

**BRITAIN'S No. 1
MODEL RAILWAY MAGAZINE**

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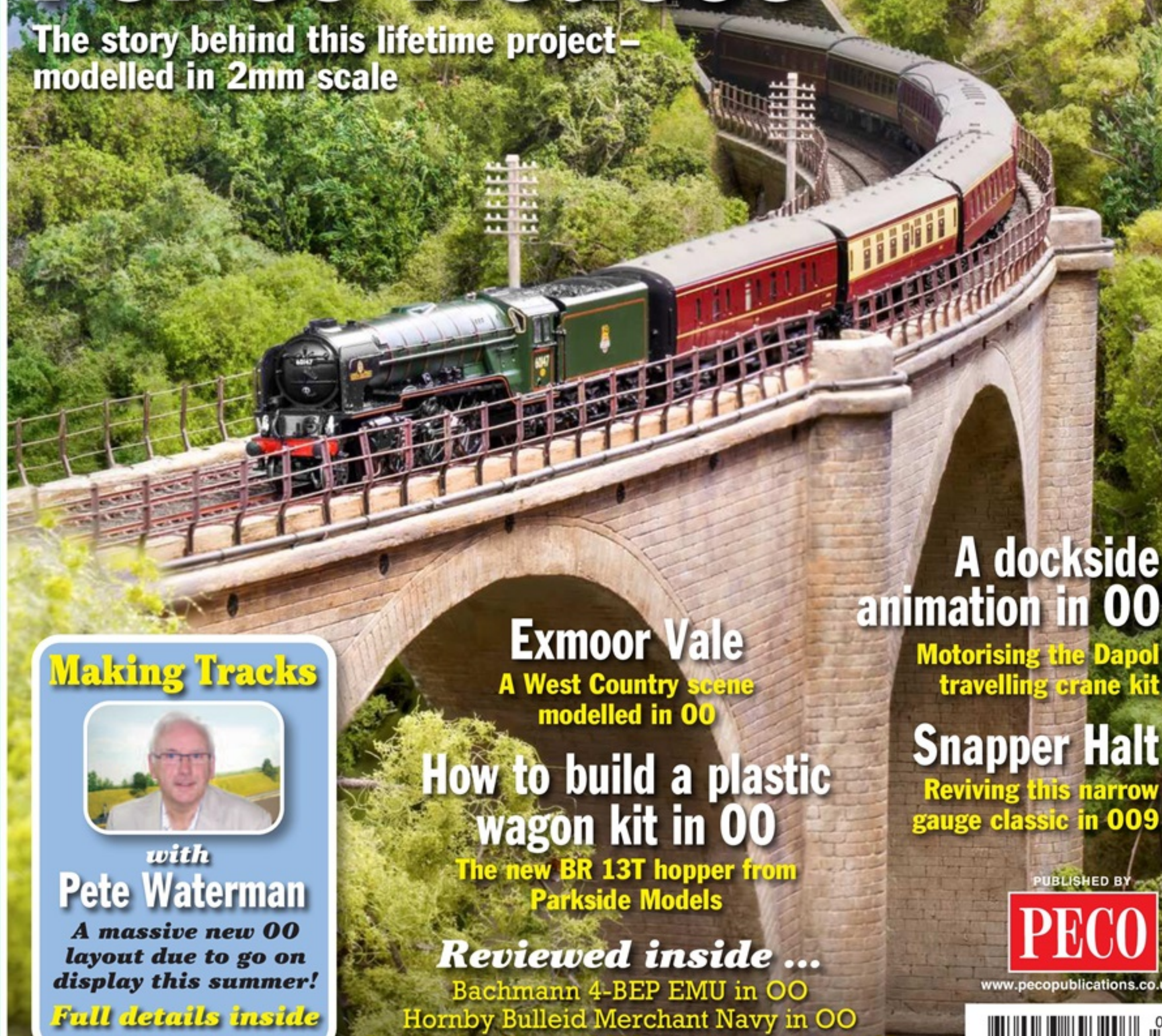
AT THE HEART OF THE HOBBY

VOLUME 72 No 849

RAILWAY MODELLER

Fence Houses

The story behind this lifetime project –
modelled in 2mm scale



Making Tracks



with

Pete Waterman

*A massive new 00
layout due to go on
display this summer!*

Full details inside

Exmoor Vale

**A West Country scene
modelled in 00**

How to build a plastic wagon kit in 00

**The new BR 13T hopper from
Parkside Models**

Reviewed inside ...

**Bachmann 4-BEP EMU in 00
Hornby Bulleid Merchant Navy in 00
Revolution Trains PCV cement wagons in N**

A dockside animation in 00

**Motorising the Dapol
travelling crane kit**

Snapper Halt

**Reviving this narrow
gauge classic in 009**

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RAILWAY MODELLER

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Railway of the Month

Bob Jones discusses this outstanding 2mm Fine Scale layout which portrays a former wayside station on the Leamside route in County Durham.

482 Talking Points – Making Tracks

Pete Waterman OBE discusses the plans for an ambitious OO gauge project which is due to 'go live' in the summer of this year at Chester Cathedral.

484 Water Street Sidings

Charles Oldroyd presents his compact O gauge 'shunting plank' set in pre-Grouping North Eastern days.

490 Using photos to create urban backdrops

Following his photographic backscene article last month, Peter Osborne demonstrates how photos of building facades can be used to create an urban backdrop.

492 Operating Redbridge Wharf

The building of this ambitious waterside scene was described last month. In this instalment John Shaw explains the equally ambitious layout control system.

497 A GWR cattle lorry

Kevin Cartwright describes the construction of this latest addition to his large fleet of railway-owned road vehicles in 7mm scale, this one adapted from a resin kit.

498 Duns signal box

Scale Drawings

Jim Hay provides scale drawings for this former North British Railway station structure in Berwickshire.

500 Mileposts – 30 years of Metcalfe Models

From humble beginnings on the kitchen table to a global exporter, we recount the history of this established producer of card structure kits in OO and N.

503 Rannoch

Senior Editor Steve Flint chats to David Baverstock about the present status of this trend-setting N gauge layout built by Mike Harries in the 1980s.

508 Wandsworth Wharf

Plan of the Month

Giles Barnabe took the concept of the Surrey Iron Railway and with a little selective compression came up with a very practical industrial layout idea.

510 The joys of just supposing

Ian Futers explains the absorbing process of how he develops the ideas for his layout projects.

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RAILWAY MODELLING *Explored*

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

531 N gauge layout

Peter Hobbs used his professional industry knowledge of quarrying to create this compact and detail-packed N gauge layout.

534 Parkside 13T hopper in OO

Callum Willcox assembles the brand new 4mm scale kit from Parkside Models for the BR 13-ton steel-sided hopper wagon.

536 An idea for modelling inset track

John D. Treays describes his very simple method of creating inset track that can be applied to a dockside scene in OO.



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WHAT'S
ON THE
COVER



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513 Passenger trains for Dentdale – The Thames-Forth Express

Ian Nuttall described *The Thames-Clyde Express* in the January issue of RM. Here he follows this with *The Thames-Forth Express* which contains a few surprises!

518 Snapper Halt

John Murrell built this simple OO9 layout as a linking board for a group modular exhibition layout.

520 Lochband distillery

Alisdair Macdonald created this Scottish distillery layout in OO after taking inspiration from a remembered photo and a Barclay 0-4-0ST model from Hattons.

524 Motorising the Dapol travelling crane kit

Andrew Hicks recounts how he made this venerable former Airfix kit operate on Missenden Modellers' Great Model Railway Challenge layout *Ealing Road*.

526 Exmoor Vale

A retirement move to a much smaller property led Bill Faulkner to build this compact L-shaped OO gauge layout with GWR and SR joint running.

537 Comment

This month, Richard Bardsley explores the possibilities for 'time-shifting' on a single layout.

538 Readers' letters

540 New product reviews

Opening this month is the new Bachmann Southern Region four-car BEP unit followed by the Hornby BR-era 'air-smoothed' Merchant Navy. We also take a look at Revolution Trains' Cemflo wagons in N and much more!

546 Book & DVD Reviews

547 News

In the news this month: TMC unveils engineering samples for its forthcoming G5 0-4-4Ts in OO, Bachmann announces its latest set of quarterly announcements for OO and N, and Rapido Trains confirms a second run of APT-E models in OO.

552 Societies & Clubs

Please note that most exhibitions have been cancelled. Please check with the organisers for full details.

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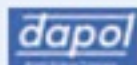
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37-357 - BR 13 Ton Steel Sand Tippler BR
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300 - Gutters & Drainpipes.....£4.35
301 - Brick Walling.....£4.35
302 - Coarse Stone.....£4.35
303 - Paving Slabs/Crazy Paving.....£4.35
304 - Wood Planking.....£4.35
305 - Slate Roofing.....£4.35
306 - Tile Roofing.....£4.35
307 - Chimneys.....£4.35
308 - Flagstones.....£4.35
309 - Industrial Windows.....£4.35
310 - Domestic Windows.....£4.35
311 - Doors.....£4.35
312 - Corrugated Sheet.....£4.35
313 - Roughcast Walling.....£4.35
314 - Industrial Chimneys & Fittings.....£4.45
315 - Oil Tanks.....£4.45
316 - Coal Stalithes.....£4.45
317 - Corrugated Roof.....£3.30

RATIO

OO Gauge Kits

411 - GWR/LMS Joint Gauge.....£3.95
412 - SR Loading Gauge.....£4.95
413 - Water Crane & Fire Devil.....£8.80
419 - Concrete Fence Posts gates.....£5.70
420 - GWR Station Fencing White.....£4.40
421 - GWR Station Fencing White.....£4.05
422 - GWR Station Fencing Black.....£4.05
423 - GWR Lineside Fencing.....£4.05
424 - Lineside fencing White.....£4.05
425 - Lineside Fencing Black.....£4.05
426 - LMS (MR) Station Fencing white.....£4.05
427 - LMS (MR) Station Fencing Black.....£4.05
429 - Concrete Fencing.....£4.40
430 - Picket Fencing Green Gates & Ramps.....£4.40
431 - Picket fencing green Straight.....£4.05
432 - SR Precast Concrete Pale Fencing.....£5.40
432A - SR Precast Concrete Pale Fencing Gates & Ramps.....£5.65
434 - Spear Fencing (straight only).....£4.45
435 - Spear Fencing (gates & ramps).....£4.95
436 - Security Fencing.....£11.00
437 - Wooden Fencing.....£4.95
451 - Signal Laddering (4 lengths).....£3.55
452 - Telegraph Poles (16 per pack).....£4.05
453 - Swan Necked lamps (9 per pack).....£4.50
454 - Concrete Lamps.....£4.50
455 - Modern street lights.....£5.40
456 - Station Barrow Crossing.....£4.95
460 - GWR Home.....£10.30
461 - GWR Distant.....£10.30
462 - GWR Home & Distant.....£12.20
465 - Ground Signals (4 per pack).....£3.80
466 - GWR Square Post Signal.....£8.30
467 - GWR Round Post Signal.....£3.80
468 - GWR Round Post Signal.....£10.30
469 - GWR Junction/Bracket Signal.....£11.50
470 - LMS Home Signal.....£10.30
471 - LMS Distant Signal.....£10.30
476 - LMS Round post Signal.....£8.30
477 - LMS Square Post Signal.....£8.30
478 - Pratt Truss Gantry.....£3.80
486 - LNER Latticed Post Signal.....£8.30
493 - SR Rail Built Signal Upper Quadrant.....£13.10
500 - GWR Signal Box.....£17.00
501 - Grounded coach Body.....£5.70
502 - Cattle Dock.....£17.00
503 - Platform/Ground level Signal Box.....£17.00
504 - Station Building.....£27.70
505 - Coaling Stage.....£8.50
506 - Water Tower.....£17.00
507 - Grounded Van Body.....£5.35
508 - Pump House/Boiler House.....£17.00
509 - Occupation Crossing.....£5.40

510 - Industrial Fittings.....£3.55
511 - Wooden Lineside Huts (2).....£5.70
512 - Skylights.....£3.55
513 - Provender (Goods) Store.....£16.95
514 - Pack of Assorted Pallets & Sacks.....£4.05
515 - Platform Canopy.....£14.30
516 - Station Valancing Notice Board.....£4.05
517 - Concrete Footbridge.....£12.20
518 - Concrete Lineside Huts (2).....£5.70
519 - Large Grounded Mess Van/Store.....£8.50
520 - Platform/Including Ramps.....£8.30
521 - Industrial Window Arches.....£4.05
522 - Engine Shed Inc. Hut.....£26.80
523 - Industrial Windows.....£4.05
524 - Weighbridge & Hut.....£5.70
525 - Coal/Timber Merchants.....£22.10
526 - Coal Sacks (48 per pack).....£4.25
527 - Carriage Shed (320mm x 105mm).....£22.10
528 - Water Tower GW Pillar.....£12.50
529 - Oil Depot.....£14.10
530 - Oil Tanks (2).....£8.50
531 - Yard Crane.....£11.20
532 - Coal Depot.....£9.45
533 - Coal Stalithes.....£5.30
534 - Stone Goods Shed.....£27.70
535 - Yard Office.....£4.05
536 - Midland Signal Box.....£21.90
537 - Retaining Walls.....£8.05
538 - Gutters/Downpipes.....£4.75
539 - Midland Signal Box Window.....£4.75
540 - Locomotive Servicing Depot.....£22.10
543 - Hoist.....£9.40
544 - Carriage Cleaning Platform.....£7.60
545 - Loco Lifting Hoist.....£20.80
546 - Traversing Crane.....£22.35
546A - Rolling Underframe.....£5.20
547 - Coaling Tower.....£24.90
548 - Modular Covered Footbridge.....£21.60
549 - Fogmans Hut.....£6.95
550 - Water Trough 768mm.....£9.35
551 - Large Water Tower.....£17.85
552 - GWR Brick Signal Box.....£22.80
553 - Signal Box Interior.....£12.50
554 - ARP Wartime Signal Box.....£15.75
558 - Nissen Hut.....£9.85

WILLS-KITS

OO Gauge Kits

CK10 - Farm Cottage Scene.....£15.20
CK11 - Semi-detached Houses.....£15.20
CK12 - Two Road Engine Shed.....£15.20
CK13 - Black Horse Inn.....£15.20
CK14 - Single Road Engine Shed.....£15.20
CK15 - Stone Goods Shed Bank & Crane.....£15.20
CK16 - Country Station Brick Built.....£30.35
CK17 - Country Station Building.....£31.75
CK18 - Semidetached Shops.....£15.20
CK19 - Goods Shed Brick Type.....£15.20
CK20 - Post Office.....£15.20
CK21 - Semidetached Stone Cottages.....£15.20
CK22 - Water Mill.....£23.90
SS10 - Victorian Gents Toilet.....£4.70
SS11 - Taxi Mens Rest Hut.....£4.70
SS12 - Station Garage with Pumps.....£7.10
SS13 - Domestic Garage.....£4.70
SS14 - Tea Kiosk.....£4.70
SS15 - Coal Yard & Hut.....£5.40
SS16 - Weighbridge & Hut.....£4.70
SS17 - Coal Bunkers.....£4.70
SS18 - Station Forecourt Shops.....£5.25
SS19 - Grotty Huts & Privy.....£4.85
SS20 - Greenhouse & Cold Frames.....£5.20
SS21 - Hoardings with Bill Poster.....£5.30
SS22 - Lamp Huts With Oil Drums (2).....£5.40
SS23 - Bicycle shed & Bicycles.....£4.70
SS24 - Conservatory with Garden Seat.....£4.70
SS25 - Station Halt Complete.....£4.70
SS26 - Victorian Bridge.....£4.70
SS27 - Station Halt with Waiting Room.....£5.35
SS28 - Occupational Bridge with Stone.....£5.35
SS29 - Ground Level Signal Box.....£4.70
SS30 - Stone & Timber Barn.....£5.40
SS31 - Village Forge.....£5.40
SS32 - Occupational Bridge.....£6.95
SS34 - Water Tower & Stone Base.....£6.95
SS35 - Pagoda Building Iron Type Hut.....£4.70
SS36 - Dressed Stone Type Wall.....£4.70
SS37 - Market Stalls.....£5.10
SS38 - Cattle Creep Stone Type Arches.....£4.70
SS39 - Crossing Keepers Cottage.....£6.75
SS40 - Scrapyard Small Stone Built.....£4.70
SS41 - Feather Edge Board Fencing.....£4.70
SS42 - Windows & Doors.....£5.20
SS43 - Concrete Fencing.....£5.20
SS44 - Larch Lap Fencing.....£4.70
SS45 - Rustic & picket Fencing.....£5.20
SS46 - Buildings pack A.....£5.20
SS47 - Bow Plate Girder Bridge.....£8.00
SS48 - Timber Signal Box.....£13.35
SS49 - Decked Girder Bridge.....£8.30
SS50 - Platelayers Hut.....£4.70
SS51 - Goods Yard Crane.....£4.70
SS52 - Brick Retaining Arches (4).....£12.50
SS53 - Brick Arch Bridge.....£12.15
SS54 - Station Canopy.....£8.00
SS55 - Brick Arch Overlays.....£4.70
SS56 - Level Crossing Gates.....£7.90
SS57 - Vari Girder Plate Girder Panel.....£5.25
SS58 - Garden Sheds Timber Type.....£4.95
SS59 - Brick Tunnel Mouth & Wing Wall.....£7.65
SS60 - Station Platform Shelter Timber.....£7.90
SS61 - Station Platform Sections 264m.....£5.25
SS62 - Station Platform Ramps (pair).....£5.25
SS63 - Goods Yard Store Timber Built.....£7.90
SS64 - Abutments with Wing Walls.....£8.05
SS65 - Small Gents Toilet.....£4.95
SS66 - Public Toilets.....£8.05
SS67 - Wayside Station Timber.....£11.20
SS68 - Platform Accessories Nameboard.....£5.35
SS69 - Stone Type Retaining Arches.....£11.40
SS70 - Corrugated Iron Chapel.....£11.25
SS71 - Round Top Windows.....£6.95
SS72 - Village Scene.....£4.90
SS73 - Timber Yard.....£13.00
SS74 - Pill Box.....£4.70
SS75 - Bus Shelter.....£5.25
SS76 - Quoins/Corner Stones.....£5.25
SS77 - Period York Paving.....£5.35
SS78 - Timber Island Platform Shelter.....£12.20
SS79 - Parapet Bridge Walls.....£5.25
SS80 - Three Arch Viaduct.....£25.20
SS81 - Extra Arch & Pier.....£10.30
SS82 - River Canal Bridge.....£10.30
SS83 - 2 Stone Piers Plastic.....£11.20
SS84 - Water Wheel & Sluice Gates.....£7.45
SS85 - Relay Boxes (set 1).....£3.85
SS86 - Window Doors Gates & Porch.....£4.70
SS87 - Concrete Trunking.....£4.70
SS88 - Relay Boxes (set 2).....£3.65
SS89 - Point Rodding.....£10.50
SS90 - Point Rodding Extension.....£8.00
SS91 - Lever Ground Frames.....£8.00
SS92 - Garden Buildings & Accessories.....£12.75

SSAM100 - Farmyard Junk.....£8.95
SSAM101 - Village Blacksmiths Set.....£8.95
SSAM102 - Workshop Set Tools.....£8.95
SSM300 - Industrial/Retail Unit Base.....£23.25
SSM310 - Supermarket Frontage.....£9.85
SSM311 - Out Of Town Unit Frontage.....£7.65
SSM312 - HGV Loading Bays.....£9.85
SSM313 - Extra Roller Shutter Doors.....£4.70
SSM314 - Extra Window & Doors.....£4.50
SSM315 - Industrial/Retail Unit Extension.....£9.85
SSM316 - Modern Palisade Fencing.....£9.65
SSM317 - Modern Palisade Fencing.....£8.75
SSM318 - Modern Level Crossing.....£23.50
SSM319 - Modern Level Crossing Road Bed.....£7.35
SSM320 - Modern Level Crossing Equipment Building.....£5.40
SSM321 - Modern Level Crossing CCTV Posts.....£4.05
SSM322 - Modern DPD Distribution Depot.....£24.10
SSM323 - Modern Security Gate.....£6.80

WILLS-KITS

OO Gauge Builders Sheets

Each pack contains 4 sheets 130mm x 75mm of injection moulded styrene approximately 2mm thick, making them rigid enough to be self supporting.

SSMP199 - Kit Builders Corner Fillets.....£2.50
SSMP200 - Coarse Stone.....£3.55
SSMP201 - Wood Planking.....£3.55
SSMP202 - Dressed Stonework.....£3.55
SSMP203 - Slate.....£3.55
SSMP204 - Granite Setts.....£3.55
SSMP205 - Cobblestone Walling.....£3.55
SSMP206 - Paving.....£3.55
SSMP207 - Rounded Tiles.....£3.55
SSMP208 - York Stone Paving.....£3.55
SSMP209 - Wane Edge Boarding.....£3.55
SSMP210 - Crazy Paving.....£3.55
SSMP211 - Plain Tiles.....£3.55
SSMP212 - Brickwork Plain Bond.....£3.55
SSMP213 - Clapboarding.....£3.55
SSMP214 - Cement Rendering.....£3.55
SSMP215 - Limewashed Stone.....£3.55
SSMP216 - Corrugated Iron.....£3.55
SSMP217 - Fancy Tiles.....£3.55
SSMP218 - Cobblestones.....£3.55
SSMP219 - Corrugated Asbestos.....£3.55
SSMP220 - Tongue & Groove Boarding.....£3.55
SSMP221 - Victoria Stone Paving.....£3.55
SSMP222 - Chequer Plate.....£3.55
SSMP223 - Corrugated Glazing (Iron type).....£3.55
SSMP224 - Corrugated Glazing (Asbestos type).....£3.55
SSMP225 - Box Profile Corrugated Steel.....£3.55
SSMP226 - Brickwork Flemish Bond.....£3.55
SSMP227 - Brickwork English Bond.....£3.55
SSMP228 - Random Stone.....£3.55
SSMP229 - Sheet & Batten Roofing.....£3.55
SSMP230 - Concrete Blocks.....£3.55
SSMP231 - Flexible Brick Sheets.....£3.55
SSMP232 - Slate Wall.....£3.55
SSMP233 - Tactile Platform Pavours.....£3.55

ID Backscenes



ID147A - OO Gauge Backscene Trees Set A.....£14.99
ID147B - OO Gauge Backscene Trees Set B.....£14.99
ID202A - OO Gauge Backscene Village Long Set A.....£14.99
ID202B - OO Gauge Backscene Village Long Set B.....£14.99
ID204N - N Gauge Backscene Distant Town.....£11.99
ID206A - OO Gauge Backscene Hills & Dales Set A.....£14.99
ID206B - OO Gauge Backscene Hills & Dales Set B.....£14.99
ID208A - OO Gauge Backscene Hills & Dales Set A.....£11.99
ID208B - OO Gauge Backscene Hills & Dales Set B.....£11.99
ID208NA - N Gauge Backscene Hills & Dales Set A.....£11.99
ID208NB - N Gauge Backscene Hills & Dales Set B.....£11.99
ID239A - OO Gauge Backscene Industrial Set A.....£14.99
ID239B - OO Gauge Backscene Industrial Set B.....£14.99
ID401 - OO Gauge Backscene Terraced Backs.....£14.99



ID501A - OO Gauge Backscene Summer Sky Set A.....£14.99
ID501B - OO Gauge Backscene Summer Sky Set B.....£14.99

OO Gauge Steam Locos



Lynton & Barnstaple 2-4-2T
Stage: In Production Due: Q2 2021
Price: £203.96 Digital: 6-pin
hattons.co.uk/landb242t

OO Gauge Steam Locos



Class 5101 'Large Prairie' 2-6-2T
Stage: Painted Samples Due: TBC
Price: from £115.56 Digital: NEXT-18
hattons.co.uk/dapollargeprairie



Class 78xx 'Manor' 4-6-0
Stage: Engineering Sample Due: Q3 2021
Price: from £135.96 Digital: NEXT-18
hattons.co.uk/dapolmanor



Class J26 0-6-0
Stage: Early Development Due: Q4 2021
Price: from £93.50 Digital: 8-pin
hattons.co.uk/oxfordj26



Class J27 0-6-0
Stage: Painted Samples Due: Q2 2021
Price: from £94 Digital: 8-pin
hattons.co.uk/oxfordj27

OO Diesels & Electrics



Class 59
Stage: Painted Samples Due: Mid-2021
Price: from £131.71 Digital: 21-pin
hattons.co.uk/dapol59



Class 45
Stage: Early Sample Due: Q3 2021
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45



Class 47
Stage: Prototype Due: Q4 21 - Q1 22
Price: from £131.71 Digital: 21-pin
hattons.co.uk/heljanoo47



Class 86/4 & 86/6
Stage: Early Development Due: Q3 2021
Price: from £161.46 Digital: 21-pin
hattons.co.uk/heljan864



Class 37/0, 37/4 & 37/6
Stage: Prototype Due: Q2 2021
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37

OO Diesel Multiple Units



Class 104
Stage: Early Development Due: TBC
Price: from £180 Digital: 21-pin
hattons.co.uk/heljan104



GWR AEC Railcar
Stage: Painted Samples Due: Q2 2021
Price: £160.65 Digital: 21-pin
hattons.co.uk/gwraec

OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Painted Samples Due: Q3 2021
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis



JHA Hopper Wagons
Stage: Painted Samples Due: Mid-2021
Price: from £38.25 Digital: 6-pin
hattons.co.uk/dapoljha



BR Pilchard Wagons
Stage: Prototype Due: Q4 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard



GER 10t Covered Van
Stage: Prototype Due: Jun/Jul 21
Price: £13 Digital: N/A
hattons.co.uk/oxfordgervan



LNER 10t Banana Van
Stage: Prototype Due: Jun/Jul 21
Price: £12.50 Digital: N/A
hattons.co.uk/oxford10tbanana

N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype Due: Q4 2021
Price: £83.26 Digital: N/A
hattons.co.uk/dapolm7



Bulleid Light Pacific 4-6-2
Stage: Early Development Due: Q4 2021
Price: from £169.96 Digital: NEXT-18
hattons.co.uk/dapollightpacific

N Gauge Diesel Locos



Class 59
Stage: Early Development Due: TBC
Price: from £118.37 Digital: TBC
hattons.co.uk/dapoln59

N Bi-Mode Multiple Units



LNER Class 800 5-car BiMU
Stage: In Production Due: Jun 2021
Price: from £178 Digital: Proprietary
hattons.co.uk/kato800

O Gauge Diesels/ Electrics



Class 26
Stage: Prototype Due: 2022
Price: £509.15 Digital: ESU XL
hattons.co.uk/heljano26



Class 47
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljano47



Class 56
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljan56



Class 73
Stage: CADs Due: Mid-2022
Price: £531.25 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units

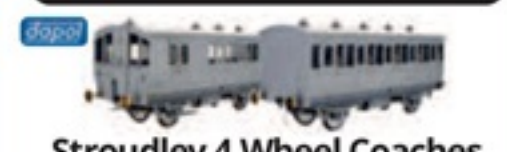


GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolrailcar



Class 121 'Bubble Car'
Stage: Painted Samples Due: Q2 2021
Price: from £254.15 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Prototypes Due: Q4 2021
Price: from £93.50 Digital: Yes TBC
hattons.co.uk/dapolstroudley



Conflat A Wagons
Stage: Painted Samples Due: Q2 2021
Price: from £38.21 Digital: N/A
hattons.co.uk/dapolconflat



Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2

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Hattons
MODEL RAILWAYS

OO Gauge (1:76 Scale)

Dapol - Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue £70.50

Hattons Originals - Diesel locos



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



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



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



H4-66-033 Class 66 66743 in GBR/Royal Scotsman (RRP £150) BARGAIN £119



H4-66-035 Class 66 66780 in GBR/Cemex "The Cemex Express" (RRP £150) BARGAIN £119

Heljan - Diesel locos



2540 Class 25/3 ETHEL train heating unit ADB97250 in BR Blue and Grey - unmotorised £152.96

Electric locos



8656 Class 86/0 86034 in BR blue - weathered NEW £169.96



8655 Class 86/0 86036 in BR blue NEW £161.46



8650 Class 86/0 83104 in BR blue lion on wheel emblem 'as built' NEW £161.46

NEW



8651 Class 86/0 E3114 in BR blue small yellow panels, blue bufferbeams and lion on wheel emblem NEW £161.46



8653 Class 86/0 E3146 in BR blue white cab roof, double arrow emblem and black bufferbeams £161.46



8654 Class 86/0 E3156 in BR blue double arrow emblem NEW £161.46



8652 Class 86/0 E3178 in BR blue full yellow ends, white cab roof, red bufferbeams and lion on wheel emblem NEW £161.46

Hornby - Analogue controllers

Digital controllers

Track - Code 100 Setrack

Murphy Models - Diesel locos



MM0126 Class 121 126 in CIE "Supertrain" £149.50

Digital decoders

Peco Products - Track - Code 100 Setrack

ST-204 Setrack Quad Straight (670mm) £3.50

ST-204 Box of 24 £82

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £76

SL-100 Single £3.10

SL-95 Right hand medium point - insulfrog £11

Track - Code 75 Finescale

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track £3.30

SL-102F Pack of 25 £79

SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track £3.20

SL-100F Pack of 25 £78

N Gauge

Dapol - Steam locos



2S-007-028 Class 57xx Pannier 0-6-0PT 5775 in Great Northern and Southern Railway ochre - as in "The Railway Children" NEW £79.86



2S-007-025 Class 57xx Pannier 0-6-0PT L95 in London Transport red NEW £79.86

Peco Products - Track - Code 80 Setrack

ST-5 Setrack right hand point insulfrog £9

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track £69

SL-300 Single £3

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 - Wagons



7F-030-053 16 ton steel mineral wagon Dia. 1/109 B102351 in BR light grey NEW £41.31

Heljan - Steam locos



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

Diesel locos



1753 Class 17 "Clayton" D8607 in BR green small yellow panels - weathered £466.65

DMUs



1902 GWR AEC diesel railcar W20W in BR crimson and cream dark grey roof £466.65

Coaches



4992 Mk1 57' GUV general utility van in BR blue - unnumbered £169.15



4992A Mk1 57' GUV general utility van in BR blue - weathered NEW £182.75



4995 Mk1 57' GUV general utility van in BR blue and grey Motorail branding NEW £169.15



4991 Mk1 57' GUV general utility van in BR maroon - unnumbered NEW £169.15



4958 Mk1 BG full brake in BR blue and grey NEW £186.15



4928 Mk1 BSK brake second open in BR blue and grey NEW £186.15



4936 Mk1 FK first corridor in BR blue and grey NEW £186.15



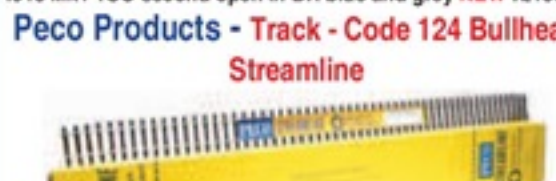
4944 Mk1 RMB mini buffet in BR blue and grey NEW £186.15



