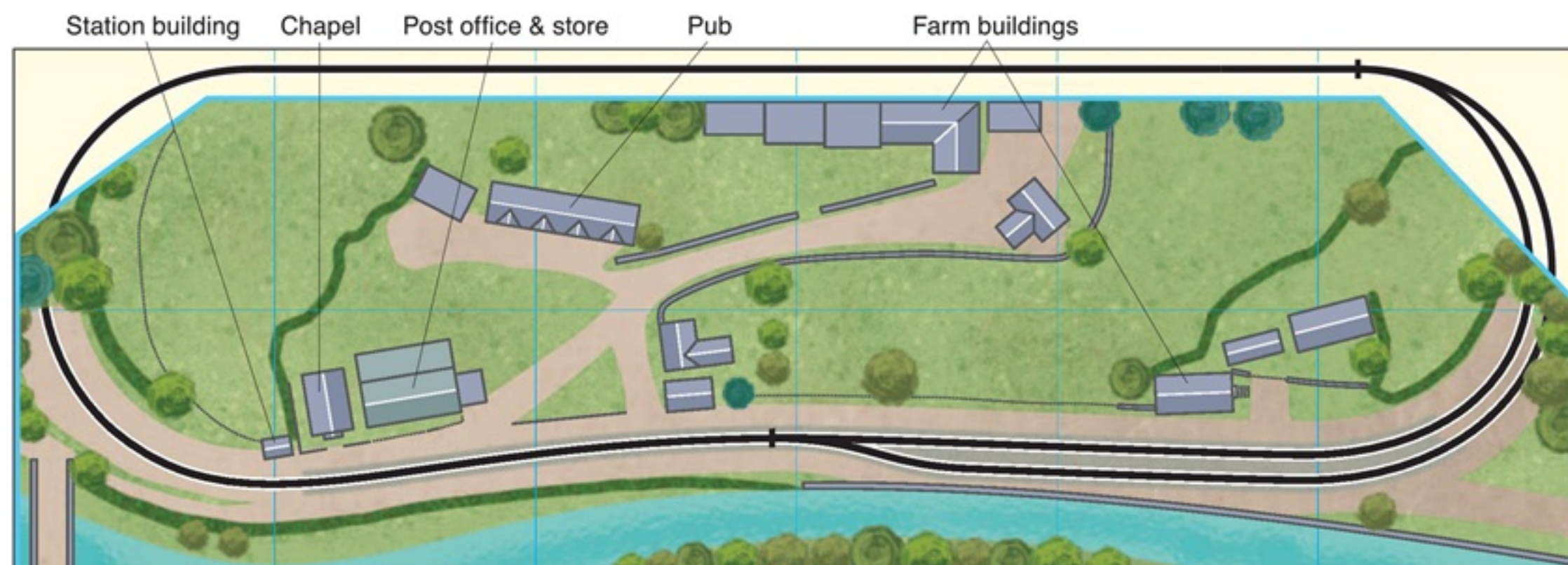
Village scenery

After some persuasion, a fellow modelling friend, Terry Booker, built the buildings for us using a mix of thin card and brick embossed plasticard, with printed paper slate roofs. Edwin Lambert of the GVT Trust kindly supplied us with copies of dozens of archive

prints of the Pontfadog area to work from, with a date c.1905 being set for the model.

The John Milner books on the GVT were studied too, and were also a great source of information for both scenery and rolling stock. Although a very old village, many changes and alterations to the buildings have occurred over the years. The village buildings and some of the rolling stock were

▲ **A Beyer Peacock 0-4-2T and the Baldwin 4-6-0T pass on the loop. The track at the front of the layout is code 40 rail laid on copper-clad sleepers. The track at the rear is re-gauged Peco Z gauge track!**



PONTFADOG

Overall size: 6' x 2'. Each grid square 1ft x 1ft.

The Glyn Valley Tramway – a brief history

The GVT line opened in 1873 as a 2' 4½" gauge horse tramway, connecting the Shropshire Union Canal at Chirk Bank to Glyn Ceiriog, a length of 8¼ miles (13.28 km). Steam traction was introduced in the 1880s together with a route deviation at Pontfaen to connect the GVT to the GWR station at Chirk.

The GVT carried passengers, goods, livestock and mineral traffic from numerous quarries along the line; the mainstay of traffic was from slate and granite quarries, but timber, coal, tar, general provisions, gunpowder, flannel, and live fish (conveyed in milk churns from Pontfaen trout hatchery) were also transported.

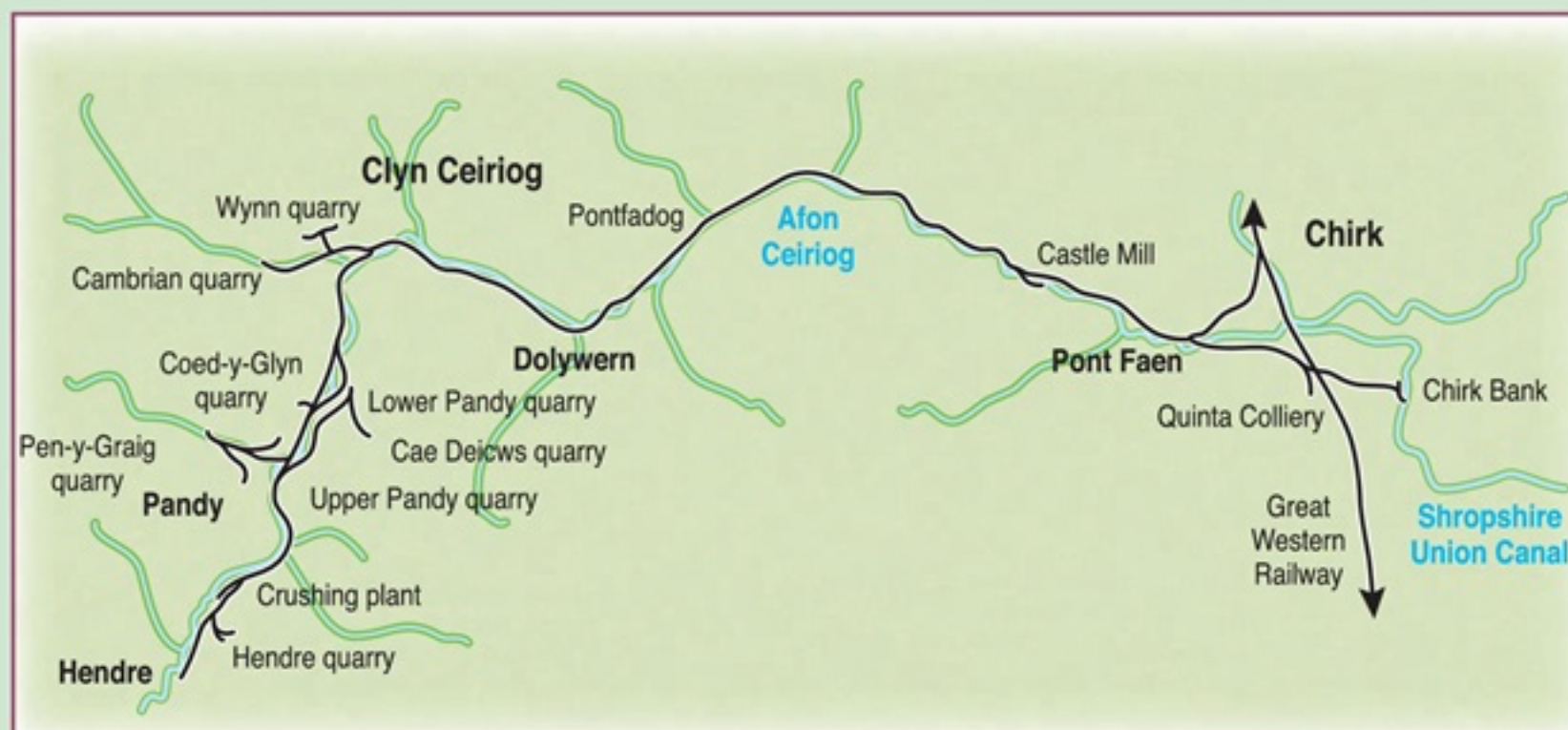
Passenger traffic started in 1874 and peaked in the summer months, but reduced to only a few locals in the winter, with passenger services ceasing in 1933. The line closed completely in 1935.

Two organisations are involved with aspects of the preservation and potential reinstatement of the tramway.

The Glyn Valley Tramway Trust has opened a museum and heritage centre in the former engine shed in Glyn Ceiriog village. Pontfadog waiting room is now preserved by The New Glyn Valley Tramway

and Industrial Heritage Trust. Both sites can be visited at certain times of the year, although current health crisis restrictions may be in force. For further information, visit the respective websites:

www.glynvalleytramwaytrust.co.uk
www.glynvalleytramway.org.uk





the first models to be finished, so they were laid out on a table to judge how much gradient was needed on the hill to make it look realistic and yet still enable the fiddle yard sidings to run beneath. Each building was placed on a foam board 'stool' of varying height depending how far up the hill it was situated (see photo A).

Having decided on these contours, an open frame baseboard (photo B) was constructed from 5mm thick ply; foam board inserts were fitted to mount the buildings. The riverbed was constructed of 3mm thick ply set at about 10mm below the track level

as the Afon Ceiriog is quite shallow in the summer. The remaining open field areas were filled in with our favourite scenic shell material: hessian cloth stretched across the wooden formers, then brush-coated with an epoxy resin mix (best done out of doors). When cured this makes a very lightweight but strong scenic shell ready for the top layers of scenic materials. Attwood Aggregates supplied stone chippings of a prototypical colour and grade for the road surface and riverbed.

Osborns Models supplied 3D printed and laser-cut road vehicles, together with some of

▲ The American Baldwin 4-6-0T was a latecomer to the GVT having been re-gauged from 60cm to the tramway's 2' 4½" track. The loco was supplied from ex-War Department stock following WWI.

the dry-stone walling – this is made from laser-cut foam rubber and can easily be manipulated to follow the required contours. The retaining wall alongside the river was made from Peco plastic mouldings whilst the wall alongside the back lane was made from cardboard. Wooden fencing and gates for the field boundaries were supplied as laser-cut kits by Scale Model Scenery. The figures



are pewter Edwardian characters from the Andrew Stadden range. A couple of second-hand whitmetal kits of horse-drawn carts were also acquired, along with a lot of sheep.

There are still a lot of very old oaks and other deciduous trees scattered along the Ceiriog Valley. These were replicated by following Terry Booker's *Sedum* heads, plasticine and foliage method.

The wrap-around backscene was to be hand painted using the photographs as guidance and, after considering a number of options, Barrie Ratcliffe produced the artwork on the plywood backscenes, which also form the packing crate sides for when the layout is in transit. At the west end you can just see the church opposite the village school, and the Pont Fadog bridge over the Afon Ceiriog joining Wales to England. At the back of the layout are the hills that separate the Ceiriog Valley from the Dee Valley and Llangollen. The east end of the valley continues toward Chirk station, passing to the south of Chirk Castle before climbing up to the GWR Shrewsbury-Chester line.

5mm gauge rolling stock

The Beyer Peacock tram locomotives are modified Peco N-6.5 kits which are on a mix of rebuilt Rokuhan underframes or scratch-built chassis. Although the 1917 built Baldwin wasn't acquired by the GVT until after WWI, it was added to the fleet of locos using a milled down Märklin chassis, under a scratch-built body made from brass and lead.

The four-wheel coaches are mostly modified N Brass kits with a few variations to make the clerestory-roof example and the ex-horse drawn coaches. Open wagons are cast in resin by Smallbrook Studio, from a 3D print pattern that I made using a CAD file created from drawings in the Milner book. There are also some slate wagons made from

3D prints and some flat wagons made from modified N Brass kits. The four-ton open wagons are available R-T-R or as kits through Purbeck Works.

Some of the GVT wagon fleet dated from the horse-drawn days and some were purchased after the introduction of steam traction on the tramway. Bolster wagons for timber haulage and tar wagons for the tarmac works were used in the later days of the line, plus two box vans for general goods. One of the latter has been modelled using a County Models 3D printed body.

There were also two brake vans which have yet to be built for the layout.

Wheelsets were modified from Full Throttle Z gauge axles to suit the 5mm gauge by re-shouldering the axles. These run in N Brass pinpoint axle cups soldered or glued into the underframes, which are mainly modified etched N Brass frets, or 3D printed underframes.

5mm gauge track

Track was made up using two methods: the visible section using 2mm society code 40 flat bottom rail soldered to PCB sleepers. The non-visible section in the tunnels and fiddle sidings was made by cutting and splicing Peco Z gauge flexi-track with code 60 rail, using a PCB sleeper every 4th sleeper to keep the gauge. Points were built up from code 40 rail soldered to PCB sleepers with the fiddle yard points being manually switched.

The point at the front is changed by an electric point motor. Power is supplied by a MFA/Como PWM (pulse width modulation) controller supplied from a 6V dc PSU, mounted in an old mustard tin as shown in the photo above right.

Directional control and LED indicators were added to show 'power on' and 'direction'.



Display and support

Work started on the concept and planning of *Pontfadog* in February 2019 and by May 2019 it had its first showing at the Bala exhibition. Since then, we have added legs to support the layout, a pelmet with mood lighting and a folding information sign with integral shelf for a controller, switch panel and cups of tea.

Lighting is also being installed inside the buildings so a night scene can be depicted after we have fitted a cover cloth to the top of the layout.

The initial aim of the layout was that it had to be compact, light and easy to set-up. Four bolts with wing nuts and four pins are all that is needed to assemble the layout at an exhibition, with a heavy reliance on Velcro for holding parts in their stowed position and attaching the drop cloths. The three legs are cut from plywood and fold flat for transportation, with an integral storage shelf on the centre leg. This has enabled us to have a set-up time of less than 15 minutes from arrival in the exhibition hall, although naturally, we are awaiting the time when exhibitions can take place again.

The village street climbs towards the backscene, the height of which was calculated to cover the storage sidings that sit below. The buildings are all the work of Terry Booker and are built from thin card and embossed plasticard, with paper slate roofs.



N gauge housed in a 300 year-old stone shed

Coneysthorpe

NICK AND KASHA HAMILTON created this action-packed N gauge layout after an inspirational trip to the York exhibition, with a little subtle trickery to kick it off.

Photography by the author

An overall view of Coneysthorpe station. You can see how small the central operating well is.





I spotted the sign by the side of the highway: York Model Railway Show next exit. A twinge of nostalgia ran through me. We had moved to Ryedale near Pickering three years before and my fingers had been getting itchy. My better half, Kasha, knew this and had invited me on a shopping trip, and unknown to me, had been deviously planning this day for weeks.

It actually began 50 years ago when my late father donated his Hornby Dublo *Cardiff Castle* locomotive, bought me a pair of Tri-ang Pullmans for Christmas, and built me a very traditional 8' x 4' chipboard baseboard for the corner of my bedroom. To this day I can still hear the racket of the die-cast locomotive flanges on granite ballast!

We took the next exit off the highway.

▲ The Fairburn 2-6-4T in CR blue livery draws into the small station on the outer circuit.

I was genuinely shocked to find so many cars in the huge car park – surely there must be another event on? I thought.

It was really heart-warming to find thousands of folk of all genders and ages packed into the huge, bright venue, and even more so to find my wife peering intently at a small N gauge industrial diorama, and asking: "Can *we* make one of these?"

Truly, music to my ears.

Design & location

We love the North Yorkshire limestone, and this and the numerous small seaside harbours and towns in the area greatly

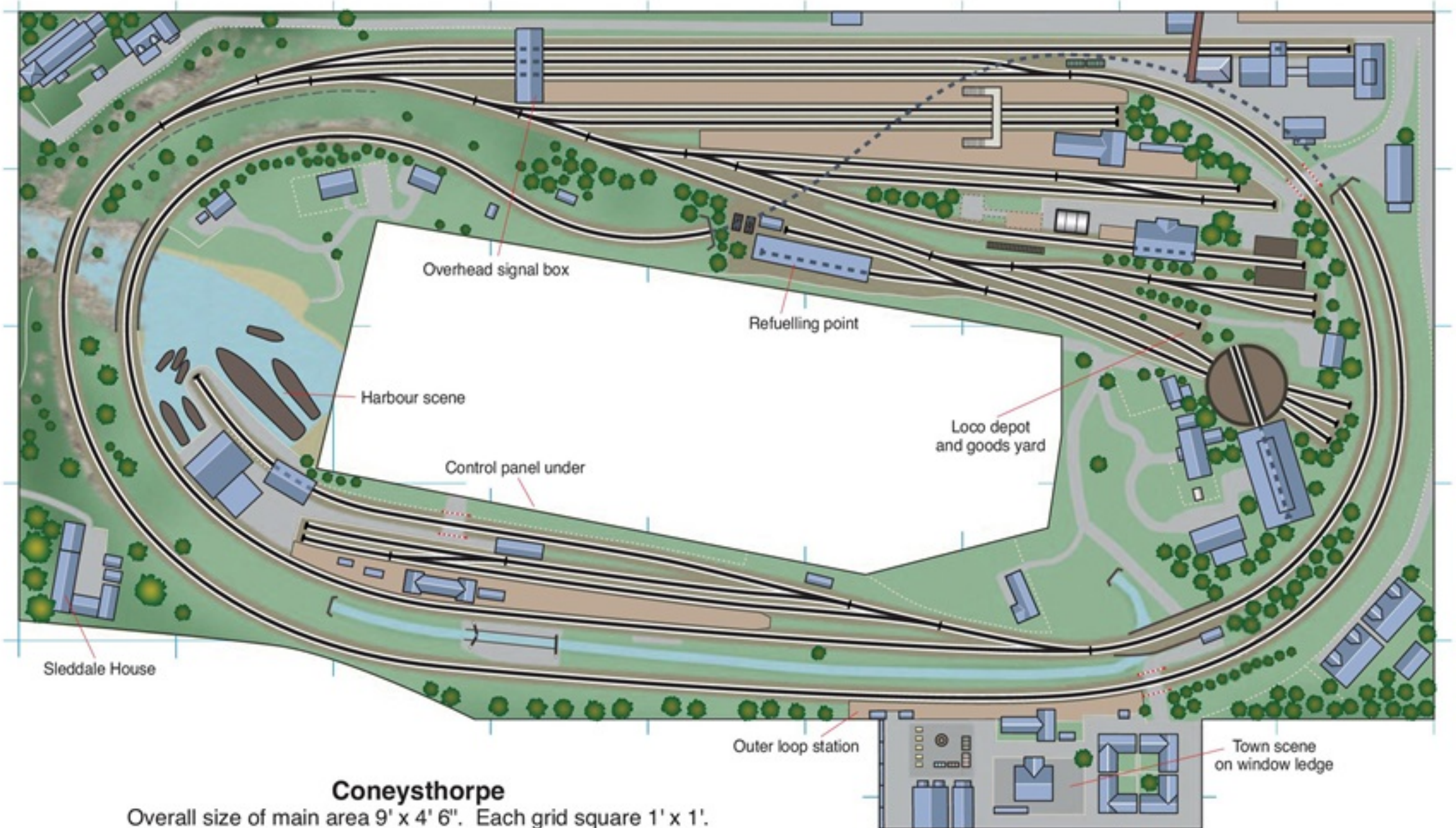
influenced our choice of colours and design. We used our frequent road trips to gather photographs for reference.

The backscene, which was simply framed plywood, was primed then painted with oils – I like to hide the inevitable transition between the 3D model and background, using graduated colours and the careful placement of walls, trees and buildings.

I also made sure all the foreground leading edges were as tidy as possible and chose a sage green to try to minimise the jarring cutaway.

Baseboards

We chose our 300-year-old, but dry, stone garden shed as a home for the layout, it had been well restored and re-roofed some years





▲ **Deltic D9007 Pinza takes fuel. The fuel area is scratch-built from various materials.**

earlier. The boards were built using an open frame construction with 38mm x 63mm CLS timber which was very inexpensive and strong. The 9' x 4' 6" space was divided onto four board sections, all laid on a frame running all round the shed walls. This gave an immensely strong structure that you can sit on and did away with the need for supporting legs. The track-bed is mostly 18mm ply cut just wide enough to accommodate the track and ballast.

Carefully laid curves

I dislike sudden steep slopes and tight sudden curves, so as soon as the rails leave the station they start to descend and ascend to allow for the folded figure of eight design,

▼ **Britannia Class No.70025 Western Star crosses the arches with a train of BR Mk.I coaching stock.**



all at a gradient of less than 1 in 200. Likewise, all the curves are more elliptical than perfectly round, with a minimum radius of 45cm (9").

The track was laid onto Woodland Scenics Trackbed to reduce any noise, although I'm not sure how much of a difference it made once the same supplier's extra fine ballast had been laid and secured firmly with diluted PVA.

Both of the larger stations have the capacity for decent length trains and feature run-round loops, giving options for shunting. However, I found that process rather fiddly in N gauge; therefore as we both prefer to watch trains running, the stock tends to be coupled in fixed rakes. We agonised over incorporating a fiddle yard, but as the space was quite small it was decided to simply include sufficient sidings to hold nine or more fixed composition trains, with an engine shed and diesel depot providing space for a further 10 engines.

At least for now, the wiring is simple 12V dc;

the H&M and Gaugemaster controllers that I own work perfectly in this respect.

A time of change

Our chosen era is the 1960s, that popular period that allows both steam and diesel to be run side-by-side. The 'heritage' station, seen by the harbour, allows a variety of older liveried stock to be run. The busy main stations are kept fairly clean and reasonably organised, but the old engine shed, and maintenance area can be said to have fallen into disrepair and are strewn with various rusting objects, rotting timbers and are generally becoming reclaimed by nature.

Scenery

The baseboard's open frame construction allows for more scope with scenery levels: from harbours and canals, to cliffs and waterfalls. We fitted contoured scrap ply on its edge, covered it with a fine silver mesh and coated this with basic filling plaster. This was painted various earth colours and treated with suitable scatter materials and flock. The cliffs were a combination of plaster casts from Woodland Scenics rubber moulds and plaster sculpted with various small palette knives. For the long, arched wall along the back of the main station I made a master mould in latex using an old tunnel mouth and some textured plastic sheet, then replicated 70-80 more sections, again using filling plaster.

At the very start of our three-year journey, while the framing was installed, my wife and I discovered a real love of building Metcalfe kits. I would follow her cutting and selection of pieces with a fine paintbrush loaded with the appropriate water colour. We soon learned that if you paint all the white card edges the final result was much improved. The addition of some light weathering to the roof and walls, adding window boxes and perhaps some scatter to represent climbers

This backdrop to the small station is built on a section of the baseboard that sits within the window opening, hence the greater depth.

made them more individual. We were chuffed when Metcalfe Models asked to use some of our photos for the company's online promotion.

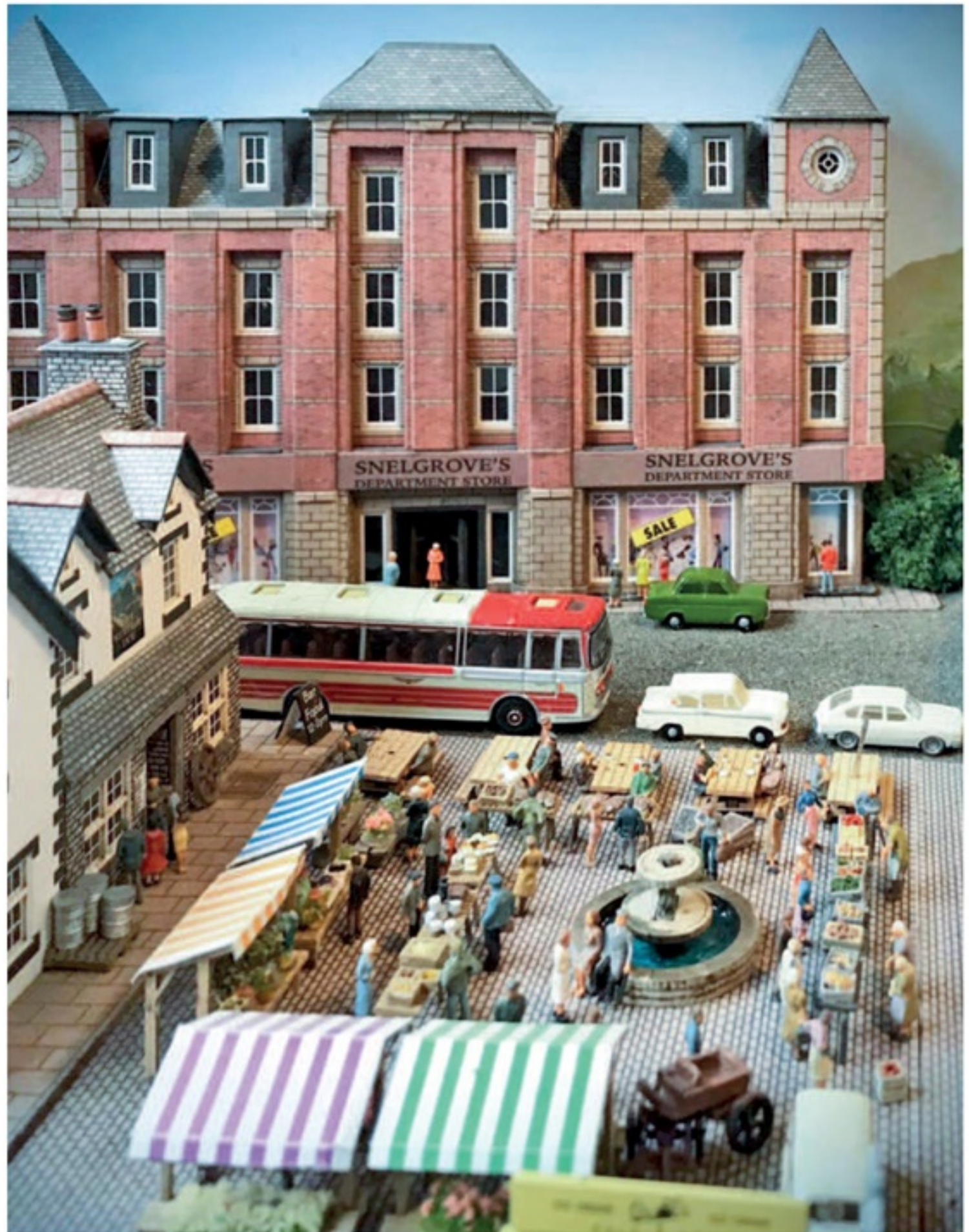
The trees were formed using the twisted wire method, coating this foundation with latex and painting with a mixture of acrylics and filler to give a convincing texture. These were then given a treatment of spray adhesive and scatter. For the ground covering we used the static grass – a joyous discovery, but we were rather shocked at the price of the pre-painted figures and went for the large packs of unpainted items from China, mixed with those from Preiser.

Scratch-built structures

The diesel refuelling depot was kit-bashed from a scrap roof and some leftover Metcalfe printed paving. The fuel pipes were formed from solder, which is very malleable, and the corrugated iron fencing was made from silver foil wrapped around the ribbed top of an instant coffee jar, carefully glued to a thin plastic sheet and painted. Other scratch-built items include a WH Smith platform kiosk, an overhead signal box with interior fittings, various rustic sheds, and yard cranes.

The model that has given us the most satisfaction is the small country house based on Sleddale Hall at Crow Crag – the atmospheric house used in the cult film *Withnail and I*. Building the model was a true labour of love; the roof was created from individual strips of tile paper and the crumbling stucco was recreated with filler and very finely sieved chinchilla grit.

The harbour was constructed with layered scrap chipboard, cut to the approximate shape, and then coated with between four



▲ The scratchbuilt model structure based on Sleddale Hall at Cow Crag near Shap, Cumbria.

The Smith's kiosk is a well-observed scratch-built item. Note the coin for size comparison.

and five layers of filler, then sanded down to the final shape. Plastic embossed sheet was used for the walls and the plaster on the top was scribed with a scalpel to represent the well-worn and often repaired concrete surface. I used Milliput to create the usual clutter and goods: from the grain sacks to the lobster creels. Plastic tube provided the various sizes of stacked pipes and the smaller boats are resin kits.

The two larger vessels were another labour of love. The

schooner started off as a really poor imported wooden kit from the Far East. Everything above the deck was rejected and replaced to reproduce a diesel-converted vessel using various materials including shellac-coated sanded paintbrush handles for masts, a cabin from plastic sheet and even reimagined parts from an early digital camera! The fishing boat was a converted sailing ship from Heller, rebuilt using the same methods. The water in the harbour was sculpted filler, painted with acrylics and given at least 10 coats of clear gloss varnish.





◀ The harbour scene with shipping is a major feature of the layout. The craft were formed from carefully upgraded and detailed kits and resin items.

We added some of the beautifully made Dapol teak effect coaches, and some Farish Pullmans, to be hauled by a maroon Western. My lovely wife bought the Farish Deltic last Christmas, the Farish 3MT and stunning Caledonian blue-liveried Fairburn 2-6-4T complete the line-up at the time of writing.

We had planned a lot of stock purchasing earlier this year, as the track and scenery was largely complete, but as a musician I suddenly found myself locked down – that plus our new baby changed the plan radically!

One can still dream, and I have designs on at least one Union Mills item, a few age-appropriate diesels, and in memory of my father, a GWR Castle.

The harbour end of the layout showing the flowing curves of the main lines to good effect. Sleddale House, as mentioned on the previous page can be seen *in situ* in the lower left corner of the image.



Locomotives and rolling stock

We found a large job lot of stock to get us started, and although the locos were largely beyond repair, some of the wagons and coaches were in good order and were

updated with weathering (sponged and brushed acrylics followed by application of weathering powders). We added steel wheels, which greatly improved reliability and of course deliver a glorious sound.



A Tommy in 2FS

ALAN WHITEHOUSE creates the prototype EM1 1600V dc electric locomotive using a 3D printed bodysell from C-MAC via Shapeways and a Brawa N Scale chassis. Although built to 2mm finescale standards, the parts are equally suitable for British N gauge.

Photography by the author or as credited



▲ The finished model in original British Railways black livery with early BR emblem. Photo: Steve Flint

The EM1/Class 76 locomotives had their genesis back in the 1930s. The design is often attributed to Sir Nigel Gresley, the LNER's CME, but when you start digging it becomes clear that while the great man's name appeared on the general arrangement drawings, the real work was done elsewhere.

In fact, the class was closely based on a small fleet of Bo-Bo electric engines built for a gold mine railway in South Africa. Gresley is known to have visited the line to see the locos for himself. He apparently came back impressed because, along with the start of electrification work on the Manchester, Sheffield & Wath lines, design work began on a similar locomotive.