4904 Mk1 SK second corridor in BR blue and grey NEW £186.15



4918 Mk1 TSO second open in BR blue and grey NEW £186.15



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) £79

SL-700BH Single £7

Any or Multiple Scales

DCC Concepts - Point motors

DCP-CB120IP Cobalt ip slow-action digital point motor - pack of 12 £255

Gaugemaster - Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer £38



D Double/Twin track power controller £104

Digital controllers



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

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

Hattons Originals - Digital decoders

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF £17

DCR-8PIN-Direct Box of 5 £77

DCR-8PIN-Direct Box of 10 £136

Hornby - Analogue controllers

P9100 UK wall plug and Transformer for HM6000 controller £18

Digital decoders



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

R8249 Single £16

NCE - Digital controllers



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

Peco Products - Point motors

PL-10 Solenoid point motor / switch machine £6.50

PL-10 Bag of 6 £38

PL-10E Solenoid point motor extended pin - for use PL-9 £7

PL-10E Bag of 6 £40



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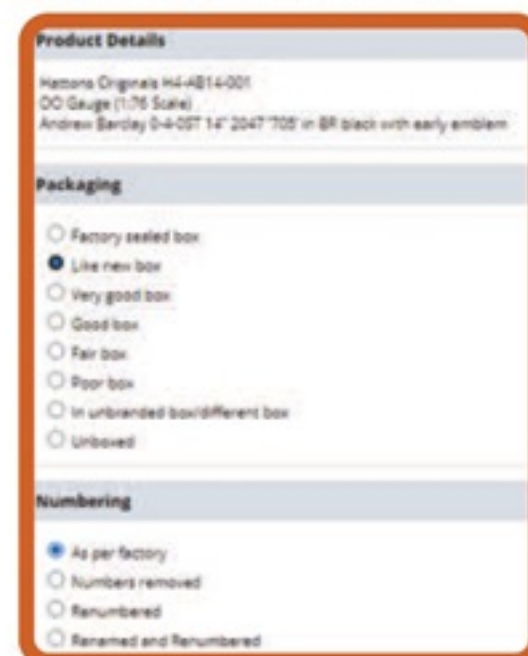
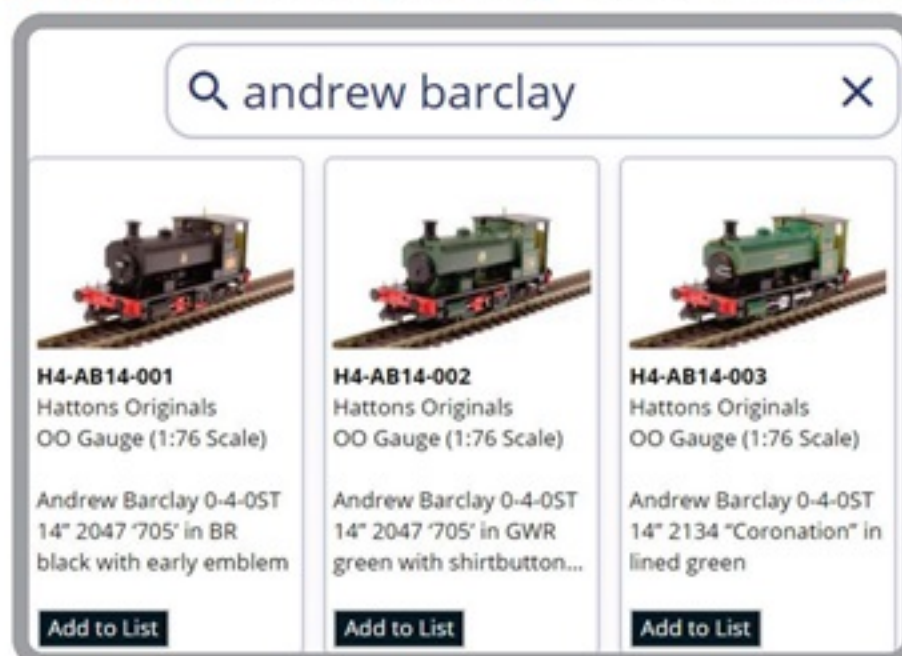


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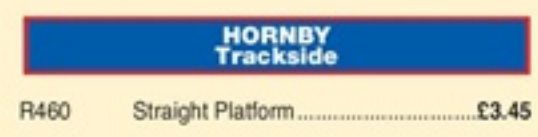
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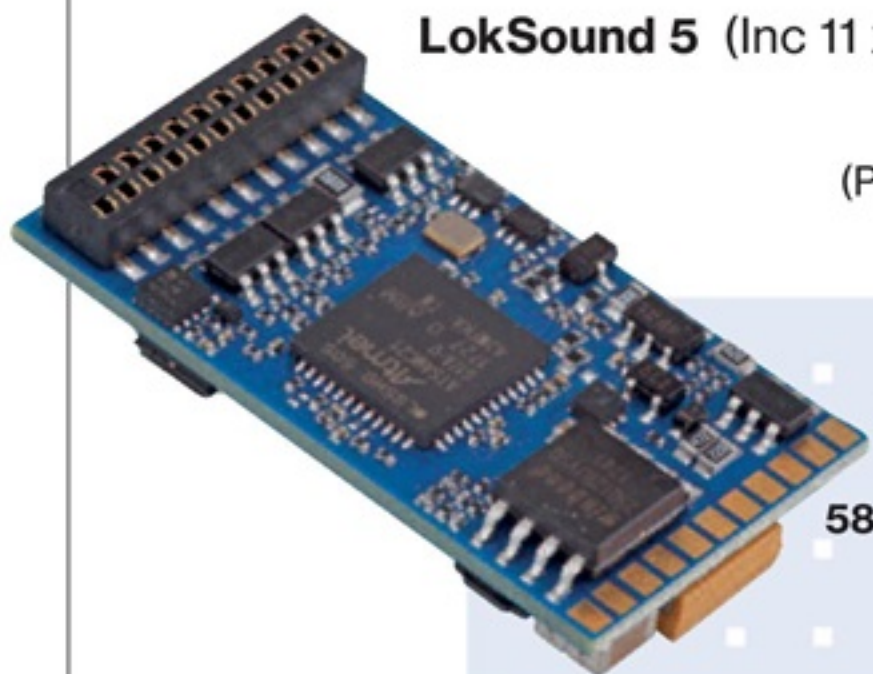
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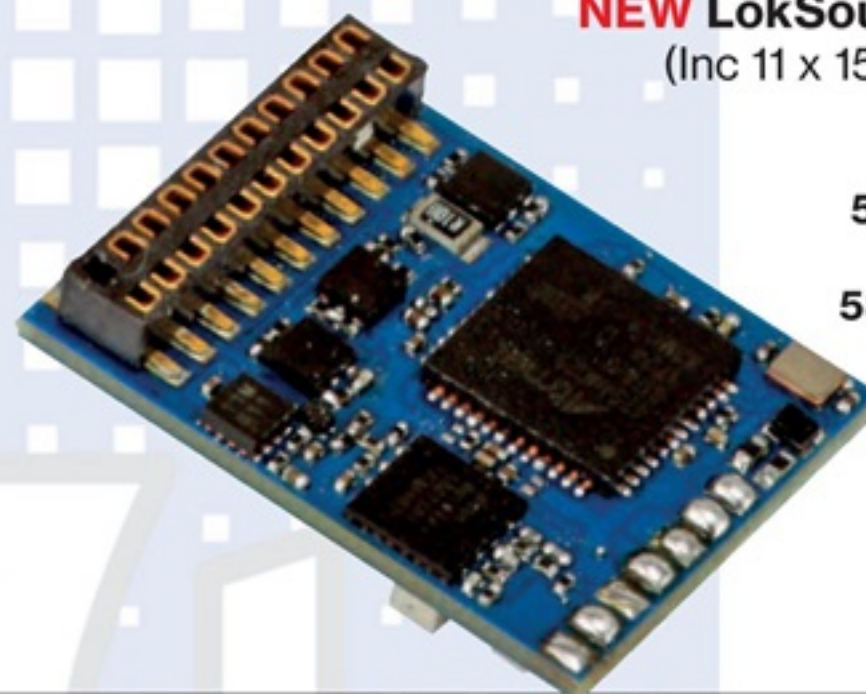
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The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handyscrewdriver with the Value Pack, for use with the solderless terminals.

The **Digital version (GMC-PM10D)** comes complete with an accessory decoder and harness, with the same features and flexibility as the **Classic** version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



SEEP GMC-PM2 Standard Point Motor

BEST FOR
Great Value



SEEP Point Motors have the advantage of being easy to fix under the baseboard, requiring only a small slot to operate the point. The PM2 is our standard point motor, with no changeover switch.

- Can be fitted adjacent to track, or beneath the baseboard.
- Only requires a small slot through the baseboard.
- Can be linked to GM500 Universal Relay Switch for simultaneous operation of accessories.
- Length 54mm Width 12mm Height 12mm
- Drive Rod Length 51mm

SEEP GMC-PM20 Surface Mounted Point Motor

BEST FOR
Tight Spaces



Designed with easy installation in mind, the **GMC-PM20 Surface Mounted** Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

GMC-PM20 has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor.



- 'Plug and Play' installation with reversible 3-Way Connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.

ACCESSORIES



GMC-PM50 Connection Boxes (3)
Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



GMC-PM51 Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)
This is a useful 10m reel of tripled wire. Easier, tidier wiring for point motors.



GM09RB Red/Black Twinned Wire 10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.

GM612 45mm Hole Saw & Arbor for Point Motor Fitting

Great for drilling holes in your baseboard if you are fitting your motors directly to the track.



GMC-PM52 Point Motor Accessory Pack
Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.

GM360

Gaugemaster Catalogue

£5.00

SEEP Point Motors

GMC-PM1	Point Motor with Built-In Switch	£6.50
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GMC-PM10	Classic Solenoid Point Motor	£8.25
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GMC-BPPM20	Surface Mounted Point Motor (5 Pack)	£52.00
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Point Motor Accessories

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GMC-PM52	Point Motor Accessory Pack	£3.25
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GMC-PM54	Harnesses for PM20 (2)	£3.25
GM09RB	Red/Black Twinned Wire 10m (14x0.15)	£7.50
GM612	45mm Hole Saw and Arbor	£3.75



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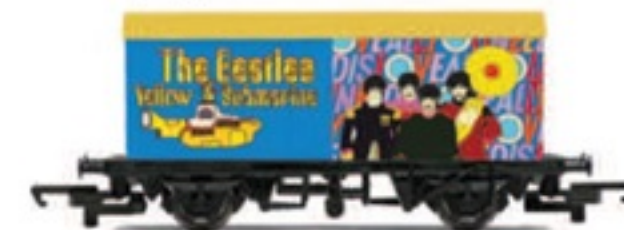
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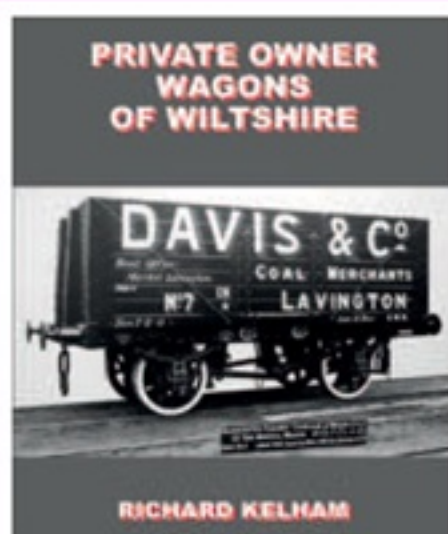
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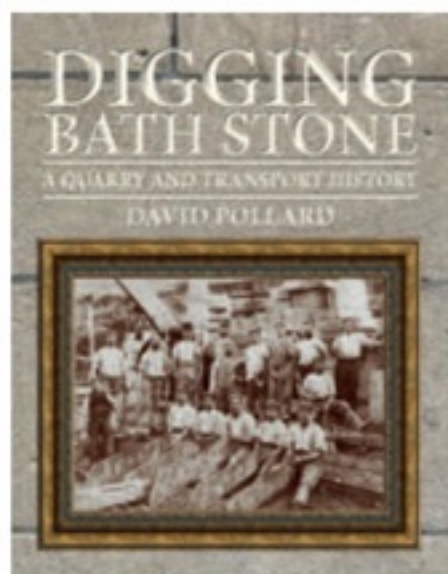


The First 25 Years Volume II: North Wales, Chester and the Wirral

J. Allan and A. Murray

The eleventh in a series of books depicting the First 25 years of British Railways covers the lines in North Wales, Chester and the Wirral peninsula. We start at Gobowen on the Great Western Railway main line from Shrewsbury going north via Wrexham to the outskirts of Chester then back to Wrexham to pick up the former Great Central Railway line to the Wirral, ending on the banks of the River Mersey at Seacombe after calling at Croes Newydd, Rhosddu and Bidston engine sheds. While on Merseyside we look at the Wirral electric units, the pioneering main line electrified suburban system. After visiting the docks and Mollington Street shed, we return south from Birkenhead to Chester, branching off to Helsby and Frodsham. At Chester we untangle the complex of lines into General station and contrast this with the GCR and Cheshire Lines Committee Northgate station, and then visit the City's three engine sheds and also Mold Junction. After the bustle of Chester, the rural line to Denbigh provides a complete contrast before we revert to the L&NWR main line along the North Wales coast passing through the popular seaside resorts, taking a short detour down the Dyserth branch, before resuming our journey to Llandudno Junction. After visiting the engine shed we travel down the two branches which start at the Junction, the short line to Llandudno and the Conway Valley line to Blaenau Ffestiniog. Regaining the main line, we pass through the iconic tubular bridge at Conway. From Bangor we go down to Caernarvon on the branch to Afon Wen. Then we cross Robert Stephenson's second tubular bridge over into Anglesey and take a trip up the branch to Amlwch before reaching Holyhead. Summer Saturdays saw a vast amount of holiday traffic, transforming the operation of the North Wales main line. The motive power on the ex-GCR lines had remained virtually unchanged for half a century until the mid-1950s when LM&SR and BR Standard engines took over from the Great Central designs. Chester General saw almost every LM&SR class up to 'Coronation' Pacifics and GWR types. North Wales was at the forefront of the introduction of DMUs in 1956. Main line diesels replaced steam gradually from 1959 onwards, although steam did enjoy a brief resurgence on the former GWR route after it was transferred to the LMR. On the Wirral, the original electric units were replaced in the mid-1950s when British Railways built more of the 1930s LM&SR design already in use there.

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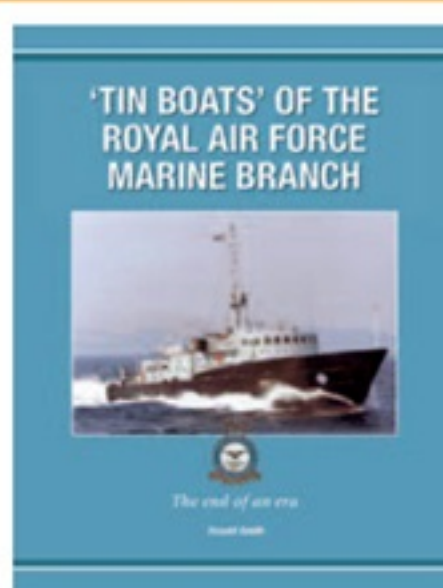
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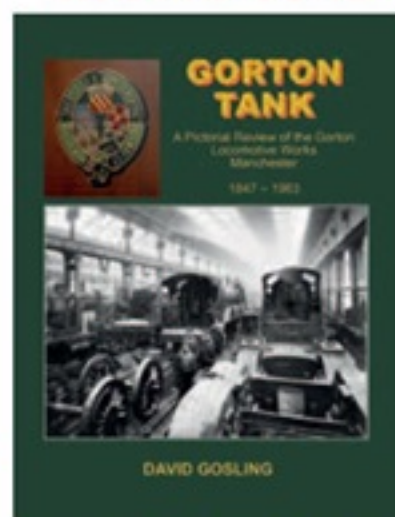
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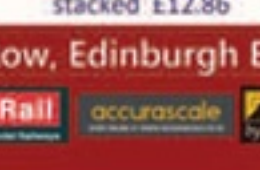
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Welcome from the Editor

A positive outlook

On Saturday 14 March last year I attended the annual exhibition organised by the members of Swindon Model Railway Club. Staged under the banner of Modrail and held at the former railway town's STEAM museum, I spent an enjoyable hour or so perusing the good varied selection of layouts on display. However, little did I realise when I left the show that it would turn out to be my last visit to a model railway event for some considerable time, Modrail 2020 being amongst the final exhibitions to take place in the UK prior to the first Government restrictions being imposed.

As I write this, just over 14 months on, traditional indoor exhibition activities remain suspended. The scores of clubs, societies and organisations that make up the railway modelling fraternity have demonstrated tremendous tenacity throughout this challenging period, many adapting to the situation by staging virtual events and developing online means of communication between their members.

However, nothing can truly match the experience of attending a 'real' exhibition in person and being able to study examples of exquisite modelmaking first-hand, or to seek advice directly from layout builders face-to-face and of course, to enjoy the social side of the hobby with friends, acquaintances and other like-minded individuals.

But there are glimmers of hope; hints that such events will be resuming once more. The planned easing of Government restrictions in the coming months should pave the way for indoor public gatherings to take place and we understand that tentative arrangements are in fact already being

made by some exhibition organisers to secure layout bookings for dates later in 2021. Make sure you keep a close eye on our Societies & Clubs pages over the upcoming months, where we will publish details of events for which we receive confirmation.

One of the first opportunities that there will be to see a model railway on public display looks set to happen as soon as July. A gigantic OO gauge

depiction of the West Coast Main Line route has been constructed by music mogul Pete Waterman and his team of modelmakers, which will form the centrepiece of a special event scheduled to take place at Chester Cathedral, open daily from 17 July through to 3 September. Turn to p482 to read about the gestation of this mammoth project – together with further details about the Making Tracks exhibition.

Whilst the restarting of traditional model shows may still be a few months away, numerous heritage lines and tourist railways around the UK are already back up and running

with the resumption of passenger operations, just in time for the summer season. This includes our very own Beer Heights Light Railway here at Pecorama, which on 18 May saw trains run with fare-paying passengers for the first time in more than 18 months, the tourist site having remained closed to the public throughout 2020.

As far as inspiration for modelling projects goes, there's nothing quite like the sights, sounds and smells of a working railway, so why not consider a visit to one near you this summer as we look forward – with fingers crossed – to the prospect of attending indoor modelling events later in 2021.

Craig Tiley

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 follow us on Twitter: @RailwayModeller



The East Somerset Railway is one of many UK heritage operations to have resumed passenger services in 2021. No.46447 departs from Cranmore on Saturday 1 May. Photo: Craig Tiley

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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.

And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint and Rebecca Flynn

Below

Peppercorn A2 class Pacific No.60527 *Sun Chariot* heads north over Victoria Viaduct with the River Wear below after passing through Fence Houses which has been left some two miles behind at this point. This N gauge Bachmann Graham Farish model was converted to 2mm finescale by Alan Pearson. Also worthy of note is Mike Raithby's deft colouring of the viaduct's Polyfilla™ cladding of 'stonework' which was suitably hand carved. This main span over the river is a scale 160' as per the real one, built in 1836-1838.



A lifetime project

Fence Houses

ROBERT V JONES' magnificent recreation of a former LNER station that was lost to posterity in the mid-1960s.

For more than 40 years the name R V 'Bob' Jones has been associated with this truly outstanding 2mm Fine Scale (2FS) layout which portrays a former wayside station on the Leamside route in County Durham. RAILWAY MODELLER asked Bob to share with us the details and all the ups and downs of his amazing journey to bring back this locality to life in miniature, along with the parallel tracks of the Lambton Colliery Railway and a rendering of the magnificent Victoria Viaduct which still spans the River Wear to this day.



Steve Flint (RAILWAY MODELLER). *You have previously divulged that in your formative years, full sized railways never held any interest for you. So, from where do you think the attraction of railway modelling originated? Was it a childhood introduction through a train set or did it come to you later in life?*

Robert Jones. One Christmas about 1950 I was given a blue coloured plastic locomotive. After a year my parents said we should leave it out for Father Christmas to see how well I'd looked after it! Maybe this was a promising start for a young modeller, but none of my family have had any railway connections. A few years later I possessed a 4mm Hornby Dublo *Duchess of Montrose* three rail locomotive, plus a couple of carriages and a small oval of track on a hardboard base. In that sense I

suppose it was indeed a childhood introduction through a train set

After starting work in 1958, on a five year joinery apprenticeship, I was able to construct my first wooden baseboards and started planning a TT gauge layout at home where I had my own small bedroom. This though, never got beyond one bought tank engine and some track plans.

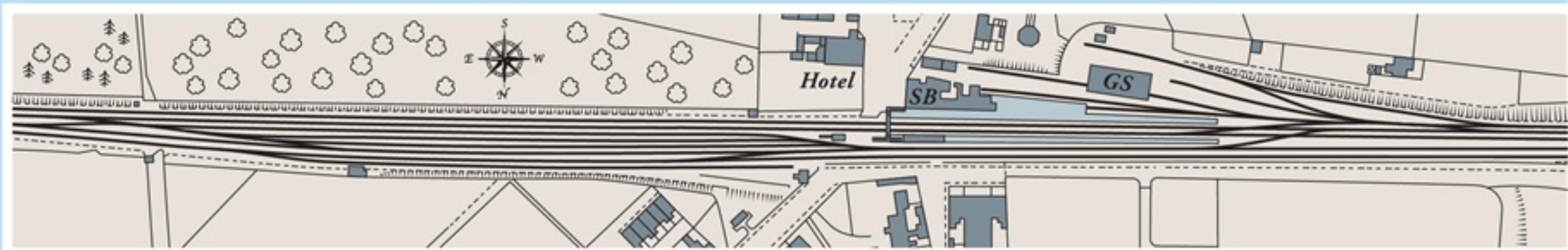
In 1960 I joined the newly formed 2mm Scale Association, but my membership lasted but one year only as talk of 'making a motor' and 'chucking this in the lathe' frightened me off, the callow youth that I was!

LoneStar 000 electric appeared on the scene (and still is to be found on eBay) but whether this was before my brief foray into the The 2mm Scale Association or slightly afterwards I cannot now recall. The rubber band drive

Right

Lambton 0-6-2T No.29 with a round top cab manoeuvres some empty 20-ton hopper wagons towards the colliery during a busy period at the level crossing. This site was well known (and not much loved at times) due to both the colliery and the BR main lines causing long delays at this crossing, especially if one train followed another! The hoppers are a 2mm Association plastic body married to an FHMf etched chassis. Likewise the loco, the footbridge and the bracket signal are all FHMf etched kits. Just coming into view on the left is No.60103 *Flying Scotsman* on the Down main line; this is a converted Dapol model by Stuart Barnes.





from motor shaft to wheel axle was not the best introduction to smooth reliable running qualities, but I had to buy a set to find this out for myself.

The discerning reader by now will have noted a trend here in the descending size and scale of my model railway inclinations!

As you mentioned Steve, the full size railway and 'train spotting' was not of any great interest to me in my early days. The little I tried was usually in a draughty station location and standing around collecting loco numbers just did not 'do' anything for me. The railway did however allow me to travel on holiday once a year and also, from 1959 onwards, to the Building College in Manchester one day a week as part of my ongoing apprenticeship.

This 'day release' to attend college always left me more tired than doing the physical joinery work on building sites. I've always found paperwork harder mentally than 'hands on' activity!

Lunchtime however allowed a walk around Deansgate, an area adjacent to the college and just a short way off the centre of Manchester. Here one day I discovered 'The Model Shop', a real Aladdin's cave covering many hobbies!

This is where I first encountered N gauge locos with gears instead of a rubber band drive!

I bought a H&M Powermaster controller for 59 shillings and sixpence (a fraction short of £3 in old money, and a full week's wage at the time), however it did have six section switches included to match some envisaged big ideas! The ideas were somewhat premature, but the Powermaster is still employed to this day, testing my new loco kits prior to the fitting of DCC decoders.

Such was the beginning of me spending the next 20 plus years very happily devoted to N gauge modelling.

RM. *Back in the late 1970s you started building a model of Fence Houses in N gauge, using N gauge standards and products of the day. What was it that particularly attracted you to that prototype locality in the first place?*

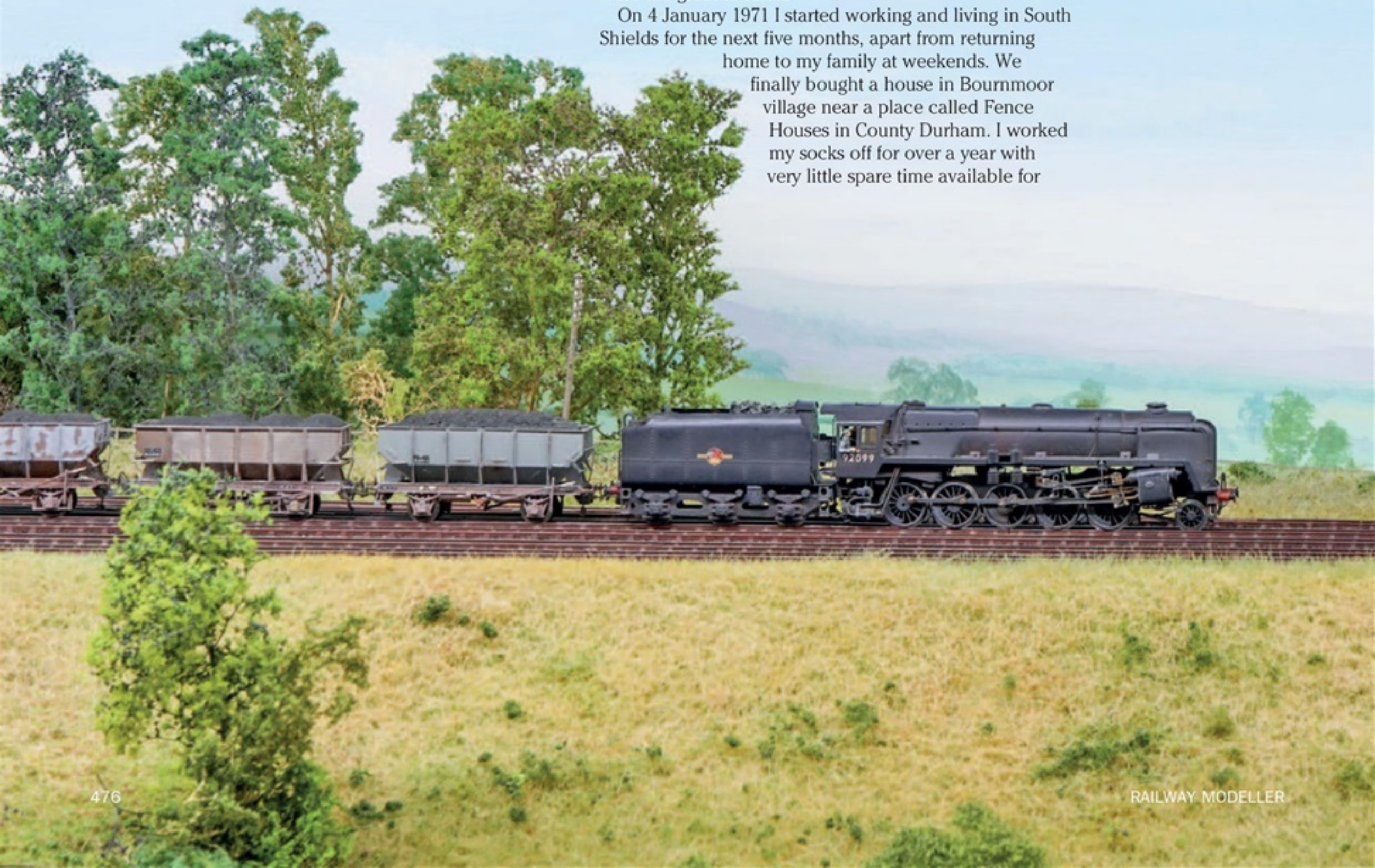
RVJ. After completing my apprenticeship as a joiner I left the trade behind me in 1963 and started working in the fencing contracting industry. Moving 'up through the ranks' I was asked in 1970 to take over as Contracts Manager at the company's north eastern depot in South Shields, a few miles south east of Newcastle-upon-Tyne.

By this time Jean and I had been married for four years and had the first two of our three daughters, and so it was quite a big deal to consider the move from Manchester. However, the challenge, as well as the financial inducements of a pay rise and a company car were too great to resist!

On 4 January 1971 I started working and living in South Shields for the next five months, apart from returning home to my family at weekends. We

finally bought a house in Bournmoor village near a place called Fence Houses in County Durham. I worked my socks off for over a year with very little spare time available for

Above
A scale representation of the actual Fence Houses station site, drawn using information derived from a c.1947 OS map. Note that the drawing has been orientated to match that of the layout, which is viewed from the north side (looking south) at exhibitions.





anything else in order to sort out the company depot that was not in the best of shape when I arrived.

On moving to the North East I had received an invitation to join the then newly formed Newcastle & District Model Railway Club and I remained a member for many years, enjoying a good number of friendships and exhibitions with the club, starting in the old Newcastle Town Hall in 1971 just prior to its demolition. Amongst the moves to other venues over the years were The Civic Centre, and the quayside located Guild Hall where, around 1980, the first model of Fence Houses was to appear.

Eventually the ladies of some of the club members (including Jean and our three daughters) deservedly found country wide fame for the truly exceptional two course hot meals provided to exhibitors by the Newcastle club over a number of years in the well equipped kitchen of the Guild Hall. This was instead of the previous offering of pie, peas and tinned spuds in venues of previous years!

The seeds of *Fence Houses Mk.I* were sown here at the Guild Hall after a chance meeting with Mick Simpson at an exhibition in 1976 where Mick was displaying an N gauge layout. We began talking about our mutually engrossing scale preference and Mick told me he had been born in the station building at Fencehouses (as it was also sometimes spelt in its 120 year history) as his grandfather Mr Jack Dunning had been Station Master there during the 1940s and 50s.

Mick and I have been good friends ever since that fateful meeting, and although he told me he had always intended to model his birthplace, in the end it was me who initiated the planning and then took on the project with Mick, until fellow members of the Newcastle club Stuart Barnes and Les Waters joined us and we started to progress more with the construction.

RM. By the time you embarked on *Fence Houses Mk.I*, much of its infrastructure had gone. The station building had been demolished in the 1960s and the line was by then just a minor freight and an ECML diversionary route. What sort of research did you have to undertake in order to build an accurate rendition of the area?

RVJ. Ever since my house move north eastwards I had been so engrossed with my day job workload I had not realised that I had some 'history' right on my doorstep as it were. Journeys across the remnants of a local railway level crossing half a mile from my house meant I was travelling over the old rails of the Fence Houses station site! In addition to some involvement with club layouts I had already built two model railways of my own in N gauge, but both had been of fictitious locations. Modelling Fence Houses was to be quite a departure and an enjoyable and engrossing learning curve – the search for information saw me invited into people's homes and places I had never ventured before, including the FH signal box where after a couple of visits I was given a hand written instruction from Mick's grandfather, Station Master Dunning, to a signalman dated in the 1950s! Mick now owns this piece of history.

Fence Houses station opened in 1844 and closed to passenger traffic in May 1964, though as you say goods and diversionary traffic continued until the 1980s. The station was part of the original main line north from London to Newcastle and remained so until 1872 when the current East Coast Main Line (ECML) opened through Durham City some seven miles to the south, after diverging at Ferryhill junction which is 11 miles further south.

After my meeting with Mick Simpson, which had fired up my interest in the model project, I made an appointment at County Hall Durham Records Office where I was able to trace an Ordnance Survey map of the station and surrounding environs. It was at this point that reality began to kick in in terms of what time period I wanted to model, as maps of different periods were available to choose from in the records office and these showed alterations that had taken place to track and infrastructure over the years.

After moving from the west side of the country and learning about the rich history of the North East's massive

Below

Large and not so little! The Lambton 0-6-2Ts were no match for the giant 9F class, but No.5 and her sisters still packed quite a punch in moving many tons of coal around each day to earn their keep, and for many years at that!





contribution to 'the making of the railways', I originally became interested in the pre-Grouping era. The rich colour schemes of rolling stock and the gleaming brass adornments on locos of this period up to 1923 were very pleasing on the eye, but in practical terms very little was available commercially as ready-to-run 'off the shelf' 2mm models, and would therefore have to be made by myself (scratchbuilt).

I did build three locos over a few years before I decided (was persuaded by more rational people!) that if I really did want to finish the model it was going to be better to move to the British Railways period of modelling where many more products were commercially available. So BR it was to be, c.1950/60s period.

Living close to the site of the station enabled me to ask around locally and this unearthed a few family type photos with various aspects of the station in the background. In addition I managed to obtain from Beamish Open Air Museum (six miles away) a series of photos taken during the demolition of some of the station buildings.

I was at one stage accosted by the landlord of The Station Hotel, which was situated on the opposite side of the road to the station, after he spotted me taking photos of his pub and the old stable block at the rear. He said he thought I was 'casing the joint' in preparation for some nefarious intent! After I explained the reasons for my interest and that I was a modeller, it all ended amicably.

I managed to get myself a little appeal for information on FH into a local Sunderland-based newspaper along with a photo of myself and an old layout baseboard illustrating my hobby. This led to a phone call one afternoon from a Mr Len Brewer of Radio Newcastle who said his occupation allowed him to tour around the north east recording 'Brewer's Too-ers', and he invited me to

appear on local radio the following Saturday morning.

On the day a small van duly arrived at 8am and Mr Brewer said he would set up his equipment. He proceeded to hoist up and extend a telescopic aerial that reached at least 25' in height before he then trailed cables into my house.

It was not until he started talking to the studio through his microphone and said "right, we're on after this record," that I realised it was going to be live! Initial nerves disappeared and I had nearly five minutes air time, but no information at all on FH followed for quite a while afterwards. Eventually a letter turned up along with a photograph from someone in Sunderland whose older relative had taken a photo of a Royal visit at FH station in 1925.

This was the occasion of The Duke & Duchess of York's (later to become King George VI and Elizabeth The Queen Mother) arrival at FH to stay overnight on Lord Lambton's estate a couple of miles down the road, in preparation for their visit to the Stockton & Darlington Railway's Centenary celebrations in Darlington the following day – the things you come across when researching a real location for your model railway!

From all the information gathered, including memories of Mick and his mother from living there, and being able to measure what buildings remained, I constructed the station buildings, the goods shed, the station hotel, signal box and cattle mart.

The double cantilevered signal box was a bit unusual in that it sat between two separate (though connected) railways controlling the level crossing. On one side are the BR main lines and on the other are the double track colliery lines of The Lambton Railway. There was provision of an exchange yard facility for inward deliveries from the local pit and for onward transhipment

Above

A converted Dapol A4 Pacific heads a diverted Down express as a Class 108 DMU on a local stopping train arrives at the Up platform, whilst a J39 0-6-0 shunts the station yard. Both of the latter models are converted Bachmann Graham Farish products, and like the A4 are in need of weathering! The red-liveried 10½T empty coal hoppers in the foreground are ex-NER P4 etched wagon kits by FHM that are masquerading as NCB ex-Lambton Railway stock. This overall view of the station and associated buildings includes Mike Raithby's excellent rendering of some local houses on the backscene.

Right

D9002 *The Kings Own Yorkshire Light Infantry* with Thistle headboard leaves the rear fiddle yard and heads south along the Up main line, bound for Fence Houses and beyond. The loco is one of a few in our fleet that have been weathered, but we need more models to be so treated in our quest for authenticity. Visible on the model of Victoria Viaduct are the 200 shaped two-part etched and soldered 'angle iron' barrier posts. The half-round outer stonework pillars provide refuge for any railway workers on the viaduct when trains are approaching. Alan Pearson's scenic trees are very convincing here (and elsewhere).





to wider destinations, including power stations on the River Tyne etc.

The totally scratchbuilt model of the signal box – with its removable top section allowing internal detail to be seen – took me 100 hours to complete!

The octagonal-shaped cattle mart had internal raised levels for the patrons to stand and bid for the animals and apparently handled sales including imported cattle from Ireland supplying local farmers and butchers.

All the buildings were made up from Slater's Plastikard, using a mixture of plain and embossed sheet material of various styles, all joined with solvent adhesive.

The footbridge was an adapted George Allen etched brass kit (my first encounter with using etched materials).

Fence Houses Mk.I was 'dog bone' shape, 32' long x 4' maximum width. Only the 24' length between the two 4' square end boards had any scenery installed. The track curved around the end boards and disappeared behind the back scene to form the hidden fiddle yards.

Needless to say all the track and point work was Peco Streamline.

RM. What became of *Fence Houses Mk.I* and the kit built locomotives and rolling stock? Did you consider it a successful and fulfilling project?

RVJ. *FH Mk.I* was sold on privately. Most of the stock belonged to other members of the team who retained it, but a small amount did belong to myself and was kept for sentimental reasons and because I had either adapted or scratchbuilt it. I was simply a person who fell in love with a place that I never knew in reality and built a big train set to provide the team with somewhere to run their purchases and private creations! I must mention a final hilarious epithet before we say



goodbye to *Fence Houses Mk.I*: on one of our track working sessions we suddenly developed a short circuit that could not at first be traced to its origin. Various sections were tried and even some wire connections taken off without effect, in an effort to find the culprit. It was!! Munching a KitKat biscuit I had dropped the foil inner wrapper across two rails and it laid there for hours whilst we got more and more frustrated!

After this, any mishap is always referred to as a KitKat moment!

Fence Houses Mk.I in N gauge was a lot of fun and very fulfilling, and we made some lifelong friends along the way. It does not get any better than that... unless you do it twice!

RM. When did you decide that 2mm Fine Scale (2FS) was the way forward for you? What was it that convinced you that the finer standards would be better, and what steps did you take to acquaint yourself with the practices and principles?

RVJ. About 1982 I rejoined The 2mm Scale Association after seeing some finescale wheels brought in to the Newcastle club one night by Les Waters who had already joined The Association.

Mick and I were very impressed, especially with the 0.5mm deep flanges compared to the early crude overly deep flanges of a lot of N gauge models of the time: even small diameter front pony and bogie wheels had flanges that were nearly 30-50% of the size of the wheel diameter, and looked ridiculous. The same could be said for the rail section used at the time (Code 80) which was virtually equivalent to 4mm scale!

Another issue for me personally was the excessive oversized components making up the outside valve gear on commercially produced steam outline models.

Above
Dapol A3 No.60103 *Flying Scotsman* passes the signal box at Fence Houses, which is situated between the colliery lines in the foreground and the BR main lines behind.

Left
A beautiful model of Wapping Bridge signal box, just north of the station and the A183 road overbridge. Simon Perkins constructed this entirely from plasticard and painstakingly painted and highlighted individual bricks to get this stunning finish in this small scale. Alan Pearson's scenic artistry is fully evident to complement the bricks and mortar, and the eagle eyed among you may have spotted the etched/wire point rodding runs either side of the box (designed by 2mm Association member Laurie Adams). Also of note is the FHMF etched field fencing on this and other photographs of FH. We have over 70' of it on the layout!

Below
Peppercorn A1 Pacific
No.60147 *North Eastern*
is pictured with some
'historic' model coaches
in tow that ran on the
original model of Fence
Houses nearly 40 years
ago! Just coming into
view on the right is the
rear bunker of Lambton
0-6-2T No.5 on the
colliery line.

It would be another 12 years before I ventured into designing my own etched model kits, but enough said for now or I would be getting ahead of myself with the story!

Having rejoined The Association and purchased some of their 'shop' items available to members (much increased in range today from back then) I decided to jump in at the deep end and build a 4' long test track to see what I could manage in this clock makers', small, fiddly, undersized and minute scale as some people referred to it.

Tell yourself that you cannot do something, and you won't!

I've heard folk comment at shows, "ee it's so small!" ... er no, it's just the right size! I feel comfortable with 2mm Fine Scale and am drawn to it, simple as that.

It all depends what's in your own head, and crucially how much practice you are prepared to put in with learning the skills required in any venture, not just in modelling. You cannot get away from this basic fact of life. Of course it helps if you can join a local club and meet others further along the journey than you so that you can learn from them, but these days the internet is so vast with available videos that there is lots of help available for all sorts of things. If you go online to www.2mm.org.uk/articles/jubilee/index.html you will see an example of a loco conversion that is available on the 2mm Scale Association website. There is also a video titled *How to build the BR 16T wagon taster kit*. Brilliant stuff by member Nick Mitchell.

Personal contact if available through local area groups is great, as ideas can be tested and bounced off other people which quite often produce very fruitful results. The Association has many such local groups throughout the land, including on the other side of the world in Australia.

Lately our FH group have all been drawn closer through the online medium of Zoom, including an old friend Steve Martin in New Zealand. Steve has used this contact to great effect and such internet access has shown his brilliant modelling work of St Erth Station in Cornwall for which he was awarded The 2mm Scale Association's 2020 *Virtual AGM Competition Cup* for his

buildings of 'Harry Galls Cottage & Shop' (view on The Association's website address as above).

My 'test track' became more than just a few feet of plain track and a turnout, eventually finishing up as a 12' long fiddle yard to terminus layout called *Worsdell Park Road* (Thomas and later his brother Wilson Worsdell were Locomotive Superintendents of The North Eastern Railway Company between 1886 and 1910). Whilst this was happening I built my first 2mm Fine Scale (2FS) loco, an 0-4-4 tank engine, and I was literally up and running.

Incidentally I was once driven to write a poem about the spelling of the Worsdell name, as this is often spelt incorrectly as Wordsell. I even spotted this error on a caption of an NER Loco model in The National Railway Museum in York!

Since this episode I see on eBay, Amazon, and even on dedicated railway photography sites the misspelling of 'Worsdell'. It is rife and needs to be corrected and if our editor agrees you may find a copy of my short poem within these pages [*Ed – see the second instalment of Bob's story in next month's RM*].

I have since proven to myself (as a number of others have done previously) that near-scale versions of valve gear are eminently practical in 2mm Fine Scale. A number of my own design etched kits (including a BR 9F with 2-10-0 wheel arrangement) have to date run many real miles on *FH Mk.II*.

I do however understand the practical production issues that must exist for manufacturers, especially as the market is open not solely to the more serious modeller, but also young children as well where greater durability is required. Thankfully that is not something I have to consider in my own railway Kingdom.

Next month

Bob introduces the team members who helped to make *Fence Houses Mk.II* possible and reveals the state-of-the-art control systems that bring it to life.



Talking Points

Topical issues from the world of model railways

Making Tracks - Discover the West Coast Main Line

Pete Waterman OBE, in conversation with Steve Flint, outlines the building of an extraordinary WCML model railway layout which goes on display later this month at Chester Cathedral.

The magnificent Chester Cathedral hosts many cultural events throughout the calendar. Some years back it held a Lego themed exhibition, which was hugely successful, and the cathedral management sought another hobby related subject which would make for a spectacular display. It didn't take them long to consider a model railway presentation. But where to start?

A little way up the road, of course, is the Cheshire home of one of the UK's most prominent celebrity railway modellers, Pete Waterman OBE: it wasn't long before they were talking layouts.

That was back in 2019 and the plan was to put on an event to run from July to September the following year. Pete, and five of his team of modellers who work on his Leamington Spa project, had from Christmas 2019 to the following July to complete the work.

"It was to be an extremely challenging build," Pete said, "but we were very, very keen."

It took his team a while to finalise a design, after all there was an awful lot of floor space in the cathedral to cover once the pews were stored away.

"It was to go straight up the nave," Pete declared, "all seventy-four feet of it!"

Now, to many railway modellers, a 'canvas' that size is the stuff of dreams, though it was considered that a link to the locality was pertinent, and depictions of the Settle and Carlisle line, or the LSWR route to the West Country, were off the agenda.

Cheshire was however the birthplace of a notable civil engineer who made his name and his fortune as a contractor to the railway companies of the day: Thomas Brassey.

Brassey was involved in numerous railway construction projects during the mid-19th Century including sections of the West Coast Main Line, the Chester to Crewe Railway and the Chester to Holyhead route.

With Brassey, the link to Chester was tenable and Pete's team came up with a scheme that was inspired by the work of Brassey's engineers, like Shugborough Tunnel between Rugeley and Stafford.

Pete continued, "In order to make this model really exceptional we also included other sections of the WCML



▲ Stanier Class 5MT 4-6-0 No.45002 passes through Tring Cutting with an Up train of Blue Circle cement wagons on 5 September 1964. Photo: Brian Stephenson/Rail-Online



▲ Pete Waterman OBE pictured in front of his other mammoth layout project; Leamington Spa in 7mm scale. Photo: Steve Flint

from further afield."

Hence Tring Cutting, and Berkhamsted and Watford Tunnels, have also been built into the model.

"It's really a model of tunnels," he said with characteristic frankness, "three distinctive parts of the West Coast Main Line."

Interruption

Work began in workshop/garage space beneath Pete's 'railway room'. Modular portable baseboards were built by Dave Douglas using traditional woodworking techniques and track laying began. Then came the health crisis, the first Government lockdown put a hold on non-related individuals being allowed to work and socialise together indoors.

Progress ground to a halt for a while, and a decision was made to defer the exhibition for a full 12 months in the hope that the pandemic would have subsided.

Ironically it gave Pete's team a useful extension to the build time, and whilst they weren't able to work collectively on the main boards, activity continued independently at individuals' homes.



▶ The nave at Chester Cathedral which is set to be occupied by the 74' long depiction of the West Coast Main Line constructed by Pete and his team of modelmakers.





▲ A view showing the scale of the scenic section at an early stage of construction, with the four main running lines being laid.



▲ A key feature of the layout is this imposing model of Cefn Mawr viaduct, seen here at an advanced stage of construction.



▲ Situated at one end of the scenic section is a replica of the west portal of Shugborough Tunnel (see archive view below).



▲ The hidden storage loops that run behind the scenic section are vast. Sectional track was used for speed and ease of assembly.



▲ Smaller scenic features to be seen on the layout include c.1930s semi-detached houses, based on examples near Berkhamsted.



▲ Installing a representation of the OHLE has been a huge undertaking. These catenary portals are laser-cut items.

The model structures were all made using 3D artwork prepared using CAD software with the parts being laser cut to produce a series of bespoke frets that could be assembled as if building a kit.

Restart

As the ups and downs of the pandemic restrictions ran through 2020 and into the early part of this year, the recommencement of work took place in stages.

Pete told me, "By late spring we'd all received our jabs."

Work resumed following Government workplace guidelines and the project began to really take shape, with the new target show date beginning at Chester Cathedral on 17 July 2021.

I asked Pete about the materials he was utilising.

"For the trackwork we've opted for flexible track on the viewing side, and sectional track in the fiddle-yard. With some 30 storage roads to lay we needed a quick solution."

As the layout is to depict the contemporary rail scene, catenary was required. This section of the West Coast Main Line was after all electrified in the 1960s with a lot of Mk.I masts and gantries.

"We've used Peco catenary wire parts and some homemade gantries, again laser cut in fine ply. Once it all knits together it really looks the part."

This photo, believed to have been taken during the 1930s, shows Fowler 4F 0-6-0 No.4198 exiting the west portal of Shugborough Tunnel with a passenger working. Photo: Rail-Online



Pete then proudly pointed out that a hundredweight of granite ballast was laid across the scenic length in the time-honoured way over a three and a half week period.

"Ballasting was a must do activity," he said resolutely.

Display

If there was, incredibly, a hundredweight of ballast chippings, plus all the woodwork, this layout was going to take some shifting.

"Indeed, an articulated lorry, our five guys and an army of Cathedral volunteers," he declared. He was however guarded about the future of the layout after the Cathedral show had closed.

"It's not going to fit easily into many exhibition halls afterwards."

The layout is to be controlled by DCC using the Zimo system and most of the rolling stock in use will be from the Hornby range, thanks to assistance from Simon Kohler, Marketing & Product Development Director of Hornby Hobbies Ltd.

How to visit

Making Tracks - Discover the West Coast Main Line is scheduled to open to the public on Saturday 17 July 2021 at 10:00 and run daily until Friday 3 September. Last entry each day is 16:15 except for 3 September when the show closes as 16:00. Admission is free to the cathedral but donations will be welcome.

For full details visit the event web page (see link below) or telephone 01244 500 959. In light of the pandemic it is wise to check before you travel as well.

www.chestercathedral.com/event/making-tracks/



Water Street Sidings

After a long break from the hobby **CHARLES OLDROYD** visited Keighley Model Railway Club and that was it; O gauge was the future! Here he presents his compact 7mm scale 'shunting plank' set in pre-Grouping North Eastern days.

Photography by Derek Shore

The year is 1910, the railways are busy, coal is king, and the sun will never set on the British Empire, or at least so it then seemed...

Before the 1914-1918 war, most merchandise was moved from its source by rail to small goods yards, where it would be transferred to horse drawn road transport for final delivery to its destination. These yards existed in every town and there would be numerous examples in a city, with each

railway company often having its own. Here there would be all manner of goods arriving and departing: parcels, hardware, foodstuffs, perishables in casks, beer, timber, floor coverings, carriages and sometimes even livestock. The yards would often be cramped and clearances tight and the movement of wagons would require a sharp eye and a keen mind to prevent empty stock becoming trapped behind other wagons still being loaded.

An early interest

I became interested in model railways at an early age when my father bought me a train set, but my first encounter with the concept of modelling a real railway was an article by David Jenkinson in the January 1966 issue of *RAILWAY MODELLER* titled *The Long Drag in Reality* that described the Settle & Carlisle line. This magazine remained in my school desk for over a year, during which time the pages became exceedingly well thumbled!

◀ Lister stationary engines, flywheels and cranks await unloading whilst in the background, North Eastern Railway Class H2 (later classified LNER Y7) 0-4-0T No.497 is departing for the fiddle yard with a brace of three-plank wagons. The loco was built from a Connoisseur Models brass kit.

Even today I am still able to quote phrases from the text. I was around 16 when I started a Settle and Carlisle themed OO gauge layout that employed Peco Streamline code 100 track, but this was never finished as I became embroiled with other teenage pursuits. Time passed, and whilst I never lost interest entirely, I never got round to doing any modelling.

The 0 gauge bug bites

Then, about 20 years ago, I became self-employed in the IT industry and I needed something to do in the winter other than mess about with computers. I paid a visit to the Keighley Model Railway Club and was awed by the quality of the modelling on two

It's a busy day on Water Street as local traders make their deliveries in horse-drawn vehicles. The figures are arranged in realistic cameo groups and are all painted with matt acrylics.

O gauge layouts (*Ravensbeck* and *Runswick Bay*). I think it was the scenic details and the stories they suggested as much as the trains themselves that hooked me. I decided there and then that I wanted to do something in a small way in the same scale.

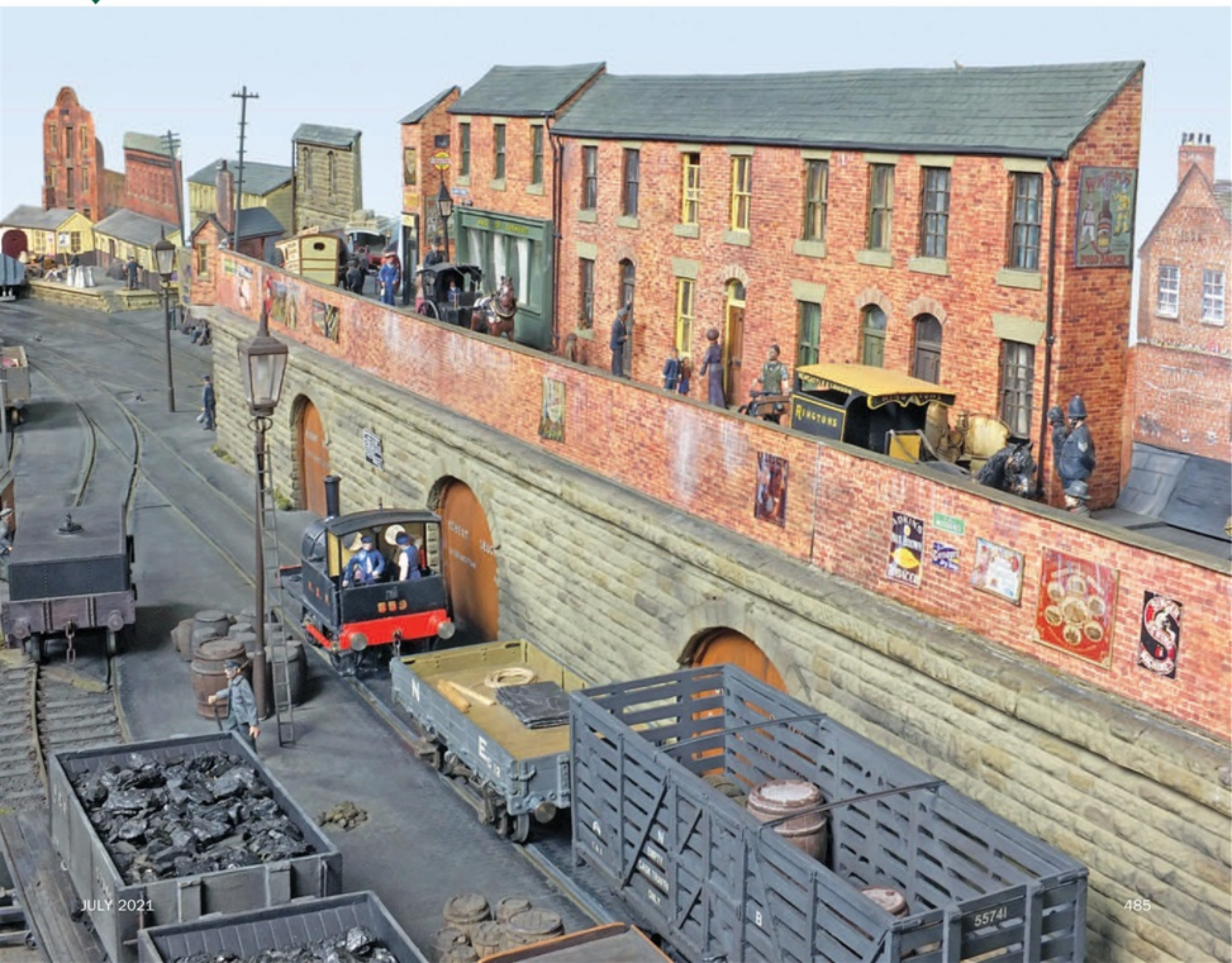
I started by building a few wagons and ran them at the club. Then I moved on to a locomotive, a North Eastern Railway Class K that had been dropped and which I subsequently dismantled and rebuilt. All I needed then was some sort of shunting plank to allow me to run trains at home.

A small purchase

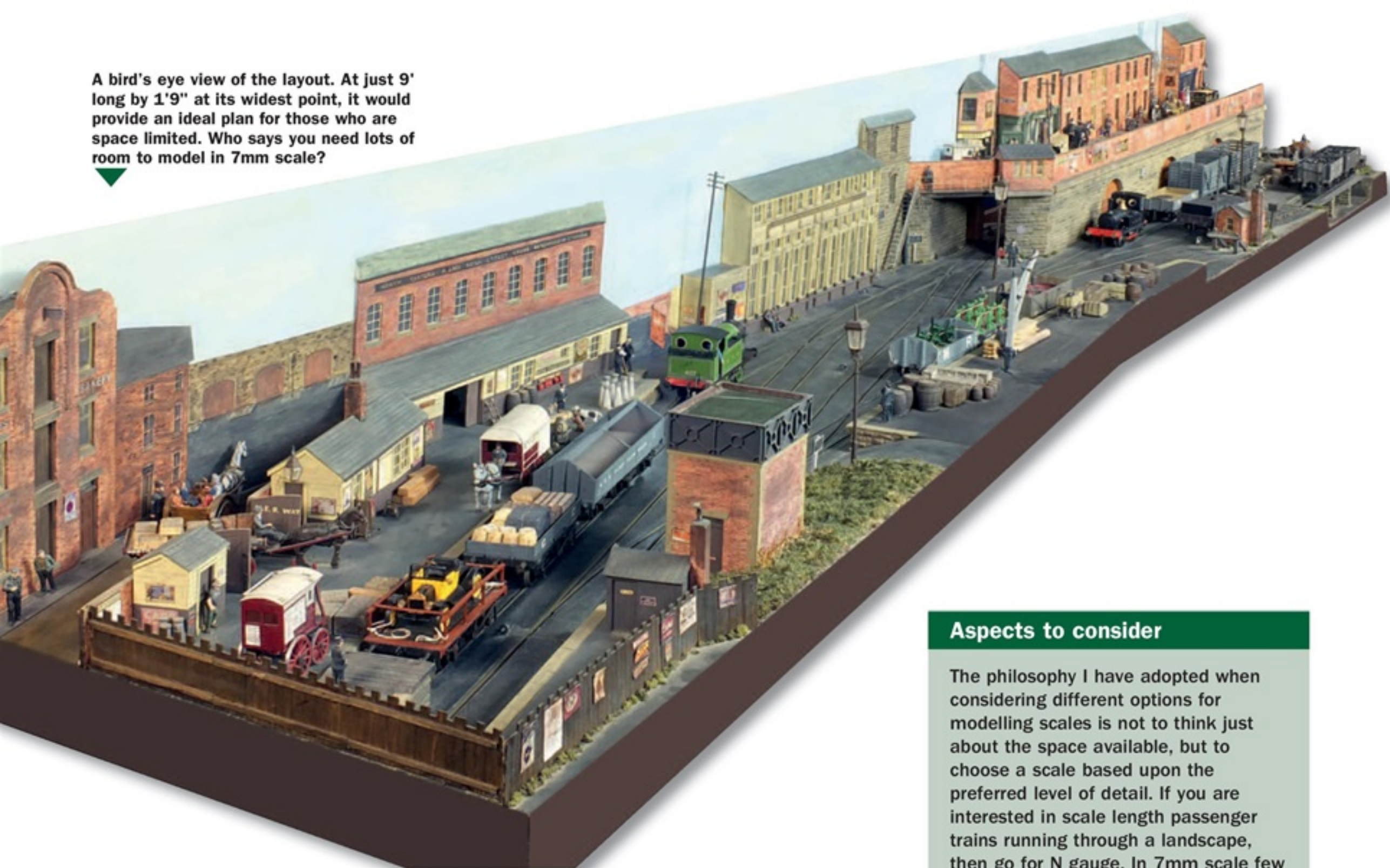
I saw *Water Street Sidings* for sale at the York Model Railway Show and bought it on first sight from the owner, Paul Smith. *Water Street Sidings* is an exercise in providing



▲ There's always time for a chat with a customer. On Water Street, cooking apples are on offer and the postman is collecting the mail. Evidence of horse-drawn street traffic litters the road surface.



A bird's eye view of the layout. At just 9' long by 1'9" at its widest point, it would provide an ideal plan for those who are space limited. Who says you need lots of room to model in 7mm scale?



Aspects to consider

The philosophy I have adopted when considering different options for modelling scales is not to think just about the space available, but to choose a scale based upon the preferred level of detail. If you are interested in scale length passenger trains running through a landscape, then go for N gauge. In 7mm scale few people have space to model the scenery that extends far beyond the railway boundaries: therefore if rolling stock is your primary interest, I would recommend O gauge because you can give emphasis to maximising detail.