The result was a boxy-looking Bo-Bo completed in 1941 and numbered 6701. By this time the Second World War had brought a halt to the electrification work and 6701 saw nothing more than trials on the Manchester South Junction and Altrincham Railway. It was also hauled by a steam loco up and down the East Coast Main Line on riding trials.

When the war ended 6701 was loaned to Dutch state railways which had an extensive network of lines electrified on 1500v DC. The Dutch were desperately short of engines and this was a chance to try out 6701 for real. The full story is too long to repeat here but the loco returned home in 1952 and its unofficial name of *Tommy* bestowed by Dutch railwaymen, was formally recognised in a naming ceremony at Marylebone.

Renumbered 26000 and with spanking new nameplates which included a plaque explaining the origins of the name, *Tommy* began work on the first stage of the MSW electrification project, working on test trains and haul-

ing coal from Wath to Dunford Bridge.

The loco remained unique on the system. The 57 production run EM1s had many differences – to cab design, ventilation grille layout and bogies to name but three areas. It was withdrawn in 1970, shortly after passenger services over the Woodhead route were axed.

It is no secret that I have a mild obsession with the MSW system and its locomotives (See RM August 2010 – *The Woodhead line in full circle*). To date that has expressed itself in BR Blue, but I have become increasingly interested in the possibilities of a steam/electric layout: The EM1s ran alongside steam locos for well over a decade and I think the electric locos looked better in the original BR black livery than in any other.

The trigger came with news that the 3D printing concern Shapeways was listing bodysells

and bogies for 26000. Created by C-MAC Models, they are available in a high grade plastic.

Uncertainty

Like many others, I have heard mixed reports of the quality of 3D printed products and I wanted to see if it would be possible to build something that would stand alongside my existing fleet of resin-bodied locos.

Upon opening the box, I was immediately struck by the idea that work would be needed to cover up the print marks, where layers of plastic have been laid one on another. There were also some curious upward curved marks around some of the window apertures, almost as though a stylus of some kind had left a telltale mark behind as it

moved. On the advice of Alex Duckworth, who has more experience than I of working with 3D prints, I scrubbed both bodysell and bogies with an old toothbrush in a bath of white spirit to clean off all residues. Then it was time for a bit of modification work.

Initial cleaning up

The bodysell comes with handrails printed on. I prefer wire handrails so, loading up the scalpel with a fresh blade I very cautiously began to carve them off. They came away cleanly and easily leaving only a 'shadow' mark behind. The print also comes with the vacuum pipes – but not the hoses – printed onto the cab fronts. A nice idea in theory but it does not really work in practice because it is always going to be far easier to simply drill a hole and fit your own. In

▼ The real *Tommy* in the later BR green livery seen at Sheffield Victoria on a special working on 19 September 1964. Photo: Railphotoprints.co.uk



addition, the pipe was offset to the wrong side of the body centreline at one end!

A nameplate was also printed on one side of the body – not to the correct shape – but not on the other. Not a problem for a loco which was to have etched plates fitted anyway, but a pain to remove if you want an unnamed loco. This error seems to have been perpetuated with the C-MAC production run EMIs. But, given that each shell is printed to order, it ought to be possible to correct using the software package which was used to create it. Given that – apart from *Tommy* – the locos carried names for less than half their working lives, and most of the 57 were never named at all: this is something that potential purchasers will want to check.

These niggles aside, the print seems to capture the 'feel' of the loco well and compared favourably with the drawings I had to hand, as in photo 1. Although they could be described as 'boxy', the EMIs had many subtle and complex curves and this print captures them well.

My only other criticism would be that the area immediately above the bodyside windows did not seem to have rendered very well. This became obvious much later in the build when I was applying the lining.

But onward and upward. A coat of a primer/levelling agent called 'Mr Surfacer' applied with

each surface laid horizontally began the job of eliminating the 'ridge and furrow' effect of the 3D printing.

The shell was left to dry for at least 24 hours and then gently sanded with very fine grade wet and dry paper. More 'Mr Surfacer' followed and more sanding. When I felt I had achieved a perfectly smooth bodyshell, a light coat of conventional grey primer was applied (see photo 2). This of course tends to show up all the blemishes!

Adding the finer parts

At this stage detailing work began with handrails bent up using nickel-silver wire from N Brass Locos and etched stanchions from the 2mm Scale Association shop. These are so much finer than the old turned handrail knobs. Other details such as air horns and vac pipes followed. Insulators and cabling on the roof were a mix of cut down OLE insulators from Somerfeldt and more wire.

Pantographs came from the Brawa donor loco and were carved about a bit, particularly around the base, to try to replicate the light framework that the real things sat on. This involved cutting away most of the solid base, and mounting them in four holes drilled into the roof rather than just screwing them into one central hole. They are over scale, but it is a choice of these or Kato ones which always look rather



▲ The detail parts being added, note that this shows the opposite side of the locomotive which sports a window and grille in each side panel.



▲ Each bogie framework (shown upright and inverted) comes as a one piece 3D print, complete with buffer beam. The mounting plate is not required for this conversion and was removed.

under scale to me (see photo 3)

The cab front handrails were left off and sprayed matt white to be added later and the remaining body was sprayed semi-gloss black using a Tamiya rattle can. Bogies were finished in the same range's Nato Black.

Chassis

The whole ensemble rides on a heavily modified Brawa N gauge chassis intended for a 1930s design of German state railways electric locomotive. The EMIs have always been tricky to model because of the long bogie wheelbase and the short bogie centres.

If you look at a picture of the real thing you will see that the axles are spaced almost equidistantly under the body. There are few models with the same characteristics, but the Brawa chassis is correct to within a millimetre or so, although it needs heavy

modification. Stripped down to the basic metal block, 0.5mm was taken off each side on a milling machine to give an interference fit with the bodyshell.

I was lucky to have access and supervision to use a machine, but the same job could be done with a half-decent file, though taking a little longer.

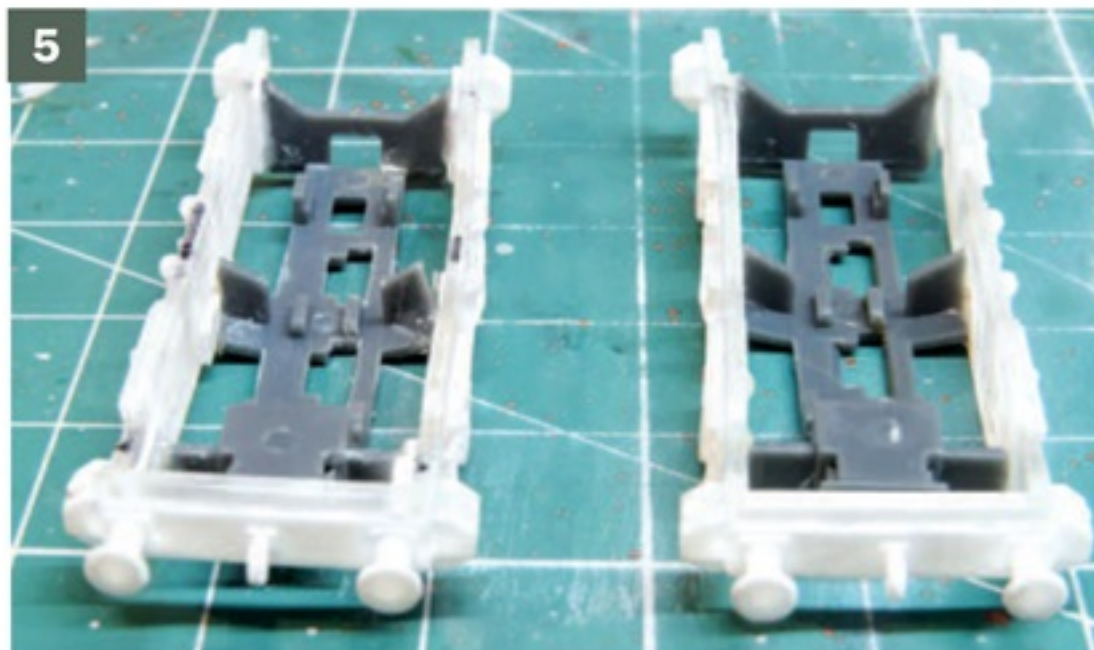
The donor loco bogies have their cosmetic sideframes cut off using a Stanley knife and the replacement 3D printed sides (see photo 4), each of which comes as a one-piece unit complete with the bufferbeam, buffers and draw hook, are glued onto the donor bogie baseplates using two-part epoxy. I deliberately cut the support arms of the bogies shorter than they need to be as it is difficult to get an accurate cut – and then packed out the joints with microstrip to get a square finish. (see photo 5)



▲ As supplied the 3D print shows the strata lines of the layered printing process. These were smoothed off during the build process.



▲ In grey primer and following several passes with some fine emery paper, the print lines are invisible.



▲ The new bogie sideframes were fixed to the plastic baseplates from the donor chassis, fillets of thin plasticard making up the correct spacing.

Wheels

If you model in N gauge the wheels can be left untouched. For a 2FS model, I took 2mm Scale Association spoked tender wheels and turned down the stub axles to make them a replacement fit for the Brawa wheels. Like 2mm finescale ones, the Brawa ones are on stub axles which plug into plastic 'muffs' that also incorporate the gear-wheel, so replacing them is not as difficult as it might be (see photo 6).

With bogies, motor and other bits and pieces back in place the chassis was tested. I hard-wired in a Lenz DCC decoder and added wiring and LEDs for directional lighting. The cab interior mouldings from the Brawa loco were cut down until they would fit the *Tommy* bodyside to eliminate light bleeding from the LEDs.

Mating body and chassis

Those white front handrails were re-united with the body, taking care not to scratch the paint.

The EMIs were given single red lining around each of the five panels that made up the bodyside, around the outline of the cab sides and across the cab front. A stripe of mixed-traffic lining ran along the bottom edge of the body.

Tommy differed slightly in that there was no cabside lining, but the cab front panel wrapped around the cabsides instead. I have never used a bow pen and could not find anyone interested in making custom sets of lining, so I bought two packs of ModelMaster red lining, which includes a lot of right angles, and began chopping them to length and sliding them into place.

In a nod to what's left of my sanity I decided not to bother lining the sandboxes at the corner of each bogie. Getting the lining in the right place between the top of the bodyside windows and cantrail was challenging enough!

Fox Transfers mixed traffic lining (already in stock) finished the job. The whole thing used gallons of Decosol and Decofix not least because the lower edge of the bodyside has a fishbelly shape which the lining stripe has to follow. (see photo 7)

Tommy was the only named loco in the fleet at this time and had a small BR crest on a square plaque on the bodyside with the



▲ The donor chassis, in this case a Brawa model of a German Class E44 electric locomotive.



▲ A most delicate task was applying the fine red lining. Cabside windows, absent on *Tommy*, were fitted to all the production Class 76s.

nameplates sitting immediately below. They wandered up and down the bodyside a bit over the years so you need a good photograph showing the loco at the time you want to model it. The nameplates themselves are by 247 Developments and very fine they are too.

With all else complete, marker lights were drilled out to allow a Class 1 (express passenger) to show at one end and Class 9 (unbraked mineral train) at the other, with lengths of 0.5mm fibre

optic tube running back to the LED at each end. All marker light centres were painted white and everything sealed with several light coats of Tamiya flat clear spray (see photo 8).

Adding the glazing was the nightmare you can imagine: cutting and filing tiny fragments of clear styrene to fit each aperture.

The keen-eyed will have spotted the lack of couplings. It will be a choice between fitting Microtrains knuckles or a simple piece of phosphor bronze wire

Again in the later livery, *Tommy* is added to pilot another special hauled by B1 4-6-0 No.61360 at Wombwell Main on 27 June 1964. Photo Mike Morant.



▲ A close up of the cab showing the electric lamps which replicated the conventional train headcode discs widely used at that time.

projecting out from the buffer-beam then bending vertically down, creating a 'post' which the knuckle couplers on the stock can grab. This is unobtrusive but does, of course, mean that you cannot couple two locos together: the especially keen-eyed will see the hole already drilled in the bufferbeam...

In conclusion

Worth the effort? I think so.

3D printing is no magic bullet. I found the bodyside needed a fair amount of work to achieve the effect I was after. But it has allowed the designer to capture the basic shape of the locomotive and fine details, such as the ventilation grilles, came out well.

Maybe it's time to start on that black EM2 I've always promised myself...

Talking Points

Topical issues from the world of model railways

Warley's 'virtual' event – enjoyed by thousands!

With the NEC show cancelled, the Warley Club went online last year with a 'virtual' event over the weekend of 28 and 29 November 2020. If you missed it... don't worry it's available on catch up!

Did you get the chance to visit the Warley virtual event before Christmas? It seems that many enthusiasts did, clocking up tens of thousands of views of the various video sessions streamed over the weekend, all of which are still available to watch on the YouTube channels of all the various contributors.

To keep the spirit of the biggest model railway show in the UK alive during the health crisis, the Warley Model Railway Club plunged itself into broadcasting to the nation via the internet.

Show sponsors, regular retail traders, club supporters and lots of individuals were approached to produce pre-recorded content for streaming at scheduled times across the weekend.

The response was tremendous and the timed slots were very quickly filled with lots of promised content. It was a really big challenge for the membership who, although very experienced at putting together real exhibitions, were about to enter uncharted territory, as indeed Paul Jones alludes to in his message below.



▲ Left: the Warley YouTube video page showing many of the thumbnail links and right: the Peco Autumn Watch product update video link.

Live links

The plan was to have live streamed sessions in between each of the recorded sessions and several individuals with experience of the intricacies and nuances of streaming platforms such as YouTube and

A message from Paul Jones Warley Model Railway Club Chairman

When it became obvious that the 2020 Warley National Model Railway Exhibition would be postponed, it was felt that Warley MRC should organise an event to engage both members of the Club and visitors who would in normal circumstances be very involved in the annual show. The proposal had the full support of all of the exhibition sponsors.

We concluded that we could not simply transfer the 2020 exhibition to a virtual world, but instead we would organise a 'virtual weekend' to show the work of the Club and its members, the benefits of Club life, and to look forward to what hopefully will be a return to the NEC in November 2021.

We were conscious that we were a group of enthusiastic Club members, with limited skills, time and financial resources, without the back up of corporate IT and marketing departments.

Our idea was to post a series of videos onto our YouTube and Facebook social media channels, so that those interested could view either over the weekend or subsequently, interspersed with 'live' links from the Clubroom in accordance with the then coronavirus guidance.

Unfortunately, the second lockdown meant that this was not possible, and the 'live' content had to put together from members' homes which gave rise to some technical issues. The lockdown also resulted in changes to the content and created difficulties in the filming of the intended videos which meant that it became very difficult to publicise the timings of the videos in advance, which we



had intended. Andrew Hudson, who acted as coordinator, was still filming content the day before the event!

A first endeavour

This was a first venture for us into the virtual event world and we have learnt a lot. The biggest problem seems to have been viewers obtaining access to the video presentations during the weekend, not helped by difficulties with links on our web site. Should we ever repeat the exercise other issues that came to light will need to be addressed. All the videos are still accessible on our

YouTube channel.

Was it a success? Many Club members became involved in providing content and in the technical presentation of the weekend. We were able to showcase the work of Club members, together with a couple of our local model railway clubs.

Success

We have been frankly amazed at the positive feedback from viewers, which has been very supportive, with many viewers clearly enjoying something that was different to other virtual events.

I understand that there were in excess of 20,000 unique viewers, from literally all parts of the world. Our enthusiastic club members created something enjoyed by many fellow enthusiasts so the 'virtual event' can be considered to have met its objectives. We are pleased to declare it a resounding success.

Facebook were drafted in as 'announcers' including our very own Callum Willcox.

This approach was radically different from the methods used by the Gauge O Guild, as reported in Talking Points last month, when its event took place at the end of October. The Guild used a web page as a virtual 'hall' on which the various sessions and times were listed. Live sessions were kept to a minimum and visitors simply clicked on the pre-recorded programme thumbnail links at the scheduled time.

Keeping up

The live intros concept for the Warley virtual event was planned to enable interactive opportunities for 'visitors' to join in with the chat. But, It also required that visitors be up to speed with the quirks of the streaming apps, and getting the viewing priority settings right on their devices (phones, tablets, etc) – in effect that meant having all the right boxes ticked in all the right order to get the app to deliver the content you wanted. But even then, many readers have commented on their inability to stay tuned to the live sessions, or even link to them in the first place.

YouTube URL links have to be generated at the start of the live session and there is a processing time lag between that action, and the propagation of those links across the internet. Hence many users couldn't synchronise with the streams as they were created, whilst others could.

Great content

Despite difficulties with navigation, the created content was superb and most of it is all still available to view via YouTube. All the sponsors contributed videos about their activities and products and the Warley Club made numerous films including a great 'Old friends chatting' video between Pete Waterman and Warley Club member John Seward. It was all very moving, for only a few days after the recording session John was taken ill and passed away just prior to the event.

See it all now

Now, YouTube is not the most user-friendly of websites, it pushes you towards content you may not want to watch, and navigation can be difficult if you don't have the exact channel name or URL link. Without those vital links, start by visiting www.youtube.com and use the YouTube search box to look for the channel (you may have to try various combinations of words). Once you arrive at the channel's 'home page' however, click on the 'VIDEOS' link in the menu bar and all the films appear as thumbnail links on the screen. There is a sort by option which is probably best set to 'Date Added (newest)' to see a listing of the most recent productions (see panel right).

Model railway related YouTube channels

Warley Model Railway Club:

www.youtube.com/c/WarleyModelRailwayClub

Peco TV and RAILWAY MODELLER:

www.youtube.com/c/PECOrailwaymodeller/videos

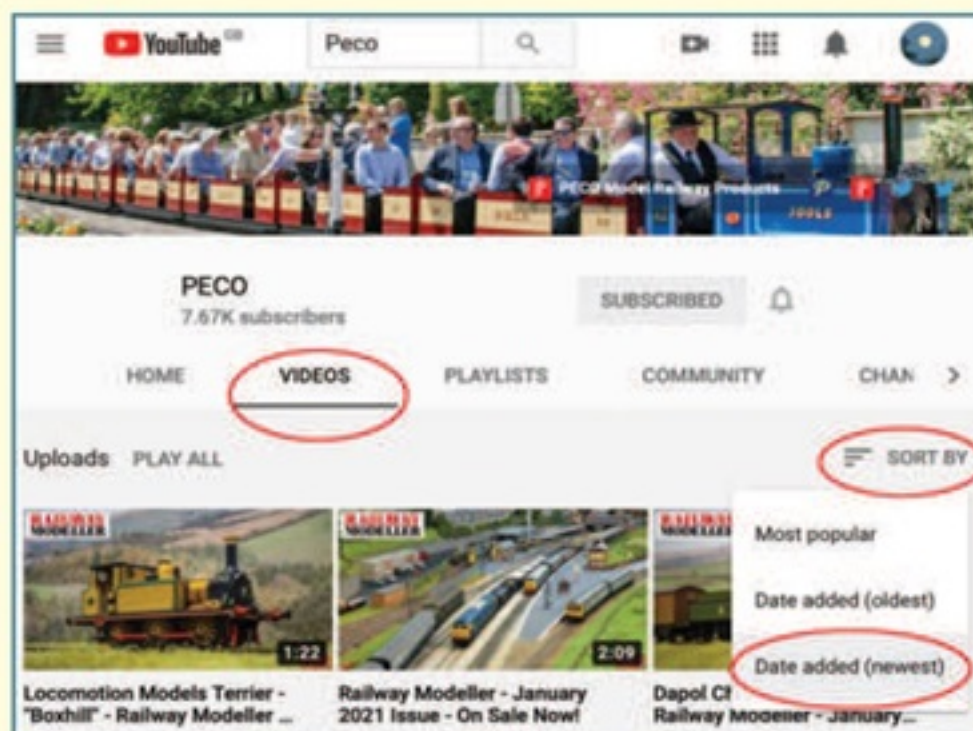
Hornby Hobbies:

www.youtube.com/c/HornbyModelRailways/videos

Bachmann Branchline:

www.youtube.com/c/BachmannEuropeChannel/videos

There are literally hundreds of model railway related channels on YouTube. To find them go to the www.youtube.com home page and enter some search words in the YouTube search box. Keep trying if you can't locate what you are looking for in the first instance. When you find the channel, remember to click on the 'Videos' link in the YouTube menu bar and set the sort option to Date added (newest) - see below:



All of the Warley 2020 virtual event is out there! So if you haven't already visited, take a look from the safety and comfort of your favourite armchair.

The Warley Photo Plank Competition

One initiative to help promote the virtual event to a younger audience was the 'Photo plank' competition. A photo plank is the colloquial name given to a small cameo set containing a length or lengths of track and some scenery on which items of rolling stock or locomotives can be posed for photographic purposes. Two categories were provide – one for under 11 years and one for 11 to 18 years.

Entries were judged by Kathy Millatt and Steve Flint, reprising their roles as judges from *The Great Model Railway Challenge*, and the winning entries were declared on the Sunday at the end of the two-day event.

Winners have since been notified by email: their first place entries are illustrated here.



**Winner
under
11 years**



**Winner
11-18
years**



MICRO MARVELS

THE SMALL LAYOUT GALLERY

A Bodge Engineers Ltd

As an aside to his permanent OO gauge garage-loft layout Langdon Beck **PETER OSBORNE** tackles unusual challenges in different scales and gauges. Here's another gem from his workshop in O gauge that is surely not deserving of its title?

Photography by the author



The idea for this layout came from an exhibition at which I presented *A Box & Co. (Very) Ltd* (Can you believe it? in the September 2017 issue). The interest from both the general public and modellers alike was especially gratifying and many wanted to see how all the animations worked by looking round the back of the layout. The success of *A Box & Co. (Very) Ltd* led me to design this first serious foray into O gauge.

The scenario is meant to depict a busy and untidy engineering company's yard, all crammed between a rather motley collection

of apposite buildings.

The layout is presented with a view to as much of the workings being as visible as possible from the rear of the layout.

Hence the fiddle yard sides are packed with batteries, electrics and the back of the end-mounted built-in control panel.

In fact only the point servo, its associated rectifier and control board; the uncoupling electro-magnets and the turntable mechanism are necessarily positioned and hidden from view beneath the baseboard.

Being portable, the layout had to be as

▲ An overview of the scene with a case of components being loaded by the crane, which is powered in all three directions by DC motors.

small and light as practicable and yet provide both operational and visual interest.

Overall size

It is mainly built from 15mm x 15mm timber and 3mm plywood. The buildings are built from either foam-board or laser cut MDF. The overall dimensions are 1400mm long, 560mm deep and 450mm high. The rather odd set of



▲ The layout is fully enclosed and lit in this theatre-like box.

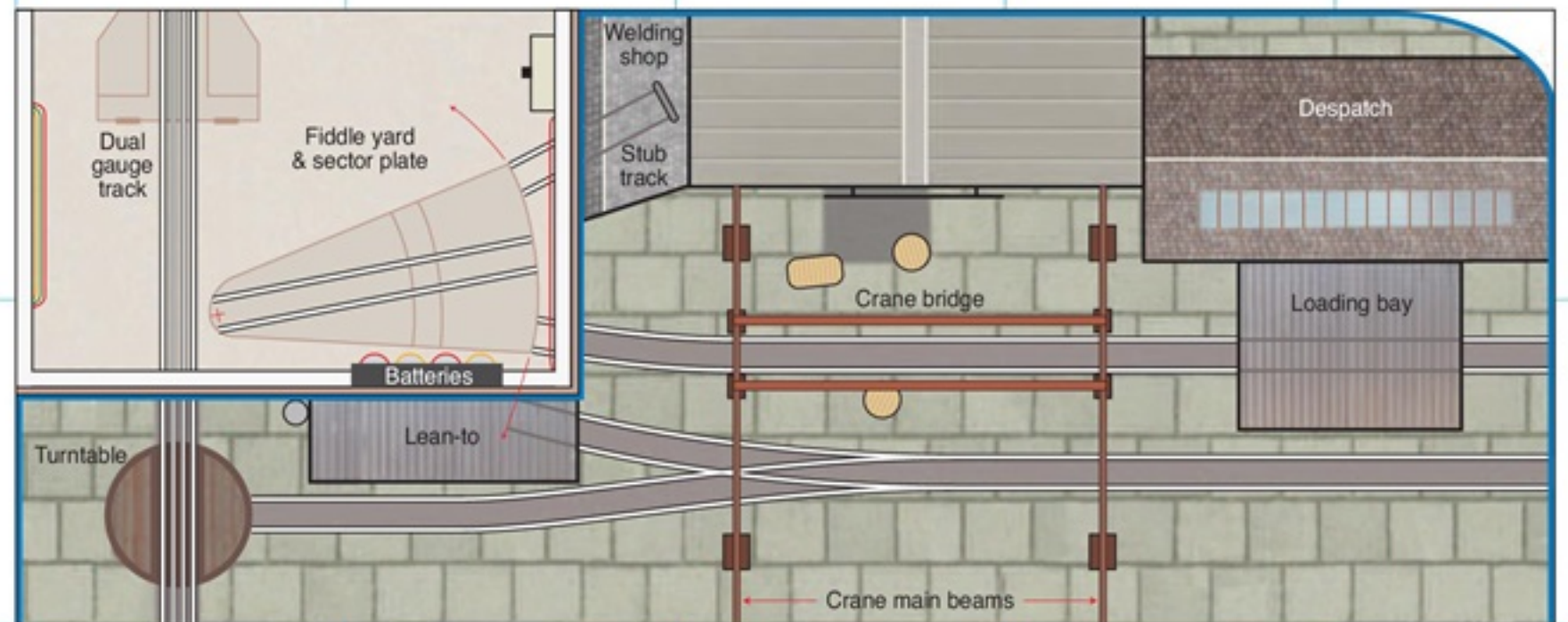


▲ A view of the 'box' from the underside showing the timber and plywood construction.

dimensions arose from firstly constructing the crane and turntable/door modules and setting the whole thing out on lining paper on the dining room table in order to determine the practical minimum size.

Animated accessories

The central feature is the fully working overhead crane which can load and unload wagons with various 'coffee stirrer' packing cases. There is a roller shutter door powered by a small motor; the turntable is powered by a motor rescued from the indignity of driving an electric toothbrush and the two sliding doors are manually operated from the fiddle yard. A length of dual gauge track features a scratch built electric trolley on a diminutive Tomytec chassis (Dundas) which draws wagons off the turntable to the fiddle yard. A sector plate accesses the 'main line', loading bay road and a fiddle yard stub storage track squeezed into the welding shop.



A Bodge Engineering Ltd. Overall layout size 1400mm x 560mm. Each grid square 300mm x 300mm.

Heaps of 'engineering' junk are made from spare bits of brass etch, individually painted, weathered, glued in position, adorned with weeds and weathered again. The entire layout was then airbrushed with a mix of Railmatch 'weathered black' and 'sleeper grime' to give a generally unkempt appearance.

The boundary fence along the entire front of the layout is scratch built from fine

aluminium expanded metal, brass rod for posts and brass wire for the straining wires. Spare etchings were used for the gates.

The backscene is a stitched photograph and at the rear of the open door beyond the crane is a photo downloaded from the internet depicting an 'abandoned factory'.

All the control wiring and various accessory battery power supplies live in the 'fiddle-room' enclosure along with the dual gauge track.

Materials, kits and components

The loading dock is a kit-bashed L-Cut Creative kit with a scratchbuilt roof, and the firm's components have been used elsewhere to create a hotchpotch of buildings and so on, for instance, the loading bay roof is an amalgam of spares from the 'bridge parts' box.

The entire layout is lit by LED strip lighting beneath the foam-board 'lid' (which has a window in it so the layout operator at the rear can see what is going on at the front). Buildings are internally detailed and lit both internally and externally. Kyles Lights provided all the illumination and the advice to go with it and the almost inevitable arc-welding gizmo is set up to illuminate the welder himself in silhouette powered by an interval timer. The timer arrived as a bag of electronic bits and a wafer of PCB: it soldered together easily with the small 12W iron and actually worked – another 'first' for me!

The main building is clad in Wills OO gauge asbestos roofing which serves as 7mm corrugated iron sheeting, suitably weathered. Various pipes, extract ducts etc. are made from scrap-box bits and pieces.





◀ The backscene is a stitched photograph with the viewpoint chosen such that most of the buildings are seen from a three-quarter angle which helps to maintain a sense of perspective on the two dimensional backboard.

This has been used as 'forced perspective' and features some 4mm scale figures in the 'distance'. A tapering steel fabrication lies just inside the door, and this can be looked at as either some 3D perspective modelling or just a construction that tapers!

The right hand end factory door is a photograph much extended and altered in Photoshop and the left hand end of the layout has a mirror above the retaining wall, adding to the illusion of this being just a part of a larger complex of buildings.

Rails

Track is standard Peco O gauge which is infilled with foam-board, mount-board and finally cereal packet card to represent ten foot squares of concrete, all to finish just below rail level. Continuous check rails from spare code 100 rail, edge the cobble sheets used as infill between the rails and in the loading areas. The works' track incorporates a length of N gauge track, also with check rails – all code 55 – so each standard gauge sleeper has eight rails to support.

Rolling stock

An interesting mix comprises a kit-built Alphagraphix *St Molaga* 0-4-2T loco; an Irish prototype that fulfilled my need for a quirky

Buildings are lit both externally and internally using mostly parts and components supplied by Kytes Lights. This is the loading bay at night.





▲ Lurking in the shadows is this Ruston 48DM built from a Judith Edge kit

St Molaga the Irish 0-4-2T locomotive provides some other motive power for the layout. It is built from an Alphagraphix kit.

tank loco with an extra truck for current pick-up. A Canon 18/33 motor provides the power and it has added a scratch-built external boiler feed pump, cab pipework and crew. A Ruston 48DM from a Judith Edge kit fitted with a compensated chassis, diminutive Chinese N20 geared motor and Delrin chain drive, provides additional motive power. A further Judith Edge kit – Barclay 153HP 0-4-0DM shunter with jackshaft drive – is under construction.

There are just three wagons, a Parkside plate wagon, a conflat from the same source and a Heljan box van.

All rolling stock is weathered, weighted and fitted with Dingham auto-couplers operated by Dingham under-baseboard electro magnets. These are modified to accommodate the inset track and the deep buffer beams of the locos and the N gauge trolley sports another modified Dingham coupling.

Electrics

A home-made power unit sits beneath the layout having three transformers which provide six 16V ac supplies via a plug-in connection to the layout box.

These power various sections of the layout including a Gaugemaster dual controller to provide analogue track control via section switches to both O and N tracks, and three bridge rectifiers to provide 12V dc supplies.

There are also banks of D-cells to provide 1.5V, 3V and 6V supplies to power the various animation motors. The actual wiring is – sort of – colour coded, and cabled together where possible with simple ties of wire offcuts.

Next month

Peter reveals the construction details of a selection of the working accessories, including the crane and the motorised factory doors. He also shows some of the internal detailing.



▶ The interior of the factory is considerably foreshortened and some forced perspective modelling has been employed, like the 'tapering' red oxide painted steel structure.

Eydensole

The Garden of England is not noted for its heavy industry, but there was a whole coalfield tucked away among the fruit-filled orchards of Kent. **SIMON SMITH** has built a leafy scene with a dark secret!

Photography by Paul Bason

After my layout *Medway Pier Road* appeared in *RAILWAY MODELLER* (see May 2017 issue) I felt the desire to start again from scratch and build something else. The decision to dismantle everything is never an easy one, but there's often no other alternative. I had an idea of what I wanted to create, and slowly *Eydensole* began to appear in my mind's eye.

Like a number of miniature settlements that are fortunate enough to find themselves on the railway map, *Eydensole* is fictitious: imagined to be a village somewhere in East Kent in the triangular area formed by Dover, Folkestone and Canterbury.

This location was chosen so that I could model a rural part of my home county, but also so that I could see the regular movement of coal traffic, perhaps something which is not readily associated with Kent which is

The two-car Class 2H DEMU idles noisily at Eydensole's platform. Steam is on the way out and diesel power is the future.

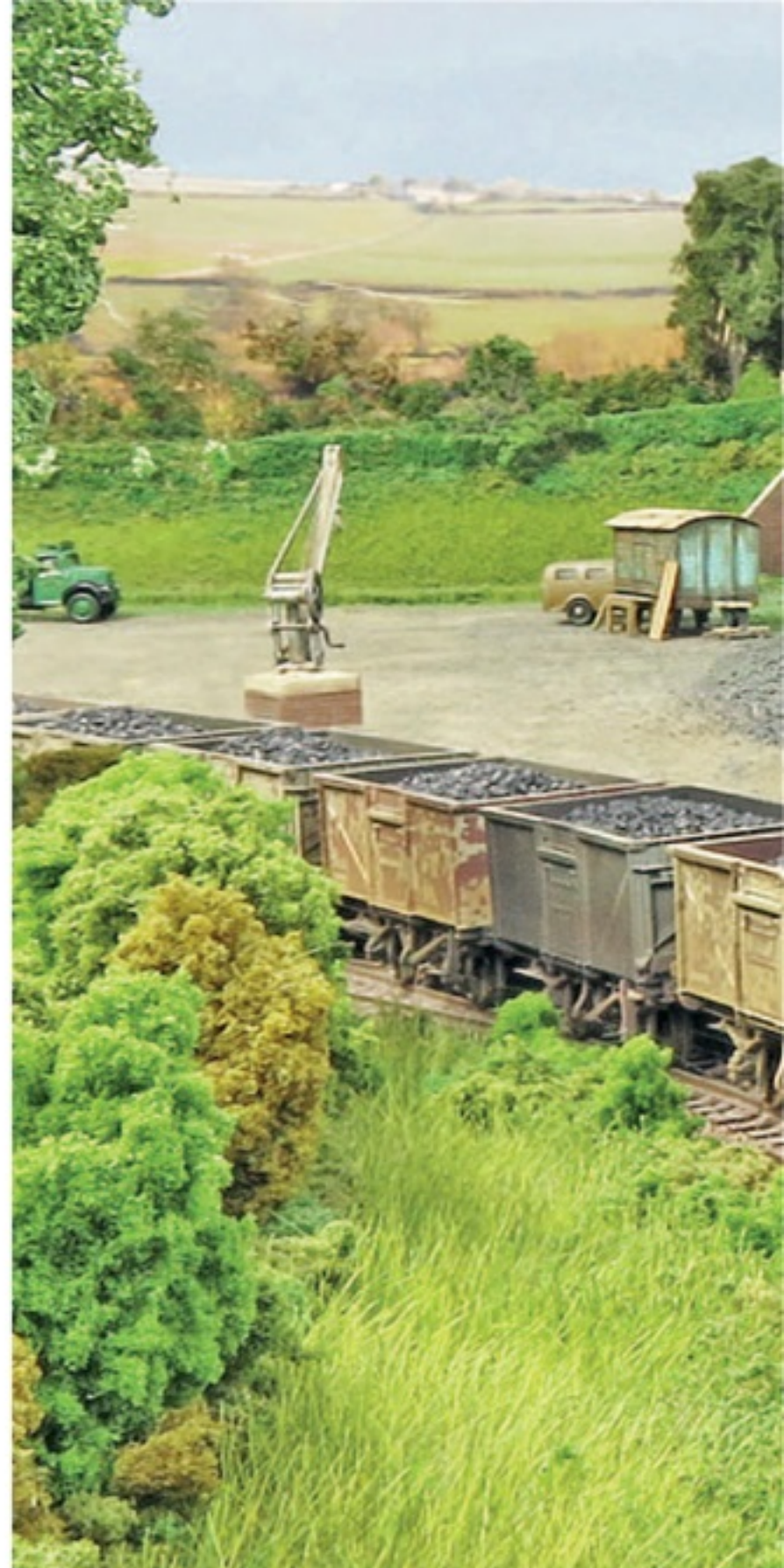
often thought of as *The Garden of England*.

I imagined that maybe if a couple of the collieries, several of which were served by the East Kent Light Railway, had managed to develop and survive, and were served, not by the EKLR, but a branch line of the South Eastern & Chatham Railway, then the result might have looked rather like *Eydensole* (see panel overleaf *Coal Mining in Kent*).

A truncated line

The station is envisaged to have been built as a small passing station to serve the village on a single-track branch. The colliery was opened nearby in the early 20th century which saw dedicated exchange sidings added to the small goods yard.

Beyond the station, passenger traffic became uneconomic during the immediate post-war years and was subsequently withdrawn – the track-lifting effectively turning *Eydensole* into a terminus, depending more upon the coal traffic than passenger





▲ C Class No.31579 departs with a full coal load. N Class No.31869 has just arrived and run around its short passenger train ready for its departure in an hour.

revenue. The only reminder of the original line would be the now redundant road bridge at the end of the site.

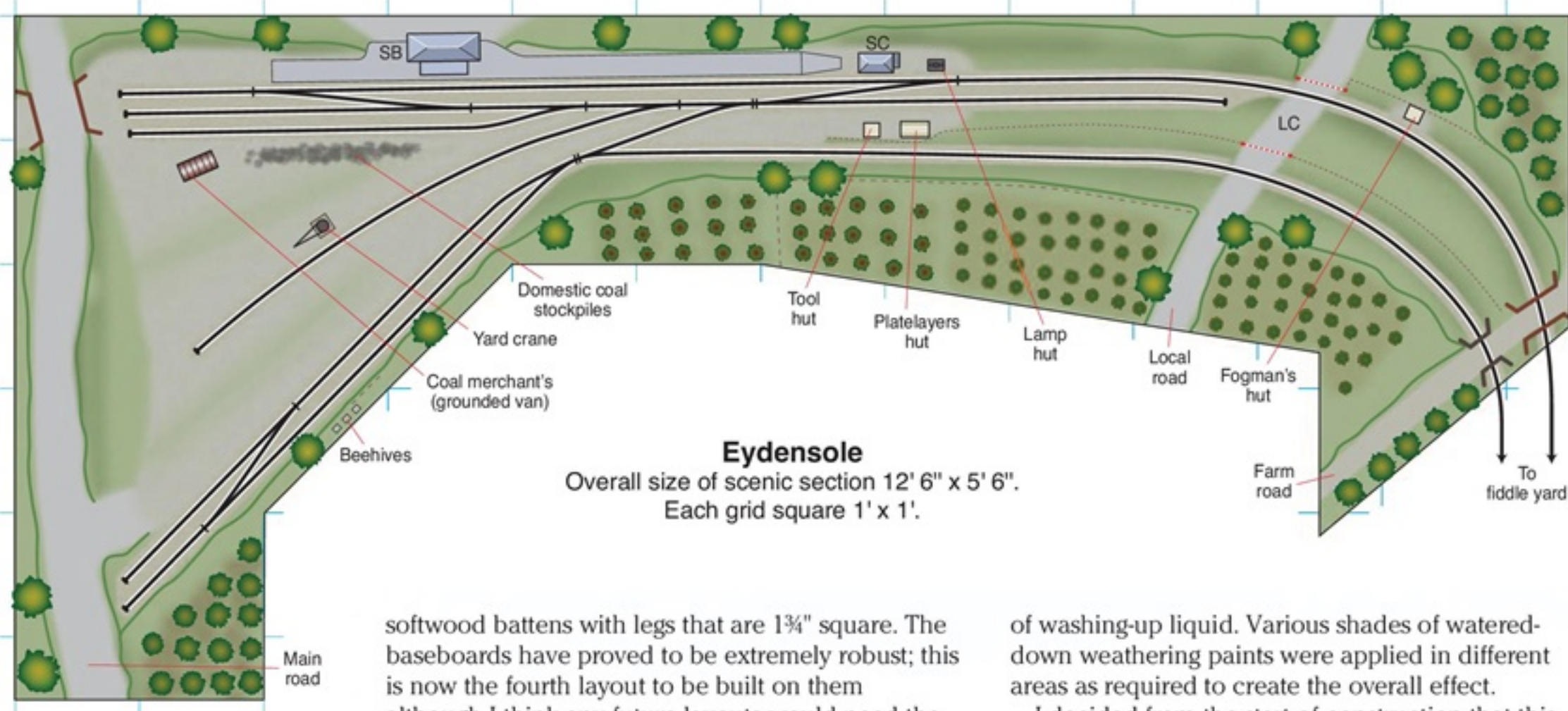
This then is the background to the operation of the layout: a low-level passenger service with occasional local goods traffic, far outweighed by the daily movement of outward full coal trains, returning empties and the associated shunting movements that would be required.

Re-used baseboards

The baseboards are the same set that supported the aforementioned *Medway Pier Road* and once they were cleared of that, they were once again pressed into service for *Eydensole*. They consist of 9mm MDF tops supported by framing of 1.75" x 0.75"

▶ BRCW Type 3 D6526 eases its two-car train away from the platform. The colliery line is neatly fenced off from the Southern Region trackage.





The C Class is unusual motive power for a local passenger service. A full coal train has been hauled under the bridge towards the colliery

softwood battens with legs that are $1\frac{3}{4}$ " square. The baseboards have proved to be extremely robust; this is now the fourth layout to be built on them although I think any future layouts would need the MDF tops replacing as there are a lot of holes now from previous point motor locations and alterations to the bracing underneath; but they have been a good investment having been professionally made by a carpenter friend over 10 years ago.

Simple track and control

The track bed is a layer of 4mm cork tiles laid on top and trackwork is all Peco OO gauge code 75 which has been sprayed with Railmatch Sleeper Grime paint to give it that used look.

Ballast was laid dry, spraying with a mist of water from a plant sprayer, then applying a 50/50 water/PVA mix with a drop

of washing-up liquid. Various shades of watered-down weathering paints were applied in different areas as required to create the overall effect.

I decided from the start of construction that this would be a very simple layout technically: there are no automatic uncouplers, magnets or reed switches, and although locos and rolling stock are fitted with Kadee couplers as a legacy of previous layouts, all coupling and uncoupling is done by hand. This isn't an exhibition layout, and 'the big hand from the sky' is 100% reliable!

Control is DCC from a Digitrax Zephyr DCS51 with the points operated by 16V ac through Peco switches which has proved to be very straightforward and dependable.

A sense of place

The scenery was planned carefully to evoke a sense of place. The support for all the greenery is a mixture of cardboard offcuts supporting a



Coal mining in Kent



The Kent coal industry was a slightly incongruous bedfellow to the orchards and agriculture of East Kent. In fact, had the captains of early 20th century industry had their way then it would have been far bigger than it was. There were plans to effectively turn that part of the world into another Black Country, with many mines producing coal for export from the Channel ports. In the end, difficulty in extracting the coal economically, put paid to most mines whose investors had hopelessly high expectations. Several shafts were sunk for no return at all and only four survived into the

▲ A BRCW Type 3 arrives with a train of empty 16-ton wagons bound for the colliery. It will reverse onto the exchange sidings and propel them to the screen roads after arrival.

modern era. Three of them, Tilmanstone, Betteshanger and Snowdown closed amidst the fallout from 1980s Miners' Strike; the fourth, Chislet Colliery, had already closed in 1969. There are several books on this fascinating chapter of British mining, and more importantly for us, the railways of the coalfield and the models they might inspire.

papier-mâché shell in the smaller areas, with small-mesh rabbit fencing wire covered in plaster bandage forming the larger cuttings and orchards. Much use was made of various makes of grass textured matting as I wanted

to be really happy with the end result and not just do it the cheapest way possible. Hedgerows are also a mixture of various manufacturers' clump foliage, weeds, fine scatters and rubberised horsehair. By using different makers' products, I've achieved a fine variation in greens as seen in nature.

Trees

The larger trees are various proprietary examples. For the area of woodland at the back corner of the layout, seafoam trees were made by spraying them with khaki paint, then cheap extra-hold hairspray. Green scatter material was applied followed by more hairspray to fix it. For larger areas of woodland this is quite effective and a production line method can cover an area quite quickly which is ideal for the back of layouts where it isn't under too much close scrutiny.

The woodland backscene consists of photos of a woodland edge printed on A4 paper, cut out and stuck on to a Gaugemaster rural back-scene paper to create an effect unique to this layout. I really wanted the little station to appear in a heavily wooded setting and hope that is the effect achieved.

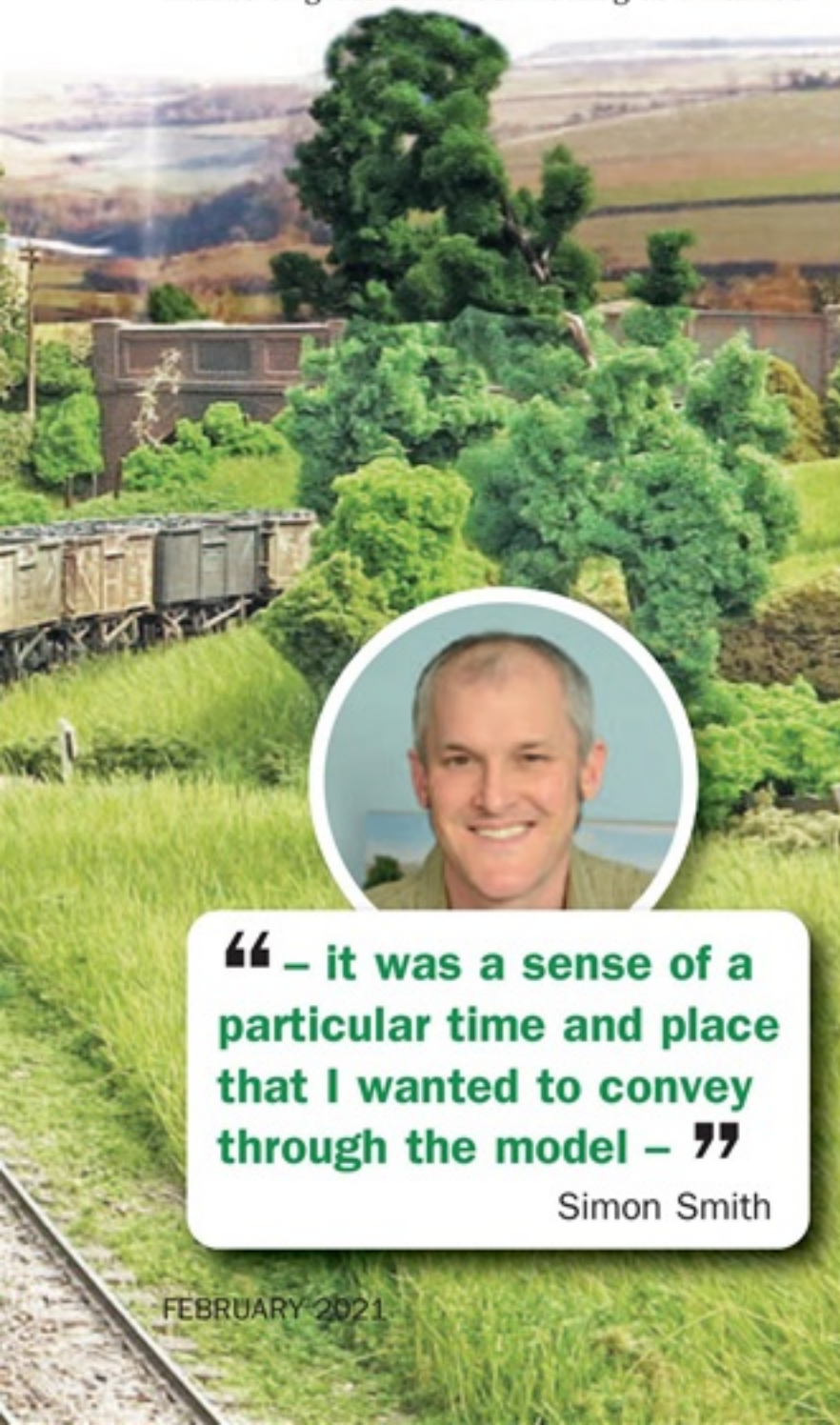
Opposite the station alongside the colliery branch are the orchards. These are characteristic of Kent and are constructed from proprietary trees laid out in the appropriate formal planting scheme. Orchards are good for covering a large area

on a layout with no thought required as to how a woodland should look. Planning the position and number of fruit trees required in the space available was made by using 1p and 2p coins as spacers.

Structures

The railway buildings are either kit built or resin models suitably detailed and weathered. The station building still features Southern Railway headed poster boards, which were by no means uncommon in out of the way places even after more than 10 years of nationalisation. The signal box is the Bachmann Withyham signal box suitably repainted, and the only building on the layout not to have been used on a previous one. It must have been rebuilt by the Southern after being moved from elsewhere as it has a distinctly Brighton look to it and definitely didn't start life in East Kent!

The bridges were all kit-bashed from Ratio, Wills and Peco parts I had in stock from earlier projects. The brick road bridges over the original branch line would have been supplemented by the girder bridge over the colliery branch that would have been added later. The local road and the farm road are just thick card painted suitably earthy colours then real dried soil sieved onto the wet paint and left to set. The main road with the obligatory passing bus follows a similar principle but is painted tarmac grey with sieved talcum powder added, then painted grey again.



“ – it was a sense of a particular time and place that I wanted to convey through the model – ”

Simon Smith



▲ **C class No.31579 drops the brake van from the pick-up goods at the end of the general goods siding. The local coal merchant is already stockpiling coal bought at lower summer prices alongside his small office. This scene is based on a photograph of Brasted station, the site of which now resides under the M25!**

The level crossings only have gates over the BR line, the colliery branch makes do with 'Beware of Trains' signs, and is otherwise ungated. The two SR rail-built signals are operational 16V ac Dapol items; operational factory-built semaphores at a sensible price would have been a fairy story when I started modelling.

Domestic coal traffic has its own siding in the small goods yard. Stockpiled coal was a feature of small rural stations in late summer and the staithes, so beloved of modellers, weren't always present at small branch stations. The coal merchant's premises is an

An East Kent Road Car Co. bus passes the gateway to the goods yard and exchange sidings. A rake of full wagons from the colliery awaits pick-up.

old grounded van body with weighing scales and based on a photograph of the arrangement at Brasted on the Westerham branch.

Rolling stock and operation

Locomotive stock is all R-T-R Hornby, Bachmann and Heljan and features all the likely power that might have appeared around at the chosen time and location.

Diesels have begun to be evident on the branch with the Class 2H DEMUs and BRCW Type 3s supplementing the old order of Classes C, C1 and N Class steam locos. All of these work a rotation system on the coal trains and also a turn on the occasional loco-hauled passenger service.

There is no fixed timetable, I just make it up as I go along and please myself. The colliery branch is worked simply by the trains reversing to the (offstage) colliery from the exchange sidings with incoming empties or reversing out with loaded wagons. The trains and the imaginary route are short

enough for the loco to be propelling the train in either direction rather than hauling to or from the mine. Goods or parcels/newspaper trains might appear at the station/goods yard just to make a change from the passenger and coal traffic.

Conclusion

Eydensole has been fun to build and is simple to operate which is definitely what I was after. A layout like many where the operator is in practice; Guard, Driver, Signalman, Shunter and Tea Boy all in one.

Furthermore, as much as the operation of the trains was important, it was a sense of a particular time and place that I wanted to convey through the model: look closely and several sidings and buffer stops are beginning to show an excess of weed growth and rusty rails, all due to lack of use. It seems the long-term future for little *Eydensole* station in 1960 is not looking so promising, and the Doctor's infamous report hasn't even been suggested yet...



The Damems loop

BEN BUCKI suggests several simple ideas for layouts based around this small station on the preserved Keighley & Worth Valley Railway.

Photography by the author

Damems station on the Keighley & Worth Valley Railway opened in 1867 serving the area between Ingrow (a suburb of Keighley) and Oakworth. Though small, it was always considered a proper manned station rather than a halt. It led an uneventful existence and closed in 1949, with the branch closing altogether in 1962. Happily, it reopened along with the rest of the branch as a heritage line in 1968.

The present rural appearance belies the fact this spot was once home to industry, such as a nearby mill that had its own siding just north of the station.

The Great Northern Railway had their own main line a short walk away on the opposite side of the valley.

Today Damems station features a small signal box which was salvaged from Earby on the Skipton-Colne line to supervise the level crossing adjacent to the platform, and a compact wooden station building



surrounded by beautiful gardens.

Following the success of *The Railway Children* film in the 1970s (set at nearby Oakworth) a new passing loop was built to the south of Damems station.

Though on the edge of busy Keighley, Damems has managed to retain the atmosphere of a rural stop amongst the woodland and its period look has seen it used for a number of television productions.

▲ LMS Stanier Class 5XP 4-6-0 No.45596 *Bahamas* coasts through Damems station with a passenger train bound for Oxenhope. The station house on the right could be created using the Peco Station House kit as a base.

BR Class 101 DMU Nos.51803 and 51189 pause at Damems station. The fictional sidings on the plan would lie to the left where the trees are situated. These would add goods operation capability to the station with demonstration shunting and stabling for engineer's trains.



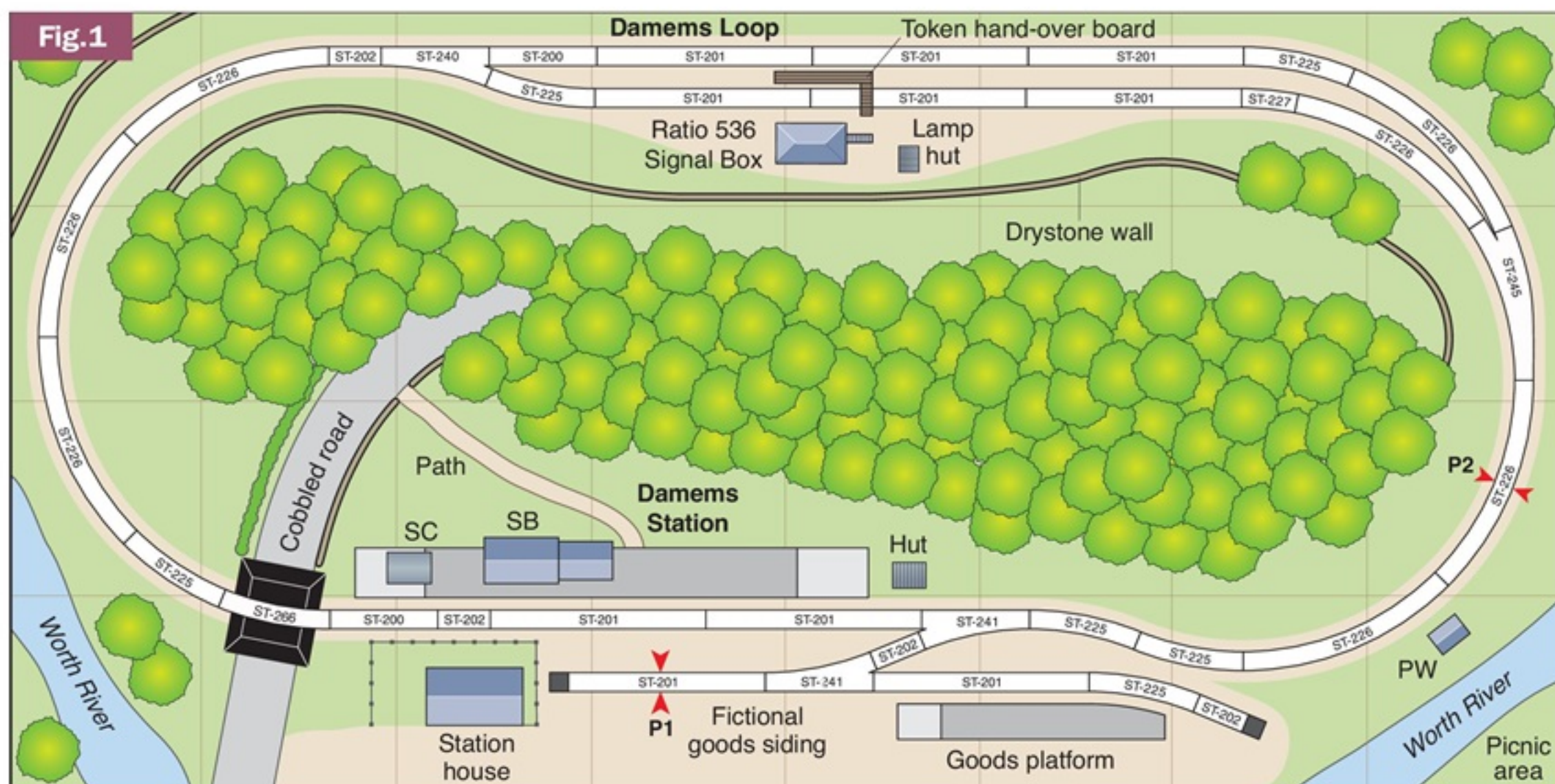
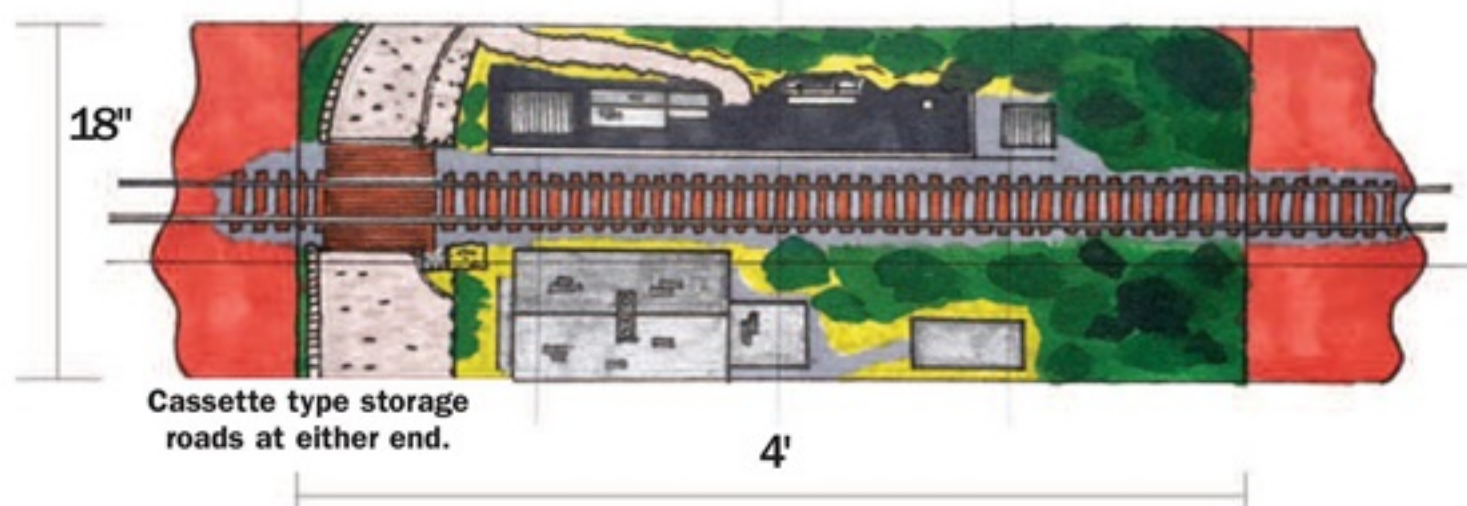


Fig.2

A cameo version of the station suitable for any scale, but shown for O gauge.



▲ A clear view of Damems station structures. The platform arrangement could be constructed using a selection of Wills kits. Combining the bicycle hut and ground frame kits would be a good starting point for the signal cabin.

the passing loop. Replacing the loop with a traverser-type fiddle yard would give you scope for more trains. Alternatively, enlarging the plan to allow a central operating area would also work well.

In terms of track, it could be quite economical, using parts from the traditional train set. The curves and straights could form the basis for this layout, being expanded with four additional points. Careful placement of scenic features would help disguise the curves, and having the trackbed raised above baseboard level would allow the incorporation of the River Worth, the prototypical embankments north and south of the station, and the cobbled lane climbing to the level crossing.

Adapting the plan for N gauge would offer scope to shrink the board size, or maybe embrace the scenic splendour of the locale, and allow longer train lengths.

An end-to-end shelf layout would feature a model of the immediate station area with some goods sidings and would fit neatly into a length of 6' (less fiddle yards – see the outlined section in Fig.1). The exits could be screened with trees, and for visual interest, the very end of the new Damems loop could be included with a little selective compression and be incorporated into the scenic section just beyond the crossing. You could have a stored Keighley bound train partially visible in the scene, waiting to cross the Oxenhope bound working.

A cameo layout scene could be created by using the photogenic level crossing/station/lamp hut section in the space of a few feet (Fig 2). This might also work well for O gauge modellers allowing the inclusion of lots of detail, or at the other end of the range, even make for a very small layout in N gauge. If you omit the sidings a very narrow board could be used, though it would be operationally limited – almost just a static photographic set. Though it could be utilised as a practise piece for trying out working accessories: an automatic train stop, operating signal mechanism, level crossing gates opening and closing, and such – perhaps even with synchronised sounds!

Buildings

Modelling Damems accurately would require principal structures to be scratchbuilt and would provide a self-contained first project for a relative novice.