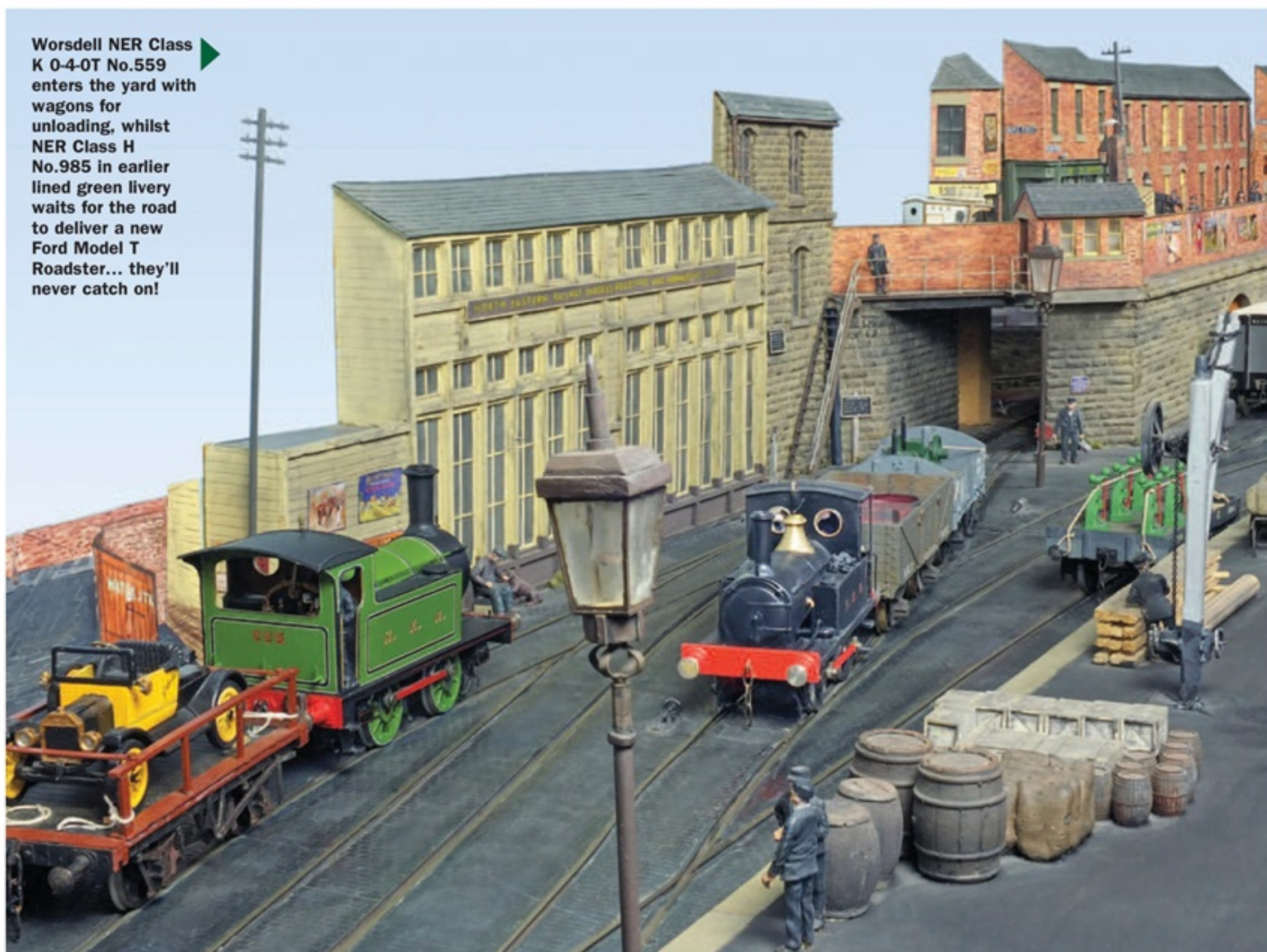
When starting out in railway modelling, I think it's best to be realistic about the scope of your project, particularly if it's a first effort. There's a danger of setting a target that is unachievable and running out of time, money and enthusiasm. Think small and make sure that your layout is portable. Don't initially plan to build a layout for life, but instead view successive attempts as a learning curve. Make your boards portable and stackable otherwise storage can be a real problem. Water Street Sidings has boards which can be stored above each other within a pair of 'bookends' and so is very compact when not in use.

I also think it's a good idea to give maintenance careful forethought as faults can be sometimes very difficult to rectify after the scenery is in place. For example, on Water Street Sidings I have found that the point control system (wire without tube) can be rather fragile in its operation, but adapting it to a more robust wire in tube system wouldn't be possible without significant rebuilding of the surface of the yard.



▲ Sacks of potatoes, wicker baskets and milk churns await loading for onward shipment by rail, whilst yet more merchandise is delivered by horse and dray. A porter is putting his jacket back on as he emerges from the 'necessarium'.

Worsdell NER Class K 0-4-0T No.559 enters the yard with wagons for unloading, whilst NER Class H No.985 in earlier lined green livery waits for the road to deliver a new Ford Model T Roadster... they'll never catch on!



maximum detail in minimum space. It is all of 9' in length and 21" at its widest point. It is designed to draw in the eye and can be as challenging to operate as I choose to make it meaning that its operation can keep me entertained for considerable periods.

Construction

The layout consists of two boards built using a 2" x 1" timber frame with a thick card surface. The track is hand-built using Peco rail and point components on copper clad sleepers whilst the continuous check rail is nothing more than thin brass strip, soldered in place. Everything else is pretty much made from balsa, cardboard and paper.

The yard surface is made using card with embossed stone setts, as is the road surface in the street scene. The houses at the rear are also made of card, covered with brick paper. The only major use of plastic sheet on the layout is for the retaining wall which disguises the fiddle yard. This made its construction very economic, proving that

North Eastern Railway Class H2 No.497 is entering the yard with North British and LNWR box vans. Fly presses and bales of wool are just two of the loads being handled today in the sidings at Water Street. The yard cat seems particularly focused: has it spotted something moving among the bales?

you certainly don't need to be a millionaire to model in O gauge!

The figures and road traffic items are from a variety of sources and were painted to represent the period depicted. They have all been positioned carefully in what I hope are natural groups, inviting inspection and speculation about what might be happening.

Acrylic paint was used extensively for these, giving a true matt finish; gloss paint being conspicuous by its absence.

Exhibition operation

Water Street Sidings incorporates a number of design features that I consider to be essential for enhancing the operational interest of any





North Eastern Railway Class H2 No. 497 awaits its next move as porters engage in the time-honoured tradition of supporting a broom. Enamel signs advertising CWS floral biscuits and Mazawattee tea adorn the walls of the parcels office.

layout, no matter how small:

- Some means of getting stock on and off scene. e.g., A hidden fiddle yard.
- A loop so that locomotives can run round their trains.
- A number of sidings into and out of which wagons can be shunted.
- A sense of purpose. By which I mean some method of loading and unloading wagons – coal staiths in this case. Wagons come in full and go out empty, the loads being removed by means of a wire hook and a loop which is embedded in the coal.

It can be frustrating if a layout is unreliable in operation and so regular track cleaning is essential. I use both a Peco track rubber and

Looking down the yard from the parcels bay with North Eastern Railway Classes K and H in attendance. A Ford Model T Roadster is being delivered by carriage truck to the end-loading platform. The scenic section of the layout features just five points.



methyated spirits as it evaporates and leaves no residue. I also keep locomotive wheels clean with a drop of meths on a cotton bud or rag and an occasional polish with a fibreglass pencil.

Wheel standards

One potential source of derailments is variable back-to-back settings on rolling stock wheelsets, so I try and avoid running stock with wheels of different makes and vintages. From my experience, some older items tend to have deeper and thicker flanges and the back-to-back measurements can differ by up to 1.5mm. I have standardised all my stock using Slaters wheels, and this has improved reliability enormously.

Future developments

One of the attractions of the pre-Grouping period is that every railway company had specialist wagons which could end up travelling anywhere on

North Eastern Railway Class H2 No 497 brings an empty 3-plank wagon from the hidden fiddle yard, overseen by the yard master and the shunter. The low relief buildings are based on prototypes in Gateshead and Newcastle.

Worsdell NER 0-4-0T Class K No.559 in post-1903 black livery gently picks up an NER two-plank dropside wagon. This has correctly been detailed with a length of rope and a neatly folded tarpaulin sheet.

the system. Consequently, *Water Street Sidings* is an ideal stage for the weird and wonderful such as a six-wheel floorcloth wagon, a Private Owner acid tank or the wagons designed specifically for returning empty casks. There's no end to the variety of rolling stock that could and will appear on the layout as I build the kits.

Finally, the track plan has proved to be such a success that I have acquired another layout built using the same basic design. However, this is a narrow gauge central Californian logging line in On30 scale which is DCC sound equipped. It's time for a couple of Shays and a Climax!

Further information

Keighley Model Railway Club
www.keighley-mrc.org.uk

The Gauge O Guild
www.gaugeoguild.com



Using photos to create urban backdrops

Following on from his article last month that suggested methods for creating 'stitched' panoramic backscenes, **PETER OSBORNE** demonstrates here how photos of individual facades can be used to provide an urban layout with the illusion of an expansive backdrop.

Photography by the author



The illusion of an expansive built environment on a layout backscene can be achieved by using multiple printed photos arranged in part-relief. My previous layout, *Cleckhuddersfax* (RM August 2013), used a similar approach to this by adapting a combination of commercial and home-made building facades, which in many ways is not dissimilar to how film or theatre sets are constructed.

In this article I will show how photos can be used to create free-standing facades by cutting the images out, pasting them onto individual backing boards and then arranging them along the back of a layout. A sense of depth can be achieved by overlapping the facades in rows with a small amount of distance between them.

Forced perspective can also be employed to enhance the illusion of depth in very little space by adjusting the size and scale of the photos used; larger at the front, smaller at the back. Sections of brick wall and alleyways between buildings can also be included to help fill in any 'gaps' between facades.

However, before we get that far we first need to look at what's involved with obtaining and editing the source photos...

Photographing real facades

Once you have selected the building(s) that you want to include on the backdrop, try to position yourself as far away as possible to minimise converging verticals in the finished image(s). Distortion can be corrected using editing software, but isn't always straightforward; it's far easier to try and start with a 'flat and square' image with corners that are as close to right-angles as possible.

One trick to minimise this vertical distortion is to hold the camera level rather than pointing it upwards, which may require you to stand further back or use a wide-angle lens. However, by holding the camera level, the building is likely to fill the upper part of

the frame with a lot of unwanted foreground detail included in the lower part of the image – but this can simply be cropped out later.

Photo 1 (opposite) is an example of one of the many images I have obtained for use on my layout backdrops.

Editing the images on computer

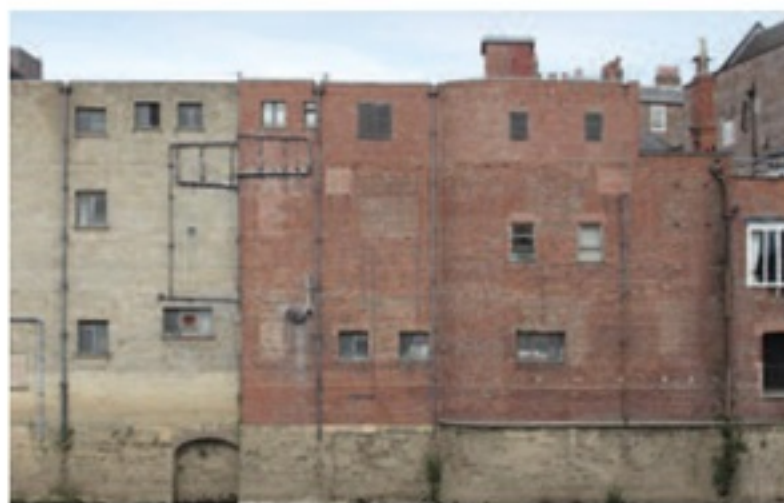
When the photos have been downloaded to your computer each can then be worked on in turn to create a set of images ready for printing. I use Adobe Photoshop Elements but other image manipulation programs can of course be used. However, be aware that many offered via an internet search are not downloadable for free (although the web page might imply otherwise) and others are only available as software purchased as a

package with your camera.

The first task is to perform a rough crop using the 'crop' tool (photo 2). This enables the edges of the facade to be assessed before adjusting them to make them parallel to the edges of the image frame. To make the edges vertical, or to correct converging verticals and get the building square, use the 'transform' and 'skew' tools. The 'skew' tool allows the corners of the image to be dragged around until the edges of the facade are parallel to the frame edges.

The facade can now be cropped tightly around the edges of the building (photo 3).

Any unwanted foreground details can next be removed using the 'clone stamp' tool. This tool is used to copy information from one part of an image and duplicate it on



▲ A selection of photos that I have taken that are ideal for incorporating as part of part-relief urban backscene, including alleyways that can be used as 'gap fillers' between larger facades.



▲ This is an example of a typical source image which can provide a large facade of a mill building for a backscene.

another area to cover over or remove unwanted details. On this example (photo 4) the 'clone stamp' tool has been used to copy areas of brickwork to remove the lamppost and foliage that was visible in photo 3.

Overall adjustments can then be made as required to adjust the brightness and contrast. To create an impression of distance, or 'aerial perspective' as artists describe it, colours may be subtly de-saturated. In Elements there are 'slider' tools to make colour adjustments such as decreasing the saturation and increasing the blue tint.

Printing the finished images

Once satisfied, each image needs to be saved for printing, which may include resizing it so that it can be printed to match the modelled scale (if we assume each floor is roughly 10' high, in 4mm scale this equates to 40mm). Facades can also be printed slightly smaller than scale to



▲ An initial crop of the image enables the facade to be assessed before adjusting so that the edges are parallel to those of the frame.

◀ After the edges have been made parallel and the image cropped again, we now have a rectangular image of the facade but with some unwanted foreground detail remaining, including foliage and a lamp post.



create the effect of forced perspective.

The photos can be printed onto sheets of matt photo paper (avoid gloss, which will have a reflective sheen) and then all that remains is to cut out the printed facades, glue them against a backing of stout card (photo 5) and then position along the back of the layout. I use a spray mount adhesive to ensure that there is no tendency for the finished images to become creased or warped.

◀ Following some work with the 'clone stamp' tool, the foliage and lamp post have been removed. The image is now ready for resizing to suit and printing.



▲ A selection of finished facades that have been resized, printed onto matt paper, backed with card and then cut out. Some have been reduced smaller than scale to create the effect of forced perspective.



▲ An example of a finished urban backdrop. A mock-up of a part-relief backscene showing how the illusion of depth can be achieved with the careful arrangement and overlapping of different facades.

Operating Redbridge Wharf

The building of this ambitious waterside scene, which depicts the former sleeper works near Southampton, was described in the June issue of RM. This month Winchester Railway Modellers member **JOHN SHAW** explains the operation and sophisticated control aspects of the layout.

Layout photography by Geoff Helliwell

A pigeon special hauled by a Stanier Class 5MT 4-6-0 returns north from Weymouth. The train consists of parcels stock and a Mk.I BSK to provide seating for the pigeon attendants.



When we first embarked on this extensive 4mm project, there was a lot of debate amongst the members as to whether to employ 12V dc analogue control, or go down Digital Command

Control route. It was ultimately decided to wire the layout to allow for both and to make the final decision later in the build.

Accordingly we now use DCC as the standard method of locomotive control at

exhibitions, but we can still offer the option of 12V dc running on the main lines when the layout is set up in the clubroom.

The club has in the past exhibited layouts with its trademark mechanically-locking lever frames, but we soon realised that the complexity of *Redbridge Wharf* would make such an installation impractical.

A method of route selection was needed instead, but the junction arrangements of *Redbridge Wharf*, both on-scene and off-scene, meant that there was the potential for conflicting route selections to occur if some means of interlocking was not used. Owing to the lack of a commercial solution, we started from scratch and devised our own system as described below.

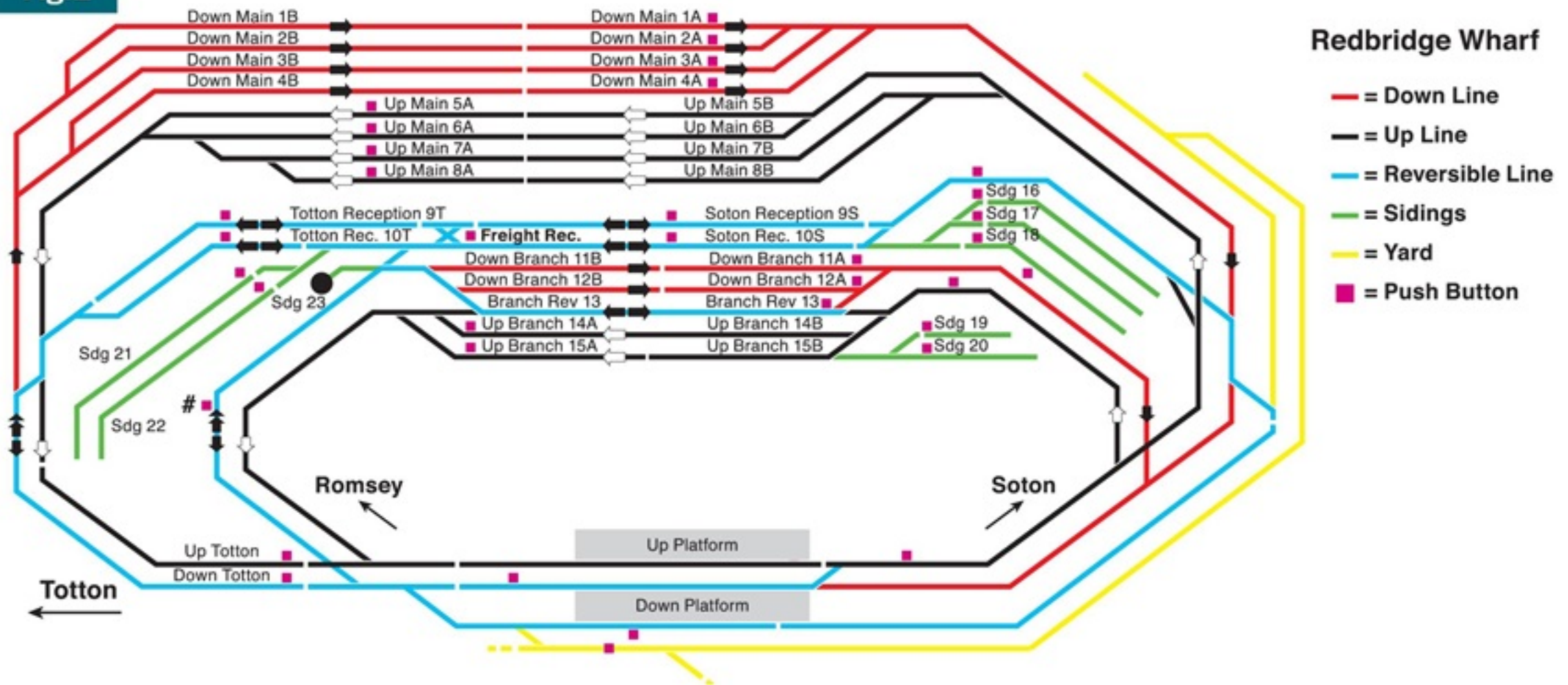
Layout control overview

Firstly, when being exhibited *Redbridge Wharf* can be operated by four people: a wharf operator, fiddle yard controller, an Up main line driver and a Down main line driver. Reproduced here is a schematic diagram of the layout including the fiddle

◀ A BR English-Electric 350hp diesel shunter moves rail lengths on a Salmon fitted with twin cranes, whilst self-propelled steam cranes are busy on the wharf.



Fig.1



yard sidings, and the main running lines, though note that the sleeper works sidings are not included (Fig 1). This diagram shows the track sections into which the layout has been divided. Indicated in small purple squares are the locations of the push-buttons that are used for route setting.

Off-scene storage

The extensive fiddle yard (photo A) is separated into areas that are colour coded to assist the operators with identifying trains and destination roads: Down main (lines 1-4, Green), Up main (lines 5-8, Red), freight operations (lines 9 and 10, plus associated sidings, Blue) and the Romsey branch (Yellow). It should be noted that this colour coding is not represented in Fig.1.

Each of the four roads for the Up and Down main lines can hold two trains, composed of a loco plus seven or eight coaches. Any through trains via the Southampton – Bournemouth lines also use these roads.

The freight roads comprise two

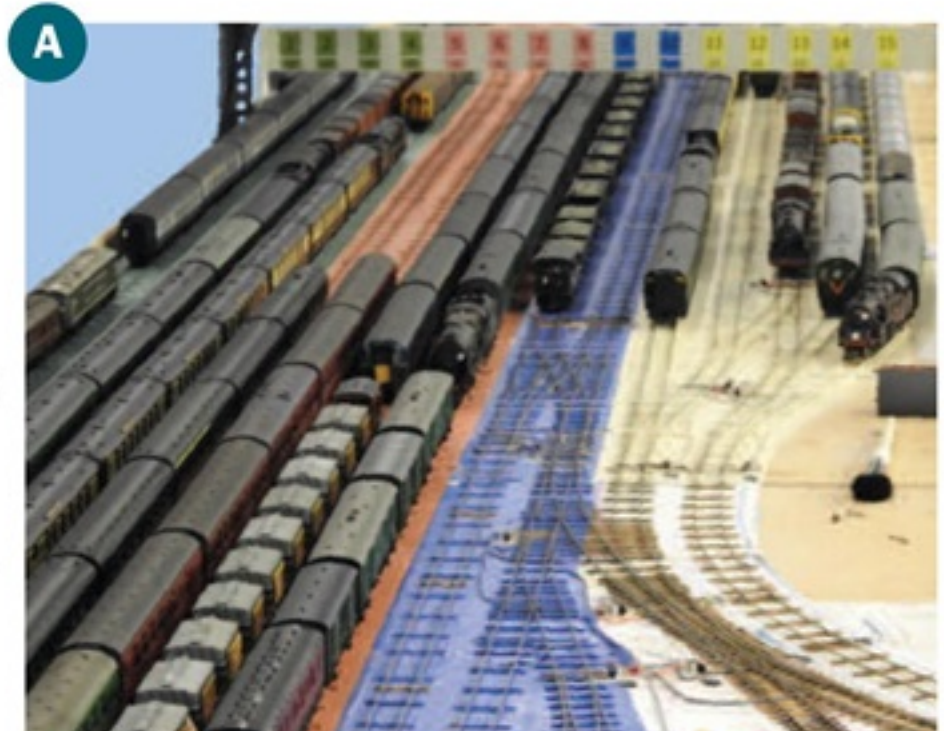
▲ A view of the layout in exhibition set up. The main control panel is located centrally alongside the fiddle yard sidings (behind the team) and the train moves are displayed for all operators to see on a computer monitor. This is situated to the outside edge of the fiddle yard boards and is a PowerPoint(TM) sequence of all the moves. The main panel operator (who we call the 'signaller') moves the PowerPoint pages along after each move is completed.

bi-directional roads and five storage sidings. This section of the fiddle yard is used for any traffic entering or leaving the works reception roads, though specials can also be stored here. Traffic can arrive or leave via any route.

There are five roads for the Romsey branch, each long enough for a loco and six coaches, or two shorter trains. Access is only from the Romsey lines at the western end, but via the Up or Down main lines at the Southampton end.

The route setting system

Our method of electronic route setting was devised using the Arduino open-source electronics platform. This is a fully integrated



▲ The extensive fiddle yard comprises roads that are numbered and colour-coded to assist operators with identifying specific trains and destination lines.



easy-to-use system comprising factory assembled programmable electronic circuit boards (the hardware) and a compatible source code editor application (the software) which runs on most proprietary computers.

A general view of the yard, with the log pond in the foreground, and the creosote plant in the centre. The River Test/Southampton Water covers the whole of the front area of the layout.

The Arduino platform has a large global following and a huge amount of programming knowledge is freely shared on the internet.

To find out more about Arduino, go to: www.arduino.cc)

Arduino electronic boards are used to respond to a variety of different electrical inputs, such as, on *Redbridge Wharf*, when a push-button is pressed on the main control



A close-up of one of the many Arduino 'Slave' control boards, each used to control the point motors on a specific zone on the layout. On the right can be seen the six 3-pin servo motor sockets: the four auxiliary outputs as seen top right.

Departmental USA tank DS233 places the rails next to the fitting up ground, where complex junctions were built and labelled.

panel. In response to the input signal, the Arduino board then generates electrical outputs, such as activating a point motor to switch a route, or to illuminate an LED on the panel.

Each of the Arduino boards installed can be used to power up to six point motors and generate four other outputs to illuminate LEDs etc (see photo B). Hence *Redbridge Wharf* is divided into control zones each managed by an Arduino board which we have termed as 'Slave' boards. Each one is programmed with its own bespoke code so as to perform all of the switching functions required for its zone.

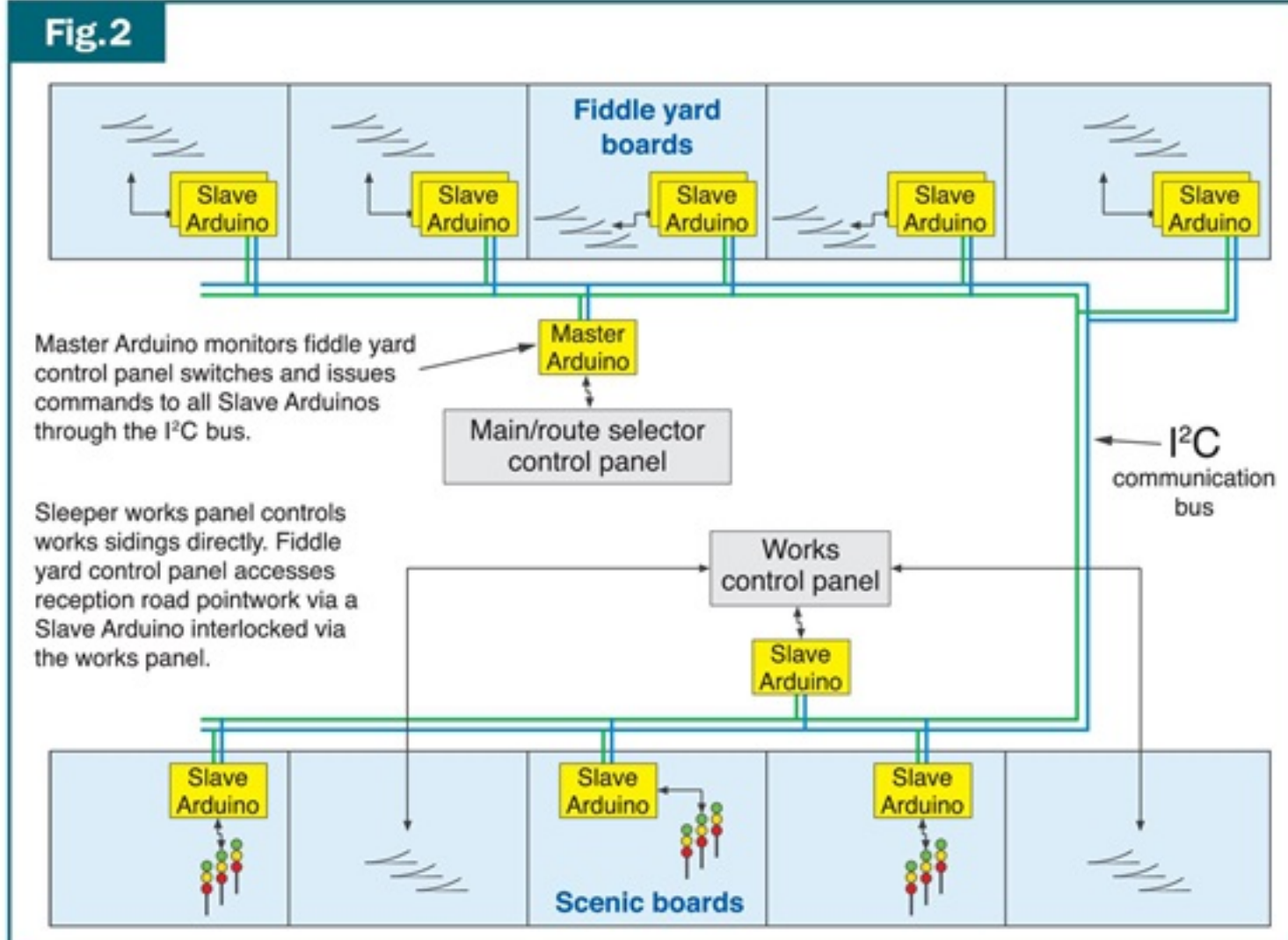


A 'Master' Arduino board is also used in the main control panel as an intermediary device to route the commands generated from the panel push buttons to the correct 'Slave' Arduino, and hence onwards to the correct point motor (see Fig 2).

The 'Master' and 'Slave' boards are all connected together via a common communication bus which requires only two wires. The boards communicate with each other using the I²C (*Ed – also represented as I2C and usually pronounced 'I squared C'*) communications protocol which Arduino supports natively.

Apart from some of the points in the wharf area, the 'Slave' boards control everything on the layout: SG90 servos and Tortoise motors for operating points and signals; relays to switch frog polarity on some of the more complex track configurations, plus the mimic panel LED displays.

The 'Master' Arduino board ensures that no conflicting routes are set, effectively providing a form of electronic interlocking. Essentially to select a route, the main route



Varied rail traffic through Redbridge

In addition to the two main lines, the Redbridge sleeper works generated a large amount of traffic including trip workings to Eastleigh and Westbury, together with track recovery trains. The reception roads were also used as convenient places to reverse other workings, such as trains destined for the military port at Marchwood and the refinery at Fawley. Traffic for the reception yards from the west or Romsey approached wrong line. Arrivals from Eastleigh set back from the causeway, whilst departures to Eastleigh required setting back onto the main line before a wrong line departure through the station. Main line traffic through the area was varied, as were the locomotives used; even Stanier Class 5MT 4-6-0s made regular appearances, though early Southern and GWR steam classes had just about disappeared. The most common diesels were BRCW Type 3 Bo-Bos (later Class 33s) and diesel hydraulic classes were regulars, but there is photographic evidence for just about everything else. A prototypical and varied roster is run at

exhibitions, including:

- Trains between Weymouth, Poole and Bournemouth and London Waterloo, including the Down *Bournemouth Belle* Pullman train (as illustrated below).
- Local trains across the New Forest to Southampton, and Salisbury to Southampton via Romsey.
- North-South inter-regional trains re-routed following the closure of the Somerset & Dorset route.
- East-West inter-regional trains between Bristol, Cardiff, Exeter and Plymouth to the west, and Portsmouth and Brighton to the east.
- Oil traffic from the Fawley refinery to the Midlands and return empties.
- Military traffic for Marchwood military port using the reception sidings to reverse.
- Freight to and from Southampton and docks.
- There is also the odd railtour, test train, parcels working – and even a pigeon race special!

The daily Down *Bournemouth Belle* crosses Redbridge Causeway heading west for the coastal resort behind Bulleid Merchant Navy Pacific No.35002 *Union Castle*. The locomotive was rebuilt into the form seen here in May 1958 and was withdrawn from service during 1964. For a premium fare passengers could travel in style to Bournemouth, taking in the sights of Surrey, Hampshire and the New Forest whilst travelling in luxury aboard the 1920s-built Pullman carriages. Shades of change to come can be seen, however, with the ubiquitous transformer being commissioned on the old alignment.



panel operator (who we refer to as the 'signaller') firstly presses a button on the panel (see photo C) indicating where a train is to start from, then another button for the destination point, then he or she presses the 'set' button. The 'Master' Arduino works out the desired route, ensures it doesn't conflict with any others currently set, then sends instructions to the 'Slaves' to set each point and signal on the route – finally displaying a confirmation to the operator on the alphanumeric display. The control system currently allows for 421 different routes!

Once the main panel controller has set the route for a particular train, a 'token' with a magnetic strip backing (consisting of the DCC address of the train loco) is lifted off the route selector panel and placed on the Up or Down 'flag' post, as appropriate.

The drivers of the Up and Down lines can see these numbers from their operating positions and key-in the address

C



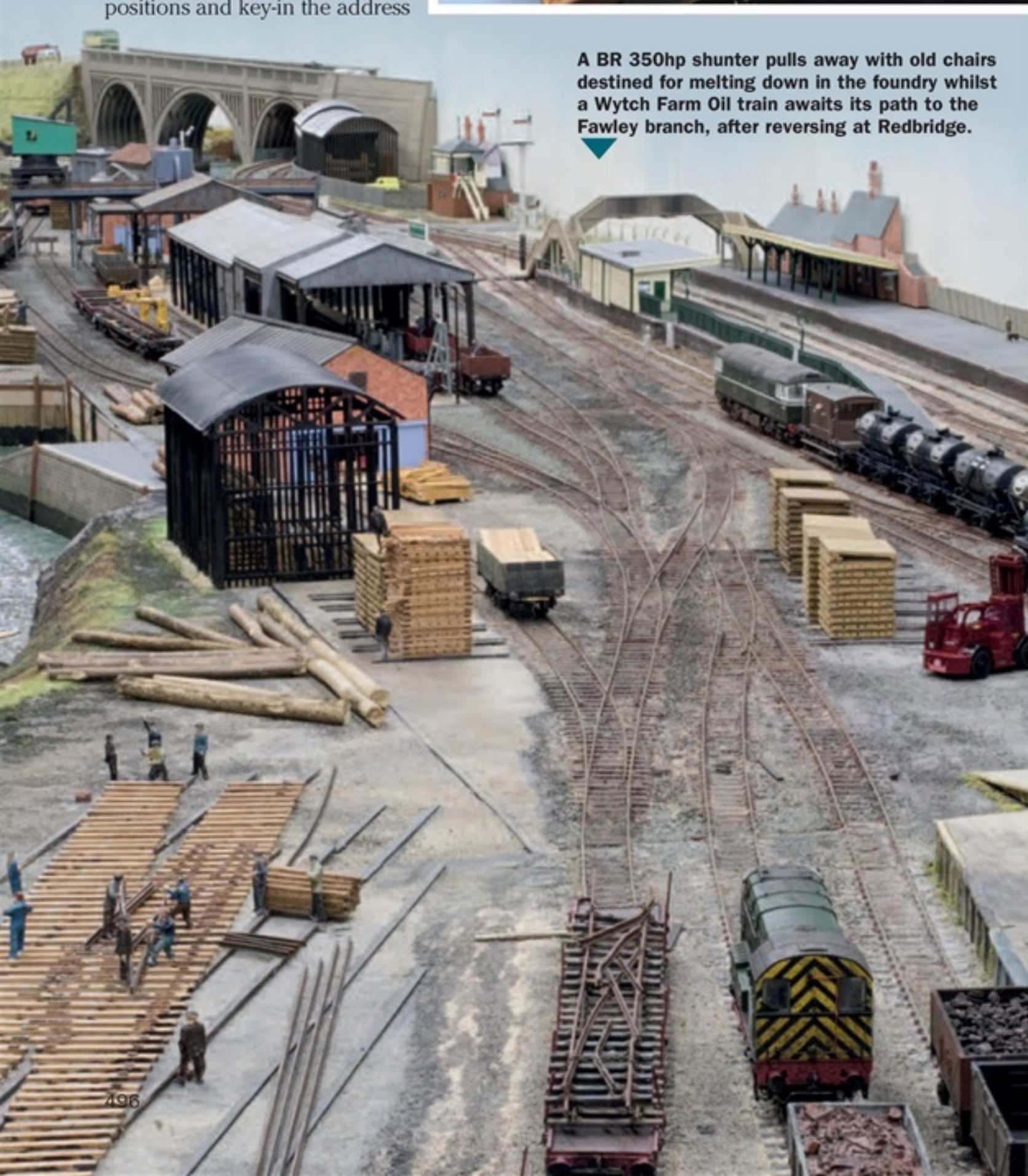
◀ The main route selector control panel: the operator of this panel is in charge of all route settings. This view of the panel shows some of the magnetic train number (DCC address) 'tokens' which indicate their positions on the layout. When a route is set for a train move, the corresponding token is then displayed on the respective Up or Down operator's 'next move' flag post, thereby giving permission for the move described on the computer monitor to commence.

to drive their respective trains. Once a move is complete, the token is returned to the route selector in its new location.

The target time for a through train on the scenic section is 22 seconds from end to end. Fines for speeding and SPADs are collected in the pub after the show!

The sleeper works sidings complex is controlled independently by a second control panel situated on the front of the layout. The main layout control panel accesses the reception road pointwork for the works through a 'Slave' control board that is interlocked via this second panel.

▶ A BR 350hp shunter pulls away with old chairs destined for melting down in the foundry whilst a Wytch Farm Oil train awaits its path to the Fawley branch, after reversing at Redbridge.



Future plans

As with most layouts, there are always items to refine, and research is ongoing. During the last year we have adjusted the points in the reception area to improve yard movements, and we are completing the working signals. There is still a lot of scenic work to keep the team occupied and – if we get adventurous – the continuous welded rail structures and weld-test equipment which are currently off-scene to the Southampton end may be added.

Winchester Railway Modellers

Founded in 1959, members meet once a week at the club's premises, which are located on the first floor of a converted barn.

The club has three layouts: its 7mm scale layout *Abbotstone* (see RM September 2012) has been exhibited on many occasions, whilst *Mawgan Porth* (RM June 2018) is an EM layout that also is exhibited from time to time. *Redbridge Wharf* is the layout receiving most of the attention currently. Whilst this layout demands specific stock for exhibitions, during club meetings members can run any stock they like (provided that it is DCC compatible).

More information about the club can be found at: www.winchesterrailwaymodellers.co.uk

A GWR cattle lorry

KEVIN CARTWRIGHT has over the years amassed a large fleet of road vehicles in 7mm scale. Here he describes the construction of this recently-completed model, adapted from a resin kit.

The Great Western Railway operated a large fleet of road vehicles – for both passenger and freight uses – in conjunction with its rail services. In the main, the company's buses, vans and lorries used chassis and cabs from outside companies such as AEC and Thornycroft, but with bodywork constructed at Swindon Works.

Amongst these vehicles were lorries designed for conveying livestock, which enabled the GWR to provide a complete

farm-to-market transport service by connecting railway goods yards with farms located nearby.

The cattle lorry illustrated here started out as a 1:43 scale resin kit for a 1934 AEC covered lorry produced by Radley Models, adapted with the addition of a scratchbuilt cattle compartment.

Inspiration and photographic references were found online and in published books (see panel), with measurements for the model derived from known dimensions.



Photography by the author

Building the model

1



The lorry chassis and cab was assembled largely as intended using the resin parts supplied with the kit. The wing mirrors and exhaust were scratchbuilt additions fabricated from metal, whilst the whitmetal wheels (which do not rotate) were filed down slightly on the bottom part of the tyre tread to give the model a sense of weight.

2



The cattle compartment was totally scratchbuilt using various sections of styrene strip. The base, front and tail ramp (which opens and closes using two hinges formed from two small pins) were made from styrene sheet, which was scored to represent the planked wood construction. The roof was formed from a thin piece of card.

3



The chassis/cab and cattle compartment units are seen trial-fitted together (the model was kept as sub-assemblies until after painting). Further embellishments added to the cab can also be seen, including windscreen wiper blades, numberplates and vehicles lights – all made from scratch using metal.

4



The hinged tail ramp includes removable side pieces that guide the cattle up/down the ramp during loading/unloading. These were also fabricated from styrene strip. Plastic weld was used for joining styrene parts, with cyanoacrylate used for joining the resin components and attaching the metal details.

5

The model was sprayed with grey primer and then brush painted using Railmatch GWR Brown and Cream paints. Suitable lettering was sourced from Fox Transfers. A light misting of matt black and tan enamel colours was airbrushed over the model (with the sweep of the wipers masked first). The livestock models are PLM whitmetal castings.



References and suppliers

Publications

Great Western Road Vehicles by Philip J. Kelley. Published by OPC, ISBN: 978-08609-356-81

Great Western Road Vehicles Appendix by Philip J. Kelley. Published by OPC, ISBN: 86093-125-0

Websites

www.gwr.org.uk/noroad1.html
www.radleymodels.com
www.fox-transfers.co.uk

Duns signal box

JIM HAY provides scale drawings for this former North British Railway structure, which was once part of the station site serving this Berwickshire town. Historical notes collated by **CRAIG TILEY**.

Photography as credited

We presented a survey of Duns station site in our January 2016 issue, which included drawings of the main station building with station master's house, and waiting room with attached goods shed. Aside from the engine shed, the other key structure not included as part of that article was the signal box, for which 3mm scale drawings are presented here.

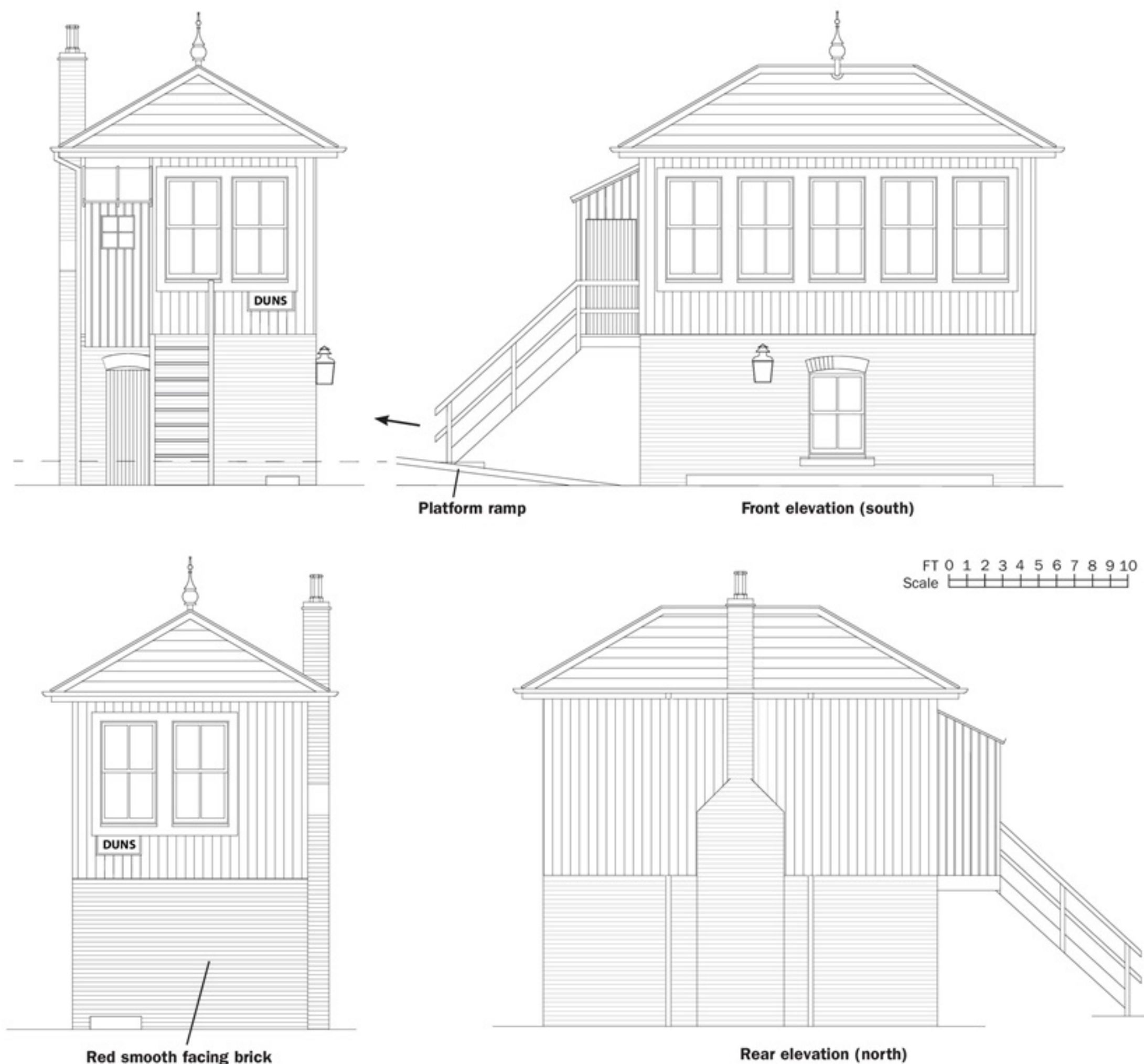
The history of Duns station (spelt 'Dunse' until 1883) was outlined in detail in the aforementioned article, but warrants a brief recap again here. Opened in 1849 by the North British Railway, the station was originally the western terminus of a branch from Reston, before the route was later extended further westwards through to Ravenswood Junction (located just north of St Boswells) in the 1860s.

Duns remained a through station until Nationalisation when, during the first half of August 1948, widespread flooding breached the route in several places, resulting in closure of the stretch west from Duns to Greenlaw (14½ miles from St Boswells). The two remaining parts of the route remained open as two isolated branches. Passenger operations continued eastwards from Duns to the main line at Reston until 10 September 1951. Both sections were used by freight trains; St Boswells to Greenlaw closed completely on 16 July 1965, and the Duns to Reston portion on 7 November 1966.



▲ Thompson B1 4-6-0 No.61324 is pictured at Duns on 14 April 1963 preparing to return to Reston with the *Scottish Rambler No.2* railtour, which was organised jointly by the Stephenson Locomotive Society (Scottish Area) and the Branch Line Society. By the time of this photo the line between Reston and Duns was freight only: note the rationalised track layout and part-demolished signal box (visible to the right of the locomotive). Later that same day the railtour traversed the other remaining section of the Berwickshire Railway route between St Boswells and Greenlaw. Photo: Colour Rail





◀ Tweedmouth-allocated Gresley J39 0-6-0 No.64711 is pictured at Duns on 17 April 1962. It was during this year that the signal box was taken out of service and the branch reduced to 'one engine in steam' working. This photograph affords a clear view of the structure and the timber and brick materials used in its construction. Photo: Colour Rail

Further information

St Boswells to Berwick – via Duns
by Roger Darsley & Dennis Lovett
Published by Middleton Press
ISBN 978-1-9081744-44

www.railscot.co.uk/locations/D/Duns/

Notes on the signal box

The station signal box at Duns dated from 1893 and was located on the north side of the main running lines, positioned between the end of what was the eastbound platform and the two-road stone engine shed. The lower half of the structure that contained the locking room was of red brick construction, whilst the cabin was of timber construction with vertical planking. A stairway provided access to the cabin from the platform ramp, whilst a fireplace was situated centrally in the rear wall with a brick chimney extending above the hipped slate roof.

The signal box remained in use until 1962 whereupon 'one engine in steam' working was instituted and the track layout was rationalised. The accompanying colour view of Duns station shows the structure in the process of being demolished; a photo taken from a similar vantage point on 31 May 1963 showed no trace of it remaining.



Metcalfe Models – 30 years of card kits

From humble beginnings on the kitchen table, this family-run business has grown to become a global exporter of a huge range of card structure kits in N and OO. **SOPHIE METCALFE** recounts the history of this Yorkshire-based manufacturing enterprise in conversation with her father, and company founder, **NICK METCALFE**.

Photos supplied by the author or as credited

Over the course of the past three decades, Metcalfe Models has become an established supplier of printed die-cut card kits to the railway modelling hobby. The business is this summer celebrating its 30th anniversary and, rather than resting on its laurels, moves are afoot to expand further with investment in new methods of print production and state-of-the-art technologies.

In each of the card kits that Metcalfe produces is the soul of a man who, to this day, enjoys nothing more than having the entire printworks to himself so he can quietly develop his ideas. Where many may see an imaginative model railway layout crammed with Metcalfe kits, the reality is a jigsaw of Nick Metcalfe's memories immortalised in card. The industrial unit, the farm, the cinema, the Settle and Carlisle buildings, the rows of terraced houses and high street shops, each one forged from his own personal sentiment. None more so than the Village School kit, which includes a dedication to his first teacher.

Nick recalls, "At school my head teacher, the wonderful Margery Roberts, christened me 'The Cardboard King'."

He continues, "As a boy my favourite pastime was making things from card. I remember when there was a wonderful set of farmyard buildings to cut out and build on the back of Cornflakes packets. Those kept me entertained for hours. I used to make everything from card, from puppet theatres to a bob-sleigh run!"



▲ The range includes many options for housing. Photo: RM



▲ This GWR signal box has laser-cut steps. Photo: RM



▲ Kits are nowadays designed on computer. Photo: Peter Kelly



▲ Amongst the firm's earliest kits were 4mm scale items based on Embsay station. Here Nick Metcalfe is pictured with examples of these kits at the real location.

Early beginnings

Nick and his wife Judy had a dream to start the business after an idea was formed during a trip to Ireland. Nick, who at the time was working for a commercial printworks in Skipton, came across a simple card cut-out farm kit in a gift shop and his mind raced through all the possibilities that printing on card could bring.

Four years later in 1991, Nick had persuaded his

Views showing the exterior and interior of the current premises for the Metcalfe Models business.





▲ The firm's distinctive packaging is all produced 'in house'. Photo: Derek Shore

boss into allowing him to hire the printing press when they were not in use. Through the week Nick worked full time in the printworks before setting the machinery up for Metcalfe's kit runs on a weekend. Judy worked from home collating and packing, then the pair would set off around the north of England to sell the products to small gift shops. The first kits were a Yorkshire Dales farm, a Punch and Judy puppet theatre and a scale model of Embsay Station.

A chance meeting

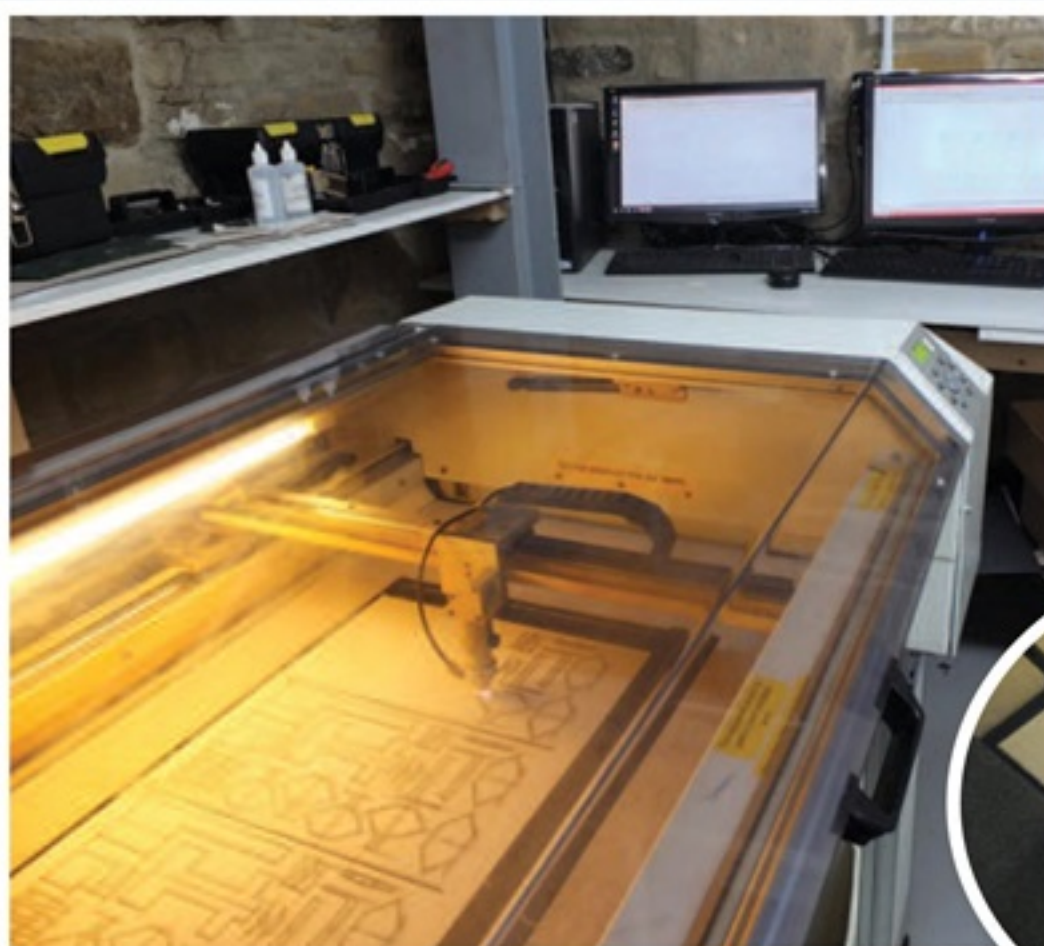
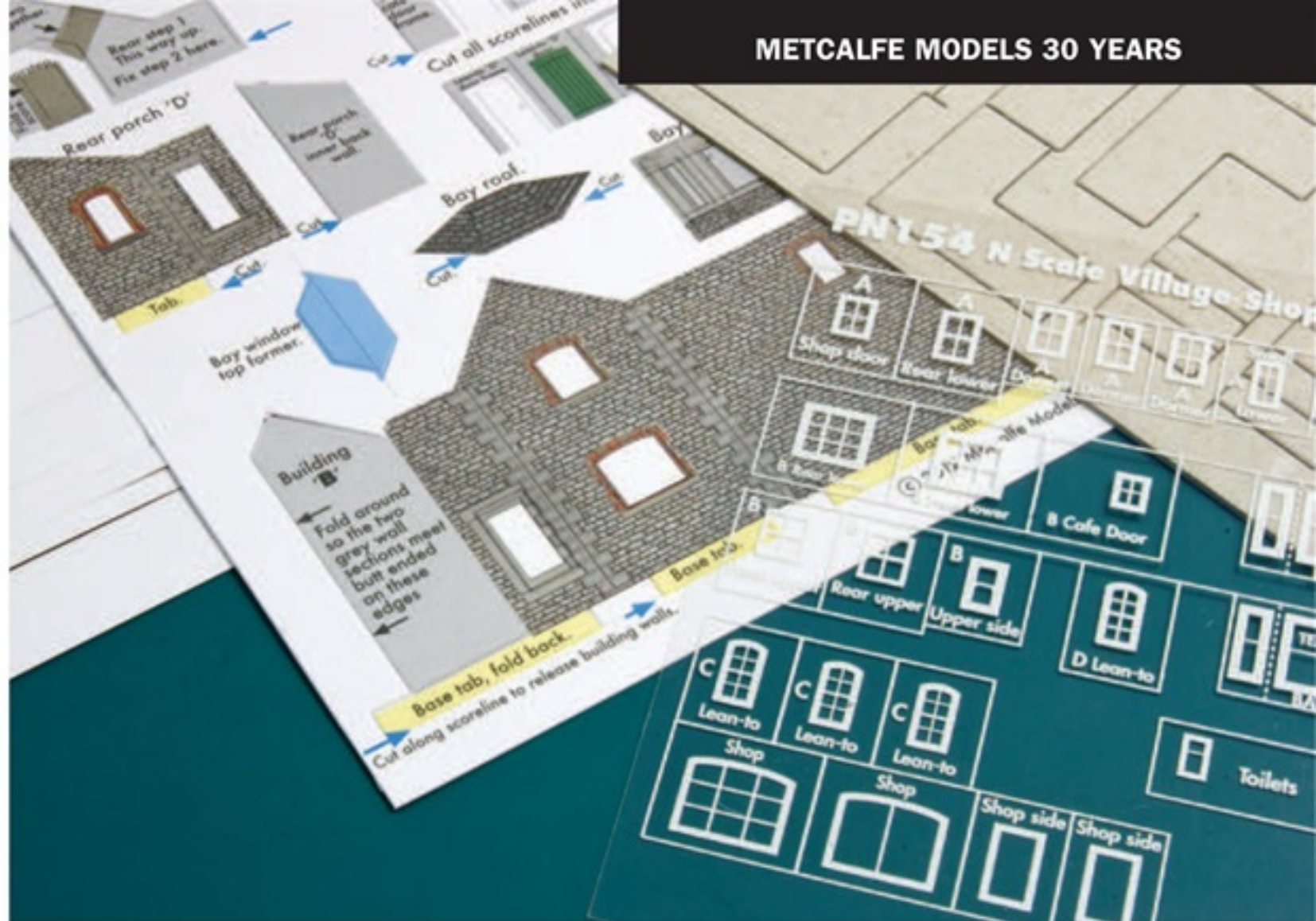
In the following years, a series of chance meetings led to the continued expansion of Metcalfe Models. Nick had stumbled into Ruth Anison (who had spearheaded the rejuvenation of the Settle and Carlisle line) on a celebratory steam journey.

"I thrust samples of my kits in her hand just as she was about to sit down for lunch with Michael Portillo. A few weeks later she had arranged for us to meet the newly formed Settle and Carlisle Railway Trust and the Yorkshire Dales National Park merchandising team, who were looking for things to enhance the shops located along the route."

This chance meeting led to Nick being asked to design and produce kits that depicted buildings along the line. He was able to produce 1,000 of each and sell the over-runs to whomever he wished. Nick retained the rights to the designs and placed his first advert in RAILWAY MODELLER in 1992. Sales rocketed, so more model railway designs were needed.

"At 10 o'clock one Sunday evening, I received a phone call from Peco founder Sydney Pritchard. He was so impressed with

► The kit designs are first printed onto thin card and then laminated onto a thicker card backing sheet. This is the high speed sheet-to-sheet laminator in action. Photo: Derek Shore



▲ Kits are supplied with glazing sheets featuring printed window frames. Photo: RM

◀ The use of industrial laser-cutters (seen in action below) has allowed Metcalfe Models to make significant advancements with the complexity of the components in its kits. Both photos: Derek Shore





▲ This imposing castle in 4mm scale is one of the firm's most recent releases.



▲ Free with the Jan 2013 RM was this waiting shelter, based on the one at Arley. Photo: RM



▲ This N gauge cottage kit is based on an example in the village of Lacock, Wiltshire.

our little kits that we struck a deal for Peco to be our UK distributor."

The deal was never put in writing formally, but it stood for 24 years.

"We were so lucky to have had this relationship with them. They are a great team to work with and even though we decided four years ago to handle the distribution ourselves, we remain great friends with everyone at Peco."

A full-time business

By 1995, Nick was still in full-time employment at the printworks. He and Judy were out for lunch one day, grappling with the idea of risking his secure job to take Metcalfe Models full time – little did he know that the couple at the next table were about to change the course of the business.

Nick explains, "This bubbly couple, Jane and Gordon Peggs, immediately talked us into viewing an empty industrial unit next to theirs. Within a month we had bought a printing press and I left my job."

However, the business quickly outgrew the unit and within two years another move was made to a larger premises nearby.

From adversity, an opportunity...

In 1998, Nick's childhood home, where his parents still lived, was hit by a devastating flood.

Nick recalls, "Their cars were washed away, and they lost everything on the ground floor. My mum was taken ill that same night, so it was decided quickly that they needed to sell up and move to higher ground. The estate agent was shocked at the state of the property; a Grade II, 17th Century Yorkshire long house with an acre of land sat in the

shadow of the Settle and Carlisle railway line. The walls were buckling with props holding up the roof, not to mention the continued flood risk."

Nick was drawn to the idea of taking on a major building project. He decided to take a gamble and buy the property with a view to completely renovating it.

He explains, "It was a huge risk. We knew that once we started, we had to make it work otherwise the house would be unsellable. It



▲ Metcalfe kits can be completed with just a handful of tools. Photo: RM

didn't help that we were refused permission to de-list the property in order for us to redevelop it, so we had to come up with another plan."

It was settled – the site would become the new home of Metcalfe Models.

In April 2000, the unique house and barn were ready. By 2009, Metcalfe had outgrown the space again, so a new building went up in the grounds to provide yet more scope for further expansion over the years ahead. And a new two-storey building is planned for

construction in 2021 to house even more machines and equipment.

Continued growth

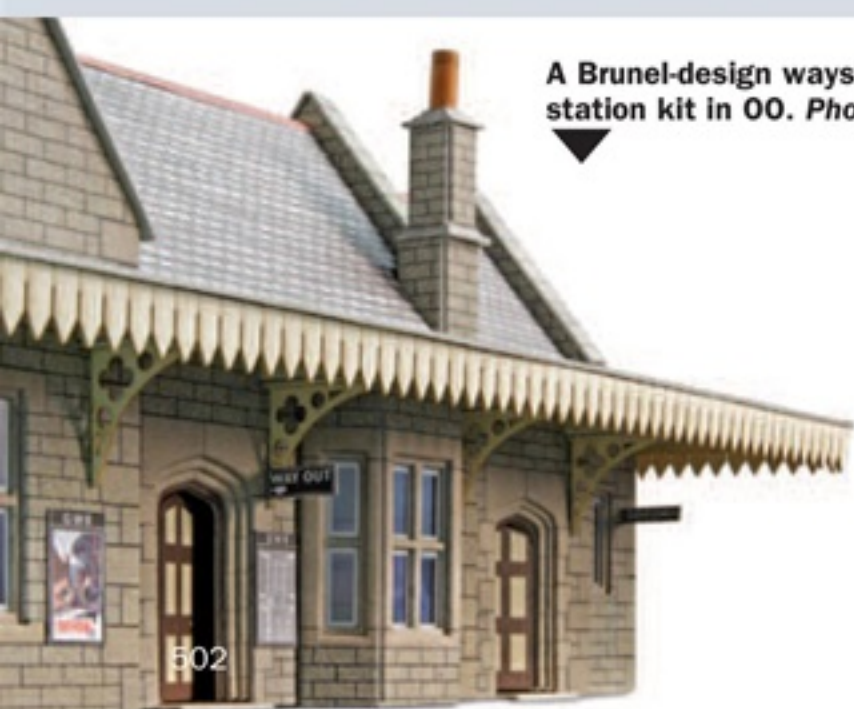
Over the last few years, Metcalfe has increased the number of retail outlets it distributes to across the UK. The firm also exports all around the world, with wholesalers located as far away as New Zealand and Australia. As the business has continued to grow, so too has its community of loyal customers. Metcalfe Models even has its own Facebook group with thousands of members who share their images and tips for building Metcalfe kits.

Nick and Judy always maintained that Metcalfe would remain a family business. Their eldest daughter Paula and her husband Chris came into the business in 2016, and the youngest daughter Sophie manages the social media platforms and advertising as well as running her own business. Nick's 92-year-old father Jim also worked shifts in the packing department right up until his final few weeks in 2016. In addition, the Metcalfe factory has employed many local people over the years.

Whilst expansions continue, Metcalfe is working on further developing its kit range: it has put a huge amount of investment into laser-cutting equipment, whilst last year it became one of only three manufacturers in Europe to take delivery of a new compact card laminator from the US.

Nick is also keen to explore new technologies including 3D printing which has the potential to open up further new avenues in product design.

The future of card kits has arguably never looked stronger...



▲ A Brunel-design wayside station kit in OO. Photo: RM



◀ The firm's founder, Nick Metcalfe, inspects a row of assembled kits for half-relief terraced house backs. Photo: Derek Shore

Further information

To find out more about the full range of Metcalfe Models card kits for OO and N gauges, refer to the manufacturer's website: www.metcalfemodels.com

Whatever happened to ... Rannoch



STEVE FLINT chats to **DAVID BAVERSTOCK**, of the Bristol East Model Railway Club about the present status of this trend-setting N gauge layout built by Mike Harries in the 1980s.