If you wanted just to capture the spirit of Damems, there is room for using ready-made or kit buildings, perhaps with varying degrees of modification for the principal single-track level crossing, platform-level signal box, the platform shelter and store, and the station house. The Peco Stationmaster's House kit (ref.LK-15) would be suitable for the latter: resurfacing it with grey painted sandpaper to give an impression of the pebble-dashed render, though leaving it in stone would look fine.

The Wills Ground Level Signal Box (ref. SS29) would be a good starting point for the crossing box, perhaps with a bit of modification to move the door to the opposite end. As for the platform shelter, any small wooden building could provide this,

▼ In a delightful late summer scene, BR Class 2MT No.78022 sets off for Keighley.



Further details of the heritage line

Visit: www.kwvr.co.uk

Westenhurst

NICHOLAS GARNER, a keen modern-day railway observer and 'spotter', built this bang-up-to-date shelf-style layout to replicate the more unusual and fascinating workings of today's railway scene.

Photography by the author

It was after my return home from participating in TV's *The Great Model Railway Challenge* that I thought about building *Westenhurst*. My creative juices had been really energised in the competition, and I wanted to let them run wild at home on a new layout build.

I had previously only built a OO9 gauge layout, but with the experience gained during the Challenge, it was time to knuckle down and make a proper attempt at a model railway. Being from the railway town of Ashford and a keen trainspotter of modern trains, I had already decided that a present-day layout set in Kent would be the end goal!

An inch-by-inch recreation of an existing location was certainly not a priority, I wanted operational interest to be a main talking point of the layout. It was also going to have to be relatively easy to move about as it was going to live on a shelf in my bedroom. This arrangement allowed an overall baseboard size of about 3.2m x 0.3m, which was to be built in three modular sections.

Planning

This took a couple of weeks, using the computer program *AnyRail* to devise lots of track plans. As I'm sure many RM readers can attest to – coming up with a definitive track plan is almost impossible! It's rather



▲ The railway repair facility screens the fiddle yard but also includes this on-scene entrance to allow all manner of rolling stock items to arrive and depart, in this case an HST power car, normally only deployed as part of a full train on much larger layouts.

astonishing how many different forms of track formations one can fit into a standard 'shelf-style' baseboard.

The Middleton Press books on the Westerham and Hawkhurst branch lines provided a lot of useful information. (The

name *Westenhurst* is an amalgamation of these two Southern region backwaters). The books contained historically accurate plans of the station and railway boundaries, as well as aerial photos illustrating the track plans in full. This reference material provided an excellent and inspiring starting point, and gave a good impression of how railways in south east England should look.

Modern railway liveries can be very colourful and striking, like the use of the Europhoenix emblem on this Rail Operations Group Class 37.



The woodwork

Once planning was completed, I set about constructing the three baseboards. They are fairly standard designs: a timber frame overlaid with 9mm plywood.

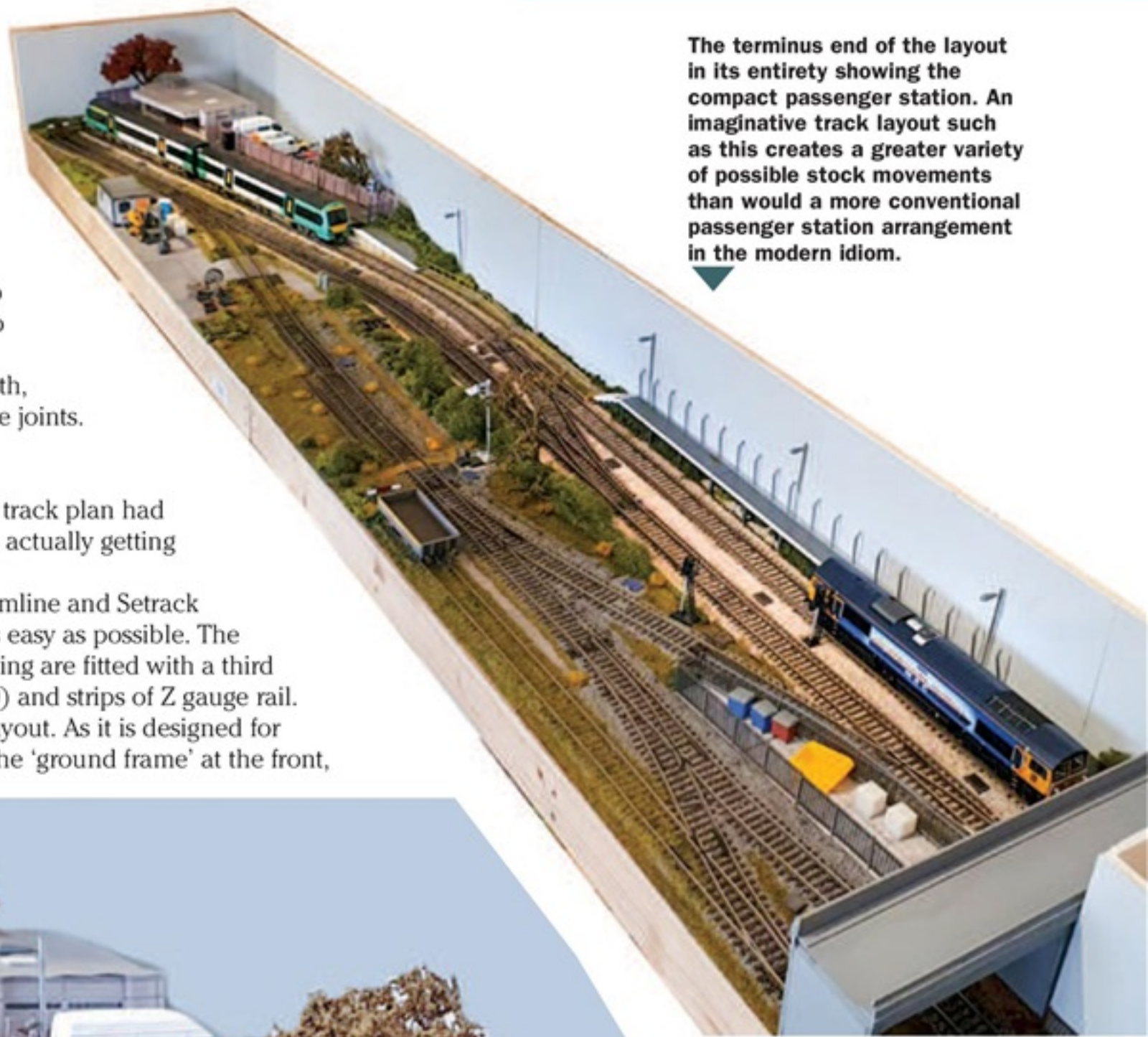
To get the desired 3.2m length, two of the baseboards are 1m x 0.3m and one is 1.2m x 0.3m. To connect them, I used a pair of latch locks at the front and rear side of the boards, so that once they are lined up, I can hook the latch onto the catch and pull them shut, so the boards are tight together. Bolts and wing nuts are also used underneath, between the end cross members, to help reinforce the joints.

Track laying

Even with all that planning I did on *AnyRail*, the final track plan had many modifications. There is simply no alternative to actually getting your hands on pieces of track and lining it all up.

The track itself is a mixture of Peco Code 100 Streamline and Setrack items with Insulfrog points to make DCC operation as easy as possible. The tracks leading up to the platform and the carriage siding are fitted with a third rail, courtesy of Peco conductor rail chairs (ref.IL-120) and strips of Z gauge rail.

The track plan is quite different to your 'average' layout. As it is designed for freight stock, I have included a large loop as part of the 'ground frame' at the front,



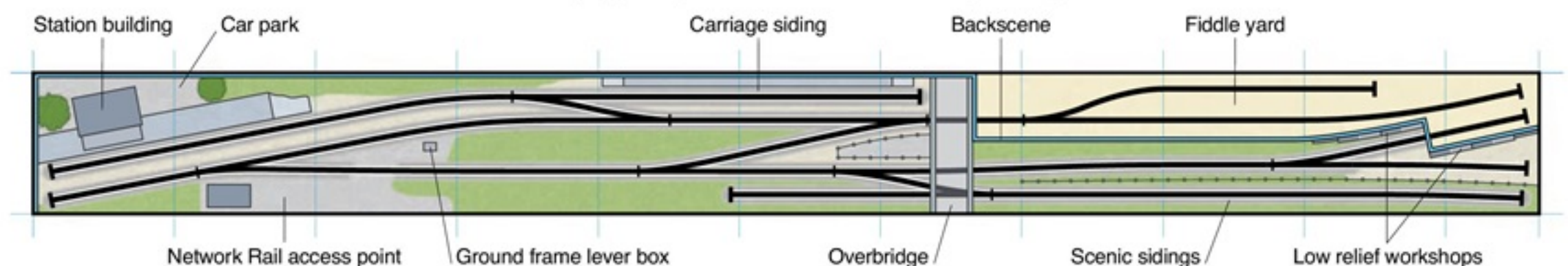
The terminus end of the layout in its entirety showing the compact passenger station. An imaginative track layout such as this creates a greater variety of possible stock movements than would a more conventional passenger station arrangement in the modern idiom.



Close up view of the passenger facilities shortly following the arrival of a Southern liveried Class 170 two-car unit.

WESTENHURST

Overall dimensions (approx.): 10' x 8" x 1'. Each grid square = 1ft x 1ft.



Built from a Scalescenes downloadable self print kit, the station building represents a prefabricated panel design used widely during the 1960s and 1970s



Westenhurst - the backstory

The branch to Westenhurst is of course a fictional one, which supposedly comes off the Ashford – Tonbridge main line at Paddock Wood. The main purpose of the line is no longer for passenger traffic however: instead it is to serve the extensive carriage, wagon and locomotive maintenance workshops along the route. Had it not been for these workshops, the line would have certainly closed long ago!

This is the main operational crux of the line, it sees the running of short freight and empty coaching stock trains as they head for repairs or storage, similar to the operational activities at Long Marston railway test, maintenance and storage site in Warwickshire.

It also means that trains which would never have been seen on Southern metals in reality, can be excused for running on my layout, since they are going for storage/repair. Most notably here are HSTs: not full rake HSTs of course, but running as two power cars with one or two coaches.

A standard manoeuvre on the layout would include a Class 37 or 47 arriving from the fiddle yard with two barrier vehicles. A vehicle, for example, a BR Mk.III (in GWR livery) would be drawn out of the

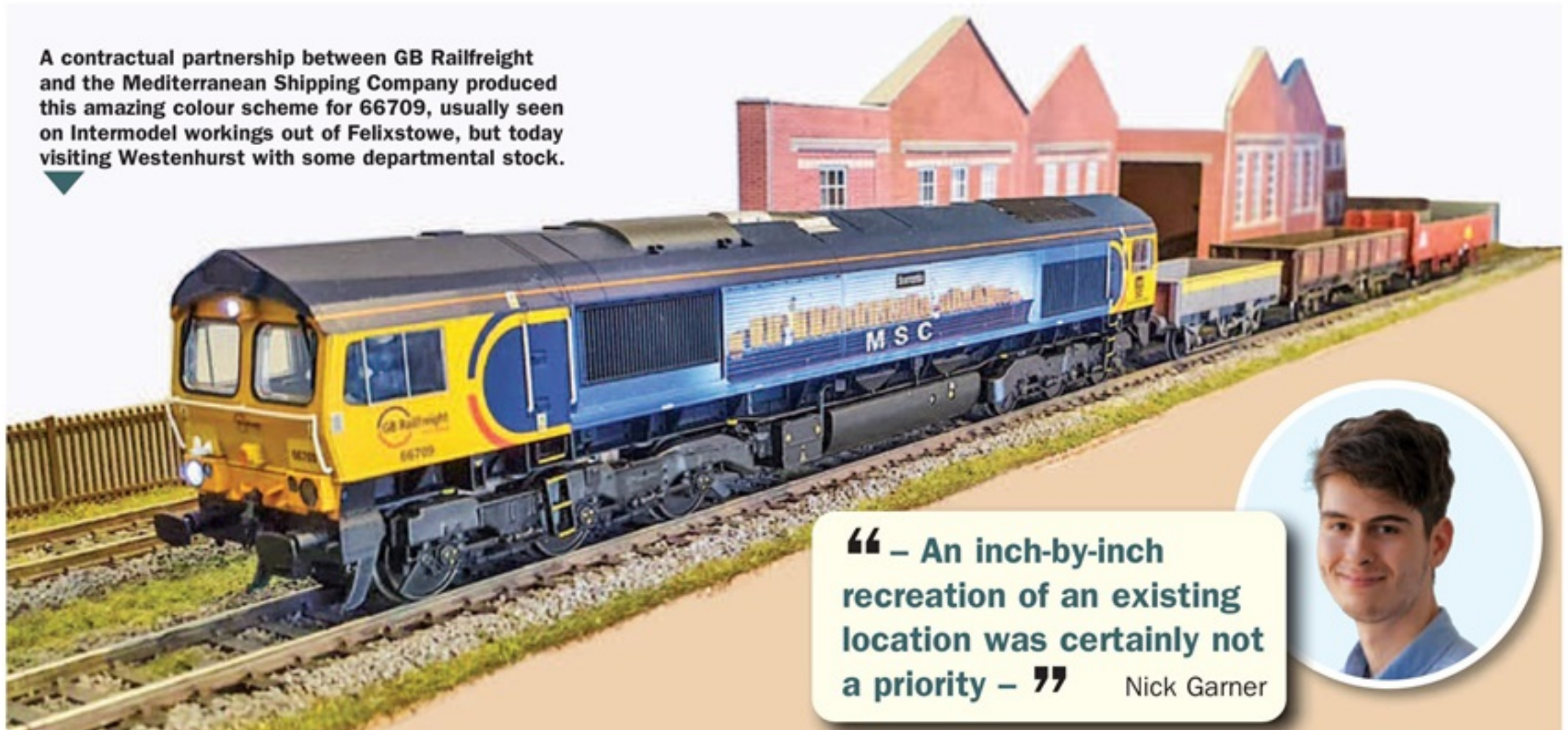
workshop (i.e its hidden siding – see plan) and marshalled between the two barrier vehicles, ready for departure (back to the main fiddle yard). There's a lot of shunting around which would have been perfect for entertaining model railway exhibition crowds, but alas that it not possible at present!

At home we have amassed a decent collection of modern rolling stock, so I have a great deal of variety. From a wide range of modern diesels like Classes 66, 68, 70, 37, 47, 57, to the occasional steam train running on a very short railtour!

Most of the stock is R-T-R, but I've had a go at converting a pair of coaches into prototypical barrier vehicles (Great Western Railway Nos.6330 and 6338) that would be seen transferring Mk.IIIs from location to location – in some cases unfortunately – to a scrapyard. I used a Bachmann Mk.I BG and a Hornby Mk.II BSO to create them – and applied transfers from Railtec Models to give them their correct running numbers.

Passenger trains serving the small platform are two-car Southern Class 170s and South Eastern Class 466s (and if I decide to travel back in time a bit, Network SouthEast EMUs), it wouldn't be a proper Southern layout without some third-rail action, would it?

A contractual partnership between GB Railfreight and the Mediterranean Shipping Company produced this amazing colour scheme for 66709, usually seen on Intermodel workings out of Felixstowe, but today visiting Westenhurst with some departmental stock.



“ – An inch-by-inch recreation of an existing location was certainly not a priority – ” Nick Garner



▲ Where else would you see such a short formation of HST rolling stock? At a repair workshop of course.

which serves two long sidings on the display side of the longest board. The other half is where the two track fiddle yard resides as well as the small 0.3m hidden siding from the wagon works entrance.

Alongside this, I put a great deal of effort into wiring up point motors to all the points, which connect to LS150 Lenz Digital Plus accessory decoders to allow DCC control of the points via my Gaugemaster Prodigy controller.

I also have a pair of Train-Tech dual aspect signals, but these are controlled by a simple switch, and are not wired up for DCC.

Landscaping and buildings

Scenery comes in the form of mostly pre-packaged materials such as the ballast, foliage, buildings and fences.

The station building is a Scalescenes downloadable kit, which I must say I am very impressed with. The fiddliest scenic item to create was the ground frame and point lever system in the sidings: eagle-eyed rivet counters might notice a few errors with it, but I am most pleased with the result.

The wagon works structure at the foot of the layout is kit-bashed from Metcalfe Models bus station kits, with the accompanying hidden siding disappearing into it.

Scale Model Scenery products are used extensively around the layout, from speed boards to platform tarmac surfaces to trackside drainage. All these modern companies have allowed for so much

variation and creativity in model making!

To finish the layout, I installed a few Gaugemaster lamp posts to give a bit of atmosphere at night.

Electrics

A side effect of all the electrical requirements and additions, is the various power supplies required. The Gaugemaster Prodigy needs a 12V dc supply, the Lenz point motor accessory decoder needs a 10V ac supply, and the lamps require 9V dc power. So three independent transformer/power supplies have been used.

In total the layout took around nine months to complete, from late July 2019 to



▲ Access to the off-stage sidings is over the backscene, also visible upper centre, is the short hidden track representing the offstage siding for the railway workshop. You can also see one of the adjustable shelving uprights screwed to the wall: an ideal means of supporting a shelf-style layout.

EW&S liveried 37s could be spotted on the North Kent route during the early part of the 21st century, often on departmental turns.





▲ Small layouts mean that lots of detail can be included, like this Wills SS91 ground frame, and SS89 point rodding and locking mechanisms. The footway is a Scale Model Scenics product LX-210-00.

April 2020. The health crisis lockdown resulted in more free time, which gave me the impetus to finish it off!

Like any good layout, I wouldn't say it is absolutely finished and there are still a few tweaks to be made. I think I'm going to have another go at the road bridge that acts as the scenic break, and a neater front fascia needs to be put on to hide the exposed baseboard and timber edges.

I would very much like to take *Westenhurst* out onto the exhibition circuit, but the health crisis has obviously curtailed this activity for the time being.

I feel *Westenhurst* is sufficiently different from existing layouts which grace the exhibition circuit and it will hopefully generate a decent amount of interest when shows can operate safely again: after all not many modellers can claim they can run 2+2 HST sets on their Southern region layouts!



▲ It rather looks like a pair of rail adventure international bogie ferry vans are in for repair.



▲ BR MkI and MkII coaches converted to a pair of barrier vehicles, in this case Great Western Railway Nos. 6330 and 6338.

Station car parks once lacked the model vehicles to stock them, not any more, thanks to the likes of Oxford Diecast and many others.



Sporting the unique *Legends of the Great Western* motif, HST power car No. 43093 *Old Oak Common* HST Depot 1976-2018 noses under the central road bridge which provides a visual break between the two halves of the layout.





RAILWAY MODELLING *Explored*



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

THIS MONTH • Cotswold micro in N • TTS sound for O • My 3D printed results

A Cotswold scene in N

JIM TROTMAN turned seeing a compact American outline layout he viewed on the internet into this depiction of a Great Western Cotswold station in just 3'x2'.

Photography by the author

I already have Saxon Railways models in the garden and Prussian Railways in HO scale in the railway room, but I was fascinated by some very compact layouts that I saw on YouTube. Some of them consisted of just a circle of track, sometimes around a Christmas tree, but others were slightly larger and more detailed. I was sufficiently inspired to start building a new small layout myself, and with some extra time available to me during 2020, I was able to get it finished!

An inspirational model

One really excellent N gauge layout caught my eye. It was built on a 3'x2' (61x91cm) board and I decided to use this size rather than the more usual 4'x2' area. It had capacity for just one train, but as there were three short sidings: the train could pick up and drop off wagons as it went around its double circuit. Although that layout was based on North American practice, it used 40' and 50' box car and flat wagon models and avoided the visual problems of using long passenger carriages on tight radii. For additional interest, this layout also had a small tram running through a town section which covered part of the lower track. The layout used N Gauge Kato Unitrak, which is ready-ballasted, has integrated point mechanisms and comes in a good variety of sizes

Two trains meet at Shipston. All the platform buildings are built using readily available plastic kit ranges, such as Peco and Kestrel. ▶

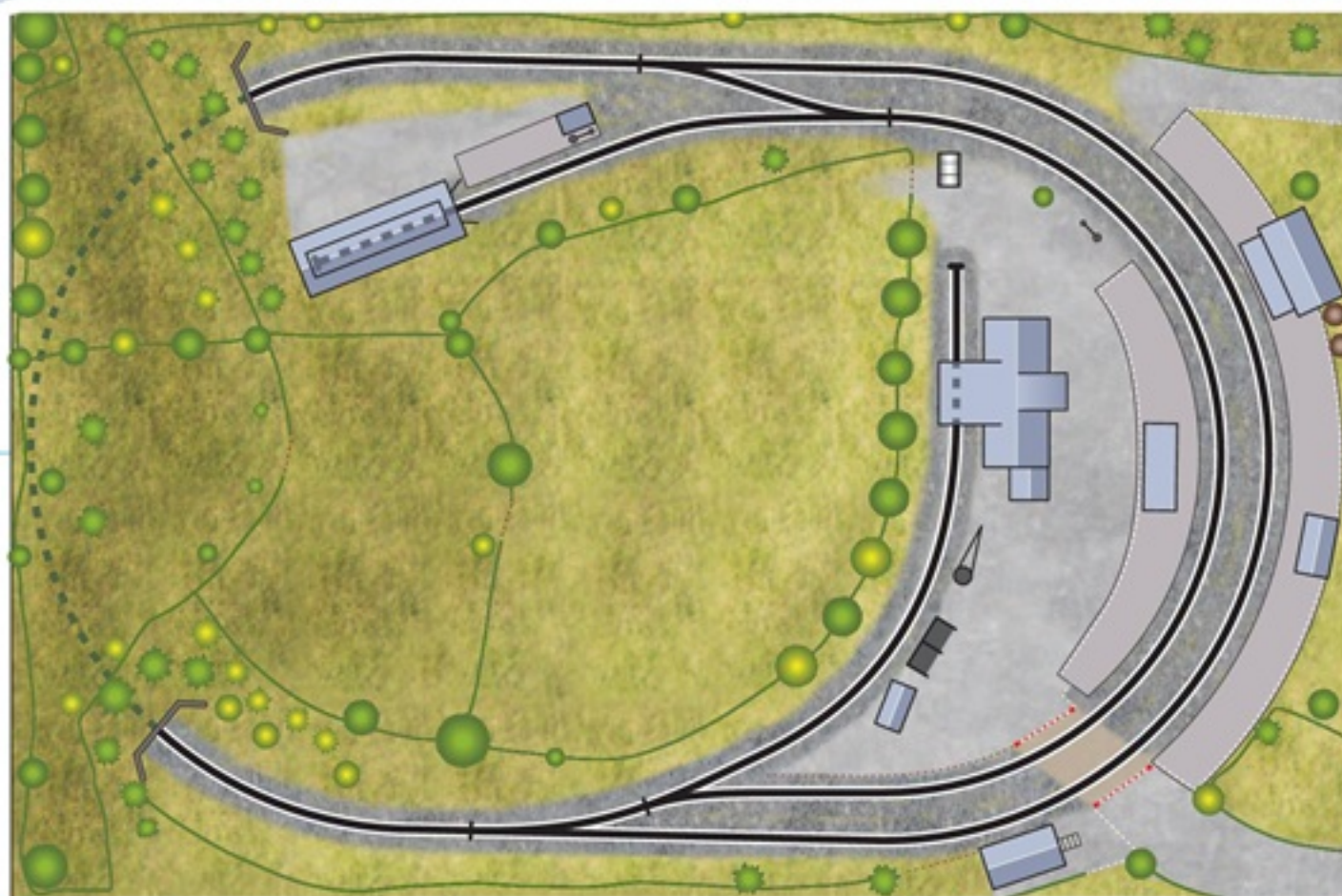


and radii. Only four points were used along with fixed radius track sections.

A Cotswolds version

My version of this layout is small and light and built from 9mm ply with the top covered with 4mm thick cork tiles making it easy to move around and fit into a vehicle. Sadly, the few local model shops have been shut of late, but most of the items I needed for this layout were available on-line.

The challenge was to produce a layout of the same size as the one I viewed on YouTube, but with a capacity of at least three trains. In a moment of nostalgia, I decided to model BR Western Region of the 1950s with the option of also running Great Western Railway branch line trains of the Collett period in the late 1930s. The stock used is mostly from Dapol with some Graham Farish but I found that the earlier Dapol locomotives do not like the Kato points. Perhaps the wheel flanges are deeper or thicker than those of the newer locomotives; the Pannier



Shipston Overall layout size 3' x 2'. Each grid square 1' x 1'.



I chose the name Shipston as I spent many of my teen years in Shipston-on-Stour on the edge of the Cotswolds and remember spending hours at the old station and walking along the overgrown track leading towards Moreton-in-Marsh. My layout, however, bears no relationship to Shipston-on-Stour other than it features Great Western structures and has early BR goods wagons. The layout is set in the Warwickshire – Gloucestershire area but does not pretend to be prototypical. I remember seeing the track lifting trains on the old Shipston branch and also BR(W) operating on what is now the lovely Gloucestershire Warwickshire Steam Railway, so I am now keeping those memories of leafy Warwickshire alive.

Power and scenics

The track power and point control is via Kato equipment. The buildings are kits from the Peco, Ratio and Kestrel ranges and the trees

▲ **Shipston** can be run with two stock periods. Here the British Railways 1950s equipment is to the fore. A lined Class 45XX 2-6-2T hauls a rake of BR Mk1 coaches while Class 57XX 0-6-0PT pulls in with a pair of suburban brake thirds.

tank engines have no problem at all. There is no hidden storage yard and the chosen rolling stock for the day is all on display.

The loco siding holds the autotrain and the goods siding holds the day's selection of half a dozen goods wagons plus a loco. The largest train: one loco plus two or three carriages, can be held at the longer station platform while the shorter trains do their circuits. I tend to avoid shunting and just run the chosen three trains.

▲ A Class 57XX 0-6-0PT shunts the goods siding while a Class 48XX 0-4-2T emerges from the tunnel with a single autococh.



come from various suppliers including Noch, Faller and Gaugemaster. The detailing parts are whitmetal castings, mostly from P&D Marsh. Building the one Ratio lower quadrant signal was rather fiddly for my ageing fingers, and all the rest are metal castings and ready painted; my trains all run happily through signals permanently set against them!

The buildings and station fittings are painted in GWR light and dark stone rather than the later BR(W) chocolate and cream;

There is a small goods yard at Shipston. Here Class 57XX 0-6-0PT has shunted a well-laden rake of private owner wagons alongside the coal bins in this well observed and detailed scene.



◀ An overall view of Shipston showing the two platform loop lines and the two siding areas. The track is from the Kato range which is pre-ballasted, though the plan can be recreated with Peco Setrack (see below).

the decorators not having arrived at this remote branch line yet! The backscene is a Peco product, with a little bit added and painted to match and there is an access hole underneath the hill just in case there is a derailment at the most inconvenient spot.

A family of layouts?

Having made a micro-layout using British rolling stock, I'm now wondering if I could use the same plan to bring back memories of my time spent in Canada and Germany – a family of micro-layouts?

Although Jim's layout used Kato Unitrack, a very similar track configuration can be created with N gauge Peco Setrack. The track components required are as follows;

Peco Setrack Code 80

ST-1: Straight 3"	7
ST-2: Straight 2"	2
ST-3: Curve radius 9"	2
ST-5: Right turnout 3"	3
ST-6: Left turnout 3"	1
ST-11: Straight 7"	1
ST-12: Curve radius 9"	5
ST-15: Curve radius 10"	8

New Peco N Gauge Setrack Planbook...

Jim's layout is a wonderful example of what can be achieved in N Gauge in a compact area. A great beginner's layout and one which can also be built using Peco Setrack, the parts list of which, is listed above right.

There are lots more great N gauge layout ideas in the new edition of our Setrack N Gauge Planbook which has just been published. Fully updated and refreshed with 13 new plans, this 48-page full-colour

book has plenty of exciting projects for modellers to tackle, from the simplest circuit, based on our Starter Sets, to more complex and ambitious plans.

Please note that the retail price has increased with this edition to £2.95 – but that's still great value for the money!

Copies are available through all Peco stockists, but can also be ordered from the Pecorama shop by telephoning 01297 21542 (p&p charges will apply).



Digital sound in O – on a budget!

CALLUM WILLCOX suggests an affordable solution for equipping a Dapol Class 08 diesel shunter with digital sound.

Photography by the author

Digital sound can be an expensive addition to any layout, but can it be done on a budget? This was a question I asked myself when I recently purchased an exclusive livery version of the new Dapol Class 08 diesel shunter from DCC Supplies.

The excellent model is an ideal candidate for those wishing to try their hand at digital sound installation, with easy access to the inside of the body and ample space for a decoder and speaker.

In recent years, the Hornby range of TTS (Twin Track Sound) decoders has provided a cost effective alternative to other ranges of sound chips on the market, intended primarily for use in the manufacturer's OO gauge models. However, the TTS decoders are suitable for use in other models – and in other scales – as demonstrated here, although it should be noted that the TTS decoders do have limitations: only a small number of sound functions can be played simultaneously and there is only a single function for on/off control of lighting available.



▲ The three items that were sourced to install DCC sound; a 21-pin to eight-pin adapter, a TTS sound decoder and an alternative speaker.

In this article I will demonstrate how I installed a Hornby TTS Class 08 sound decoder into my Dapol model, together with the addition of an alternative speaker to the one supplied with the decoder. The work was completed with the minimum of soldering – and all for an outlay of less than £50.00.

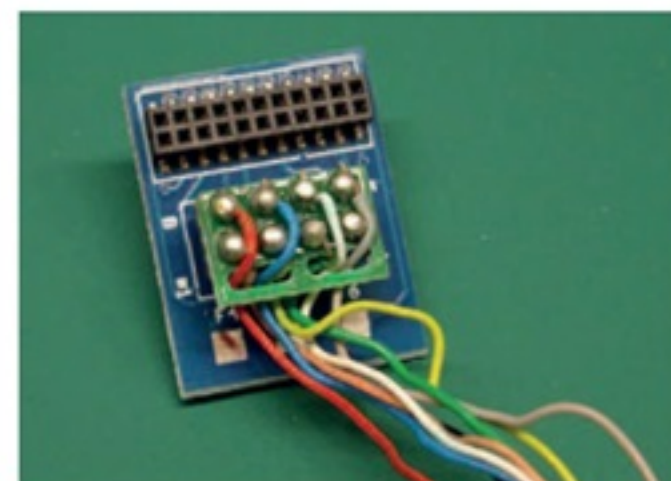
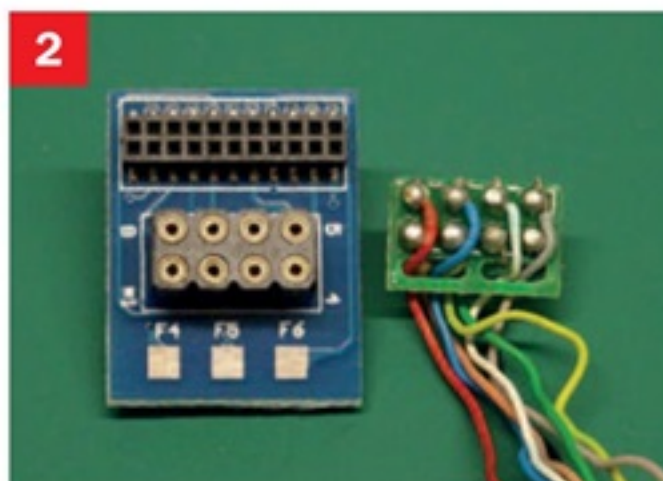
You can see and hear the finished model in action by following this link (see opposite) to our video on the Peco website.

Equipping an O gauge Dapol Class 08 with DCC sound

1 The 21-pin DCC socket was accessed easily by removing a panel on top of the bonnet. The panel was squeezed gently to release the mounting lugs, thereby revealing the circuit board with its 21-pin DCC socket clearly visible in the centre. The blanking plate was then removed, taking great care to ensure none of the connecting pins were bent out of alignment during the process.

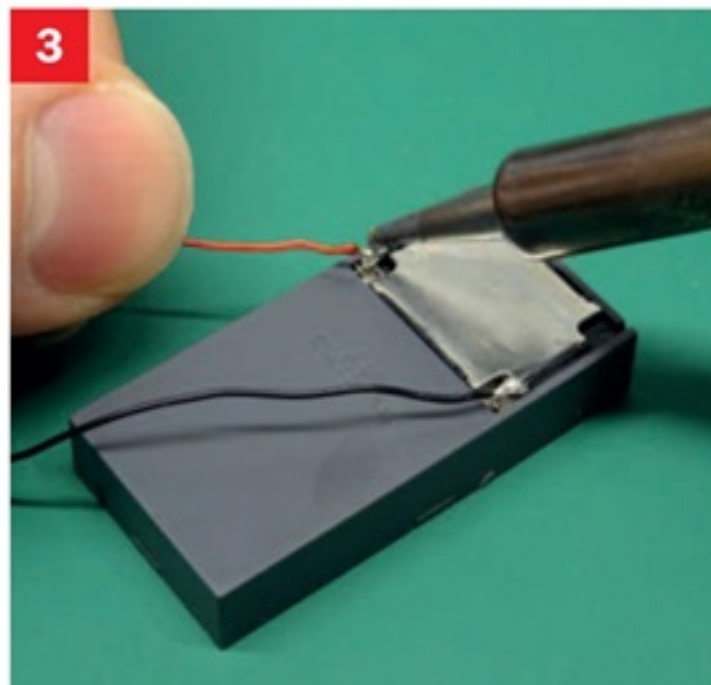


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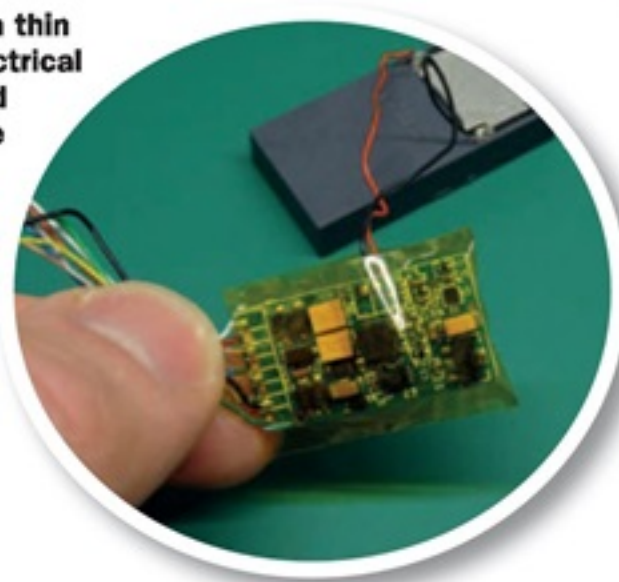
A 21-pin adapter plate is required to fit the eight-pin Hornby TTS Class 08 sound decoder – this allows the installation to be a simple plug and play, rather than a challenging hard-wiring exercise. The decoder was first fitted to the adapter, taking care to pair the markings on the decoder plug with the corresponding numbers on the eight-pin socket on the plate. The complete unit was then test-fitted into the 08, to check all was functional.



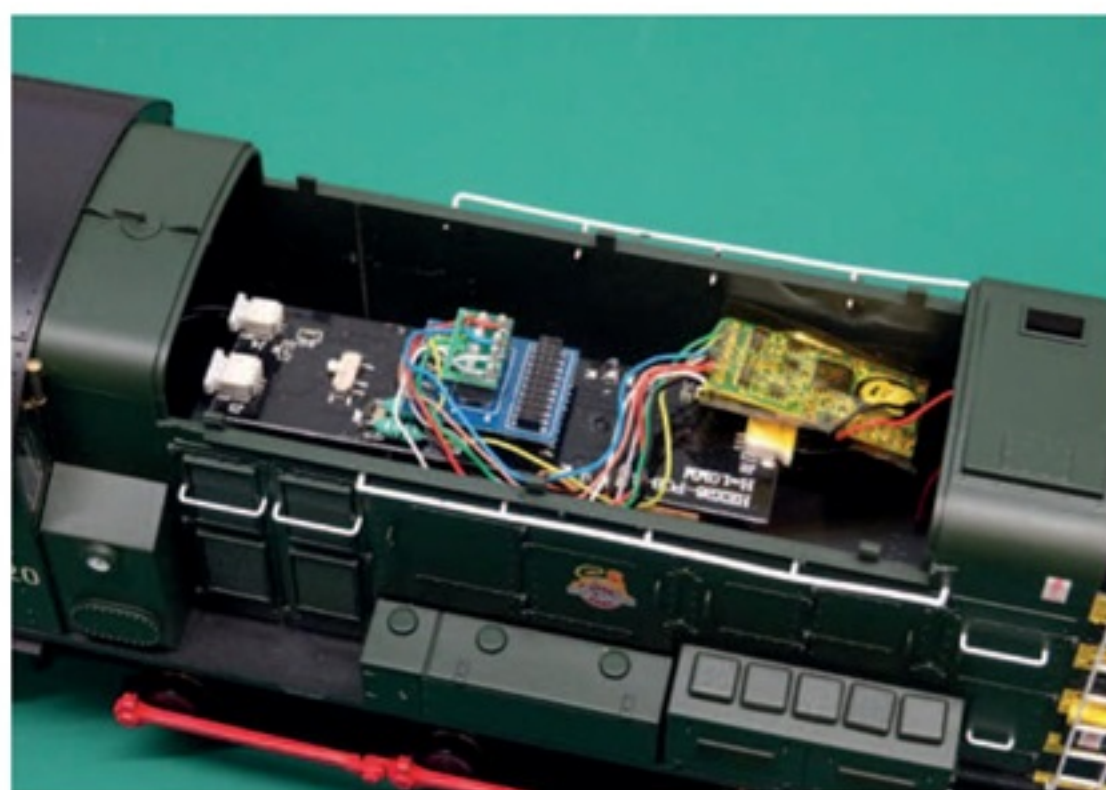
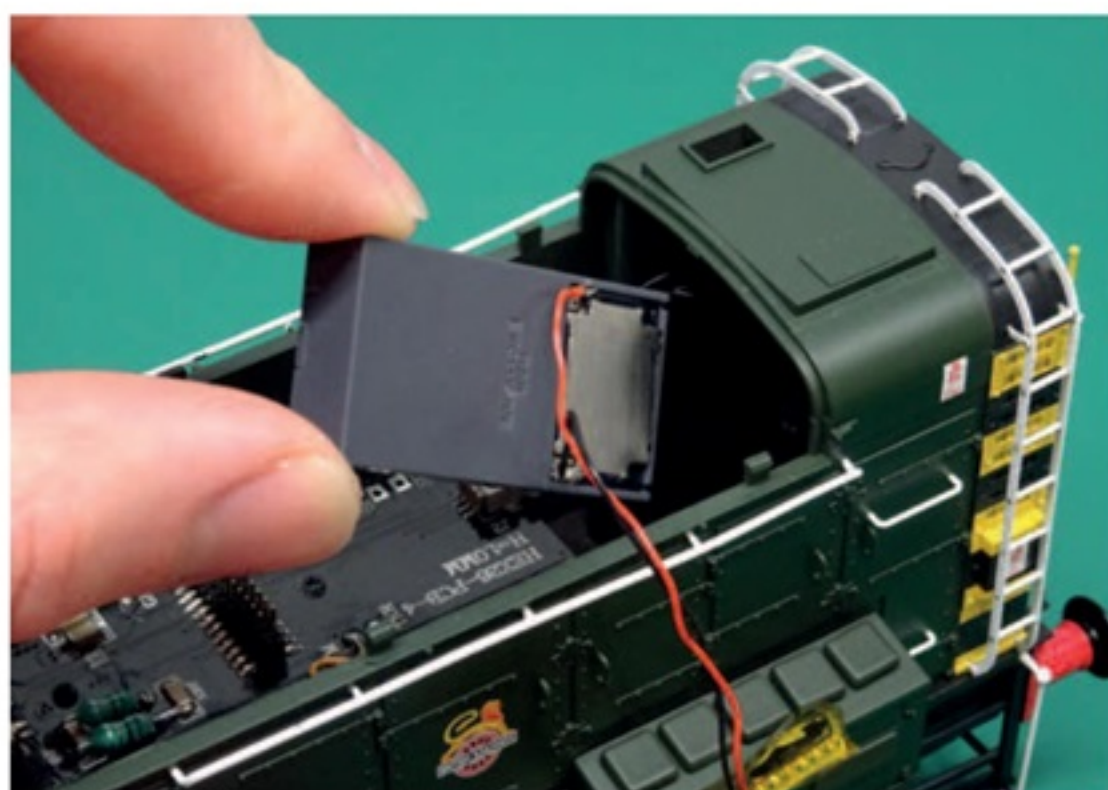


3 I opted to substitute the supplied speaker for a Rail Exclusive 'Big Boomer' bass speaker. When choosing a replacement for the TTS speaker it must have a resistance value of 8ohms, anything different may cause damage to the chip. Replacing the speaker was straightforward – first I removed the wires from the replacement speaker by heating up the connections on the terminals with the tip of my soldering iron (this process being repeated for the removal of the wires from the original speaker). Next the wires from the decoder were soldered to the new speaker – there being enough solder left on the wires and terminals to allow for a good connection.

4 I wrapped a thin strip of electrical tape around the decoder before fitting it into the model. This was to prevent the decoder from coming into contact with any metal parts of the model, which could create a short circuit and cause damage. A single strip was wrapped around the entire length, leaving a gap at each end to allow any heat from the decoder to dissipate.



5 There is ample room in the model to accommodate the decoder and speaker under the bonnet. First I applied a couple of small blobs of black-tac to the back of the speaker housing; this was used to fix the unit into position in the nose end behind the radiator grille. I located the decoder next to the speaker, before plugging in the 21-pin connector – once again taking care not to bend any of the connecting pins. With the unit fitted, the model was given another quick test run, before the bonnet lid was replaced and clipped back into position.



In total the sound project cost less than £50.00. As mentioned previously, the TTS decoder does have its limitations, most notably the lack of multiple lighting functions, with only control of the directional top lights available with this decoder (these can be switched on or off using function zero on the controller). Despite this I am very happy with the finished model, which looks – and sounds – the part!



See this model in action on our website!
bit.ly/Dapol08TTS

Supplier information

Hornby

ref.R7146 TTS sound decoder Class 08
www.hornby.com

Gaugemaster

ref.DCC72 8 to 21-pin adaptor
www.gaugemasterretail.com

Rail Exclusive

ref.SP40X20X7 'Big Boomer' 8ohm
40mm x 20mm x 7mm speaker
www.railexclusive.com

My 3D printed loco bodies

Following Mike Flemming's article in the December issue of RAILWAY MODELLER about DIY 3D printing **IAN ROPER** reveals the results of his early encounters with the technology.

Photography by the author

In January 2020 we moved back to Yorkshire and during the unpacking of our belongings I came across a small chunk of chipboard that I had purchased some time ago from my former local model shop. It had a circle of narrow-gauge track on it and I was delighted to find that it also had three points and three sidings on it. Brilliant! Here was an opportunity to get on straightaway with the building of a small layout.

A donated printer

I decided to stick with the simple track plan already on the board and get things running quickly. I asked my son Nicholas for advice on 3D printers as I really fancied having a go at making some items for the railway.

On his next visit he came armed with a printer (his spare!) and we were away, though at 67 I'm not as quick at learning as I used to be, but I'm getting there, and Nick lives near enough to fix the machine when I mess up.

I decided that all the structures on the layout would be 3D printed and so far I have produced an aqueduct, a ruined priory, a station halt and platform, a main station building, and several other items.

But it was while I was browsing through some old copies of OO9 News that I came across an article by Colin Herrington showing a Quarry Hunslet model he had scratch-built: I was taken by it.

In the past I have been disappointed with commercial 3D printed loco bodies, especially when curved surfaces have visible 'stepping', nevertheless, I set about making my own 3D printed kit parts for a Quarry Hunslet, for

which I had a suitable Minitrains donor chassis.

I designed the models on screen in 3D using SketchUp 2016 (www.sketchup.com). After a couple of hours the designs were finished, saving them as .stl files.

The printer from my son is a Geeetech A20M model which can mix two different PLA filaments. (PLA stands for Polylactic Acid, which is a popular choice of printing material for desktop extrusion-based 3D printing because it can be printed at a low temperature and does not require a heated bed.) I tend to have it set to a 50/50 PLA mix of silver and marble which is the simplest setting. Firstly though, I loaded the .stl files into Slic3R software to create some more files which can be interpreted by the printer. Slic3R (www.slic3r.org) slices the .stl design into a series of layers, which the printer follows. The resultant files are saved onto an SD card which plugs into a socket on the printer. It's then ready to print.

A loco in a hour!

By being careful and patient, it took me under an hour to make my model, and 54 minutes later I had my second quarry Hunslet kit ready to build. I went on to design some Rye & Camber Tramway loco body kits, a Bagnall type saddle tank, a Corris loco, and a couple of others that just came out of my head;

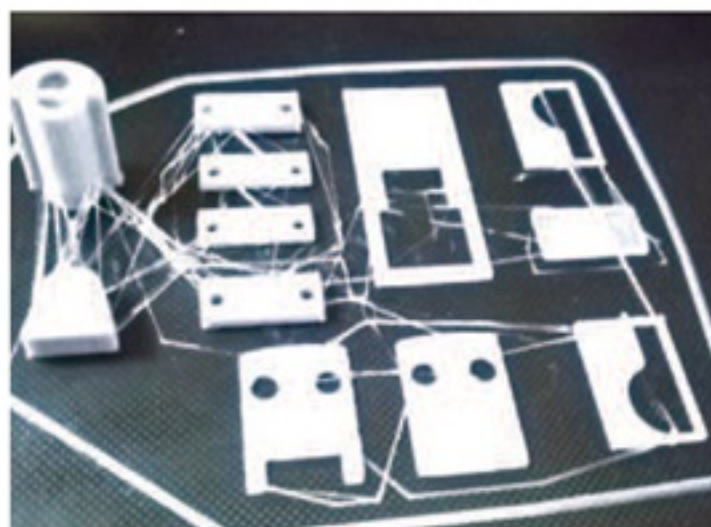


▲ My collection of small OO9 locos – all 'home-brewed' using 3D printing.

mostly to fit on the old Minitrix 0-6-0 chassis.

You could of course add much greater detail to these little loco prints: I think that's the beauty of the process, which provides all the basic parts to put a loco together. You will need to source chimneys and steam domes from elsewhere (RT models and Narrow Planet are two such sources), although you can also design and print them yourself. One of my Rye & Camber locos has a 3D printed steam dome and chimney. I also had two different types of Minitrains 0-4-0 chassis, so made two different footplates on the printer.

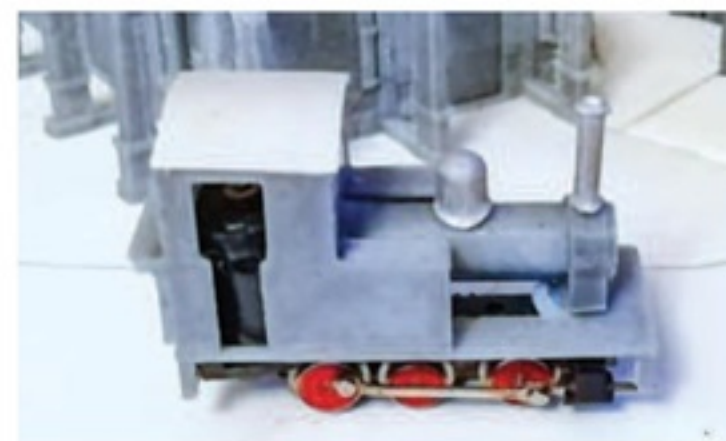
I must thank Colin Herrington for inspiring me to have a go at loco building. The 3D printing technology has certainly opened up new avenues for me to explore: and I'm enjoying every minute of it!



▲ The parts for the Quarry Hunslet fresh from the 3D printer. These will only need cleaning up and assembling with an adhesive such as a gel-type super glue.



▲ Two saddle tank locomotives for OO9. These use the readily available Minitrains 0-4-0 chassis. Also in the photo you can see the platform and shelter and the ruined priory.



▲ A small side tank locomotive for OO9 using the home-printed parts and mounted on an N gauge Minitrix 0-6-0 dock tank chassis. The dome and chimney parts are whitemetal and can be sourced from suppliers including Narrow Planet and RT Models.

Ian Nuttall



DIY modelling

“We, the present generation of railway modellers, are privileged and, in many ways, pampered; we have never had it so good. I take my hat off to the model manufacturers be they major players or cottage industries, for raising the level of detail and prototype accuracy way beyond what was acceptable when I entered the hobby over 50 years ago.

Hence there would seem to be no call for making models oneself, but I would beg to differ, and for several reasons.

First on the list is our mental health. Stress appears all too frequently in our lives and being able to relax is key here to staving off nasty things like dementia in later life. Last year *The Times* featured a report emphasising the importance of using your faculties to offset the threat of dementia. It even mentioned Railway Modelling by name as an ideal pursuit with its multi-faceted requirements of carpentry, planning, historical research, electrics and creativity.

Next on the list is individuality. Today's models are truly marvellous, but the danger is that your railway is exactly the same as Jim's up the road. Identical trains and structures are seen on far too many exhibition layouts, often ones described as 'stunning' – yet they are clones, lacking originality. If that suits you, then fine, but would you not prefer your models to stand out in a crowd?

Fulfilment comes high on my list too. Until you've actually produced something yourself, whether kit- or scratchbuilt, you can't really say, "I made that." A phrase which reflects a huge sense of satisfaction and achievement.

Can I say from the outset that I am not an engineer, nor have I had a single wood or metalwork lesson in my life. Hence I have no head start, although I do confess to being a mathematician so figures and measurement do not worry me. And that brings me to another reason for having a go yourself: gaining new skills.

The ideal way to learn is to be shown by a fellow modeller. For my sins, and betterment, I am a member of DRAG – The Devon Riviera Area Group of The Scalefour Society, and yes, they do welcome 16.5mm gauge devotees within their ranks. We meet at Holcombe Village Hall between Teignmouth and Dawlish. Occasionally the group holds an 'Indulgence Day' where members are encouraged to take along their latest projects to work on, or just to pick the brains of others.

I recently took along all I needed to showpiece my dry stone walling technique and also let folk try it for themselves. Others, who were building coaches, wagons and signals talked through the challenges posed and how they overcame them. Everybody gained by attending and we had all taken some new skills on board.

Then there's reading. As a teenager I bought my first model railway magazine in 1962; it was the April edition of the *RAILWAY MODELLER*... I haven't missed one since.

Early issues included Jim Russell's *Little Western* and Ken Northwood's *North Devonshire*. As an impressionable teenager, those layouts looked marvellous to me, and indeed they were. I hadn't the skill or finances at the time to replicate their level of modelling, but they did inspire me to read more, learn and apply their methods.

Around the same time I acquired a book by G. Iliffe Stokes on making 4mm scale buildings. It was the ideal stepping stone as the tools needed were basic (Stanley knife, steel ruler, PVA) and the financial outlay was

minimal. Grocery carton card was the medium used: Persil cartons in particular being recommended to be of better quality, although I'm not sure it made my models any whiter! I learnt as I went along, and I had a dozen buildings to show for my efforts in no time. I continue to read avidly to this day in the search for prototype accuracy or tips to aid construction; they all offer something. By reading I am also kept abreast of the latest developments.

Now, I can appreciate that some people could be put off having a go themselves by

their relative lack of experience, but start with a wagon kit – plastic being more suitable as a starter project – and see how you get on. Buy a

single sheet of Plasticard, say 40thou, and see how you fare with cutting, filing, drilling and joining. Don't be afraid to experiment, or worry about making mistakes. Do the same with scrap offcuts of brass and nickel silver to test out your soldering skills. Soon a relatively basic scratchbuilding project, for example a lineside hut, should be within your compass, but do please follow a scale drawing so your end product is authentic.

Once you find you are making progress it is vital to continue to practise your new found expertise – ask any golfer! By doing so your skill set will improve exponentially and you will feel more confident about tackling more ambitious projects next time round.

I have long been an advocate of kit- and scratchbuilding; the satisfaction and fulfilment gained over the years has been immeasurable.

Some may dub me 'Old School', but I do have many a unique model of which I am the proud owner and creator.

The DIY approach has worked for me, do give it a try. Come on in, the water's fine.

...some may dub me as Old School...

Ian Nuttall writes frequently in *RM* about his OO gauge Settle and Carlisle layout Dentdale.

DIY modelling. Examples of kitbuilt, scratchbuilt and upgraded R-T-R items can all be seen here on Ian's *Dentdale* layout. In particular his hand-made drystone walling, created literally stone-by-stone. Don't just open the box says Ian: have a go yourself at some *real* modelling. Photo: Steve Flint



Readers' Letters

Railway modelling therapy helps young cancer patient

My grandson William Beynon, who was diagnosed at just 13 years of age, has been helped through his illness by taking to his model railway.

We had just returned from his first ever Warley Show in 2019 when the disease struck. He spent a month in Bristol Childrens' Hospital before returning home to Cornwall where his parents had a shed built for his railway layout. It was somewhere he could recuperate and relax whilst undergoing the rigorous treatment programme. He learned so much about building layouts and has

become something of a scenic artist.

Having developed a liking for building and adapting kits, he has now turned his hand to scratchbuilding, and has even laid his static grass before I'd got so much as a blade on my own layout.

With the loving support of his Dad Paul, Mum Hannah, and sister Lowenna, along with help from CLIC Sargent and the Teen Cancer Trust, he is keeping a hugely positive outlook, helped along by the absorbing interest that his railway modelling activities provide.

IVOR PARSONS



William in his shed with the layout that helped him through the intensive treatment programme. Photo: courtesy Ivor Parsons

Trekking down the Armagh line



Lifelong railway and model railway enthusiast, and a regular reader of RAILWAY MODELLER, Canon John McKegney from Portrush Northern Ireland, met up with *Walking Britain's Lost Railways* presenter Rob Bell late last year.

John was interviewed by Rob about the 1889 Armagh Railway disaster which is planned to be included in the final episode of the current TV series covering Belfast – Belleek via Armagh, the Clogher Valley and Enniskillen.

John sent us this photo of himself and Rob – socially distanced of course – taken during the filming of the interview alongside one of the disused railway embankments.

The series has been broadcasting Fridays at 2000 on Channel 5, and the final episode is due in January, although the actual dates are subject to change and may vary from region to region. You can usually catch up though on My5.

Photo: courtesy Fintan Maguire

A precedent for Locomotion models' new Improved Precedent perhaps?

It seems that the model of the L&NWR 2-4-0 Precedent class announced by Locomotion Models in the January issue is not the first of its kind.

Back in the 1950s I had a model of this engine, it was a push-along toy with solid wheels and imitation spokes,

and made from mazak metal or similar. It was painted bright green but had no tender. I kept it for years, only disposing of it a short while ago – such is life, but I wonder if any other older readers might remember it?

TONY COLLINGS



Announced by Locomotion Models in December, and due out in Summer 2021, this Precedent will certainly be an improvement on the one Tony Collings possessed as a youngster! Photo: www.locomotionmodels.com

Don't blame the honourable doctor

How refreshing in the January issue to read Simon James' letter in reference to Dr. Beeching. Never has a man been so vilified by history for something he didn't do.

Richard Beeching never took the metaphorical axe to anything, nor did he ever close any of the railways. He was commissioned by the Government

to conduct a survey and write a report. That is what he did and all that he did.

Any subsequent closures were conducted by the short-sighted and wholly ill-qualified politicians of the day.

It is time for the record to be put right, especially within the railway and model railway fraternity.

WILLIAM ATKIN

More advice for budding 3D printers

Thank you for another excellent edition, and the article on 3D printing. May I chip in with a couple of extra thoughts?

I have had a 3D printer for less than a year – a Creality Ender 3 Pro – and with it I've had loads of fun. It is a reasonably priced machine, open source and supported by a large community, and is user serviceable.

However, the initial 3D design programme I downloaded completely baffled me and I now use TinkerCad.

This is an online programme and is probably aimed at children. It can be quickly picked up as it works by building up shapes using blocks, cylinders, spheres, etc., and negative shapes to create holes and spaces.

I have used it to modify designs from Thingiverse (www.thingiverse.com) where there is a growing railway modelling community. It has been possible to upscale several 009 coaches to O-16.5.

Best of all, the downloads are free and members can upload their work, and credit the original designers.

My efforts can be seen on the Thingiverse site, under my Thingiverse user ID: caderifor.

One problem I found that resulted in breakages, occurred when trying to spring axleboxes apart to insert the pinpoint axles on complete 3D printed

underframes. I have now modified underframe and bogie designs so that one side can be fixed after the bearing cups and axles are in position.

MICHAEL BEER

I read with interest the article entitled *3D Printing Explored* in the December 2020 issue by Mike Flemming in which he mentions that the most commonly used filament material PLA (Polylactic Acid) is biodegradable. Sadly, this is not true. PLA is not a natural substance and no micro-organisms have yet evolved the enzymes to break it down.

3D printing is a most wonderful technology as all who use it have discovered but as Mr Flemming points out, great consideration of the design is necessary to ensure its final integrity before printing, so as to minimise wastage. There are processes that can render the waste down but these are complex and expensive. Currently the best means of disposal is through the energy-from-waste combustion route.

The final point to make is that any PLA waste that does accrue must be kept separate from other plastic waste (ie petroleum based) in any recycling scheme, otherwise the load will be contaminated and unsuitable for recycling.

MARTIN REED

Roy C Link

I have just seen Roy Link's obituary in the December RM and wish to pass on my condolences to Anjela and Hannah.

I had the privilege of working as his assistant in *Modelrama* from January 1977 until he moved to do the graphic design work for *RAILWAY MODELLER*.

He taught me a great deal about modelmaking, he was always very helpful and I felt that the opportunity to work with an experienced modelmaker like Roy, was equivalent to going to study the subject at a university.

JOHN ARKELL

I was both surprised and saddened to find the recent obituary of Roy Link. I never met Roy but exchanged emails with him, both in my time as *Narrow Lines* editor, and later as a subscriber to *Narrow Gauge and Industrial Railway Modelling Review*. For the 7mm Narrow Gauge Association he made a significant impact to the appearance of *Narrow Lines* in his period of editorship in the late 1980s, giving it a more professional-looking magazine format printed on art paper.

Both in his articles in *NG&IRMR* and in *The Crowsnest Chronicles*, which he published through RCL Publications earlier in 2020, he showed himself to be a highly skilled modeller who paid attention to detail in order to create as accurate a representation of the prototype as was possible.

I little realised when reading *The Crowsnest Chronicles* that it would be effectively his swansong.

RIP Roy.

PETER PAGE

The obituary for Roy Link unfortunately contained two errors and an omission. The locomotive described in the February 1967 MRN article was not to 6mm scale as stated, but to 4mm scale on 6mm gauge track.

Roy's time as editor of the 7mm Narrow Gauge Association's Journal *Narrow Lines* during the late 1980s was not mentioned. It may have only been for less than two years, but he significantly changed that for the better.

It might be said that this experience was a factor in the subsequent establishment of his own periodical, which is correctly titled *Narrow Gauge and Industrial Railway Modelling Review* and not as stated.

CHRISTOPHER PAYNE

Brynkir puzzler

Thanks for publishing my article on Brynkir in the January 2021 issue. In the extra material you provided, the alignment of two of the junctions shown in the railway map were unfortunately depicted the wrong way round, but more intriguingly the uppermost photo caption on page 40 suggests the purpose of the wooden planking on the down platform was to ease the unloading of milk churns, but it was actually there to cover the ground frame connections beneath the surface.

ROB OGDEN

Ed. The source of the photo caption has since proved a mystery to us too. Though it begs the question: were milk churns indeed unloaded onto ground frame planking as a local practice developed by staff at some stations?

More harbourside vessels

Having just read Ian Stock's article on modifying the Scalescenes seine netter fishing boat. Here is a picture of a similar vessel – a tug – I built using the same hull. The different superstructure is all scratchbuilt using cardboard from a cornflakes packet!



Also, as the shape of boat hulls seem to be scale independent, I have thought about using the hull templates from the N gauge version of the kit to make a very reasonable smaller 'work boat' in 4mm scale.

JOHN BURTON

No crossovers on twin-track plans

The inclusion of the free Setrack Plan Booklet with the January 2020 issue immediately awakened my interest as, in contrast to some modellers of my acquaintance, I have always maintained that gaining pleasure from our hobby doesn't necessarily have to be preceded by the anguish of gluing individual chairs to sleepers, or trying to cut and lay flexible track to the tightest curves!

Praiseworthy too, in the introduction to some of the plans, is the concept of fiddle yards and the mention of the advantages of using the Peco Loco lift as a simple cassette arrangement.