Photography by Steve Flint

Rannoch station is one of the remotest passenger stops in Britain. As a key passing place on the section of the West Highland route across the moor of the same name, it has earned a reputation amongst railway enthusiasts and modellers,

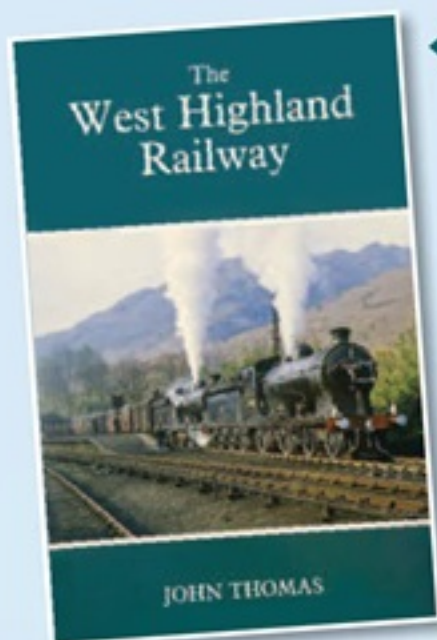
as much for its magnificent setting as for the variety of traction that has passed through.

My first encounter with the locality was actually through the pages of a book borrowed from a city library about 1970: John Thomas' historical work entitled *The West Highland Railway*. The author's account in the early part of the book about an intrepid survey team of seven men crossing the untamed moor on foot in the mid-winter of 1889 was fascinating, as were many other of his stories associated with the line. I became compelled to make a personal journey to the area to experience the station and moor for myself. Though my trip would not be on foot, but aboard a train.

To aficionados of the line, the exploits of that audacious Victorian survey team is truly legendary.

Ten years on from John Thomas' book, and with several non-stop rail journeys across the moor in the intervening years, I took a road trip to the station down the long and winding B846, dubbed the longest cul-de-sac in Britain. It's 72 miles out and back from the A9 at Pitlochry, and with good weather it's about two and a half hours of scenic delight all along the way, but that day in May 1980 the skies were a leaden grey, the air was still and the silence was manifest, the next train was hours away too, so I chose not to linger for long.

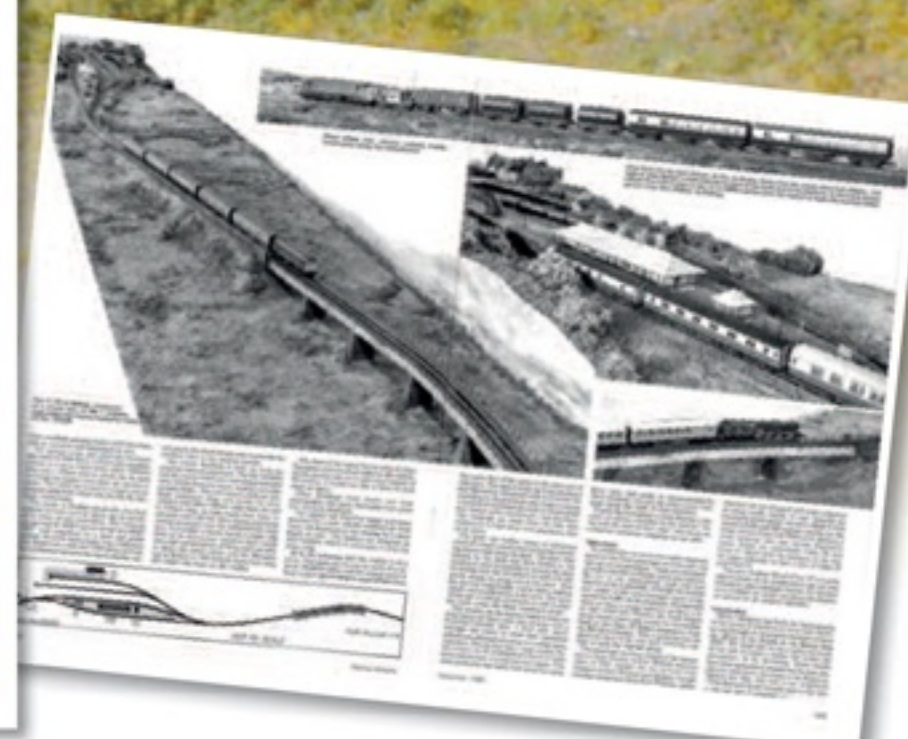
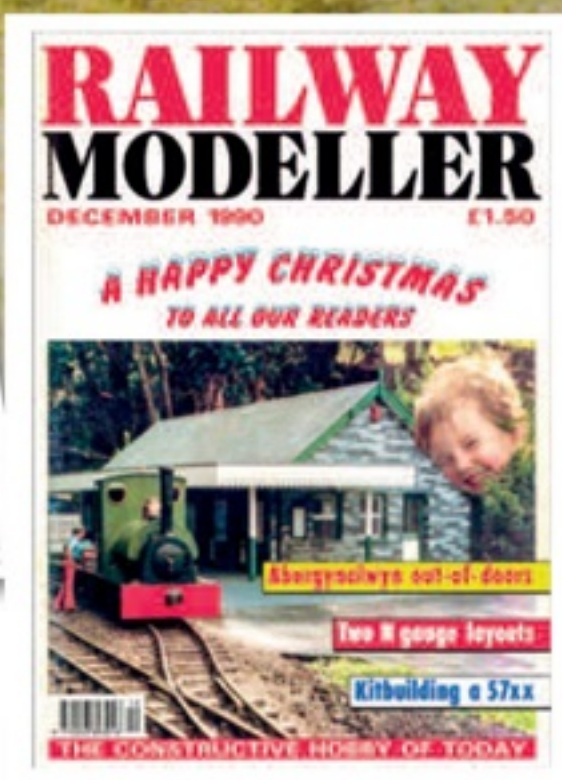
A Class 37 rumbles across the viaduct just north of Rannoch station with a timber train bound for Fort William.

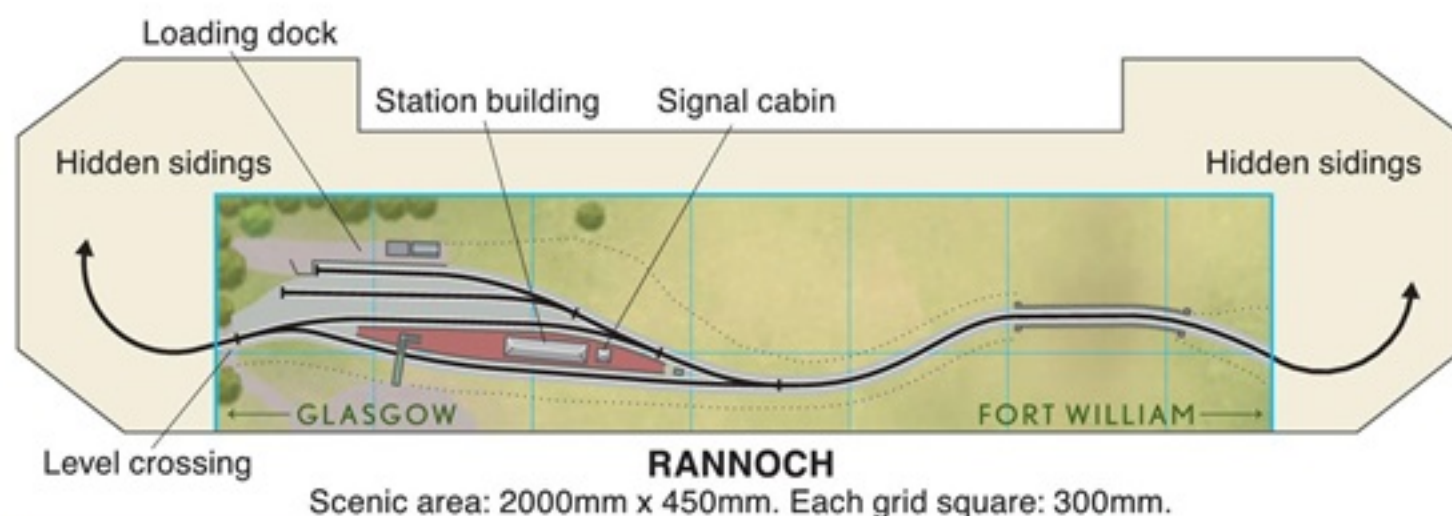


◀ *The West Highland Railway* written by John Thomas was originally published in 1965 by David & Charles (ISBN 0-946537-14-3). Copies can still be acquired on the second hand market, or borrowed from your local library.



▲ It was the December 1990 Christmas issue in which Mike Harries' original article was published.





◀ The layout is now configured as a continuous run with hidden storage loops behind the scenic section.

A rather dull 13 May 1980 and a train consisting of Timber P wagons en route to Crianlarich can be glimpsed in the distance. On the platform an old luggage cart seems to be devoid of a leg and handles, and the oil lamps have lost their lanterns.

Rannoch had indeed impressed its contrasting qualities upon me; far from the madding crowd, beautiful and remote, but with a hint of foreboding, that which you can feel on the back of your neck when all is still. But then, this was 1980, a time when investment in cross country rail travel was at a low point, the station was run down and clearly in need of some care and attention.

With my short stay drawing to a close the Rannoch signalman announced the arrival of 27 111 passing through with a train of Timber P wagons en route to Crianlarich railhead. Two photos later – for this was in the days of film after all – and I set off back to civilisation.

Happily 40 years on, the site has been partly restored to its former glory, and there's even a café open in the station building to brighten ones visit even on the darkest of days: pandemic regulations permitting of course.

An N gauge model

It was some years later before I read about Mike Harries' model of the station and the nearby viaduct. It turns out that Mike too was inspired after reading John Thomas' book, as he explained in his article about the layout which appeared in the December 1990





▲ The camper van has a long journey ahead to reach the nearest main road – the A9 at Pitlochry, which is located 36 miles away!

edition of RAILWAY MODELLER. John Thomas and those fearless 19th Century surveyors – one of which was none other than Robert McAlpine – have a lot to answer for! I never did get to see the layout on the circuit at the time though, and had often wondered what had become of it. Then one day I got a call out of the blue from David Baverstock, a long standing N Gauge Society member and part of the Bristol East Model Railway Club.

“Do you remember the model of Rannoch that appeared in RAILWAY MODELLER,” he asked.



▲ A detail view of the station building, which is situated on an island platform in signature West Highland fashion. The structure still exists, with part of it now occupied by a café.

A busy moment is captured at Rannoch as a Class 37 waits with a service for Glasgow as a northbound mixed train arrives.





"Of course I do," I replied.

"It's been in our care since Mike sadly passed away in 2006. It was his wishes. We've been updating and refurbishing it and hope to take it out onto the show circuit soon."

The signal box was closed in 1985 but is still extant today. The large boulder carries a memorial carving to James Renton, a director of the West Highland Railway.

When *Rannoch* was first built it was stocked with the Graham Farish models of the day, along with the old Minitrix model of the Class 27 dating from the 1960s.

"We've completely updated the rolling stock with new Bachmann Farish and Dapol N gauge equipment," David said. "There's nothing left from Mike's day."

David explained that the original layout was in an end-to-end configuration with

▲ **A lattice footbridge provides passenger access to the island platform. The original was replaced in the 1980s with one from Corrou.**

cassette fiddle yards, but a decision was made to add end curves and a through fiddle yard for continuous run purposes. "This was completed a short while ago and makes exhibition running easier."

More modern stock

The advances in N gauge models have been a real boon to the layout.

"We can now stock the model to represent any period from the dawn of the blue diesels through to the present day."

Though, he said, the group prefer the classic diesel years, with Type 1, Type 2 and Type 3 locos represented, adding, "It is however a shame that the proposed Class 21/29 in N gauge didn't come to fruition. We could have included a 1960s operating period as well."

Other than the rolling stock upgrade, some refurbishment of the scenics took place to breathe some life back into the colours and



The simple track layout of Rannoch is clearly visible in this view, which sees a large logo Class 37 accelerate away from its station stop.



the backscene was retouched here and there, but essentially the design and composition is still as Mike had intended.

Back on display

David said they planned that, once the health crisis restrictions had eased, *Rannoch* would soon be back out on the show circuit for all to enjoy.

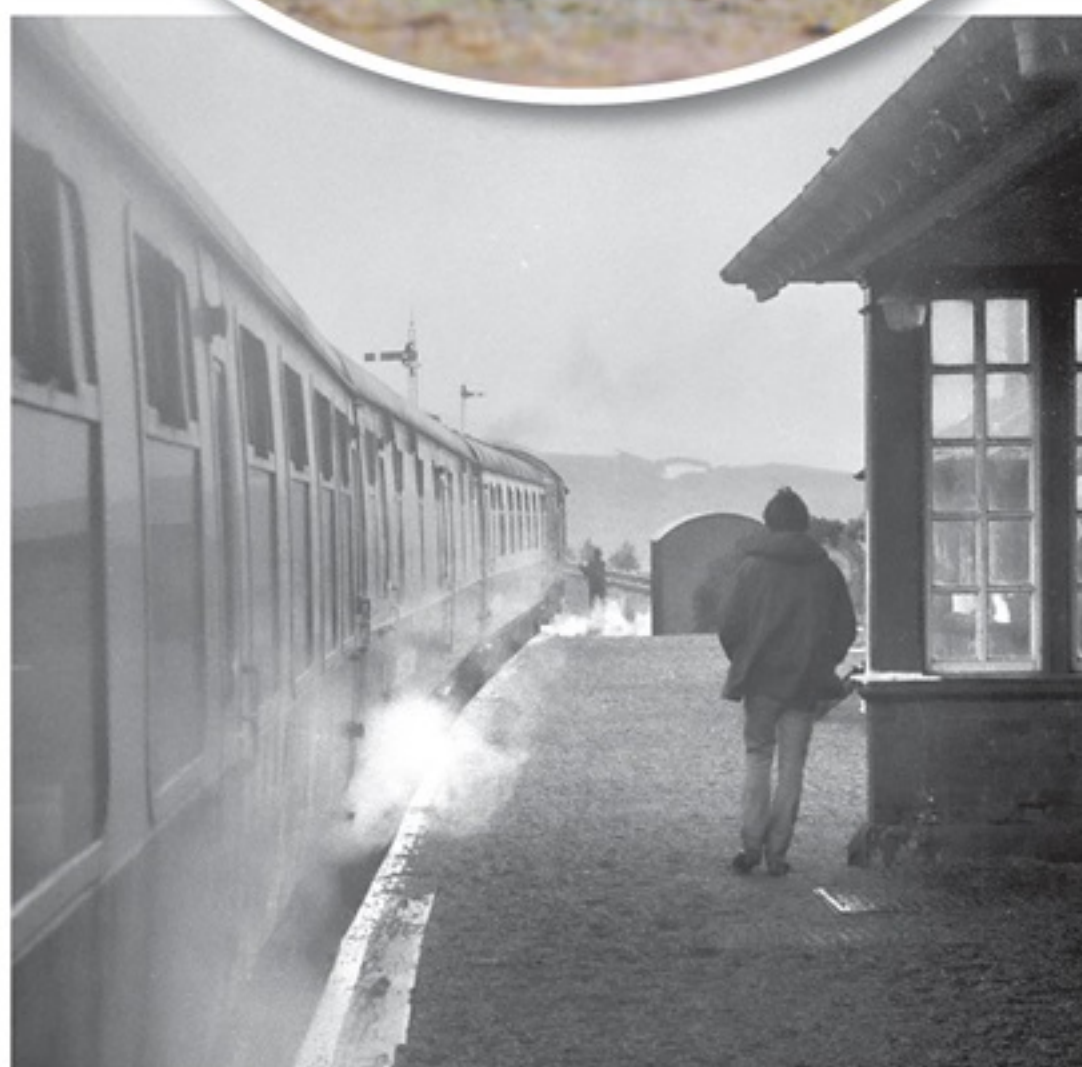
"We have a provisional booking from the Exmoor Coast Railway Modellers for its 2022 exhibition event," he said.

"Hopefully the world should be back to rights by then."

I could not agree more.

Adding further variety to the services that operate on the layout, an inspection saloon working is seen traversing the viaduct at the north end of the station.

The Fort William sleeper service makes an early departure from Rannoch behind 37 021 whose steam heating boiler is working overtime despite it being 17 August 1981. The 37s were staple power throughout the 1980s on the route.



Wandsworth Wharf

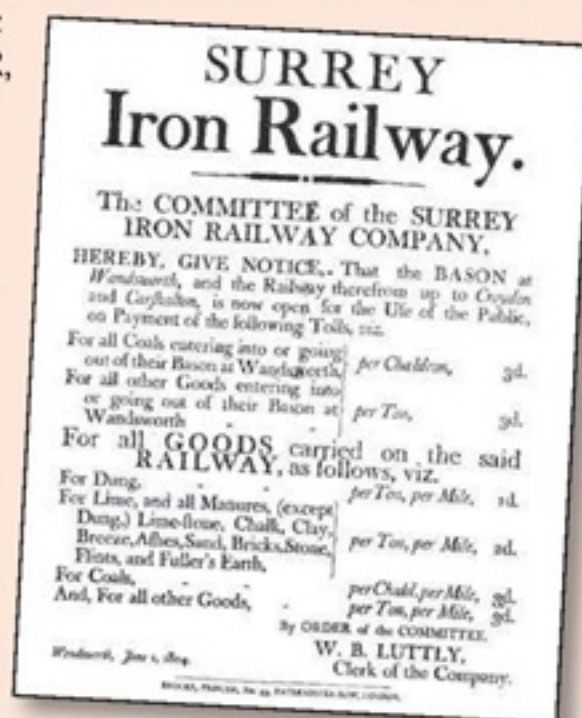
GILES BARNABE takes the concept of Britain's first public railway and with a little selective compression comes up with a very practical industrial layout idea. *Photography as credited*

For the inspiration for this plan, we are travelling back to the dawn of the railway era to look at what has been called Britain's first public line – the Surrey Iron Railway. The origins of the SIR go back even earlier than the Stockton & Darlington, in fact all the way to 1801 when the company was formed to build a plateway along the valley of the River Wandle to link Pitlake (in what is now West Croydon) with a canal dock on the River Thames at Wandsworth, adjacent to the mouth of the Wandle.

Early history

The SIR opened in 1803 and the ease with which a single horse could draw up to five loaded wagons, in effect a 20-ton load, led to early enthusiasm. An extension to the line was mooted to serve the chalk quarries around Merstham, south of Croydon, but ultimately another tram-road, the Croydon, Merstham & Godstone Iron Railway built this section of line. It had been intended that the chalk traffic would continue along the SIR, but in 1809 a competitor entered the scene when the Croydon Canal opened, linking the town with the Surrey Docks at Deptford; the new canal basin was a few hundred yards from the Merstham plateway which was soon extended to link with the canal, and the chalk traffic deserted the SIR's Wandsworth route.

An 1804-dated tariff list for the Surrey Iron Railway.



However, the SIR was still of benefit to the valley's mill owners, most of whom had a financial interest in the line. From the wharf at Wandsworth, barge traffic downstream served the Pool of London while upstream the entrance to the Grand Union Canal at Brentford provided a connection with the Midlands and North of England.

All this might have continued but for the rapid spread of railways south of London, which were first proposed at the end of the 1820s. The first line was the London & Greenwich followed shortly afterwards by the London & Croydon Railway which bought out the Croydon canal and used part of the route for its trains, the present West Croydon station being built on the site of the former canal basin.

Meanwhile at the other end of the SIR route the London & South Western Railway crossed the plateway at Earlsfield in 1838, to reach its terminus at Nine Elms, and then in 1846 opened a line to Richmond which crossed the canal basin at Wandsworth by means of a long girder bridge. By this time almost all the plateway's traffic had drained away and the line closed a few weeks after the LSWR's trains started running to Richmond.

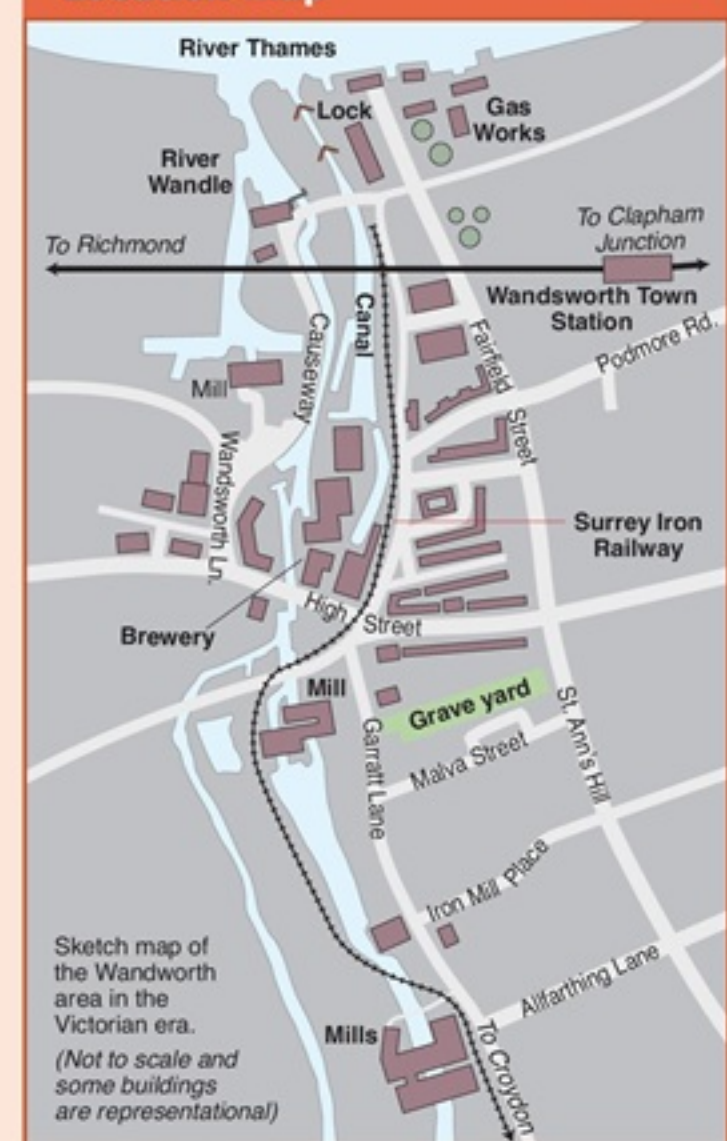
This was not the end of the story, however, as another railway company, the London & Brighton, was approaching Croydon from the south, and had proposed a possible link with the SIR's route to connect with the LSWR at Earlsfield, with running rights to Nine Elms.

Ultimately a merger of the L&B and L&C took place in 1846, laying the foundation for the creation of the London, Brighton & South Coast Railway shortly afterwards. With it, the idea of a railway line along the Wandle valley finally lapsed, although part of the route between Waddon and Mitcham Common was later used for a railway connection between Croydon and Wimbledon, which opened in 1855. During the late 20th



Chris Thomas' 00 gauge layout *Camlas* (featured in our September 2015 issue) provides this serving suggestion for how the Wandsworth Wharf plan proposed here could be visualised in model form. The buildings are all from the Metcalfe Models range of printed card kits. Photo: Steve Flint

Location map



Century, the gasworks at Wandsworth took over much of the site formerly occupied by the old canal basin and the surrounding area, and when it finally closed the land was cleaned up and developed. Today there is little left of the line, barring a few commemorative signs at Hooley, and street signs for Tramway Path in the Mitcham area.

The basis for a model

It is intriguing that in the 1840s there was an LB&SCR incursion into what was to become LSWR territory, and this gives rise to the might-have-been scenario presented here for 4mm scale. At the time the area south of



An uncredited painting of the Surrey Iron Railway tracks at Wandsworth Wharf c.1810 showing the canal lifting bridge and the plateway wagons.

Wandsworth was not yet heavily built up, and around Mitcham Common there were several industries (factories for chemicals and linoleum, plus some gravel pits) that would have benefitted from an early rail connection. Given the possibility of a proper rail connection, the industries on the northerly section might also have benefitted and it is not impossible to believe that a freight branch might have struck off what was to become the new Croydon to Wimbledon route, running through Earlsfield, near or alongside Garratt Lane: this using the trackbed of the earlier SIR, although one might have to straighten the route slightly to cut out some of the road crossings in the Morden/Tooting area.

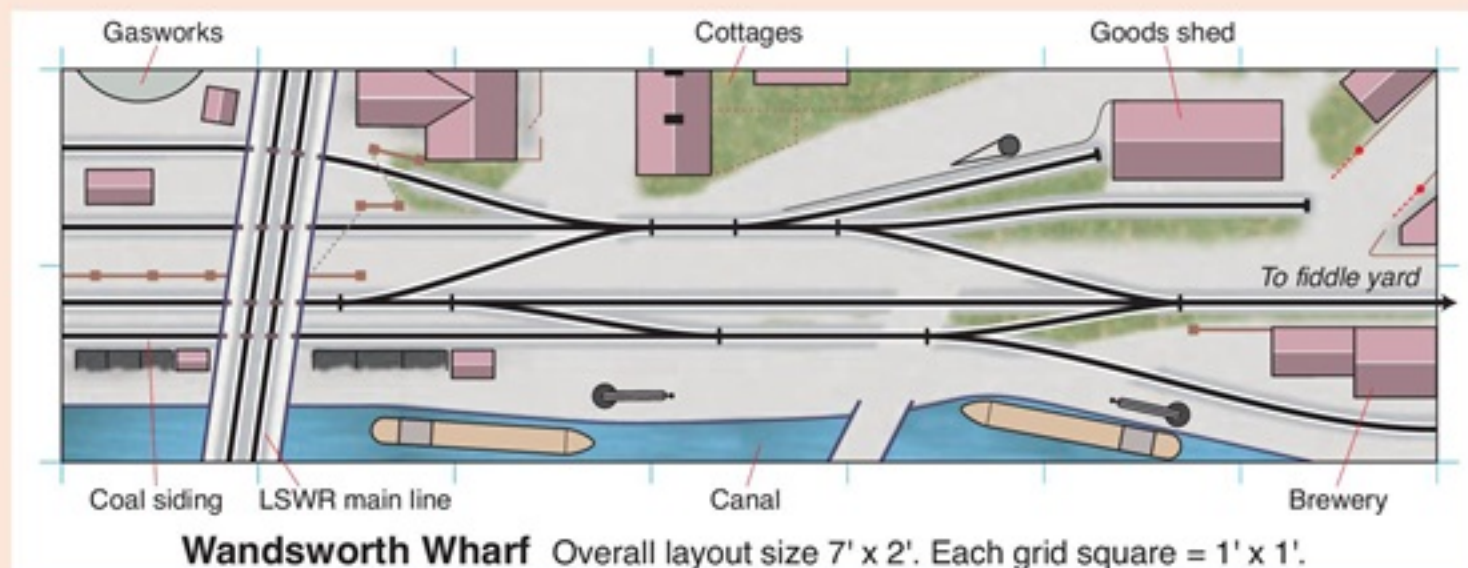
In the centre of Wandsworth, the old line had run between Garratt Lane and the River Wandle, passing through an industrial zone that included the old Upper Mills. These had been converted to a paper mill producing newsprint which survived until partially burnt down around 1900. The area remained run-down, and the Upper Mill site was levelled in 1962 to make way for the Arndale Shopping Centre, so the only real objection to such a scheme would be the need for a level crossing in Wandsworth High Street where the line would have to cross a complicated road junction in the middle of the town. A bit of rationalisation would be needed here, plus a set of level crossing gates. On the far side of this spot there was no impediment to a railway, at least in mid-Victorian times, before modern road developments swept through the area after the old factories around the former wharf area had been demolished in the 20th Century.

The LSWR would almost certainly have been able to bar any LB&SCR passenger traffic to Wandsworth, but this company did not have any goods facilities in the town centre, its nearest goods yards being at Barnes or Wimbledon. A potential freight depot in the Wandsworth area, with access along the Wandle route to Croydon, might well have been worthwhile in the early days – even if services would have only amounted to a daily goods train, perhaps running even less frequently in later years.

The issue of a level crossing in the town centre would not have been a great inconvenience until the rise of road traffic after WWII. Thus, one could justify a layout set in LB&SCR or even Southern days, while a BR-era version set between 1947 and about 1955 is also a slim possibility.

Possible traffic

Despite the infrequent nature of the train service there is scope for some varied traffic working. The gasworks alongside the site of the wharf at Wandsworth grew to become a large plant, supplying an area as far south as Mitcham, but there was never a rail connection as the LSWR line passed by at a higher level to reach Wandsworth Town station. Coal for gas-making was therefore brought in by river, the gasworks having its own fleet of colliers and barges. There is no



note of any by-products leaving, however the tramway would have been ideally situated as an outlet, had it survived, as coke and tar products might have been dispatched by rail. This is an ideal excuse for running coke wagons with their sides extended upwards with extra boards, and small square tank wagons for the tar traffic. Both these wagon types remained in use up to the early BR period and are available in OO.



▲ An LB&SCR Terrier would be suitable motive power for the suggested scheme. Illustrated here is the Dapol model in OO, one of several livery versions produced in conjunction with *Rails of Sheffield* (see Reviews, RM July 2020). Photo: *Rails of Sheffield*

Another by-product of the gas-making process were acids that in earlier times were transported in box-like wagons filled with individual containers. In more modern times various chemical tank wagons might be more appropriate. Another 20th Century user of the old wharf was a scrap dealer, again using water transport, but one could justify wagonloads of scrap arriving in BR 16T mineral wagons for transhipment to barges at the wharf, with empty wagons to be removed.

If we assume a local coal merchant used part of the site as their depot then 16T mineral wagons or ex-Private Owner wooden-bodied coal wagons would form part of the daily traffic. Local small industries included the three mills on the Wandle, and formerly there was a dye-works, and a small foundry, any of which could ship and receive goods in vans, while the addition of a yard crane might justify any type of open or flat wagon.

Finally, the other local industry was the celebrated Ram Brewery belonging to Young & Co. Given the possibility of a private siding who is to say that incoming materials might not have arrived by rail instead of road, adding grain wagons and vans to the traffic. Although off the layout, the former paper works might have been rebuilt after the fire in

1910 providing more traffic to keep a local line operating. The fictional Wandsworth branch of the LB&SCR could therefore have plenty of justification for its existence.

The layout plan

The setting of the layout plan is based on an old map of the area, although the track plan is conjecture. The line to the fiddle yard emerges on the right from behind part of the brewery. At the other end of the site is the overbridge carrying the Richmond line whose four tracks are suggested by two, with the back-scene in the rear left corner depicting the rest of the gasworks. The bridge is a plate-girder span with extra cross lattice girders below to support its long length, with brick arches on either side of the bridge. The rails of the tramway run below the bridge suggesting that the yard continues beyond, and if more length was available, they could be usefully extended.