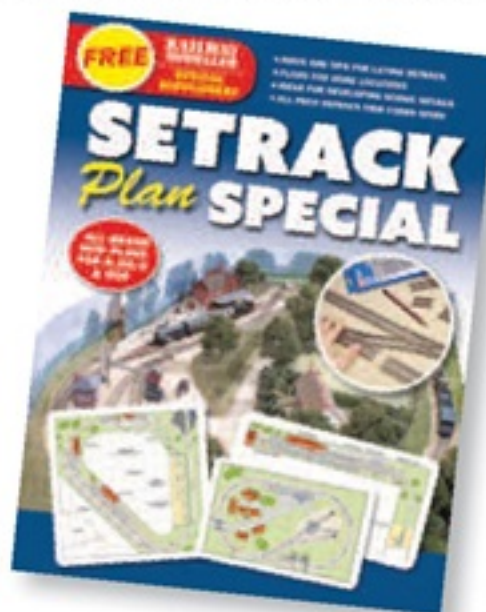
I was however dismayed to discover that none of the fiddle yard designs on the twin-track terminus plans (Nos. 7, 11 and 12) can be used without either a considerable amount of wrong line working on the scenic part of the layout to shunt rakes into the departure roads, or a lot of lifting, shifting and re-railing of complete trains!

On plan No.7 one could justify bi-directional colour light signalling, but then the two signal boxes shown are redundant or need to be replaced by one 'modern' LK-83, positioned, not at the station but at the junction. It appears to me that with the possible

exception of plan No.11, space is there for the provision of suitable crossovers at the entry to the non-scenic sections and I am therefore intrigued to learn of the reason for their omission.

**BRIAN SMITH
SWITZERLAND**

Ed. The plans are designed as ideas from which to make a start, and can all be adapted to suit individual situations and room dimensions. Crossovers can be installed if space permits, or two points can be used toe-to-toe instead.



Dapol Mogul shed code quandry

I read with interest your review of the new Dapol GWR Mogul in the January issue. However, I was surprised that the reviewer suggested the shed plate may have been incorrect for the model, No.6364. I consulted my *ABC British Railway Locomotives* shed book for 1955/56 and indeed found that No.6364 is shown as being allocated to Taunton (83B) at that time. Furthermore, the only 63xx shown at Banbury (84C) was No.6362, although four 53xxs were allocated there.

Additional research on the Great Western Archive website shows that No.6364 was outshopped when new to Okley (84B); was at Taunton in 1947 and 1950; and as you correctly stated was withdrawn from Stourbridge (84F) in November 1964. Of course none of

this precludes the possibility that the locomotive was based at some time in its life at Banbury. It, therefore, appears to me that the shed code is correct for at least the period 1947-1956.

It would be interesting to know your source for the published information.

PHILIP BIRD

Ed. Working from home to a tight time-scale, and with our usual reference sources back in our HQ office, we were left to deploy an internet search to check for corroborating evidence on the shed code accuracy. Clearly the source we visited – www.brdatabase.info – had data which was at odds with that which you have provided in your letter. We shall therefore forward the letter to the manager of the website for his information.

Snippets...

Virtual shows – a plea for sight of track plans

I've have enjoyed some of the various on-line exhibition highlights, but could I suggest something, if there are going to be more of them.

I always like to have a good look at the layout track plans in *RAILWAY MODELLER* and those included in exhibition guides.

Could a track plan of each of the layouts being featured in these events be put up on screen for a few moments, perhaps with a short explanation as to what is included.

IAIN CLIMIE

Not just for Christmas...

To end 2020 on a lighter note after all the woes of the pandemic: I set about to make something different in the Christmas jumper competition hosted by my employers. I won one of the two prizes on offer by wearing – a Christmas train set!

GREG MAPE



Voltage surge

I wonder if any readers can help solve a layout electrical mystery that has been puzzling me. When all of my locos traverse a small section of Robertstown (see RM March 2015) they suddenly speed up. This occurs over a few inches in a dc section.

I have been unable to find out why this should be. The voltage doesn't change when measured with a meter under no load conditions and I have cleaned the rails without any change.

Has any reader been troubled by a similar experience and been able to discover the cause?

OWEN EDIS

Skegness trains

I am researching the history of miniature railways which have operated in Skegness, and would like to hear from readers who have details, photos or postcards of any of them. All costs refunded. Please send details via the editor, or email me: scott.pe@btinternet.com

PETER SCOTT

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Generic four- and six-wheel coaching stock

Brand new from Hornby in OO

Arguably the headline act in Hornby's 2021 programme of new models (see report on p153) is the suite of generic four- and six-wheel coaches that are being produced in a range of pre-Grouping, pre-Nationalisation and BR liveries – all available with or without lighting.

The tooling has been derived by combining design features from a multitude of prototypes that were built by and for numerous railway companies in the late 19th Century. As such the models do not represent specific prototypes.

Four- and six-wheel passenger coaching stock was widely used by pre-Grouping railway companies, but was gradually displaced as more modern bogie vehicles were introduced in the decades prior to Nationalisation. Examples surviving into the BR era were few in number, and were usually confined to departmental or engineers' train duties.

The Hornby tooling covers different options for roof furniture to depict examples equipped with gas, oil or electric lighting – accordingly the chassis has provision for alternate equipment (where fitted) including gas cylinders or battery boxes. Step boards are also an optional feature, which are supplied with each model and can be fitted if desired.

The four-wheel types comprise a First, Third, Brake Third and Luggage Brake, whilst the six-wheel types comprise a First, Third, Brake Third and Composite. The initial releases will be available in the following pre-Grouping livery schemes: North British Railway, Great Western Railway, Great Northern Railway, London Brighton & South Coast Railway, London North Western Railway and London & South Western Railway. In addition there will be

pre-Nationalisation livery versions for the London North Eastern Railway and the Southern Railway, plus examples in post-Nationalisation early BR crimson. (The panel opposite shows the different tooling/livery options.)

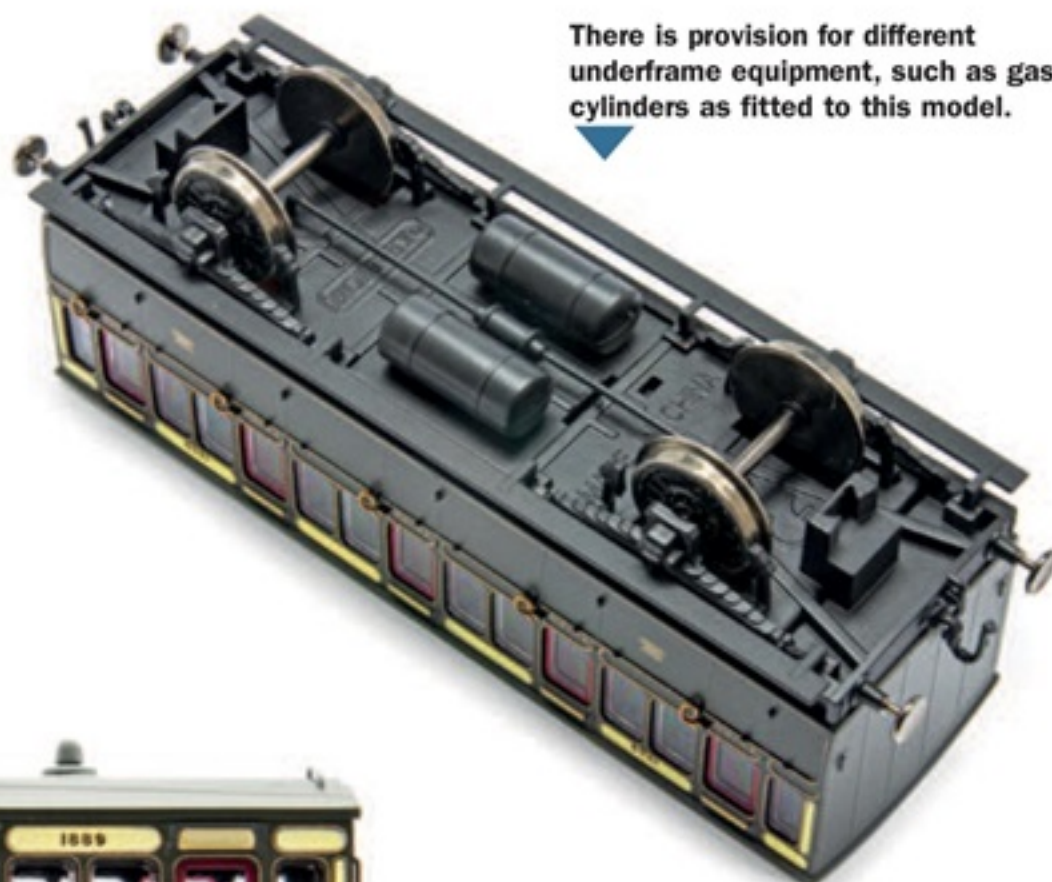
Vehicles equipped with lighting feature a new Hornby 'MagLight' Lighting Unit: an LED light bar that is powered by a CR3032 type battery with a magnet-controlled reed switch to turn it on/off. The 'MagLight' unit will also be available as a separate accessory.

Our sample in detail

For review we received an example of a Third class carriage finished in GWR chocolate & cream livery with white roof and black underframe.



▲ For review we received a sample of a five-compartment Third class coach in GWR livery.



There is provision for different underframe equipment, such as gas cylinders as fitted to this model.



The model is presented with the number No.1889 (displayed in the eaves on each side) and the elaborate style of GWR logo with entwined letters reproduced in pairs on each side – thus closely following the company's coach livery scheme of the late-19th Century. Also available in the same livery are: a four-compartment First, a Brake Third with end duckets, and a Baggage Brake.



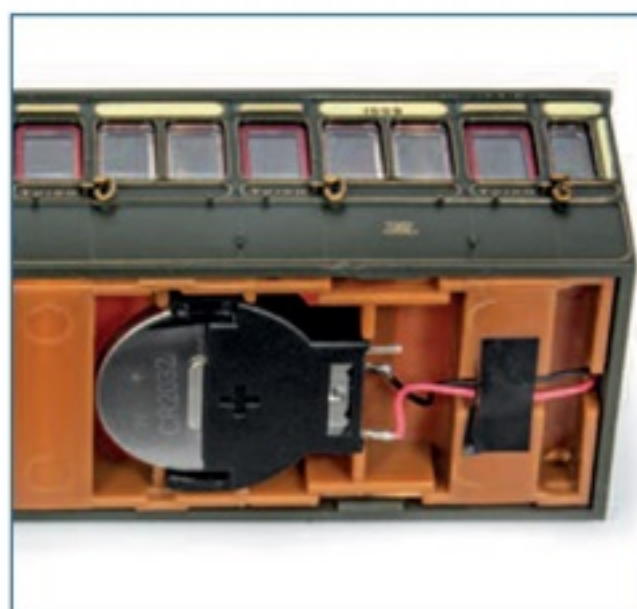
The panel lining is finely picked out in gold, with the lettering and company insignia also printed in gold but with the addition of black shading. The passenger door droplights for the five compartments are picked out in maroon.

The model scales out at 26' in length with a 16' wheelbase. Weight is 62g.

There are fine representations of the door handles, door stops and door commode handles – the latter stand proud of the bodysides. Lamp irons are moulded integral with the ends, but the end with footsteps does feature fine separate wire handrails.

The buffer heads (not sprung) are metal, albeit curiously with concave faces. Vacuum pipe stanchions are fitted, as are drawhooks. Mansell-pattern wheelsets are rendered in blackened metal with black-painted centres.

The model is equipped with slim-line tension lock couplings housed in sprung NEM pockets, these being attached to prominent bosses affixed to the underside of the coach floor. (Removing these bosses should be relatively straightforward for those modellers wishing to fit an alternative form of coupling.)



Lighting

Our sample is one with factory fitted-lighting, which needed to be 'activated' by first removing the battery isolation tab that was projecting out from the underside of the chassis. The lighting was then turned 'on' by simply holding the supplied magnet over the centre of the roof to trigger the reed switch, repeating the process to turn the lighting off.

The four LEDs that illuminate the interior emit a convincing bright warm glow. However, the battery housing forms part of the interior floor/seat moulding and as such it occupies the footwell cavity in one of the compartments, which is visible when the interior is illuminated.

Access to the interior is designed to be simple (the bodyside unclips from the chassis) to facilitate battery replacement and also for retro-fitting of a MagLight unit on un-lit models – plus the installation of suitable passenger figures if desired.

A game changer?

It is unusual when conducting a product review of a new model for us not to delve into the study of the prototype upon which it is based. However, any such exercise in this instance could be considered rather churlish. Hornby has openly embraced a generic approach with these new models that is quite at odds with the exacting prototype fidelity that is demanded (seemingly at least) of the ready-to-run models produced by the current band of proprietary manufacturers.

Therefore it will be fascinating to see how these new models are received by modelers who, for the first time in the history of British ready-to-run OO, are presented with a comprehensive range of 19th Century four- and six-wheel coaches in a plethora of convincing liveries. In terms of the doors that are now opened with regard to modelling the railways of pre-Grouping era, this release from Hornby really could be a game changer...

Craig Tiley

Sample supplied by

**HORNBY HOBBIES Ltd, Westwood,
Margate, Kent CT9 4JX
www.hornby.com**

PRICE

**GWR four-wheel Third class coach
(with lighting fitted)
ref.R40112 - £35.99**

Other liveries and types available



▲ GNR four-wheel Brake Third



▲ LSWR four-wheel First



▲ LB&SCR four-wheel Third



▲ LNWR six-wheel Third



▲ BR four-wheel Baggage Brake



▲ LNER six-wheel Brake Third



▲ SR six-wheel First



▲ NBR six-wheel Composite

Hornby Liverpool & Manchester Railway Third Class carriage

00



Following the release of the Stephenson's Rocket Train Packs, which included a trio of First Class Liverpool & Manchester Railway carriages (see our review in RM September 2020), Hornby has augmented these models with the release of an L&MR Third Class Open – making for a fine addition to the train pack consist.

Like the First Class carriages depicted in the train pack, the Third Open is based on the replica vehicles

constructed by the LMS in 1930. These were designed by Sir Ernest Lemon, the then Carriage & Wagon Superintendent at Derby. Based on no known prototype (being scaled to look 'right' behind L&MR 0-4-2 *Lion*) they feature a number of differences compared to the original c.1830 vehicles, most notably a longer wheelbase.

All three of the replica open Thirds are believed to still exist; two at the Railway Museum, York and the other

in storage in the custody of Liverpool Museums.

Despite being a far more basic carriage by design, the model still boasts many details – including the same high quality chassis as fitted to the First Class carriage, with fine foot-steps and cut-outs in the solebars. The body itself captures the characteristic wooden panelling of the real vehicles, along with the open (quite literally) compartments, with standing room only.

The pale blue livery with fine black lining is neatly applied to both the body and frames, whilst the separately fitted door handles are picked out in brass. As with the train packs, the model is supplied with a pair of moulded chain couplings, which simply slot over the coupling hooks on each end.

With this and the other further additions to the growing range of Liverpool & Manchester Railway rolling stock set for release in 2021 (see our coverage of the Hornby 2021 range in our news pages), could this hint at the development of other L&MR locomotives in the future? Only time will tell...

Callum Willcox



Manufacturer info

HORNBY HOBBIES Ltd,
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
ref.R40141 – £16.99

New Rails 'Connect' DCC decoders

00 & N

The Sheffield-based retailer has launched a new range of digital decoders under its own 'Connect' branding.

Developed for the firm by DCC Concepts, the decoders are self-adjusting for back-EMF, whilst they can also be used with coreless motors following a single CV change.

There are two decoders that are intended for installation in OO models; ref.RoS-8D – a four-function, eight-pin decoder rated for 1A and measuring 20mm x 18mm x 7mm; and ref.RoS-218 – a six-function, 21-pin (or eight-pin with harness) decoder rated for 1A and measuring 23mm x 11mm x 4mm

(harness length 90mm). There is also a decoder intended for N gauge; ref.RoS-6D – a two-function, six-pin decoder rated for 0.75A and measuring 20mm x 8mm x 4mm.

Installation is designed to be 'plug and play' with basic instructions printed on the packaging (including for how to orientate the decoder when plugging the pins into a corresponding socket on a model). The decoders are supplied to operate with a default address of 3, but can be programmed to any address between 1 and 9999. A downloadable installation manual is available via the retailer's website.



▲ RoS-8D four-function/eight-pin



▲ RoS-218 six-function/21-pin



▲ RoS-6D two-function/six-pin

Samples loaned by

RAILS OF SHEFFIELD,
21-29 Chesterfield Road,
Sheffield, S8 0RL
www.railsofsheffield.com

PRICES
All – £19.95 each

New Harburn Hamlet scenic accessories

00 & N

There are two new additions to the Harburn Hamlet range of 'ready-to-plant' scenic accessories in N gauge.

Firstly, there is a pair of corrugated animal shelters that each have a footprint of 18mm x 17mm and measure 9.5mm at their highest point. They would make for an ideal addition to a farm scene, perhaps with a couple of pigs in residence!

Secondly, there is a coal heap with sacks and a shovel, which would make for an ideal basis of a cameo scene in a railway goods yard, augmented perhaps with a couple of figures, a coal wagon and a road lorry – thereby suggesting that the coal has been

brought in by rail and is in the process of being loaded for onward delivery to local domestic dwellings by road. This accessory occupies a footprint of 33mm x 27mm. In addition, there is a new accessory in 00, which is labelled

as part of the firm's 'Corner Creations' series, this one for building construction components. Measuring 47mm along each side, this accessory can be used to add instant clutter to a lineside construction scene. Amongst the items depicted are red bricks, planks of wood, roof tiles, a bucket and large barrel. The inclusion of a wooden pallet, yellow safety helmet and breeze blocks suggest its suitability for use on layouts depicting the modern era.

All of these accessories take the form of solid single-piece castings that are supplied pre-painted in suitable colours. The range of Harburn Hamlet accessories are distributed to the trade by the Pritchard Patent Product Co, Underleys, Beer, Seaton, Devon EX12 3NA.

Samples supplied by

HARBURN HOBBIES,
67 Elm Row, Leith Walk,
Edinburgh EH7 4AQ.
www.harburnhobbies.co.uk

PRICES

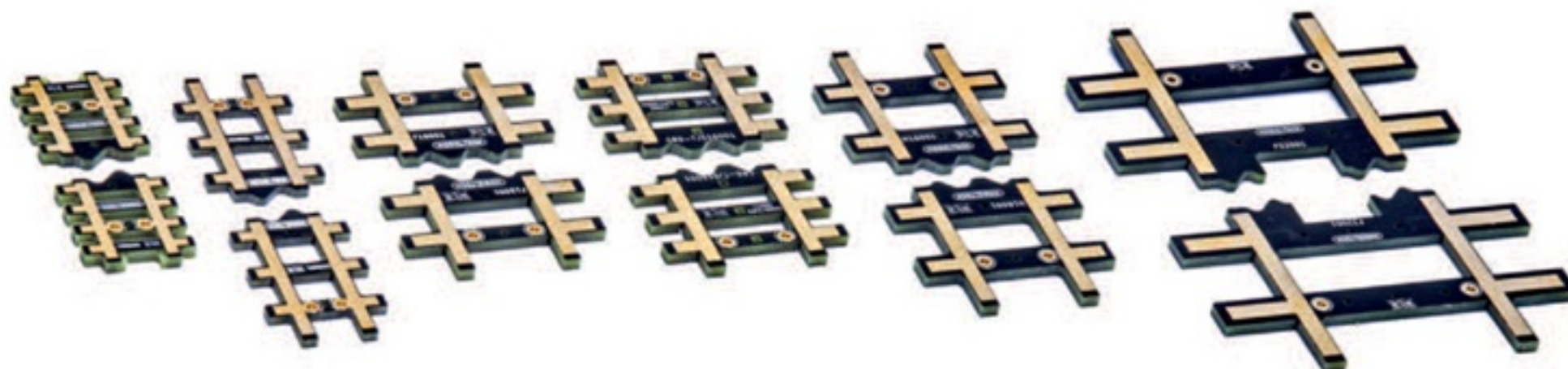
Corrugated animal shelters (N)
(ref.HN623) – £9.50

Coal heap with sacks and shovel (N)
(ref.HN643) – £8.95

Constructors' components (00)
(ref.FL164) – £11.71

ProTrack rail aligners from Model Tech

MULTI-SCALE



In the news pages of the November 2020 edition of RAILWAY MODELLER it was noted that Gwion Rhys Davies is marketing a range of rail alignment accessories for various track gauges, which are designed to facilitate the smooth running of trains on sections of track that cross baseboard joins on demountable or portable layout systems.

Each ProTrack rail aligner takes the form of two sections of substitute sleeperbase that interlock together, thus aligning the running rails automatically when baseboards are connected. Holes are provided to enable power feed wires to be routed through the rail aligners if desired.

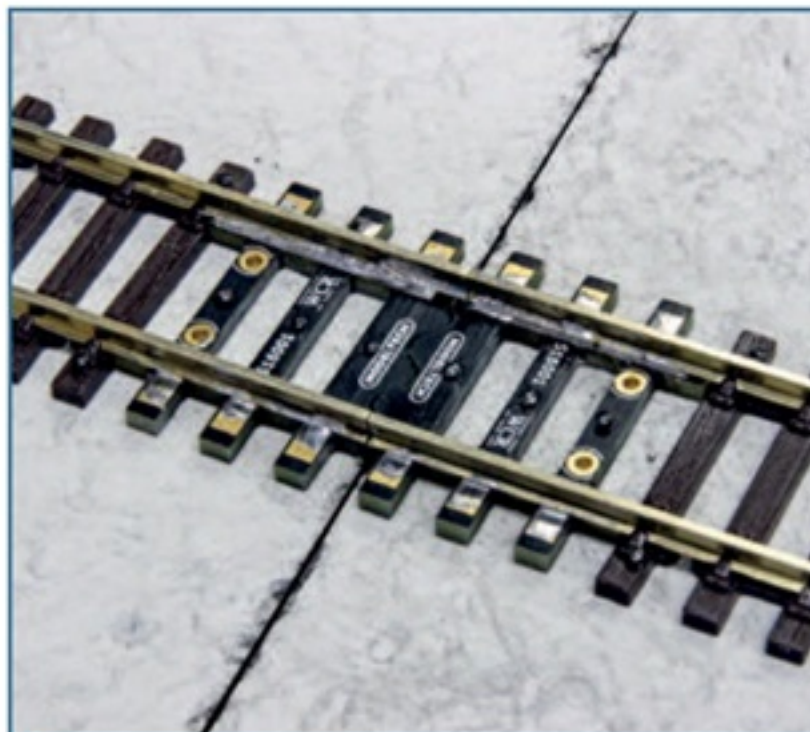
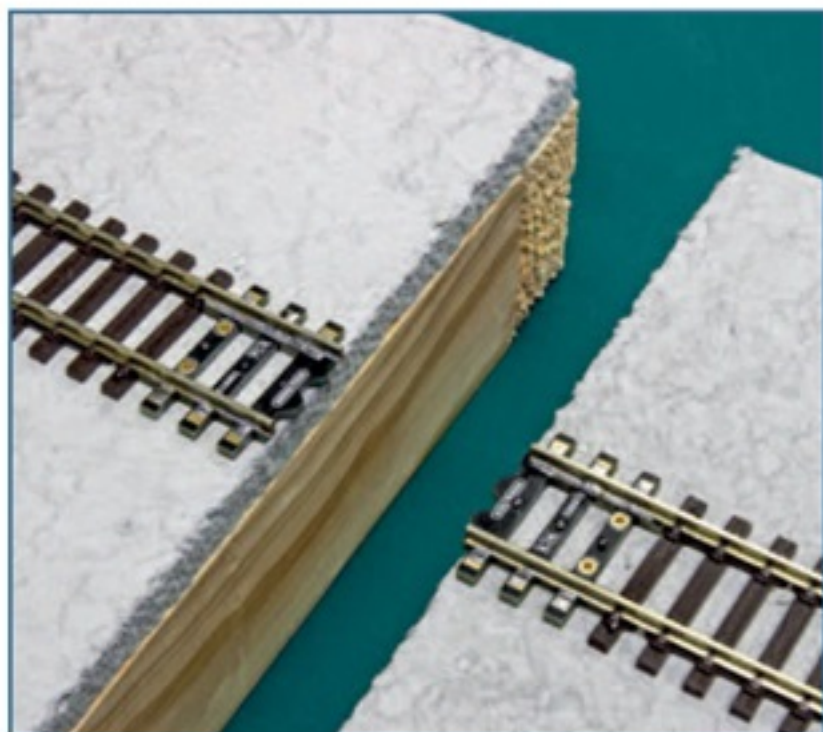
As illustrated above, the rail aligners are available for (from left to right);

N, 009, 00 (Bullhead), 00/HO, O-16.5, and O, the footprints of each being a good match for corresponding trackwork items in the Peco range. Examples of each are illustrated here. However, it should be noted that in some cases there is a disparity between the depth of the aligner PCB material and that of the corresponding Peco sleeperbase: the O gauge ver-

sion, for instance, will require packing up from underneath to enable the top surface of the PCB material to be set flush with the underside of the rail.

For this review we installed a sample of the 00/HO rail aligner (ref. RAS16001) across a baseboard join using Peco Streamline Code 100 flexible track. The method of installation we used was to first have the boards connected together with the track route marked on the surfaces; secondly the rail aligners were pinned in position on the boards using the pre-drilled holes provided; thirdly the two sections of track (with sections of the sleeper base removed) were positioned accordingly; finally, the un-supported rail ends were soldered to the surface of the rail aligner.

Andrew Beard



Samples supplied by

www.modeltech.uk
email: info@modeltech.uk

PRICE
£10.00 per pack of four

New products from the **PECO** group of companies

New Private Owner Wagon in N

T. Burnett & Co Ltd was a well known small wagon builder based in Hexthorpe, Doncaster. The origins of the company lay in Conisbrough (to the west of Doncaster) where in the 1870s the company produced railway wagon wheels and axles.

The company also operated an extensive wagon hire business and had several wagon repair facilities located in the northern half of the country. It is the stock of hire wagons that has provided the inspiration for this latest addition to the Peco Quality Line of N gauge Private Owner wagons.

The model – a 10' wheel-base seven-plank open wagon

– is finished as No.1904 in dark grey on the sides with red ironwork, whilst the lettering is white shaded black. The spoked wheelsets are finished with

white tyre walls. Knuckle couplings are fitted.

An initial run of 250 models has been produced, available from Peco stockists.



Sample supplied by

PECO,
Underleys, Beer, Seaton,
Devon EX12 3NA.
www.peco-uk.com

PRICE
(ref.NR-P432) – £10.15

Enclosed steam tram loco from Fourdees

009



Fourdees has recently released another new ready-to-run narrow gauge locomotive, a freelance steam tram, under the name of 'Sutton'. It was inspired by typical narrow gauge tramway locos built for use in Britain and on the Continent at the end of the 19th century. The model is offered initially in lined green; other liveries may follow.

The base colour is sprayed with good coverage and a satin finish, with the black (satin and matt) areas and details (brasswork, pipework, etc.) hand painted. Colours are specified (Humbrol references) in the instructions to aid matching, if necessary. The etched brass plates are by Narrow Planet.

Fourdees models are hand assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines, achieving a finish similar to injection moulded plastic parts; the highly detailed body also employs etched metal panels and many separate fittings.

The interior is fully equipped with boiler and cab fittings, including dual

controls, much inspired by the Wisbech & Upwell machines.

Due to the delicate nature of the supports, the roof is not removable but the open upper sides allow the internal detail to be appreciated.

The complete body is ingeniously held onto the chassis by four small clips, completely concealed but easily accessible from below if separation is required for maintenance.

Like other Fourdees locos, the model is built on a Kato N gauge four-wheeled tram chassis, in this case the new ref.11-109. The model runs nicely; a running-in period of half-an-hour in each direction is recommended, with lubrication after every 24 hours use.

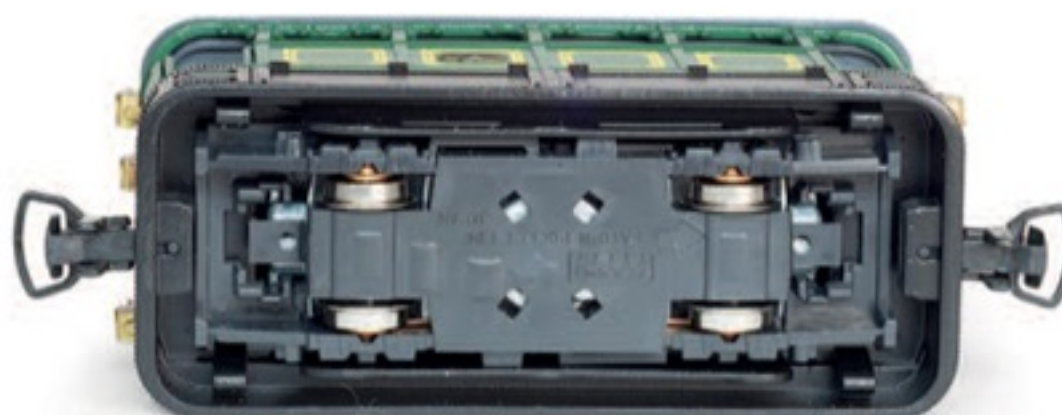
The model is 62mm long over buffer beams, 36mm wide, and 43mm tall. The minimum recommended radius is 228mm (9").

The model has been weighted to 62g to ensure reasonable tractive effort and electrical contact.

The couplings are the standard Peco GR-102 type, in NEM pockets. The height matches Peco stock perfectly.

The model comes smartly packaged in the now customary stout dark green card box with a protective sponge insert. A glossy catalogue illustrating the rest of the Fourdees range is included, plus a separate illustrated leaflet with operating instructions.

Andrew Burnham



Sample supplied by

FOURDEES LTD,
57 Wentworth Road, Blacker
Hill, Barnsley, S74 0RP.
www.fourdees.co.uk

PRICE
ref.41-126 – £164.50 (+ £8.00
P&P)



The Lancashire Mining Museum has commissioned from Dapol a trio of OO wagons in exclusive liveries, each a limited edition of 100 models with profits going towards the running costs of the museum.

All three are 10' wheelbase wagons equipped with metal spoked wheelsets, removable coal loads and slim-line tension lock couplings mounted in NEM pockets. There is a pair of seven-plank open wagons; one in the livery of the Accrington-based Altham Colliery Co (1924) Ltd, with running number 225; and one in the livery of another Accrington-based firm – Lancashire Foundry Coke Co Ltd, with running number 400. Both are finished in black with white lettering.

The third model is a 20T hopper wagon finished in the livery of Wigan Coal & Iron Co Ltd, finished in grey with white lettering, some of which is shaded black. It carries the wording 'EMPTY TO MANTON COLLIERY WORKSOP MR'.

Orders for the wagons (priced £13.00 each + £3.70 P&P) should be made in writing to: Mr R Bruce, 16 Duke Street, Astley, Tyldesley, Manchester, M29 7GL.

Payment should be made by cheque made payable to 'R Bruce'.