The siding nearest the canal is for the coal merchants' use, while next to it is a head-shunt; the other two which run into a walled compound, are for gasworks traffic. Apart from this there is a goods shed, a short spur for general traffic, and a private siding for the brewery. The three loop tracks in the yard should make it easy to access the sidings from either direction, while the centre track is used for making up the out-going train. The scene is backed by two-storey brick cottages.

As to what motive power to use, there is an obvious candidate in the form of an LB&SCR 0-6-0T Terrier, although for variety a Gas Board 0-4-0 saddle tank locomotive might shuffle coal wagons around the yard before and after the daily goods working. The overall size, as drawn is 7' x 2', although a fiddle yard will add another two to three feet to the overall length of the layout.

Further information

More details about the Surrey Iron Railway can be found online via these links:

www.wandle.org/aboutus/mills/mcgowsir/mcgow12.htm

<https://londoncanals.uk/2010/01/19/the-surrey-iron-railways-wandsworth-or-mcmurrays-canal/>

A harbour-side concept in O gauge

The joys of just supposing

The doyen of small layout essays, **IAN FUTERS** explains how he develops the ideas for his projects, the process of which he finds totally absorbing. *Photography as credited*

Throughout my involvement in the hobby – over 50 years and counting – I have built dozens of layouts in both 4mm and 7mm scale based around simple track plans. Some were replications of real locations, like *Glen Douglas*, *Longwiton*, *Scotsgap Junction* and *Fort William*, but by far the majority have been depictions of might-have-been railway locations.

Imagining such stations and goods yards that could have been built, had history taken a different turn, and then bringing them to life in model form has been a wonderfully absorbing aspect of the hobby.

In fact just the planning of such schemes has been more fulfilling than building them on occasions, for I've been known to abandon some at an early stage when they clearly weren't going to fall into place.

Happily a lot did get finished, and as such I've covered many themes; country halts,

Loch Lochy was one of my earlier fishing harbour layouts set in both steam and blue diesel periods. The station building was based on that at Glenfinnan on the West Highland extension route to Mallaig. Photo: Steve Flint

small goods yards, suburban stations and harbour-side termini and so on. It is the latter theme which forms the topic of this article, a Scottish west coast one, though I hasten to add, not necessarily my 'latest' project, but one of several concurrent ones circulating around my thought processes at a given time!

Harbour locations

The various railway companies over the years, especially in the Grouping period, up until the British Railways era, produced colourful posters, many of which were painted by famous artists, to advertise the places to which their passengers could travel. Indeed, many seaside resorts owe their popularity in part to these posters and during the 1930s, the LNER commissioned a series of posters entitled 'Harbours and Havens on the LNER'.



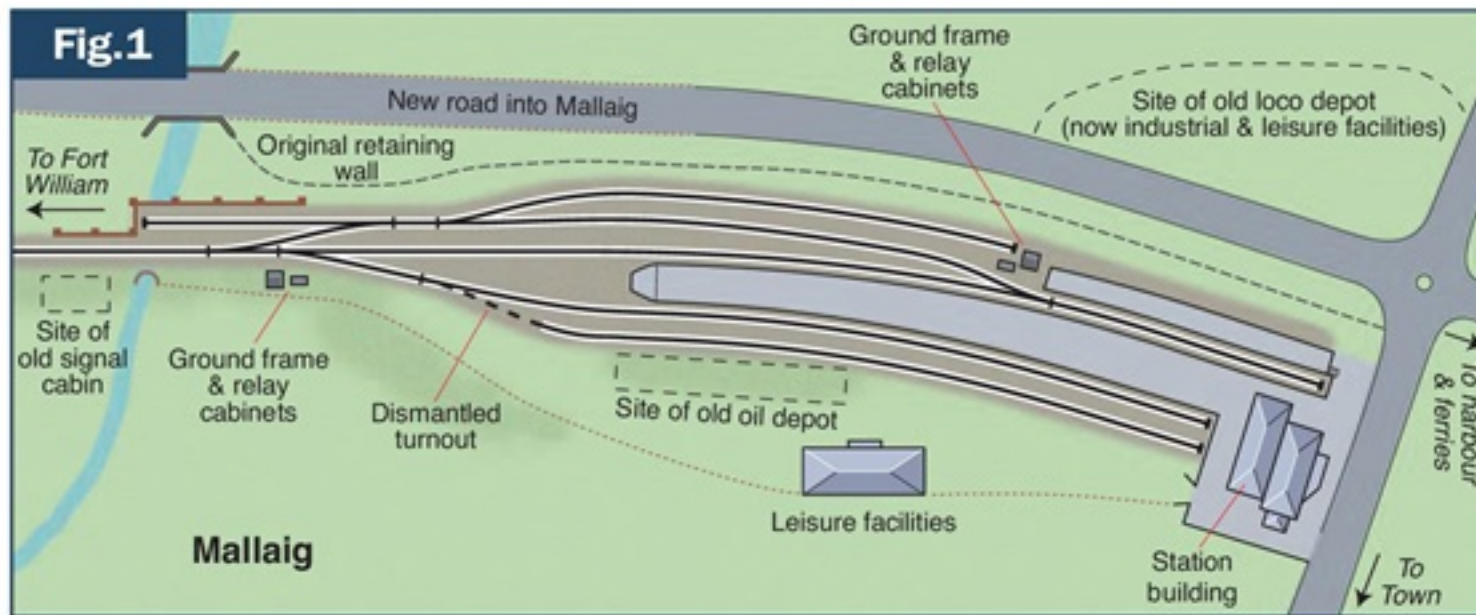
▲ *St Catherine's for Loch Fyne* was built over 20 years ago. It featured in the November 2000 issue of RM but didn't include the quayside – rather a long storm wall to protect passengers from the wet and windy West Highland weather, similar to that which stood at Mallaig, although *St Catherine's* was supposedly a branch of the ex-Caley line to Oban – hence the McIntosh 439 series loco in the station.

Photo by the author

Several were linked to Scottish locations and I recall two in particular depicting Aberdeen and Mallaig, numbered five and six, so I assume at least six designs were produced.

My interest in producing harbour or haven location styled layouts has me frequently





searching out new locations for such schemes, despite some of them being slightly dubious from a railway accountant's vision of profitability! I actually enjoy researching these 'might-have-been' or 'just supposing' style of layouts and have a vast selection of the old Ordnance Survey one inch to the mile maps for that purpose. They are of the popular red coloured folders produced in paper (and earlier cloth variations), since superseded by the metric 1:50 000 Landranger magenta coloured folder series in the mid-1970s.

I had commenced a new harbour styled layout just prior to the second 'Lockdown' period in 2020, and had even mentioned it to a couple of exhibition managers, but because of the difficulty of sourcing bits and pieces during those weeks, I stopped working on it and put it into storage.

As the Lockdown, er... sorry Lockdown, months passed, I decided to take a fresh look at its proposed location, and after finding the relevant one-inch OS map (No.34), I re-visited my initial idea.

Glenug

Originally, I had thought about actually developing a scheme I had published in RM in March 2004 based on a reconfigured track plan of Mallaig which required only five or six turnouts, but would have required more length than I had available (Fig 1).

Mallaig was not the original choice of the promoters of the West Highland extension in any case, so I thought about using the original destination which the promoters had considered in the 1890s. That was Roshven on the southern shores of Loch Ailort (see Fig 2).

As a might-have-been project, I could readily make it fit the space at my disposal, but Roshven was eventually disregarded by the promoters since the harbour may have been unsuitable for receiving vessels and a local landowner was vociferously against the plan.

With that thought in my mind, I too decided to move my location a little bit further along the Southern shore of Loch Ailort intending to use the name 'Loch Ailort' but then chose a settlement further west of Roshven called Glenug.

According to my old OS map, which was dated as being revised in 1954/55, there was no actual road along the Southern shore of Loch Ailort at that time: in fact, there seemed to be no decent roads in the entire area, just some basic tracks.

Nowadays there is a road, the A861, which serves the region and commences from nearby the present Lochailort station to head inland towards Glenug and beyond.

Classed as a minor road, it's a very long 'minor' road indeed, heading eventually back to Fort William on a winding route

Fig 2. Supposed line to Glenug



through Moidart and Sunart: you always need to have topped up the fuel tank when venturing to such areas!

Nearby jetty

A much later map (1976) shows Glenug village to be about half a mile south of Glenug Bay itself; but close to the bay entrance a small jetty is to be found. I would assume any station would be located nearby the jetty rather than within the village itself. Now whilst it is possible (mostly) to view these places on Google's Street View, a real life visit is much more worthy and I am hoping that tracing all those routes mentioned will be possible in person soon; once we can travel around again of course.

The above description reveals how I actually plan my layouts. It may to some people seem a trifle long-winded, but if you want to create the right atmosphere and authenticity for your layout, I feel these are the steps that need to be taken in order to achieve it. As I said earlier, I find it an extremely interesting activity to pursue, but like much research, it can start to take over.



▲ In this view of Arisaig recorded in December 1975, some parcels, post, newspapers and possibly a rear door of a Morris 1100 van, have just been unloaded from a Mallaig-bound train. The signal cabin still stands and is the prototype for my model cabin which is to grace Glenug.
Photo: Steve Flint



▲ Over the years a lot of enthusiasts have commented on how they remember my original Lochside, and indeed it was a favourite of mine – so much so that I went on and built a 7mm version around about the turn of this century. Supposedly set somewhere in the central belt of Scotland, it featured a Class 06 shunter as seen here.
Photo by the author



▲ My original 4mm scale *Lochside* was probably the first of my early layouts to feature a quayside. Although it was kept simple, I think there was just enough detail to capture a little of the atmosphere and authenticity I refer to in the main text. The Type 1 locomotive is actually the trusty old Wrenn model – remember those? Photo by the author

Construction to date

The trackwork had all been completed and was even being prepared for DCC operation with the bus bar circuit fitted when the layout went into storage.

Once back in the workshop (i.e. the garage) the track wiring was the first task to be carried out. As I already possessed a Class 26 fitted with DCC and sound (as deployed on *Glebe Lane* (see RM December 2020) I used it to test the electrics as I went along. With the wiring complete a fair amount of 'playing' took place – the Sulzer sound was already echoing around the lochs and glens!

Some new rolling stock was also tested on the bare layout whilst work commenced on producing a sector plate for the hidden sidings. This turned the length of the layout to just under 14' – the most I can accommodate within the garage.

In any case, the layout was going to be



▲ Fish boxes – you want fish boxes? Plenty in this scene, at Mallaig in December 1975, which can soon be recreated easily in O gauge once the Heljan Class 27 model is released. The scenery on *Glenugie* is not to be so grand however, being a much smaller destination. Photo: Steve Flint

operated from the rear with the loch facing the front and a fish curing plant hiding a small control panel for the turnouts

(operated on 12V dc) and the DCC power socket.

I had decided that the railway structures would follow a similar pattern to those which still exist on the Mallaig Extension, although the station building was to sit end on to the platforms as at Mallaig and Fort Augustus. The signal cabin would be of the timber framed type built by the Railway Signalling Company (similar to that at Glenfinnan and Arisaig).

A fish loading facility is also essential, along with perhaps some fish processing structures as a backdrop for the layout though in the period I am modelling (broadly the mid-1970s) much of the fish traffic would have gone by road. Some post, parcels and newspaper traffic would still exist though, as it did on the real Mallaig route at the time.

Had the *Glenugie* route (or even that to Roshven) been built, it would have still been 'a branch' off of the Mallaig extension, since *Glenugie* harbour would probably not have been able to cater for the larger steamers to the Hebridean islands.

Speaking of vessels, I would dearly have loved to fit a 'Clyde Puffer' or 'wee coal boat' onto the layout. Unfortunately in 7mm scale they measure between 12" and 18" so perhaps I'll make do with a small rowing boat, probably upturned and having its bottom painted! There will be plenty of sea-going clutter to add to the scene such as fish boxes, fishing nets, life belts and similar, most of which will be easily fabricated from wood and plasticard offcuts. The old wooden coffee stirrers will be making a comeback too I'm sure!

The layout has a long way to go yet before it is up and running, and that's mainly due to my patient wait for the recently announced Heljan Class 27. Though like many other O gauge diesel fans, I've been waiting for such a long time, I had almost completed a conversion of an earlier Heljan O gauge Class 26 into a Class 27 only days before the firm's announcement in November 2020.

You really cannot make it up...

▲ A sample of the forthcoming Heljan O gauge Class 26. Both images courtesy of Heljan



▲ An image from the CAD artwork for the forthcoming Class 27 in O from Heljan.



Passenger trains for Dentdale – 2

IAN NUTTALL described *The Thames-Clyde Express* coaches built by his mentor Ron Smith in the January issue of RM. This month he continues with a description of the sister train, *The Thames Forth Express*, also built by Ron and which contains a few surprises!

Photography by the author



Having spent many a productive hour compiling my *Thames-Clyde Express* article (RAILWAY MODELLER January 2021) as an example of the flagship, high profile trains on my *Dentdale* layout, I thought that the *Thames-Forth* would be a smooth, natural progression; not so, as will be explained.

The Thames-Forth Express

In 1927, as with the *Thames-Clyde*, the LMS joined in with the current genre of publicity by adding *The Thames-Forth Express* to its burgeoning portfolio. I do believe the powers that be in the LMS hierarchy viewed it as secondary to the *Thames-Clyde* as it had a more relaxed schedule in line with advertising its comfort/dining/scenery advantages. It also had stops at Hellifield,

Settle and Appleby in my region which did provide variety in train formation, but more of that later.

The *Thames-Forth* preceded the *Thames-Clyde* from St. Pancras departing at 09.00 (1927), 09.05 (1938), 08.55 (1949) and 09.00 (1954, 1955 and 1960), which meant that, in my immediate pre-WWII slot it would be working hard through Dent around 14.30, whilst the Up service would cruise through southwards about 13.50. They would cross between Horton-in-Ribblesdale and Ribbleshead stations. For those of you who seek variety in your trains you will be delighted to know that, of the two rakes required to run this service, one basic formation was all LMS stock, whilst the other was totally LNER. With the odd extra vehicle permitted a colourful spectacle would be

▲ LMS Compound No.1132 poses with the basic seven-coach *Thames-Forth* in Dent's Up Layby for no other reason than that's where I assembled the train after its upgrading, and it gave me a more interesting foreground to the picture. Providing the rake didn't exceed eight coaches, the Compounds could handle the train. My example is a Cotswold Kit with Romford wheels, Mashima motor and various extra details. It is the very loco which features three times as it was relieved of its piloting duties at Ais Gill in Houghton and Foster's *The Story of The Settle-Carlisle* (Norman Arch Publications 1948) which was the first reference book written on the line; it remains a classic.

guaranteed. Mine is the basic LMS set.

The *Thames-Forth* title was removed upon the outbreak of WWII, never to return. However, *The Waverley* was introduced in 1957; in fact, its name was given to the very

Starting from the rear, Corridor Brake Third (BTK) No.5352 of LMS Period II vintage is enhanced by a tail lamp, LMS on the corridor connection and Ron Smith's unobtrusive hook and bar coupling. The model is from D1730, although the ravages of time had played havoc with the solebar steps in particular; I had to replace four of the six. Note that the underframe does not feature the standard diagonal trussing associated with the typical LMS coach of the 1930s; yet it is correct. If you nudge forward a year or two from my 1937 choice you would be able to use a Hornby Period III Brake Third.

Next to the end is a Period I Corridor Composite (CK), No.3748, from D1716, which is to the less common length of 60', the extra three feet is to accommodate the more relaxed leg room expected in the First-Class section. Three of the four solebar steps had gone missing over the years, as had three end steps; all is well now. Deep in my memory bank I recall Airfix doing a 60' LMS Composite, no doubt from Period III, so you could replicate this coach off the shelf via e-Bay or similar. You will spot the destination boards, handwritten by Ron over 50 years ago.



route from Carlisle to Edinburgh Waverley. Patriots could also feature; Leeds Holbeck had several based there including Nos.5504, 5534, 5535 and 5538 in my chosen period.

Train formation

Now I am all for promoting research and reference to official documents, but I confess, I have reached an impasse despite much devoted time. Why? Quite simply my efforts have failed to confirm, exactly, the basic formation of the *Thames-Forth* in the

Ron Smith's flagship coach, the Restaurant First (RF), on six-wheel bogies of Anbrico ancestry. I apologise for the strange apparent shadows/warping/frosting on the windows, which is down to the reflections off my fluorescent tube lighting. The Stones ventilators above each window are insets of Plastiglaze which are scribed then painted silver on the rear before fixing into place. The coach number is '4', singularly appropriate for such a vehicle. Hornby do offer an LMS 12-wheel Diner, so you could use this instead of kit- or scratch-building

service that used to be the *Thames-Forth*. British Railways was clearly in literary mode as opposed to purely geographical. I don't mind; I'm happy with either, although the *Thames-Forth* is correct for my era. In BR days the southbound service was timetabled to leave Edinburgh Waverley at 10.05, reaching St. Pancras at 20.45; a long haul, yet in comfort and through wonderful scenery. I gather that, in 1938, it left Waverley at 10.03; rather a random time for a major, named express. As the West and East Coast Main Lines could offer a significantly swifter service it is fair to say that the number of passengers on for the duration would be relatively small, but it was perfect for, say, Carlisle-Sheffield or Edinburgh-Leeds.

The *Thames-Clyde* gained the extra power offered by the rebuilt Royal Scots from the early 1940s, but the *Thames-Forth* was associated with Jubilees and Black Fives between St. Pancras and Carlisle, although LNER Pacifics could haul the train through the border country over the North British





As the dedicated Restaurant Car was strictly First Class it was wise to have Third Class dining facilities close by. Hence the very next coach is designated Restaurant Third Open (RTO) to denote its official 'fodder' mode. This was No.7711 to D1721, an LMS Period II vehicle featuring the 42-seat arrangement as emphasised by David Jenkinson. Only one solebar step and two end ones were missing this time, whilst Ron has retained the earlier LMS crimson lake ends on this example. The Stones ventilators stand out and note that it is a 60' coach to provide less cramped leg room.

Marshalling Arrangement Sheets. Ron's notes give two possible formations: 1936 – BTK/CK/RF/TO/BTK/BG/BG and 1938 – BTK/TK/TK (or TO) /RTO/RF/CK/BTK. Interestingly neither of these quite matches the mix that Ron modelled.

The LMS Society

Once again enter David Jenkinson who, as main player in the nascent LMS Society, along with Bob Essery became their main source of literary output via countless articles in magazines, and then through many definitive reference books. Their content has proved so valuable and inspirational over the years; I am indebted for they have raised my standards and increased my knowledge. In Nov/Dec 1967 David Jenkinson penned a two-part article in the *Model Railway Constructor* entitled 'Passenger Trains for The Modeller'. In the final part he lists the formations for all the LMS named trains. For the 1938-9 *Thames-Forth* he quotes BTK/CK/RF/RTO/BTK, basically the same as Ron's suggested 1936 make up without the BGs.

Six years later in his seminal work *Rails in The Fells* (Peco Publications 1973) he quotes BTK/CK/RF/TO/TK/TK/BTK as the basic formation, with four extra Corridor Thirds added on Saturdays, plus others on demand, emphasising that the TKs were 42-seaters. When he wrote *LMS Coaches, An Illustrated History* (OPC 1977) with Bob Essery, he retained this arrangement, with the minor alteration of calling the TO an RTO. Outwardly this made no difference, internally it was viewed as an official dining carriage.

Clive Carter, in his book *Passenger Train Formations 1923-1983: LMS-LM Region* (Littlehampton Book Services Ltd 1987) offers five *Thames-Forth/Waverley* possibilities, depending on the year. His 1938 arrangement is: BTK/CK/RF/TO/BTK, with a TK detached at Leeds and a TK next to this marked as Fridays only.

As soon as I handled this coach, LMS Period II No.7916 to D1745, I knew it wasn't built by Ron's normal approach. For one thing it was heavier, and the sides felt colder to the touch; they were metal. I can't be certain, but I would hazard a reasonably informed guess that this is one of the first BSL kit offerings. Hence this is the third coach in a row not available ready-to-run. One door window had caved in; the only way I could rescue the situation was to model a replacement half open; even this proved remarkably tricky to achieve. I don't recommend this to anyone of a nervous disposition! This is another coach lacking the more familiar diagonal truss framing.

1936-8 immediate pre-WWII period.

The train I own was bequeathed to me by Dorothy, widow of my inspiration for all things Settle-Carlisle, and top end modeller and engineer, Ron Smith. It was scratch-built in the late-1960s, mostly on the lines described in my *Thames-Clyde* article. I do have Ron's original research notes in his correspondence with David Jenkinson as he tried to replicate the 1936-8 *Thames-Forth* formation. A fascinating aside is that Ron's early letters were from Squadron Leader Jenkinson, RAF Linton-on-Ouse, whereas

latterly he gained the position of Education Officer at the founding of the National Railway Museum in the very early-1970s, thus giving him access to all official documents available....'pig in clover' comes to mind.

I even have an official letter to Ron from Room 240 at Euston House no less, dated 31/10/66, where the London Midland Region confessed that they, and the British Rail Archives Office, no longer had the details of the train make-up Ron was seeking. This was possibly explained by the fact that David Jenkinson already had the official LMS



A sister vehicle to the previous coach; hence also a 60' specimen to D1721, also featuring 42 seats. This time I have opted for No.7693 and, as I upgraded it at the same time as the *Thames-Clyde* it has Brassmasters equalised etched bogies... luxury! This was Ron's spare coach, not numbered in his seven-coach make up. However, my own research, plus the emergence of much more reference material, has encouraged me to include this in my rake. One of the Stones ventilators had gone AWOL, thus I had to replace it and, by trial and error, discovered how Ron had made his 50 years ago. We are never too old to learn.



The useful reference source *Operation Midland* (Xpress Publishing 2006) only focuses on 1955, yet in great detail. Its chosen *Thames-Forth/Waverley* melange (although in 1955 it was nameless) was: BTK/TK/TK/TK/TK/RT/FK/CK/BTK, all of which were BR Mk.I stock, except for the Restaurant Third of LMS origin.

Finally, I come to the model of the *Thames-Forth*, scratch built by Ron Smith in the 1960s, together with all Ron's notes and correspondence. When I inherited Ron's coaches, I was unsure as to which order they should be in until I looked underneath. They were numbered clearly from one to seven: BTK/CK/RF/RTO/TO/BTK/BG. There was also a spare 60' Third Open with no number underneath.

My quandary

Now I was faced with several possibilities, yet which was correct? I was trying to replicate the basic service in the immediate pre-WWII period, but did the train remain the same throughout 1936-9? I sought expert advice.

My first port of call was the HMRS and their Coach Stewards. Tanya Jackson, in charge of BR coaches, was really helpful, replied within a few hours, and directed me to Clive Carter's book. Bob Essery, as LMS Coach Steward, replied saying he agreed with everything I said. However, he revealed that all the official coach information had been looked after by David Jenkinson and was sold following his death to raise funds for his widow Sheila; most laudable.

He also suggested I contact the LMS Society who, again, responded promptly and most personably, but admitted they had relied on David Jenkinson for coach information, but would circulate a communication to all members to see if anyone could help confirm the exact make-up of the train and LMS period of each coach. To date I have received no replies.

Decisions

Rightly or wrongly, I have come to the conclusion that there are precious few out there who can say whether I am correct in my assumptions, but I have committed to one particular formation. Whilst five coaches may have been the ultimate minimum, I believe seven is more appropriate as it was quoted by several sources, and it is, after all, a major capital-to-capital named train. Ron Smith's inclusion of a Full Brake grates a tad, attractive though it is. It is more likely to be an 'extra coach'. Both Ron and David Jenkinson, via their correspondence, were convinced that the LMS *Thames-Forth* was still formed of Period I and II stock pre-WWII, although Clive Carter suggests some Period III coaches in use by 1939.

David Jenkinson was adamant that the Third Corridor coaches were 42-seaters, yet they are only available as Period III variants. However, if I put Ron's spare coach, a 60' Third Open of Period II, in place of his Full Brake then I could offer a 42-seat configuration and maintain the Period I and



▲ The leading end Third Corridor Brake (BTK), albeit this one is of Period I vintage, No.5421, the only one numbered by Ron. It is from D1696 (Lot 125). This coach was available from Mainline 30 years ago, and is still obtainable today. This is a panelled vehicle, and my hunch is that it is a Roxey Mouldings kit. This is also the only coach in the rake which was already detailed with door grab handles. Of note is the lining: as with all Ron's coaches it was applied by hand using a bow pen. At waist level the finer black line was ruled over the slightly broader cream/yellow one. Admittedly the 'anchor chain' three-links do stand out for the wrong reasons nowadays; time has moved on with much finer scale ones being the norm.



▲ I had always admired Ron's ex-MR 45' Gangwayed Passenger Full Brake which he paraded on his *Thames-Forth*. I viewed it as a coach of true character and style. I was in for a shock. As I addressed fitting pin-point axles to the bogies I spotted R337 embossed underneath. The coach's origins were Tri-ang! Whilst I can't quote chapter and verse, I am sure that Tri-ang only had GWR panelled clerestory coaches available in the 1960s. Hence Ron, believing that the rounded intricate panelling needed was beyond him, butchered several GWR offerings using cut and shut tactics to make this Full Brake. With the passage of time, I have access to scale drawings for this D536 vehicle. Sadly, the drawing and Ron's coach do not match; the model is the nearest Ron could manage from the mouldings. The problem is that the GW and MR panels are not the same width. Inevitably compromises had to be made, and inaccuracies appeared. I was taken in hook, line, and sinker for 50 years! However, it does mean that, regrettably, I will have to put this coach out to graze, but there will be more on this story in a future article.

II formation supported by both Ron and David Jenkinson; phew! As I have emphasised, I cannot be sure that I am correct, but I have tried within the confines of the evidence at my disposal. So my chosen rake is: BTK/CK/RF/RTO/TO/TO/BTK. (These are all Period II vehicles apart from the CK and the second of the BTKs listed, which are Period I.)

Extra vehicles added

During my research for this article, I came across a colour photograph of LNER Pacific No.2747 *Coronach* departing Edinburgh Waverley heading the LMS rake of the *Thames-Forth* in August 1939, and indeed

there is one Period III coach at the front, thus vindicating Clive Carter to a degree. Immediately in front of that, directly behind the loco, is a North British six-wheel Fruit and Yeast Van; a rare beast. It was heading from Alloa to Burton-on-Trent and, as the train reverses at Leeds, it would then be at the rear; hence easily dropped off at Derby, for I believe the *Thames-Forth* wasn't scheduled to stop at Burton. I have another photo of the *Thames-Forth* in LMS days on the S&C with two Express Dairies six-wheel milk tanks behind the engine, another example of non-passenger carrying vehicles in this prestigious train; the reason for this is obvious.

Unlike the slightly more illustrious *Thames-*



▲ Just in case the 'Correct Loco Lamp Brigade' members are sharpening their knives to do me mischief, here is evidence that my current *Thames-Forth* loco, Stanier Class 5MT 4-6-0 No. 5276, is now sporting the appropriate LMS express lamp headcode. The lamps themselves are the excellent Modelu offerings which are not only blessed with fine detail but have an inbuilt slot so they are an interference sliding fit over the lamp iron. Thus their positions can be altered relatively simply should the loco's role be changed.

Clyde, the *Thames-Forth* made several scheduled stops at relatively minor towns, thus offering fast onward travel for suitable traffic. Yeast for Bass at Burton and milk for London fitted the bill admirably, and no doubt there are other examples which haven't been captured on film. Rest assured the Yeast Van was not a one-off, isolated journey, for another photo, in Martin Welch's *Steam Over The Roof Of England* (Runpast Publishing 1990) which is one of the very best photographic albums of the line features it again heading south on the Settle-Carlisle. More of the milk tank additions will be described in a future article.

Just before the D536 Clerestory Full Brake met its death knell, Holbeck's Stanier Class 5MT 4-6-0 No. 5276, a Romford wheeled K's kit courtesy of friend Martin Hudson in exchange for wagons I built for him, poses with an eight-coach *Thames-Forth* rake. The BG is running as an extra.

The models

Examining the rake I inherited, I could tell Ron had maintained his laminated plasticard approach to achieve flush glazing, as detailed in my *Thames-Clyde* article, although I did spot some exceptions. Once again repurposed three-link coupling springs connected the carriages to ensure the corridor connections met, although the front two coaches did have traditional three-links; please don't ask me why.

As the rake was 50 years old, I did apply one or two bits of upgrading and replacement of damaged parts. The axles on the bogies were not pin-point and I managed to break each one down to its component parts, insert brass bearings and fit Alan Gibson 14mm wheels. For each coach I added etched brass door handrails (MJT ref.3919) and T-door handles (Comet ref.C6), whilst handrails on the end of each coach, and on the roof ends, were created from

0.33mm brass wire. As with his *Thames-Clyde* Ron had not numbered his coaches, apart from one. Clearly, he was searching for the specific number of each carriage, which would have been available on the elusive LMS Marshalling Sheets. I have cross referenced Ron's notes with his coaches, and my own railway library, to apply a suitable, if not guaranteed specific, number to each vehicle using HMRS Methfix transfers.

I am hoping Ron would have approved of my amendments to his work. In their day they were the bee's knees and turned heads. I have the benefit of significantly more published information, and nearly two generations worth of advanced technology. I have tried to retain the integrity and deep research which Ron instilled in all he did, and I can tell you that sitting in my chair at the end of my scenically completed Dent and Dentdale sections, I can have both the *Thames-Clyde* and *Thames-Forth* circuiting my looped eight layout and I am at ease with the world...Appius Claudius I believe.

Conclusions

It has been a fascinating adventure collating all my research material to produce a train which is authentic and justified. Reference books and the internet have proved their worth and, for the many hours of input, I feel much the wiser. One downside is that, should my conclusions be correct, you cannot replicate the 1937 *Thames-Forth* off-the-shelf, although if you move to immediate post-WWII then you would have all but the Open Third and Restaurant First as Period III vehicles, but you would need three extra Corridor Thirds, available from Hornby. Who knows, it might just inspire a few modellers to exit their boxed comfort zone and have a go at a kit or two. These are, on the whole, user friendly and whilst I accept that the results are not immediate, the rewards far outweigh the time involved, your model will be personal, unique, far from generic, and all your own work; how ultimately satisfying.





Snapper Halt

Photography by the author and as credited

JOHN MURRELL devised this simple narrow gauge cameo to serve as a linking board between layouts created by members of the Dartmoor 009 Railway Group.

As a member of the Dartmoor 009 Railway Group, we are always looking for new ideas for the linking boards that we use to join together our various layout modules. One such idea was to create a model of Snapper Halt on the Lynton & Barnstaple Railway, which I thought would fit our requirements perfectly.

Snapper Halt is a model that I have been thinking about for a while and with the latest restrictions being implemented in early 2021, I decided that it was time to turn my thoughts into actions.