Locomotion Models the model railway retail arm of the Railway Museum at Shildon, has also commissioned a special livery version of a OO gauge 10' wheelbase covered van from Dapol. It is presented in dark grey livery with 'Railway Museum' and 'Locomotion'

branding, together with the wording 'TO RUN BETWEEN YORK AND SHILDON ONLY'. Priced £15.00, the model is a limited run of 250 and is planned to be first in a series of collectable wagons. It is available to purchase from the museum, including online (see below).



Samples loaned by

LANCASHIRE MINING MUSEUM,
www.lancashireminingmuseum.com

LOCOMOTION MODELS,
Locomotion, Shildon, County Durham, DL4 2RE.
www.locomotionmodels.com

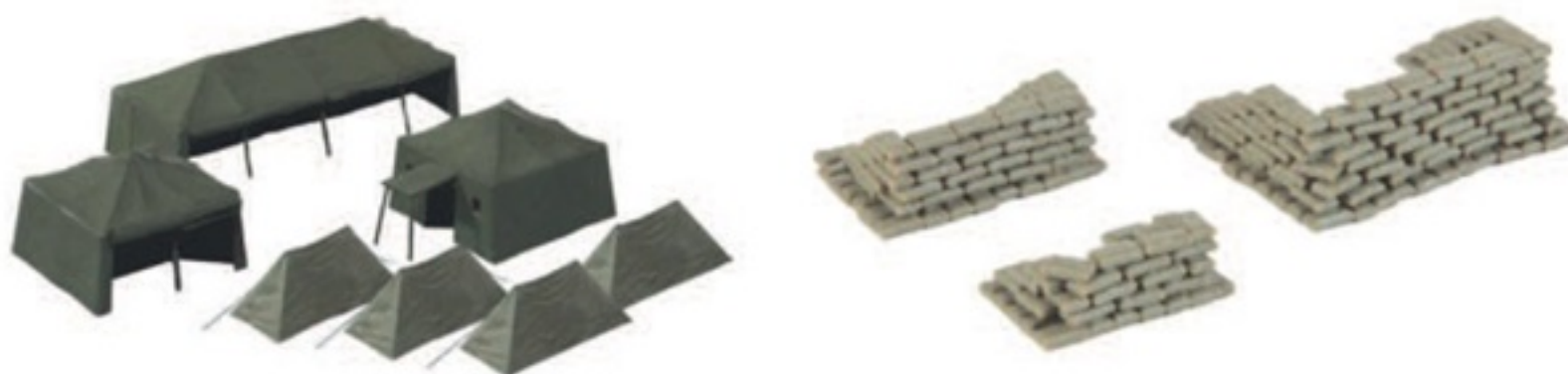
PRICES (in text)

More scenic accessory kits from Gaugemaster

Gaugemaster has added a further selection of plastic structure and accessory kits to its range.

There is a Cement Works kit (ref. GM446), which comprises 126 plastic parts moulded in seven colours. The model includes an office building, storage silos and a passage for lorry loading. Once assembled it measures 207mm(L) x 90mm(W) x 225mm(H).

A house under construction can be modelled using kit ref. GM437, which contains 161 parts moulded in seven



colours. The dimensions of the completed model are 120mm(L) x 106mm(W) x 61mm(H).

In addition there is a trio of accessory kits that will be of interest to those looking to create a 4mm scale system

with a military theme: a selection of seven military tents in different sizes formed of pre-coloured parts (ref. GM440), a pack of 200 individual sandbags (ref. GM442) and pack of 15 barbed wire defences (ref. GM441).



Samples supplied by

GAUGEMASTER CONTROLS,
Gaugemaster House, Ford Road,
Arundel, West Sussex BN18 0BN.
www.gaugemaster.com

PRICES
(ref. GM446) – £42.00
(ref. GM437) – £31.50
(ref. GM440) – £13.00
(ref. GM442) – £10.50
(ref. GM441) – £13.75

Book Reviews

The high quality colour photography that was recorded by Peter Gray during the BR steam era will need little introduction to many readers, examples of his vast collection – which had a particular leaning to the rail network in the West Country where he resided – having been reproduced in countless books over the years.

Following his death in 2017, Peter's extensive collection of original colour slides was bequeathed to the Great Western Trust at Didcot. The trust provided access to the material – including Peter's original notes – to enable this book to be produced. (It should be noted that all author proceeds from the book are going to the Trust.)

The resultant publication is a lavish photographic tribute to this master lensman. In the region of 200 colour slides have been included, nearly all of which are reproduced one per page to benefit from the large square page format.

Reproduction is on the whole very good and each image is accompanied by a detailed caption, including key details of location, date and identification of the locomotive and train working (where relevant). The images are for the most part presented in chronological order, with the accompanying numerical codes at the start of each caption denoting the film roll and frame numbers, as recorded by Peter.

Peter Gray's West Country Railways

Compiled by Amyas Crump and Kevin Robertson

At the front of the book is a short biographical chapter, which provides some insight into Peter's life, career and details of his photography interest – including the camera equipment used.

Encompassing the period from the late-1950s (one of his first colour slides was recorded in April 1957) through to the mid-1960s, the photographs cover former Great Western and Southern main line and branch routes across Somerset, Devon and Cornwall. Steam traction is to the fore, but there are brief glimpses of the dieselisation that was taking place during this period, with such views depicting, for example, early diesel hydraulic classes on West of England expresses.

Whilst a good number of the images included in this album may appear familiar, in some cases the slides reproduced are similar – but not identical – to those published previously. An example of this is the wide elevated view overlooking Thorverton station on pp12-13, which shows two passing autotrains standing alongside each other in adjacent platforms. The near-identical image published previously in the photographer's *Steam in Devon* book was in fact recorded a few moments later, with the Dulverton-bound autotrain departing the station.

The book offers a feast of visual reference for the modeller, not just of the trains, but also of the whole railway scene – the infrastructure, lineside details,

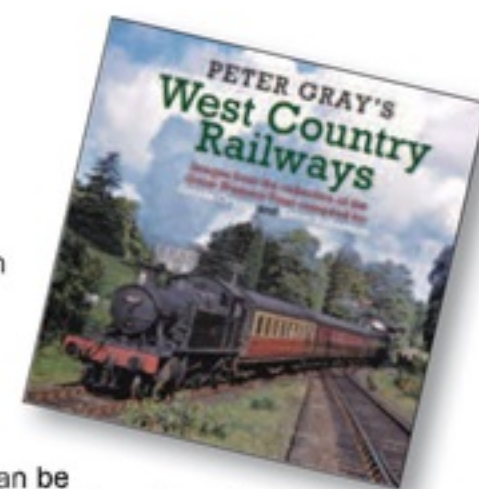
surrounding scenery and railway staff. The generous reproduction size of the images, together with clarity of the original slides, means that there is a huge amount of useful detail that can be gleaned, including: the clothing of the three engine crew posing for a portrait at Helston (p20); the interior of the train shed at Exeter St Thomas (p38); and the roadside signage at Latchley crossing on the Callington branch (p105).

Your reviewer is left hoping that a further volume of the photographer's colour work is published in due course. Highly recommended.

CT

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1A Ringway Trading Estate, Shadowmoss Road,
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www.crecy.co.uk

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North Eastern Railway Engine Sheds

Edited by John F Addyman

Many years ago a fellow enthusiast told this reviewer that as far as Britain's railways were concerned, nothing was left to discover. To him, everything there was to know about the subject had already been uncovered, written up and published.

One such book might well have been *North Eastern Locomotive Sheds* by the late Ken Hoole, the pre-eminent historian of all things NER. That book was published by David & Charles in 1972 and in it, Hoole commented that he used all the sources that were available to him, but added '...if I had waited until everything was complete then this work would never see the light of day.' An acknowledgement that there was still much to be revealed in the history of our railways after all.

This brand new volume from the North Eastern Railway Association, *North Eastern Railway Engine Sheds* proves Ken Hoole right, and my long lost acquaintance wrong, for indeed amongst the book's 216 high gloss pages there is plenty to discover.

Three chapters cover; *Some notes on engine sheds; Pay and conditions*; and (the vast majority of the volume) *Gazetteer of the North Eastern Railway's Engine Sheds*; and two appendices; *Working in a BR Engine Shed* (notably West Auckland) and a tabulation of *Toolvans and breakdown appliances*.

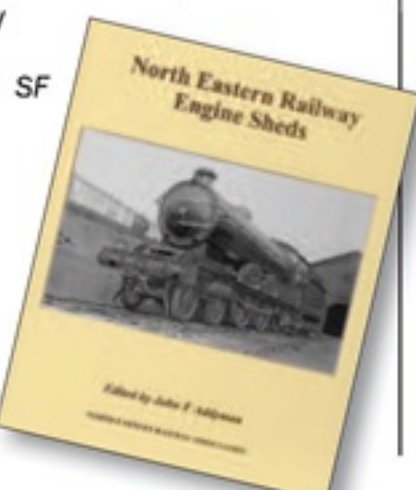
The Gazetteer lists every known NER engine shed in alphabetical order from Alston to York. Each entry carries a description, from at least two lines (eg Slapewath, a wooden shed that survived until 1870) to several pages (eg Hull Dairycoates), and many of the entries are provided with a colour reproduction of the relevant LNER shed diagram, mostly dating from the early 1930s, but complemented with extracts from NER period OS maps, along with dozens of elevation drawings of some sheds which should prove very useful to modellers.

The photographs, of which there are over 200, mostly in black and white, are reproduced to an exceptionally high standard. There are, as one might expect, a lot of locomotive pictures, but real gems featuring long lost sheds crop up, such as an image in the entry for Scarborough showing the original GT Andrew's 1845 engine shed just north of Wash Beck bridge. Although in use as a goods shed by the time of the photograph, it was razed to make way for the Londesborough Road excursion station in 1906.

This book is an authoritative and comprehensive survey of NER sheds. I can highly recommend it for railway historians and railway modellers alike.

North Eastern Railway Association,
31 Moreton Avenue, Stretford, Manchester,
M32 8BP.
www.ner.org.uk

279mm x 216mm 216pp
Hardback £24.95
ISBN 978-1-911360-26-1



DVD Reviews

Island Lines – The Isle of Wight – with Paul Atterbury

This latest DVD release from Railfilms is presented by Paul Atterbury of *Antiques Roadshow* fame, who knew the Isle of Wight from his childhood.

Until well into the 20th century, the Isle of Wight boasted a railway system totalling 55 miles, operated by several small individual companies – usually utilising second-hand locomotives and rolling stock 'cascaded' from the mainland. As the years went by these companies became amalgamated, but underinvestment in the system persisted; once cars and buses had become commonplace, passenger traffic was sparse outside the high holiday season and so the antique character of these rural lines continued through to recent times.

The island's 'main line' is still a part of the national network and relies on electric units dating back to pre-war days. (However, it is planned that a new fleet of refurbished former London Underground trains will enter traffic later in 2021 as part of a multi-million pound investment programme.)

In addition, a restored five-mile heritage line operates a collection of restored steam locomotives and carriages from the island's Victorian heyday.

Disc one features footage of all these lines, with sequences filmed from the lineside and behind the scenes. This programme has been made with the full co-operation and involvement of the Isle of Wight Steam Railway.

Disc two comprises entirely archive footage to show the Isle of Wight during the last months of steam in late 1966. The journey to the island is made via Lymington (taking in steam on the branch

from Brockenhurst), then travelling on the paddle vessel *Farringford* to Yarmouth. From here the island's buses are used to travel to Ryde (as the Cowes line was already shut by this time), connecting with a steam train from Ryde Pier Head station after first viewing one of the remaining paddle steamers that plied its trade on the Portsmouth to Ryde route.

All along the way from Pier Head to Shanklin there is evidence of the drastic changes afoot as the line is prepared for electrification.

The film culminates with some of the more unusual workings during the final days of steam operation, such as 'top and tailed' services from Ryde Esplanade, wrong line working and, rather ominously, the sight of ex-LT electric units waiting to take over.

Usefully, a map of the railways of the Isle of Wight is printed on the reverse of the DVD sleeve.

Railfilms Ltd
www.railfilms.com

DVD (two discs),
running time 67 minutes.
Price £25.00 + £2.00 P&P

Order online from: www.telerrail.co.uk
or by post from:
TeleRail, The Royal Scot Suite, Carnforth
Station Heritage Centre, Warton Road,
Carnforth, LA5 9TR.



The year of the coach? Passenger carrying vehicles steal the limelight amongst Hornby's plans for 2021

Report by **Craig Tiley**

All report images courtesy Hornby unless otherwise credited.

2020 will undoubtedly go down in history as a memorable year, albeit for all the wrong reasons. It certainly didn't pan out to be quite the year-long celebration that the Hornby team had originally envisaged to mark the company's centenary, with plans for a number of special events and public exhibition engagements falling by the wayside in the wake of the worldwide health crisis.

With the restrictions ongoing it was inevitable – and perhaps rather apposite – that the traditional pre-Christmas press briefing at the manufacturer's Margate headquarters did not take place as planned. Instead, representatives of the model railway press convened 'virtually' on 8 December for an online preview of Hornby's plans for 2021, presented by Hornby Head of Brand Montana Hoeren and Hornby Marketing & Product Development Director Simon Kohler.

Whilst this alternative 'digital' approach may have dampened Simon's customary showmanship (he freely admitted that he prefers to address a 'real' audience), this was more than made up for with a feast of exciting new-tooling product announcements – as our coverage on of the 2021 range on the following pages testifies. Hornby has certainly given us plenty to look forward to in the year ahead, which is



▲ Hornby's Montana Hoeren and Simon Kohler presented a 'virtual' showroom preview for the 2021 range.

just the kind of shot in the arm that is needed right now to lift the spirits of many readers, modellers and retailers.

A successful and exciting year

Whilst the centennial drum-beating turned out to be rather more subdued than anticipated, 2020 was however far from a disappointing year for Hornby. Sales and demand for its products surged as people sought sanctuary in hobbies including railway modelling during the first period of Government lockdown. This financial uplift contributed towards a jump in the company's share price in November,

reaching its highest value in nearly five years.

Montana described 2020 as "a successful and exciting year". An undoubted highlight for the company was the release of a Class 66 model presented as GBRf 66 731 Capt. Tom Moore – A True British Inspiration, the sales of which raised £140K for NHS charities (see News, RM July 2020). "It was a huge hit – we couldn't have wished for a better response to that model."

There was also the surprise announcement of the Liverpool & Manchester Railway Third Class

open carriages, which were recently delivered (see review on p148).

However, deliveries of several key items in the 2020 range have been delayed, with Simon citing the global health crisis as the cause of significant disruption to model production in China. A revised schedule will now see the outstanding new-tooling projects from the 2020 catalogue delivered during the course of 2021: the Thompson pacifics in January/February, the Gresley W1s, Class 91s and Coronation Scot coaches in May, the BR Standard 2MTs in June and the APT in July.



▲ 2021 catalogue cover.

2021 range

Topping the bill for steam-outline projects from all-new tooling is the BR Standard 9F 2-10-0 – a prototype that has been a feature of the Hornby range for more than half a century. The tooling for this new model is set to cater for various detail differences, including five patterns of tender (see p90 for further information about the real machines).

Simon remarked that with this model the manufacturer will be "...taking model design to another level." What that means exactly, we'll have to wait and see...

The three versions planned initially comprise Nos.92167 and 92194 in BR black, plus the obligatory version of No.92220 *Evening Star* in lined BR green livery with late crests (photo 1).

Allowance has also been made for further tooling variations in the future, which potentially could unlock prototypes not produced ready-to-run previously, such as the Tyne Dock 9Fs that were equipped with Westinghouse air pumps.



▲ BR Standard 9F No.92220 *Evening Star* pictured at Bath Green Park MPD on 10 September 1962. Photo: Railphotoprints

There will be a brand new suite of Gresley P2 models, which is being developed primarily to cover the condition of the new-build P2/1 replica – presented as No.2007 *Prince of Wales* in LNER lined apple green livery (photo 2). The tooling will feature



▲ A view of the part-complete new-build Gresley P2 No.2007 *Prince of Wales*. Photo: courtesy A1 Steam Trust

the embellishments that will be sported by the full-size replica to enable it to run on the mainline in the 21st Century (such as air-braking and overhead warning flashes). It should be stressed that the tooling for this new version of the P2 will share no

3



▲ LNER P2/2 2-8-2 No.2003 *Lord President* at Newark Northgate. Photo: Rail-Online (T G Hepburn/Rail Archive Stephenson)

common parts with Hornby's previous incarnation of this locomotive type (see Review, RM October 2014).

In tandem with the development of the new P2/1 model, the tooling will also cater for the P2/2 examples fitted with Walschaerts valve gear (a version will be presented as No.2002 *Earl Marischal* in LNER lined apple green livery) together with those with A4-style front end streamlining (to be available as No.2003 *Lord President* in LNER lined apple green livery – photo 3).

Continuing the Gresley theme, the GNR/LNER Gresley A1/A3 tooling will benefit from a partial upgrade, which will see new versions introduced with a die-cast running plate (this part was plastic previously) and firebox flicker. Three versions are to be released: A1 No.2564 *Knight of Thistle* in LNER apple green, A1 No.2547 *Doncaster* also in LNER apple green (photo 4) and A3 No.60103 in BR lined green livery with early emblems, single chimney and no smoke deflectors.

There will also be further permutations of the Gresley W1 4-6-4; in original c.1935 condition with double chimney (those in the 2020 catalogue depict it in single chimney form), plus in its rebuilt streamlined form as No.10000 in LNER works grey (a livery it is understood the loco wore but never ran in – photo 5), together with No.60700 in its final condition without valances and wearing BR lined green with late crests.

The delayed first batch of Thompson pacifics will be followed later in 2021 with further confirmed livery options: A2/3 No.511 *Airbourne* in LNER lined apple green livery (photo 6) and A2/2 No.60502 *Earl Marischal* in BR lined green with late crests (photo 7).

Similarly, more BR Standard 2MT liveries have been announced for delivery towards the end of 2021; No.78054 in lined black with late crests and No.78006 in lined green with late crests.

Notable new liveries for models from existing tooling include; BR Standard pacific No.72009 *Clan Stewart* in lined green livery with late crests

4



▲ Gresley A1 pacific No.2547 *Doncaster* with diecast running plate.

5



▲ Gresley W1 No.10000 in LNER works grey.

6



▲ Thompson A2/3 No.511 *Airbourne* in LNER lined apple green livery.

7



▲ Thompson A2/2 No.60502 *Earl Marischal*.

New tooling projects at a glance

Model	Due (2021)	RRP (each)
BR Standard 9F 2-10-0	October	£209.99
Gresley P2/1 & P2/2	December	£209.99
Ruston & Hornsby 88DS	July	£93.99
Generic four- and six-wheel coaches (un-lit)	Jan/Feb	£29.99
Generic four- and six-wheel coaches (lit)	Jan/Feb	£35.99
BR Mk.IV trailers	December	£36.99
BR Mk.IV DVT	December	£69.99
BR Mk.I BCK	June	£34.99
Maunsell dining saloon	November	£49.99
SR Gangwayed Bogie Luggage van	April	£36.99
L&MR Royal Mail train pack	September	£199.99
L&MR flats (triple-pack)	January	£69.99



Hornby launches new 'Playtrains' range for children

Hornby has launched a completely new product range aimed at children of pre-school age, comprising battery-powered trains with sounds and lights that can be operated by remote control using infra-red technology. It promises to be 'fun, engaging and visually appealing' with an educational element as well.

The expandable clip-together track system has been designed to be easy to use, whilst a series of 'Quick Build' lineside structure kits will introduce children to the constructional aspects of the hobby.

Commenting on the launch of this new range, Simon explained, "I am passionate about getting youngsters to play trains – because then we have modellers for the future."

8



▲ BR Standard Pacific No. 72009 *Clan Stewart*.

and green cylinders (photo 8), Stanier Princess Royal Pacific No. 6203 *Princess Margaret Rose* in LMS red and Collett large Prairie No. 6147 in plain BR black with late crests.

In addition the B2 class Peckett 0-6-0ST will receive two new liveries; presented as *The Earl* in National Coal Board blue (photo 9) and *Henry* in Port of Bristol Authority lined green.



Hornby Dublo revival

Amongst the range of centenary limited edition models released during the course of 2020 was a version of No. 6231 *Duchess of Atholl* in LMS crimson livery, produced from the latest tooling but incorporating a diecast body to mirror the construction of the original 1948 Hornby Dublo release. To follow on from this, the 2021 range will see the Hornby Dublo branding revived with a further Coronation Pacific release utilising this diecast body tooling, to be presented as No. 46252 *City of Leicester* in BR lined green with early emblems.

In addition there will be a pair of Bulleid Merchant Navy pacifics released under this special branding, also incorporating a new diecast body tooling: finished as No. 35016 *Elders Fyffes* in early British Railways Malachite green livery with 'Sunshine' lettering and No. 35011 *General Steam Navigation* in BR lined green livery early emblems (photo 10).

Diesel and electric locomotives

The single new tooling announcement for diesel and electric traction takes the form of the Ruston & Hornsby 88DS (photo 11), which is to all intents and purposes the 'bigger brother' of the firm's diminutive 48DS released previously. The initial quartet of releases will be presented in North British, Rowntree & Co Ltd green, BR departmental green and BR blue livery schemes.

The Railroad range is set to welcome a flurry of new 'Railroad Plus' livery releases (which feature an enhanced level of decoration and etched plates, where appropriate), together with TTS sound including: 47 813 *Jack Frost* in Rail Operations Group scheme (photo 12) and 37 521 in Colas Rail Freight livery. A new addition to the manufacturer's TTS sound decoder portfolio for 2021 will be the

12



▲ Railroad Plus Class 47 with Twin Track Sound.

13



▲ Railroad Deltic with Twin Track Sound.

9



▲ B2 class Peckett 0-6-0ST *The Earl* in National Coal Board blue.

10

Decorated samples of Merchant Navy pacifics with diecast bodies.



11



▲ CAD renders of Ruston & Hornsby 88DS livery schemes.

Class 55 Deltic, with 'Railroad Plus' models available as D9018 *Balymoss* in BR two-tone green with small yellow panels (photo 13), and 55 013 *The Black Watch* in BR blue.

Rolling stock

Arguably the headline act in Hornby's 2021 programme is a suite of generic four- and six-wheel coaches that are to be offered in a range of pre-Grouping, pre-Nationalisation and BR liveries (photo 14), with and without lighting. See our review on p146 for further details.

With an all-new Class 91 announced as part of the 2020 range, it will come as little surprise to learn that complementary BR Mk.IV trailers and DVT (Driving Van Trailer) are now in development for 2021 (photo 15). InterCity, GNER and LNER livery schemes are planned initially. In addition, the Mk.IV trailers and DVTs that have been re-deployed on Transport for Wales duties are also being catered for, with a matching TFW-liveried Class 67 (as 67 014) included amongst the D&E locomotive releases (photo 16).

The Hornby range of BR Mk.I designs continues to expand with the addition of a Brake Corridor Composite (BCK) from new tooling (photo 17), which will be released in five liveries to begin with: chocolate & cream, maroon, blue & grey, InterCity Executive and Network Rail yellow.

Also from new tooling will be a pair of Maunsell Dining Saloons, available as a Composite in BR green and as an all Third in Southern Railway green, each

14



▲ A selection of the generic four- and six-wheel coaches that will be offered in a range of pre-Grouping, pre-Nationalisation and early BR liveries.

15



▲ BR Mk.IV trailer stock and DVT models will be available in liveries including InterCity Executive scheme, as illustrated here with the DVT-led 1802 York – Kings Cross service, pictured at Colton Junction on 17 May 1992. Photo: Railphotoprints

16



▲ Transport for Wales Class 67.

17



▲ BR Mk.I Brake Corridor Composite.

18



▲ SR Gangwayed Bogie Luggage Vans.

19



▲ L&MR flatbed wagon.

21



▲ Stanier 20T brake van in NCB blue.

20



▲ L&MR Royal Mail Coach.

22



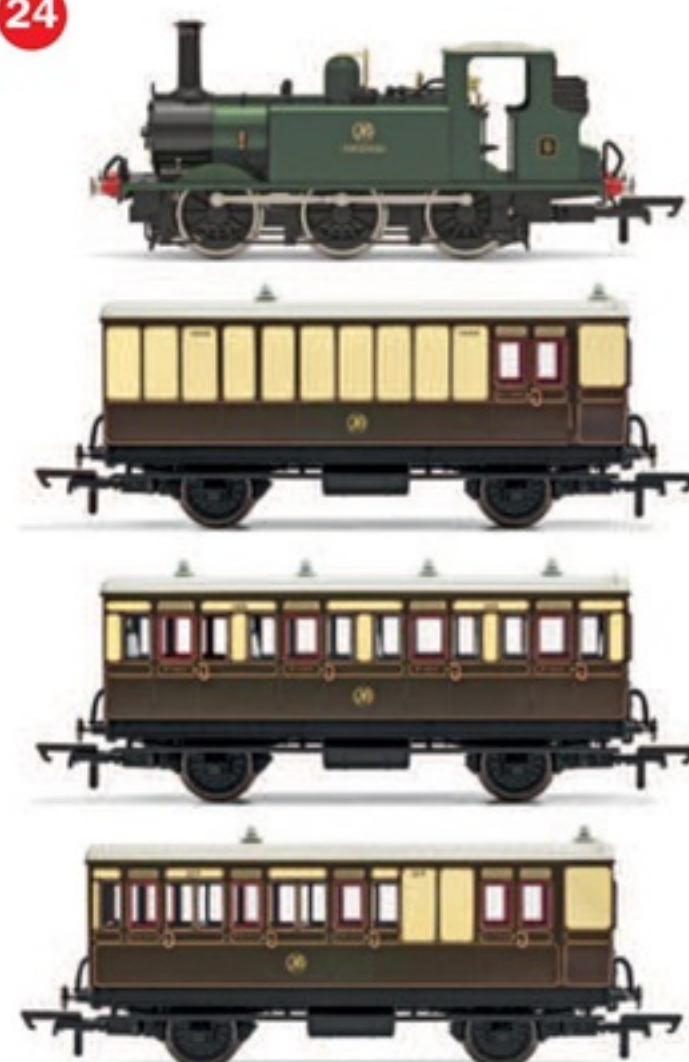
▲ Locomotive Services Ltd Class 43 power car train pack in Midland Pullman livery.

23



▲ Class 390 Pendolino in Pride livery.

24



▲ Weston, Clevedon & Portishead Railway train pack with Terrier and four-wheel coaches.

type with a choice of two running numbers.

Continuing the Southern Railway theme will be an all-new Gangwayed Bogie Luggage Van (photo 18), which will be available in SR green and BR crimson liveries. In addition will be a version presented as Sir Winston Churchill's funeral hearse – S2464S in brown and cream livery. Suitable motive power for this latter version will be available in the form of Bulleid 'Battle of Britain' pacific No.34051 *Winston Churchill* in BR lined green with late crests.

The releases of Stephenson's *Rocket* and accompanying *Liverpool & Manchester Railway* vehicles in 2020 will be followed in the 2021 range with a further triple-pack of Third Class Open carriages (see review on p148). The chassis tooling has also been utilised to create an impression of an L&MR flat-bed wagon (photo 19), which will be released as a triple-pack. Additionally, an impression of an L&MR Royal Mail coach is to be produced (photo 20), which will be supplied as part of a new Stephenson's *Rocket* train pack, which will also include the locomotive, a First Class carriage and Third Class Open carriage.

Amongst the notable new livery versions of models from existing tooling will be Mk.III trailers in the white and red scheme of Rail Charter Services and Maunsell Kitchen Cars in BR crimson & cream.

A Stanier 20T brake van in National Coal Board blue livery (photo 21) is a stand-out new livery addition to the range of wagons, which is sure to appeal to those modelling industrial systems.

Train packs

The highlight amongst the train pack releases is undoubtedly the pair of Class 43 HST power cars in Midland Pullman Nanking blue livery (photo 22), which reflects the recently-outshopped HST that has

been acquired for use on railtours by Locomotive Services Ltd. Naturally, accompanying Mk.III trailer vehicles are also being produced in this fetching colour scheme.

There will also be an 'LNER Farewell Tour' HST power car pack, comprising power cars Nos.43 006 and 43 112 in BR blue & yellow livery. These will also be joined by matching Mk.III trailer vehicles, enabling the complete consist that operated on the four-day farewell tour between 18 – 21 December 2019 to be replicated.

Joining these will be an Avanti West Coast Class 390 Pendolino five-car train pack in the colourful Pride livery scheme (photo 23), for which additional trailers will be available separately, together with a five-car GWR Class 800 IEP in 'rainbow' scheme.

Evoking the atmosphere of the former Weston Clevedon & Portishead Light Railway will be a train pack comprising a Stroudley Terrier in GWR green with shirtbutton roundel as No.5 *Portishead*, together with a trio of GWR-liveried four-wheelers – all from the latest tooling (photo 24).

Train sets

Amongst the train set releases is the iTraveller 6000 (photo 25), which notably is the first Hornby train set to be equipped with the new HM6000 control system, which uses smart phone app technology to control a 12V dc analogue powered model railway. The set includes an 0-4-0 Bagnall diesel, three wagons and a third radius starter oval of track.

Scenecraft

New additions to the firm's range of resin 'ready to plant' structures include a Scottish croft, a cottage,

a rectory, an ancient stone circle, a stone footbridge and a war memorial.

2021 Hornby catalogue

Refer to the manufacturer's website for further information (including prices) and to obtain a copy of the 2021 Hornby catalogue:

www.hornby.com

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▲ The iTraveller 6000 train set with HM6000 control.

WATCH THE VIDEO

Highlights of the 2021 Hornby range announcements, together with additional information and images of new models, can be seen via the RAILWAYMODELLER website by following this link;



See this model in action on our website!
bit.ly/RMHornby2021

First look at Accurascale Class 37 in OO

Accurascale has unveiled the very first tooling prototype sample from its suite of forthcoming Class 37 locomotives in OO, plans for which were first announced in our January 2020 issue.

The sample pictured here represents the first five locomotives of the class constructed, delivered from English Electric's famous Vulcan Foundry at Newton-le-Willows between December 1960 and January 1961. The sample features the riveted multi-part cantrail grilles, which distinguish these examples from the other 114 split-headcode machines. Other 'as built' features include; four-character headcode displays, frost grilles, double-riveted roof, buffer beam cowling with large round Oleo buffers, bodyside water filler access doors and steps, and early buffer beam configuration with vacuum/steam/control piping only.

Fully operating samples of the firm's other announced variants will be presented soon, including the WIPAC-equipped Class 37/6 together with the Scottish car headlight Class 37/0s and modern Class 37/4s, plus 97 301 with its unique roof, distinctive flush noses and underbody-mounted radar equipment.

It should be noted that Accurascale will be refining the fit and finish on some of the parts illustrated here. Rivet detail also needs to be added to the tooling, which will take place following receipt of decorated samples.

Full details about the livery/number options being produced, together with a list of Accurascale stockists and details of how to pre-order, can be found via the manufacturer's website. Delivery is planned for the second quarter of 2021.

www.accurascale.co.uk

Exclusive version of D6700 from Locomotion Models

Locomotion Models – the retail arm of the Railway Museum at Shildon – has announced that it is commissioning from Accurascale an exclusive version of the English-Electric Type 3 to be presented as class pioneer D6700 in 'as delivered' (c.December 1960) plain BR green livery – as per the accompanying prototype picture. Following withdrawal



▲ A view of English-Electric Type 3 diesel pioneer D6700 pictured in original 'as delivered' condition with BR plain green livery. Photo: British Railways



from service in 1999, D6700 was preserved as part of the National Collection.

Forming the latest addition to the retailer's 'National Collection in Miniature' series, the exclusive model can be pre-ordered for £30.00 (see website below). Due for delivery in Autumn 2021, the model is available DCC ready priced £169.99, or DCC sound fitted for £259.99.

www.locomotionmodels.com

Details of new models for OO and O in Heljan 2021 catalogue

The Danish model railway manufacturer Heljan has published the latest edition of its product catalogue, which contains details of current and forthcoming models in OO, O and OO9.

A new addition to the O gauge range is the LMS 50' inspection saloon, which is now in development for release in 2022. No fewer than 12 liveries are planned, from LMS crimson with black ends through to post-Privatisation schemes including EWS red & gold. Featuring DCC-controlled interior lighting, the models will run on LMS or B4 pattern bogies depending on era/livery. Prices are to be confirmed.

Included in the catalogue for the first time is a Ruston 165DE 0-6-0 shunter, which will be available in industrial yellow and NCB dark green liveries. A pre-production sample is illustrated here, which may not be fully representative of the finished models. The suggested retail price will be £149.00 each.



▲ An archive view of an ex-LMS 50' inspection saloon in BR blue & grey livery with yellow ends at Helmsdale on 12 September 1979. Photo: Steve Flint



A further run of Cargowagon IWB bogie vans for OO is planned, including Colas/Tarmac and Blue Circle Cement liveries. Joining these will be more IGA bogie flats, which will include a version in RailAdventure livery for the first time.

Extra versions of the LNER O2 2-8-0 have been included in the next production run, with further combinations of the GNR/LNER cabs and tenders, livery versions and two weathered BR editions.

The 40-page Heljan 2021 catalogue is available now from Heljan stockists priced £3.00.

www.heljan.dk



In brief

New website for Fox Transfers

The specialist supplier of etched plates and waterslide transfers, which are available in numerous scales from 2mm up to and including full-size, has developed a new 'mobile friendly' website. New features include a revised search facility, together with a dedicated knowledge centre with useful information relating to the firm's products.

www.fox-transfers.co.uk

Virtual Alton 'Febex' 2021

With Alton Model Railway Group unable to stage its annual 'Febex' model railway exhibition in 2021 (as a result of the ongoing global health emergency), the group is instead staging a virtual event that will be available on its website for six months from 1 February. It is planned to showcase a number of layouts and provide a selection of articles covering different modelmaking topics, together with trade support and specialist societies in attendance:

www.febex.co.uk

Lee Marsh Model Co merges with Masterpiece Models

Lee Marsh Model Co – the supplier of exquisite 7mm scale Korean-built brass locomotive and rolling stock models (examples of which we have had opportunities to review on occasions in this magazine), has joined forces with Masterpiece Models. The merger of the two businesses has seen Lee Marsh, Kevin Wilson, Malcolm Mitchell and Cliff Williams all join the existing Masterpiece Models team. The models planned for future release by Lee Marsh will now be incorporated into the Masterpiece Models programme. All models will continue to be manufactured in Korea.

www.leemarshmodelco.com

www.masterpiemodels.co.uk

No York and Wakefield shows in 2021

The organisers of the York Model Railway Show have confirmed that the 2021 event will not take place as a result of the ongoing health emergency. However, an event is planned for 16 – 18 April 2022. Similarly, Wakefield Railway Modellers' Society has cancelled its plans for an exhibition that was scheduled to take place on 4 & 5 September 2021.

www.yorkshow.org.uk

www.wakefieldrms.org

Kato Small England takes shape in 009

Design work is at an advanced stage for the forthcoming 009 ready-to-run models of the Festiniog Railway's Small England 0-4-0ST+Ts, plans for which were first announced in our September 2018 issue. Images from the project's CAD artwork are reproduced here, which is a collaborative venture between Peco and the noted Japanese model railway manufacturer Kato.

Comprising a cast metal chassis and plastic injection moulded components, the DCC ready model is set to feature a flywheel-equipped coreless motor in the locomotive driving the rear coupled axle, with



electrical pick-ups from all wheels (including the tender). The model has been designed for use around curves of no less than 217mm radius, with Peco 009 couplings fitted as standard.



Two versions will be available initially: ref:51-201-A *Princess* and ref:51-201-B *Prince*, both presented in maroon livery. Further liveries and versions are planned for future release. Details including price

information are still to be confirmed.

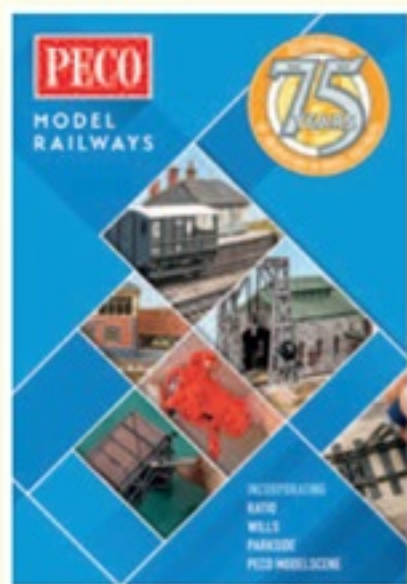
Peco will be handling UK and European sales through its trade network, Kato for the rest of the world. Delivery of the models is anticipated during 2021.

New Peco catalogue

Peco has heralded in its 75th anniversary year with the publication of a brand new catalogue.

Expanded to 212 pages, this fully-illustrated publication contains details of all Peco products, together with the firm's other brands: Ratio, Wills, Parkside Models and Modelscene. Tracksetta templates from Melcam Models are included too, as these are an integral part of the tracklayer's armoury.

Useful articles are distributed throughout the book, helping modellers to get the most out of the manufacturer's products. These include step-by-step features for aspects of modelmaking including plastic rolling stock kit construction, structure kit painting and weathering, static grass application, and point motor installation.



The catalogue is supplied with a copy of the retail price list, latest wagon brochure and a new static grass brochure. Priced £4.95, copies are available from all Peco stockists.

Revised Peco Setrack planbook for N

The latest edition of The Peco Setrack N Gauge Planbook is now available from Peco stockists priced £2.95. Fully updated and refreshed, this latest edition includes 13 new plans.

This 48-page full-colour book has plenty of exciting projects for modellers to tackle, from the simplest circuit, based on Peco Starter Sets, to the more complex and ambitious multi-track plans. Accompanying the plans are colour hand drawn illustrations to help visualise the finished layout.

This latest edition will also be included with Peco N gauge Setrack Starter Sets ref.ST-300 and ref.ST-301.



Peco scoops 'Export Business of the Year' award

Peco has been named 'South West Export Business of the Year' by the Devon & Plymouth Chamber of Commerce at the 2020 Business Awards. Presented during an online ceremony in December, the award recognises the Devon-based company's achievements with exporting its products around the world. Exports represent a significant part of overall sales for Peco – its extensive ranges of model railway track and accessories being used by modellers the world over.

The award is a welcome boost for the company after facing numerous challenges during the course of 2020, with

disruption to manufacturing and distribution caused as a result of the Coronavirus pandemic, together with continued post-Brexit uncertainty.

Peco Sales Manager Steve Haynes (pictured) said, "I am delighted to receive the award on behalf of the team here at Peco. We have all worked extremely hard to make sure that we are in the best position possible as we enter a new phase of trading following our departure from the European Union."

Following the receipt of this award, the company is eligible to enter the 2021 British Chambers of Commerce regional Awards.



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Barclay conversion kit for 00

Planet Industrials, a firm that specialises in 4mm scale models, kits and components for industrial prototypes, has announced the release of a conversion kit that covers the Pensnett Railway Andrew Barclay 0-4-0STs. The basis of the conversion is the Hattons 16" Andrew Barclay 0-4-0ST (see review, RM May 2018).

The kit includes a 3D printed resin cab that is a direct replacement for the cab on the Hattons model, with all handrails and details re-used. The kit includes an etch of

details including works plates, number plates and etched metal roof. Also included is a set of 3D printed buffers to represent those found on Pensnett Railway locomotives.

The conversion kit (ref.PIL-002B) is priced £30.00. It can be supplied with a Hattons Barclay model for £125.00. Suitable Pensnett Railway markings are available priced £7.00 (ref. PIC-009).

For more information:
www.planetindustrials.co.uk



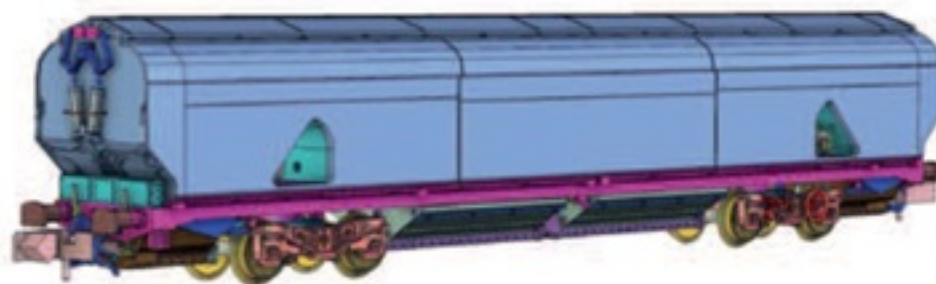
Drax biomass hoppers from Revolution Trains in N

Revolution Trains is offering the Drax Power IIA-D biomass hoppers (UIC code: Tafoos) as its next wagon project for N gauge.

Introduced in 2013, a fleet of 225 of these wagons are now in service ferrying imported biomass to the UK's largest power station, Drax in North Yorkshire.

Unlike coal, biomass has to be kept dry. It's also much lighter, so far more can be carried per wagon. Therefore, to maximise efficiency and reduce the risk of wastage, Drax ordered specially designed wagons from builders W H Davis of Nottinghamshire.

The design has four hoppers – two in the centre and two outside each bogie – and a body profile designed to make maximum use of the British loading gauge. The wagons were originally outshopped with eye-catching Drax power vinyls in two versions ('A' and 'B') with some subsequently receiving 'Northern Powerhouse' versions of the scheme.



The wagons operate between bulk terminals at the ports of Liverpool, Immingham, Tyne, Redcar and Hull with haulage by Class 60 and 66 locomotives.

The models, which will be available in a range of numbers and liveries, are set to feature a host of separately fitted details including hopper roof door opening rams, control gear and brake equipment.

CAD work is complete (as illustrated here) and the models are in tooling now. It is planned that stocks will be ready for shipping by summer 2021. The models are being sold in twin packs exclusively by Rails of Sheffield priced at £79.95 per pair. For details

of how to order, go to:
www.railsofshffield.com

Pendolino livery change

In our January issue we reported on the second run of N gauge Class 390 Pendolino models that are now available to order from Revolution Trains. However, one of the livery versions listed on the firm's website (ref.2001G) has since been changed to depict 390 107 in Virgin Flying Silk livery with black window bands. In total there are eight number/livery options available to order, comprising five nine-car sets and three 11-car sets:

www.revolutiontrains.com

Cavalex opens order book for PHA/JGA stone hoppers in OO

Cavalex Models is now accepting pre-orders for its planned models of PHA/JGA bogie stone hopper wagons in OO. Following introduction in 1990, the prototype wagons have seen use from the Bardon Hill Quarry in Leicestershire to terminals in East Anglia, the South of England, The Western region and up to Tinsley in Sheffield.

Three livery schemes are set to be produced: Bardon Hill Quarries green & yellow livery (1990 – early-2000s), Bardon Aggregates white & blue livery (late 1990s – mid-2010s) and un-branded grey with weathered chassis (2014 –).



The retail price is £45.00 each. Production timescales and estimated arrival in the UK will be provided once tooling commences. (An image from

the CAD artwork is reproduced here.) Refer to the Cavalex Models website for further information and updates:
www.cavalexmodels.com

John Seward

It was with great sadness that we learnt at the end of November that lifetime railway enthusiast, modeller and stalwart of Warley Model Railway Club John Seward had passed away at the age of 76 years. John had been suffering from a number of health issues for some time and passed away shortly after being admitted to hospital.

John was a Black Country man all his life, having been born in and living in Oldbury, West Midlands. John had a number of occupations during his life, and when he retired he was sales manager for a national valve manufacturing company.

John joined Warley Model Railway Club in the mid-1980s, when he was an active OO modeller favouring the then contemporary scene.

At an exhibition in December 1987 John purchased an O gauge wagon kit, which was to change his modelling direction completely and

would become the focus of his future modelling activities. John built several layouts in his purpose-built workshop and garden, all reflecting his chosen prototype of the GWR/LMSR in the West Midlands in the mid-1930s.

John built an exhibition layout named *Inver*, a model of a station on the County Donegal 3' gauge system, which was widely exhibited around the turn of this century.

He had started a new project as we went into lockdown to facilitate easier access for him in his later years. He was also constructing an American logging line outside his workshop in On30.

John was a very skilled model engineer, who could always find the time to share his experiences and offer advice to his fellow modellers, irrespective of their chosen scale and gauge.

John will be remembered by many as the face of the information desk

at the Club's annual NEC exhibition. He volunteered to take on the role of Marketing Manager upon the move of our exhibition to the NEC, a post which he held for 15 years and his efforts did much to ensure the success of the event. He subsequently took on the role of Assistant Exhibition Manager, and more recently maintained the exhibitor database for the show.

When the Gauge O Guild moved its annual showcase event to Telford, John was very involved and became the Trade Officer for the event. He served for a period on the Board of the Guild. John also had many other interests including Irish music and the industrial archaeology of the Black Country generally.

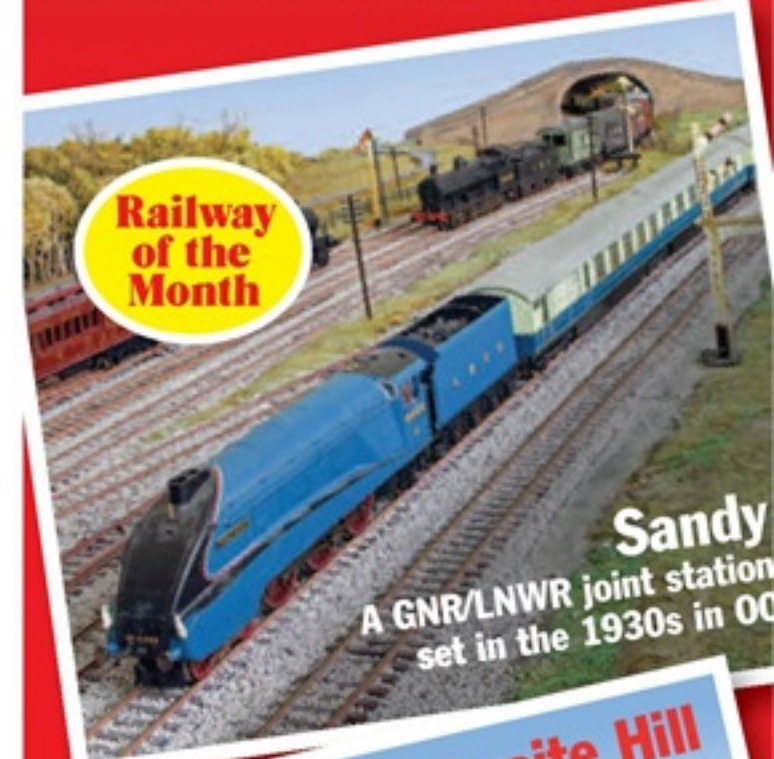
We extend our sincere condolences to John's wife Janet, his sons John and Garth and their families.

Ed – Our thanks to Paul Jones, Chairman of Warley Model Railway Club, for preparing this obituary.

Coming next month

March 2021 –
Out Thursday 11 Feb.

Railway of the Month



Sandy
A GNR/LNWR joint station set in the 1930s in OO

Shortwaite Hill

Twin-level 009



The Findhorn Railway
A Scottish light railway scheme in 7mm scale

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FEBRUARY

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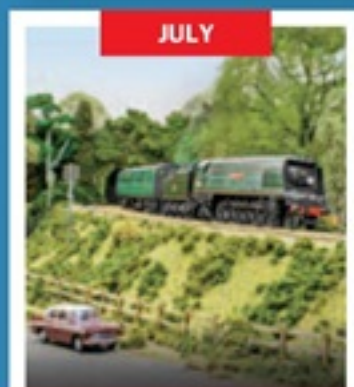
MAY

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JUNE

WELSHPOOL



JULY

LADYCROSS



AUGUST

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Once you have selected your three favourite articles, either fill out the coupon below and post it to the address shown (photocopies or plain paper entries are permitted if you do not want to cut your magazine), or email your selection marked RM PRIZE DRAW to railway-modeller@btconnect.com

CLOSING DATE for the prize draw is 31 January 2021.

The draw for all prizes will be made from all entries received.

Winners will be announced in the April RAILWAY MODELLER. The author of the article with the most votes will be presented with the 68th RM Cup.

68th RM CUP PRIZE DRAW ENTRY FORM

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Month

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- 2 _____
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Please indicate your age range: ☐ under 30 ☐ 31-50 ☐ 51-70 ☐ over 70

Rules

1. Readers will decide who is to receive the 68th RAILWAY MODELLER Cup by selecting in order of preference their three favourite articles published in RAILWAY MODELLER in 2020.
2. All entries received will be entered into the prize draw and winners will be notified by post or email.
3. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
4. Employees of Peco and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
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7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

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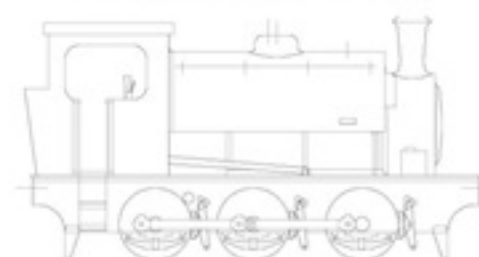
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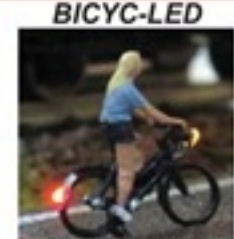
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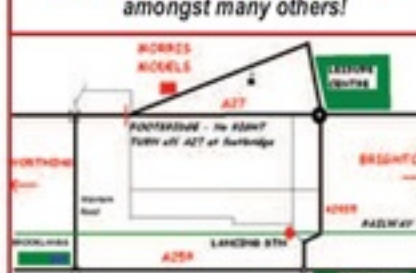
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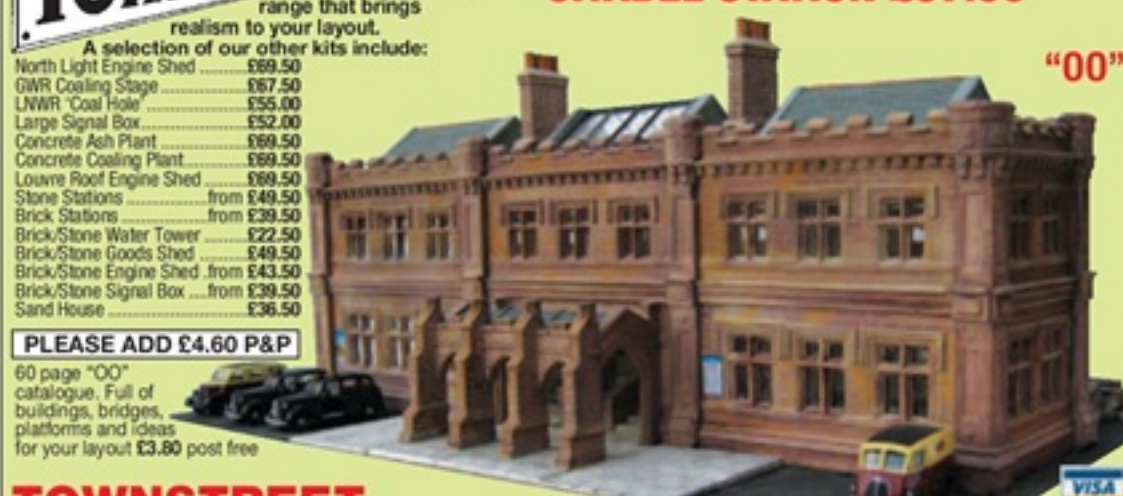
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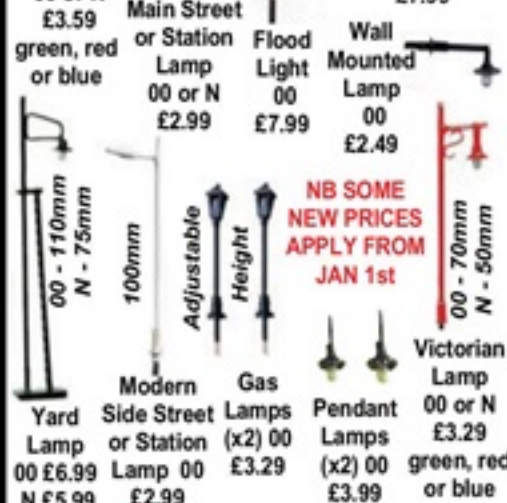
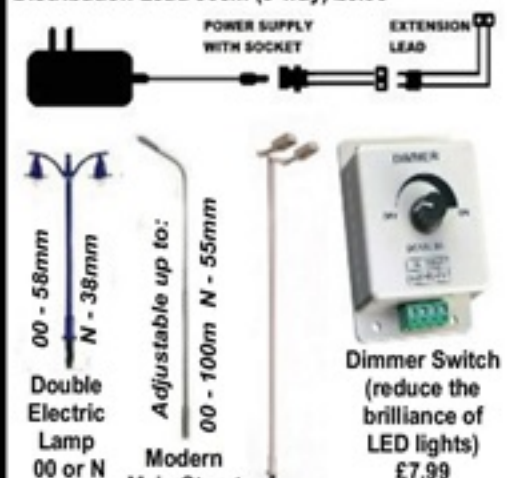
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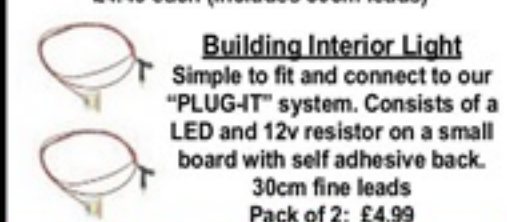
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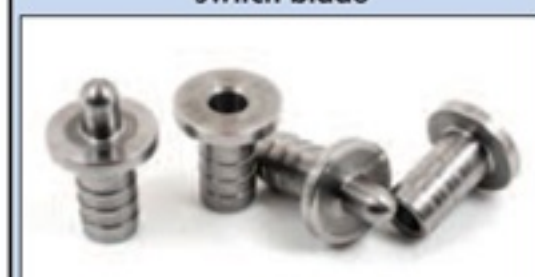
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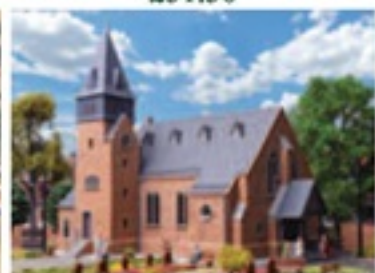
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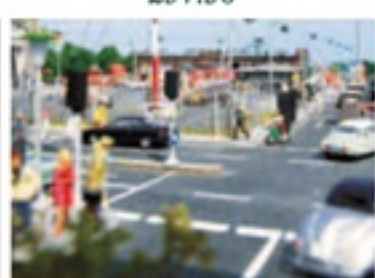
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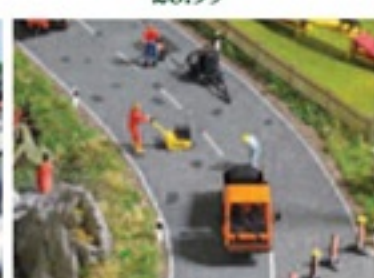
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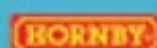
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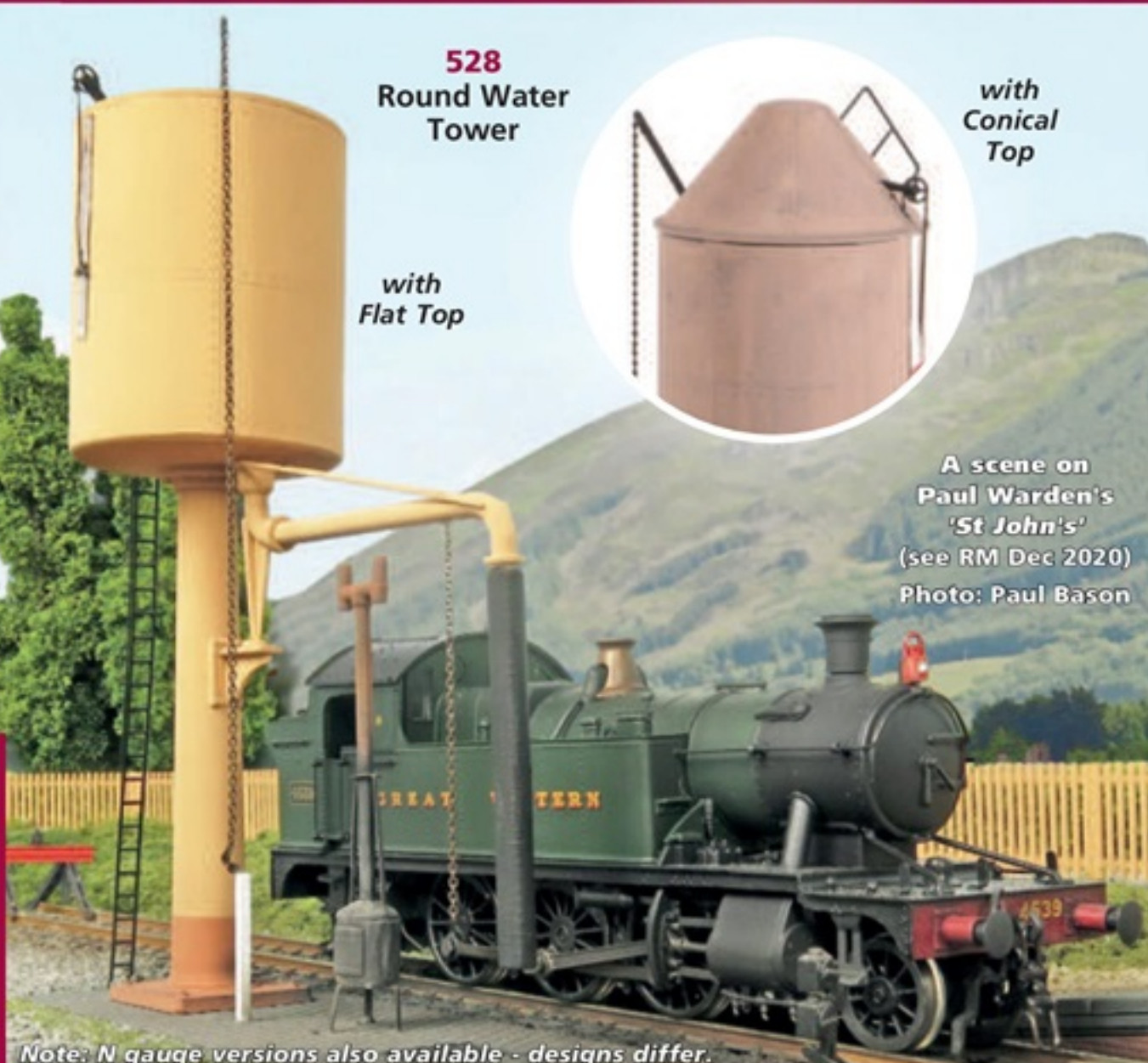


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with
Flat Top

with
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Top

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(see RM Dec 2020)
Photo: Paul Bason

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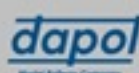
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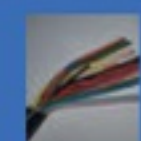
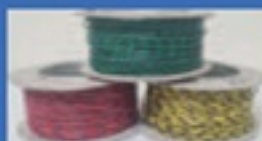
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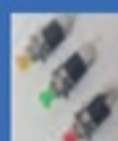
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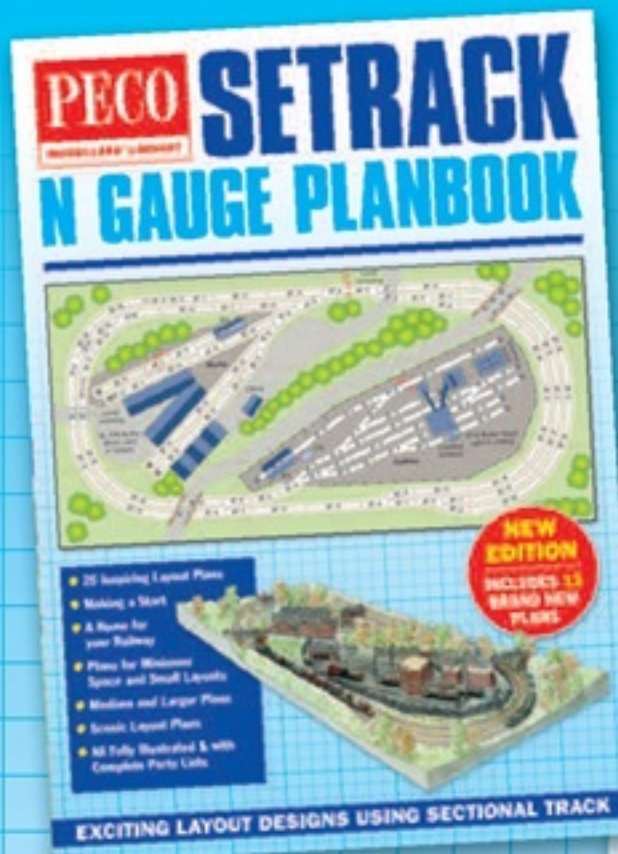
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