The model looks to the future and is intended to be a representation of what Snapper Halt may well look like once the Lynton & Barnstaple Railway Trust realises its dream of joining Lynton and Barnstaple by rail once again.

Historical background

The Lynton & Barnstaple Railway was constructed as a 1' 11 1/2" gauge single track line and opened on the 11 May 1898. Situated in the picturesque Yeo Valley, Snapper Halt opened in 1903 to serve the hamlets of Snapper and Goodleigh. The halt was originally named 'Snapper (for Goodleigh) Platform' before changing to

'Snapper Platform' and ultimately the more familiar 'Snapper Halt'.

According to photographic evidence the waiting shelter would appear to have been constructed in about 1903. Snapper Halt is situated two miles and 55 chains from the railway's western terminus at Barnstaple Town station and was timetabled as an



▲ Manning Wardle 2-6-2T Taw pauses at Snapper Halt on 23 September 1935. Photo: Frank Box/L&BRT collection



◀ An undated (and incorrectly captioned) period view of Snapper Halt. Note the shorter platform compared to the author's possible modern interpretation. Photo: The L&B Railway Trust via Tony Nicholson

◀ A view of the model that chimes with the archive photo of Taw above. The loco model is Heljan (see Reviews, RM Nov 2019).



▲ The remains of L&B coach No. 6991 at Snapper Halt in August 1961. It was ultimately destroyed in a fire. Photo: Ron Fisher



◀ A panoramic view of the entire module. L&B Manning Wardle 2-6-2T No.760 Exe draws to a stop at Snapper Halt. The coaches are Peco.

The Dartmoor OO9 Model Railway Group uses the Roco Z21 DCC system and power for the *Snapper Halt* module comes from bus wires running the length of the board which are connected to adjacent boards with banana-plug test leads. The station lamp runs off a separate 9V battery circuit underneath the board, the low voltage reducing the brightness to give the impression of an oil lamp.

When assembled our modules are aligned and held together by small G-clamps; a crude but very effective way of joining the boards together.

Spring scenery

I wanted to set the model during springtime so I used appropriate coloured static grass and as a result of trawling the internet I was able to source suitable flowering plants and shrubs from model nurseries. The trees are a mixture of twisted wire, ready-to-plant and the home-made sea foam variety. There are bluebells flowering in a carpet underneath alongside rhododendrons and hydrangeas.

The backscene is one of the excellent N gauge ID Backscenes. This is all hopefully reminiscent of the Yeo Valley.

The Dartmoor OO9 Model Railway Group has exhibited at several local exhibitions, with the modules awarded 'Best in Show' at the South Devon Railway's Models and Miniatures Exhibition in September 2019.

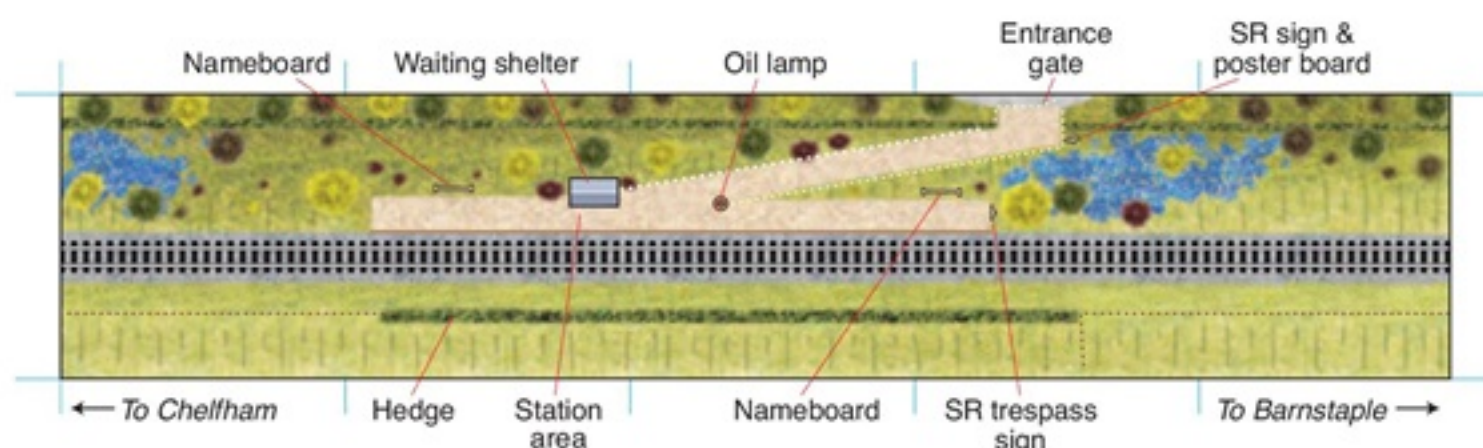
Further reading

More information on Snapper Halt is available on the respective Lynton & Barnstaple Railway Trust and Exmoor Associates websites:

www.lynton-rail.org.uk

www.exmoor-associates.co.uk

The Dartmoor OO9 Model Railway Group www.sites.google.com/prod/view/dartmoor009railwaygroup/home



Snapper Halt

Overall layout size 1220mm x 250mm. Each grid square = 250mm x 250mm.

11-minute journey time with the next station Chelfham, a further two miles or eight minutes down the line (the L&B line ran Down to Lynton and Up to Barnstaple). Incidentally Chelfham is locally pronounced as 'Chillham'. The Lynton & Barnstaple Railway was divided into six sections with Snapper on the second section between Pilton Bridge and Chelfham.

Snapper Halt remained open until the closure of the L&B in 1935 and two of the line's carriages, Nos.6991 & 6993, remained there after the closure. No.6993 was removed by the Festiniog Railway Preservation Society in 1959 (it was only spelt with a single 'f' in those days) and has been rebuilt into The Snapper Bar. The second (No.6991) served as a fishing hut for the landowner and was ultimately destroyed in a fire.

The Snapper Halt site, which was purchased by Exmoor Associates on behalf of the Lynton & Barnstaple Railway Trust in December 2010, is being restored and a track panel has been laid.

The module

Drawing heavily from the contemporary images on the Lynton & Barnstaple and Exmoor Associates websites, as well as the track plan published in *The Lynton & Barnstaple Railway – Measured and Drawn* the baseboards, sized at 1,220 x 250mm, were constructed using 9mm ply from materials left over from my previous module *Simonsbath*. These were built with supporting legs furnished with adjustable feet. Not surprisingly, the track layout is very simple: Snapper Halt is on a level straight site which

is about 20' below and 33' from the road that runs adjacent to the track, so no detailed plans were needed!

As the module was required to be portable, small pieces of 3mm ply were glued to the ends of the boards for protection with a 3mm foam trackbed glued down along the rest of the length. The track (Peco SL-400) was glued to this and then ballasted. The landform was created using Woodland Scenics Shaper Sheet with a layer of filler spread on top. Whilst the levels and lengths are prototypical, the contours are made to be reminiscent of the photos including the path leading to the platform from road level. The platform shelter and edges (which are resin mouldings), were purchased from a well-known online auction site.

Rolling stock and control

The stock which runs on the module consists of Heljan Manning Wardle 2-6-2s with rakes of Peco Lynton & Barnstaple coaches in both L&B and Southern Railway liveries –supposedly portraying a gala weekend. Three passengers stand on the platform looking at the weekend's timetable.

L&B 2-6-2T No.760 ▶
Exe arrives at Snapper Halt en route to Barnstaple. The shelter and platform face are commercial resin items purchased online.





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Lochband

ALISDAIR MACDONALD took a remembered engine shed photograph and some prior research, together with a ready-to-run Andrew Barclay 0-4-0ST, and used these to act as the catalyst for the creation of this compact Scottish distillery layout in OO.

Photography by the author or as credited.

At the start of my own retirement from professional life I made it a priority to put together a 4mm finescale exhibition layout. I achieved that goal, by completing *Whithorn* in around four years. The layout was out on the exhibition circuit and featured in the March 2018 issue of *RAILWAY MODELLER*. During the recent period of restrictions I saw an opportunity for building a new layout; a cameo layout with a smaller footprint than *Whithorn*.

In my earlier research I discovered the station at Whithorn was the most southerly in Scotland. I also found that Bladnoch Distillery, the most southerly distillery in Scotland, was situated just outside the county town of Wigtown, a few miles north of Whithorn, and on the now closed branch line.

Also, I recalled seeing a photograph of an Andrew Barclay industrial 0-4-0ST parked outside a grand engine shed at a distillery complex on Speyside in north east Scotland. Distilleries in Scotland have a distinctive appearance with their vernacular buildings.

In addition, Hattons had produced a range of very suitable Andrew Barclay locomotives (see review, RM May 2018). I now had a backstory to link the two layouts: the new one would depict a Scottish-based distillery, a cameo in OO gauge; *Lochband* (an anagram of Bladnoch) was born.

The fictional backstory

The ancestral home of the Earl of Whithorn was Lochband House in Galloway. With the coming of the railway age in the 19th Century, many landowners were decidedly unhappy about the prospect of a new railway running through their estates and would do anything to keep such schemes well away from their land. In 1877 the impoverished Fifth Earl was delighted to receive the financial benefit of selling part of his land with the arrival of the new railway from Newton Stewart into the county town of



▲ Andrew Barclay 0-4-0ST *Dalluaine* is pictured outside the engine shed at its namesake Speyside distillery on 21 June 1967. It was this very photograph that first fired the author's imagination.

Photo: J M Boyd/J W Armstrong Trust

Wigtown, and onwards down to Whithorn.

The line was constructed some 60' from the front of the Earl's house, with the proviso that a high sandstone wall be erected along the boundary of the new railway to hide the Earl and his estate. By good fortune the estate was purchased by a group of Scottish businessmen for the site of a new distillery. No doubt the location of the site close to the railway influenced their decision. And so, the original house belonging to the Earl was converted into the administration offices and visitor centre for the distillery, with the distinctive malt house and other buildings being added, all as seen on the model.

▼ A Hattons Andrew Barclay 0-4-0ST shunts a pair of seven-plank coal wagons at Lochband distillery. All items of rolling stock are fitted with Sprat & Winkle delayed action couplings.



Baseboards and support trestles

I was fortunate to have purchased a baseboard kit from Model Railway Solutions in Poole. The baseboard is formed of a cross-braced 5mm plywood frame overlaid with a 9mm plywood deck to accommodate the finished 1540mm x 620mm scenic part of the layout. Fellow club member, Graham Heald, put it together adding the 300mm high backscene with curved internal corners.

The baseboard is supported on a pair of 55mm x 30mm aluminium H-section runners laid over a pair of height-adjustable decorator's trestles, allowing the layout to be worked on at a lower height or raised to a trackbed height of 1200mm above floor level for viewing.

Trackwork and control

The initial idea was that the main line and exchange sidings would be laid in OO gauge using Peco code 75 bullhead track. However, with much of the distillery site utilising inset track with hidden sleepers, a search in the dark corners of the clubroom yielded a variety of left-over track oddments with various sleeper spacings, but all with code 75 rail section.

The main line and exchange sidings were ballasted with the traditional PVA and loose chippings method. For the distillery tramway track, DAS modelling clay was used for the ground surfaces with Redutex cobbles laid between the rails on a layer of plasticard to bring it up to just below railhead level, allowing sufficient clearance for the flanges of the wheels.

To match *Whithorn* it was decided that *Lochband* would use the NCE DCC operating system. Electrical wiring is one of the less enjoyable parts of the hobby for me, so *Lochband* was passed over to fellow club member Ray Reed for this task to be completed.

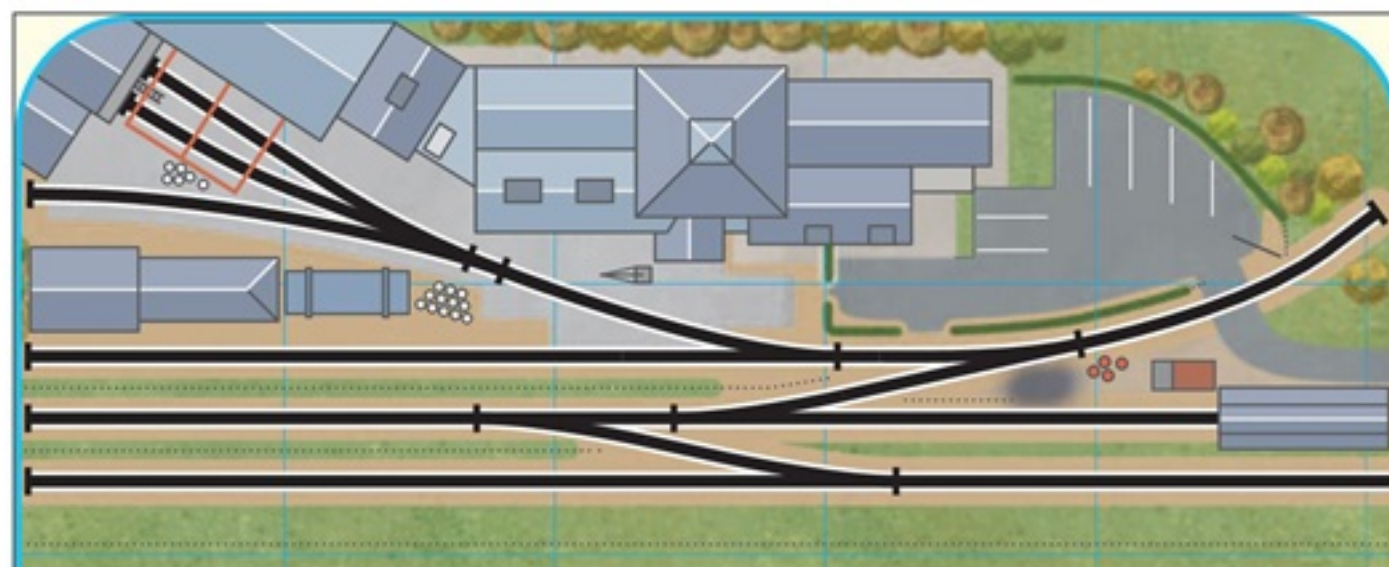
An engine shed from a plastic kit

Although it was a photograph of the engine shed at Speyside that had inspired *Lochband*, it was a bit too grand a structure to replicate in model form. Instead, the Airfix/Dapol plastic engine shed kit was chosen as the starting point, though it had been the best part of 50 years since I last put this particular kit together. This time brush-applied plastic weld was used, instead of the uncontrolled squirt of polystyrene cement from a tube!

To customise the shed, the brickwork elevations were clad in Wills stonework sheets which stiffened the walls of the kit and gave a more rugged appearance. The roof was covered in grey laser-cut paper strips to represent slates and the building was finished with acrylic paints and lightly weathered.

The adjacent water tower was built from Wills sheets and used the timber extension from the Airfix shed as a lean-to washroom for the engine crew.

The locomotive shed was created from a much-modified Dapol plastic kit, whilst the adjacent water tower is from Wills sheet.



LOCHBAND DISTILLERY

Overall size: 1540mm x 620mm. Each grid square: 300mm x 300mm.

Laser-cut distillery structures

A trawl of the internet found many suitable images of distilleries to progress thoughts on the buildings. Many of these showed distillery

buildings with distinctive cupola-shaped roofs: inside these particular buildings the malt barley would be dried over a kiln fire, the warm humid air from the kiln being



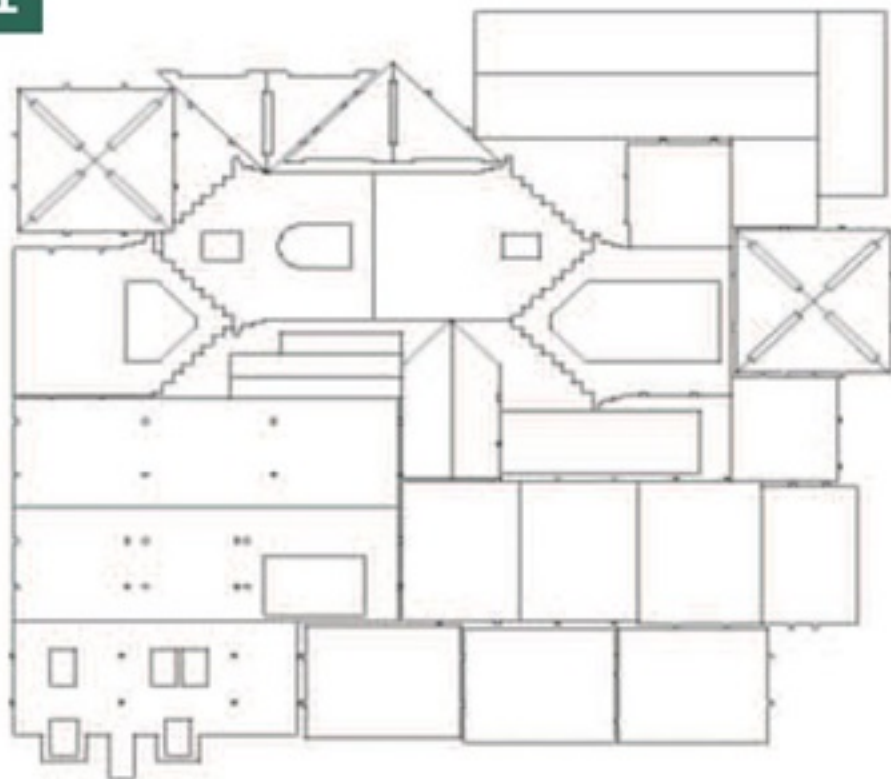
▲ An overall view of the Dailuaine Distillery complex showing on the left the malt house with its Art Nouveau roof and Doig Ventilators. (This distillery was described in the *Modelling Industrial Railways* supplement that was given free with the May issue.)

Photo: J M Boyd/J W Armstrong Trust



Creating the distillery buildings using laser-cut parts

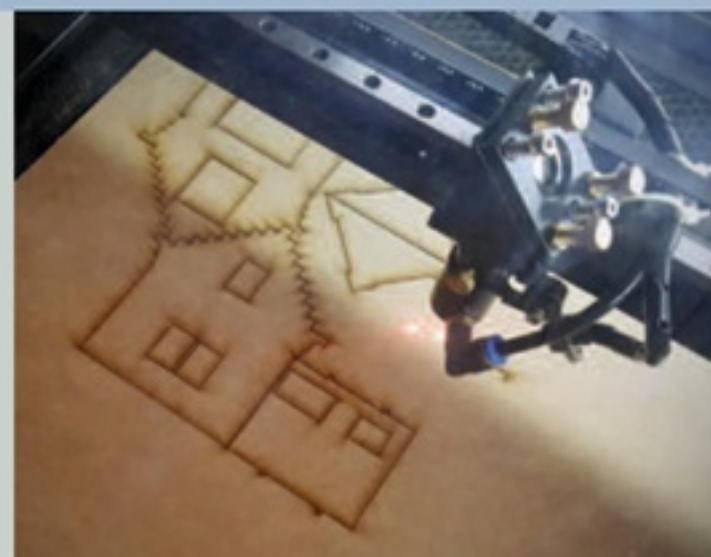
1



The components for the buildings were first drawn out using CAD software, with parts arranged to minimise wastage of the MDF material.

2

The parts were then laser-cut from 2mm MDF sheet. Here the cut lines of the crow stepped gables on the distillery office can clearly be seen.



3



The parts were assembled using PVA glue. This photo shows stone quoins added to the corners using items from the Wills range.

4



The outer walls were rendered by coating them with a thin coat of PVA and then sprinkling fine sand over the top, painted white once dry.

5

A view showing some of the completed distillery structures *in situ* on the layout.



drawn up and discharged by convection through the distinctive cupola shaped roof outlet. This outlet is known as a Doig Ventilator, the brainchild of architect Charles Doig in 1889. His design improved the extract of the smoke and hot gases from the malt house. Nowadays many distilleries no longer malt their own barley, but they have continued to incorporate the distinctive Doig Ventilator design into their buildings.

The buildings on my previous layouts had all been constructed from plasticard, using Wills sheets for the textures of the external

wall surfaces. However, my colleague Ron Lincoln was experimenting with silhouette cutters and 3D printing and his latest research provided a great opportunity for me to change my modelling medium away from plasticard to laser-cut 2mm MDF.

With Ron's good advice, and my knowledge of computer aided drafting, elevation templates for the buildings (starting with the malt house) were drawn using CAD software. The information was emailed to Ron and cut on his 2D laser cutter. The quality of the sharpness of the laser cuts, and

the cutting tolerances, were quite extraordinary to me, and at a level which I could never have achieved with a scalpel and a steel straight edge.

The 2mm MDF components were then assembled with wood glue, with a thin layer of PVA spread over the elevation faces, which was then covered in fine sand to give the roughcast harling effect of the full-size buildings – all finished in two coats of white acrylic paint. The malt house windows were also manufactured with Ron's cutter, from my computer drawings.

Creating the cupola

For the roof of the malt house I began by drawing out the curved cupola shape in 3D using Google Sketchup software. From this 3D drawing the dimensions for each of the four curved corner hips were established, these being translated into a CAD drawing in 2D, which in turn was used to create laser-cut parts in 2mm MDF. These were fixed to the 2mm MDF roof base, with an Evergreen plastic vertical centre support post. The convex shapes of the four roof surface sections on the malt house were then formed from a stout cardboard skin, stiffened with a couple of coats of PVA. The surface of the roof was then covered in strips of laser-cut grey paper to represent the rows of slates.

The top malt house cupola roof has a distinctive Art Nouveau style of capping and finial. I drew this in 3D, again using Sketchup, and Ron printed it out on his 3D printer. A mapping pin finishes off the finial top, with the building weathered using acrylics and weathering powders.

With an understanding of the process of this new method of modelling, the office admin buildings adjoining the malt house were the next to be built, and again the various components were drawn out in 2D CAD and laser cut in 2mm MDF.



◀ The malt house cupola-shaped roof was formed by first assembling the base and curved corner hips using laser-cut parts (above). This was then covered with a card skin and slates added, these being laser-cut from paper.

Backscene painting and scenics

Before the completed buildings were fixed to the baseboard, the backscene was painted. Most layouts have summer shades of blue to their backscene skies. I decided upon a dark brooding sky, suggesting that the first snows of winter are not too far away. I painted the sky with acrylic paints, mixed to more of a grey rather than blue.

To provide a bit of open space, and some depth to the model, a car park area was included adjacent to the distillery offices, with open moorland beyond, leading to a horizon of low hills. And instead of summer bright green blooms, russets and browns were used. Forest in a Box trees were sprayed in shades of brown and orange and fixed behind the building in front of the backscene.

Scenic detailing was added from the box of oddments, which most modellers have,

and a Knightwing Portacabin was used to provide the additional accommodation for the distillery workers and the site secured with Knightwing security fencing.

Operation

Initially I envisaged that *Lochband* would be operated as a stand-alone cameo layout, with a fiddle yard at each end for the branch goods train, but I later decided that it would be better to have *Lochband* as a module between the *Whithorn* scenic boards and the *Whithorn* fiddle yard, when exhibitions return of course, and it is out on the road.

Conclusion

The recent periods of Government restrictions provided an ideal opportunity to put together a cameo layout which has been completed in less than six months (apart from the completion of minor items of electrical work, the final testing of all the components, and the provision of a lighting rig). *Lochband* has been a fun project, even with the limited opportunities to meet up with my fellow club members.

Thanks must go to Graham Heald for his joinery skills, Ray Reed for his flair with a soldering iron, and to Ron Lincoln for the benefit of his acquired 2D and 3D modelling knowledge. Finally, thanks must go to my wife Hazel for all her kindly and supportive criticisms as the construction of *Lochband* steadily progressed in the shed. With the layout almost complete, maybe it is time to start another even smaller cameo layout... with a Scottish theme of course!

◀ Open goods wagons to transport the whisky barrels in and out of the distillery, whilst BR 21T hoppers bring in coal for the boilerhouse.



Motorising the Dapol travelling crane kit

ANDREW HICKS recounts how he made this venerable former Airfix kit operate on Missenden Modellers' Great Model Railway Challenge layout.

When *The Great Model Railway Challenge* hit our TV screens – almost three years ago now – the key surprise was that it changed the public's perceptions of the hobby from something that takes itself rather too seriously to something which may be seen as playful and fun. A most popular feature on the programme was the creation of animated accessories which the viewing public loved. The hobby, sometimes seen as a preserve of obsessive types, suddenly became a very human activity which embraced inventiveness and imagination.

Ealing Road, from the Missenden Modellers in the first series (see March, April, June and September 2019 issues of RM), was packed with sound and lighting effects and operating road vehicles but the main animations were the cranes and derricks along the front. The point of these, from a modelling perspective, was to draw the focus of the eye away from the trains running behind them and allow the railway to blend into the scenery around it – enhancing the 3D effect of a 'landscape with trains' but they also offered scope for a little fun.

Animating a Dapol crane is something I have wanted to do ever since I had one as a child. They were made by Airfix then and first introduced as part of the 'Trackside' range in 1959, later augmented by Kitmaster rolling stock kits in 1962. In 1984 the kit range was sold to Dapol and is still in production 60 years on.

Three motors

I was always intrigued by the pinion teeth around the upper platform that would have been used to rotate the cab, and by the



▲ The motorised crane in situ on the OO layout *Ealing Road*.

box-shaped enclosure set in the cab floor that so strongly suggested placement for a motor to turn it. It just begged to be made to work. So when *Ealing Road* presented the requirement for animated cranes in the foreground, as cheaply as possible, I leapt at the chance. The question then was how? To make it work properly requires three motors: one for raising the jib, one for raising the hook, and one mounted vertically to rotate the cab on its frame.

In a previous edition of RAILWAY MODELLER, there was a review of the tiny N20 form-factor geared motors (April 2018). These go as slow as 40rpm, operate at 6V dc and have 3mm drive shafts (see photo 1). A quick search on eBay turned up some 20mm diameter pulley wheels with 3mm diameter holes for the drive shaft. These would be used for winding



The N20 form-factor motors and gearboxes were obtained via the online retailer www.banggood.com

the cotton 'cables' which would raise and lower the jib and hook.

So far so good, but the pinion spur gear, which would rotate the crane cab on the moulded pinion teeth was more of a problem. This rack is quite shallow in depth but I found a plastic spur gear with a brass hub from Technobots Online – the 12-tooth MOD1 size fitted the rack best and proved easy to cut down to the required thickness, but its shaft diameter was 4mm. The

solution was to add a plastic sleeve (also from Technobots) to the motor spindle, increasing it from 3mm to 4mm. A small hole was hand-drilled through the floor of the cab to take the motor spindle and the housing on the cab floor was trimmed to fit the motor casing and gearbox, which I then superglued face down (see photo 2).



The cab rotating motor fitted with the modified Technobots pinion spur gear which was halved in thickness by cutting through with a fine razor saw – the offcut shown went in the scrap box.



The cab base plate is pictured here with the jib and hook motors fixed in position and the pulleys fitted to the shafts.

Jib and hook motors

The other two internal motors were fitted with the pulley wheels and then mounted side by side in the middle of the cab. They were raised on plasticard mounts to give height for the pulley wheels (see photo 3). The first problem I discovered is the balance of weight within the cab once the other motors are added. If the cab has too much weight fore or aft it simply lifts off its pinion and tips over. This can only be fixed once everything else is on (described anon), as the jib itself required a heavy counter-weight in the mid-section to keep the cotton cable taut when lowering it. The hook cable similarly needs some lead fishing weights just above the hook to keep it taut when unwinding.

The rest of the cab was assembled around the platform-and-cab-floor assembly, although I chose not to glue the cab sides to the base, nor the roof to the cab, but left them loose for maintenance.

I used ordinary sewing cotton for the jib and hook 'cables', but found a small problem with the thread not spooling neatly onto the pulley: it tended to twist off and get tangled in the motor.

The solution was to make feed guides to position the thread directly over its pulleys. The two plastic spindles included in the kit were utilised and I fitted a couple of small pulley wheels (that I had in the scrapbox) onto these. Mounted above the spool pulleys, they simply channel the thread away from the motor and gears. The moulded on spindle bearing collars had to be relocated from their position low in the cab up nearer to the roof. I simply cut off the collars with a craft knife and re-glued them in the new positions (see photo 4).



The kit spindles with additional collars and pulley wheels fitted to act as guides for the cotton 'cables'. It should be noted that the moulded-on spindle bearing collars had to be repositioned to achieve this modification.

Motor wiring and control

A small hole for the six wires to power the motors was needed in the central axis of the cab floor and the platform below it. I used the finest wire I could find (a type used for wiring loco decoders) in different colours for easy identification. Initially I agonised over how to make a commutator to fit inside the circular bearing, but in the end I simply did without and made sure there was sufficient wire in the cab space long enough to let it move freely. The result was fine and a couple of full rotations either way can be executed before the wires pull tight.

The motor wires then run down the inside angle of one of the legs. I added tiny micro-JST plug-and-socket connectors to each pair, to allow the crane to be removed from the layout for transit and maintenance. The baseboard then only needs a very small hole through which these plugs can be fed, one by one, to corresponding connectors below – all colour coded for ease of re-connecting.

To control the motors, I bought a small wooden jewellery box from Hobbycraft to use as a hand-held control panel. This requires one battery pack for the 6V power, one PWM motor speed controller (to adjust the speed of all three motors) and three small DPDT sprung centre off switches to control power to each of the motors (see photo 5).

Balancing the cab and finishing details

As mentioned above a lot of balance weights were needed in the cab. I used 30g square-sided fishing weights, cut to size with a hacksaw, at the back of the cab and added some further lead strips to the insides of the cab

walls and roof until it balanced without wobbling (see photo 6). The jib also required some lead weight installing (see photo 7).

Finally the centre handrail stanchions on the platform had to be removed to provide adequate clearance. They were too fragile anyway, so I replaced the rest with Caldercraft 10mm two-hole brass stanchions (ref.66210). After completing the model, I sprayed it a general grey colour using an aerosol. I wrapped the motor assembly and the inside of the cab in masking tape to protect it. Then the whole of the model received some heavy weathering using watered down black, dirt and rust colours to give general grime in all the crevices and ledges. I then added streaks using rust powders and soot for that really filthy patina as can be seen on the finished model (photo 8).

The model also had a load to move in the TV programme, and I hope to describe that in another article soon.



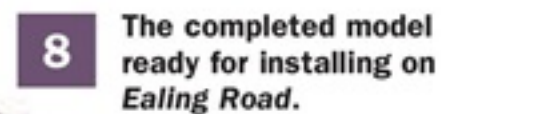
The control box for the motors. Centre biased double-pole toggle switches control the direction of the motors. Speed can be adjusted by turning the potentiometer knob (bottom right).



Lead fishing weights were cut to size and glued in place to help balance up the cab.



The jib needed some lead weight adding to stabilise it when being raised or lowered.



The completed model ready for installing on Ealing Road.

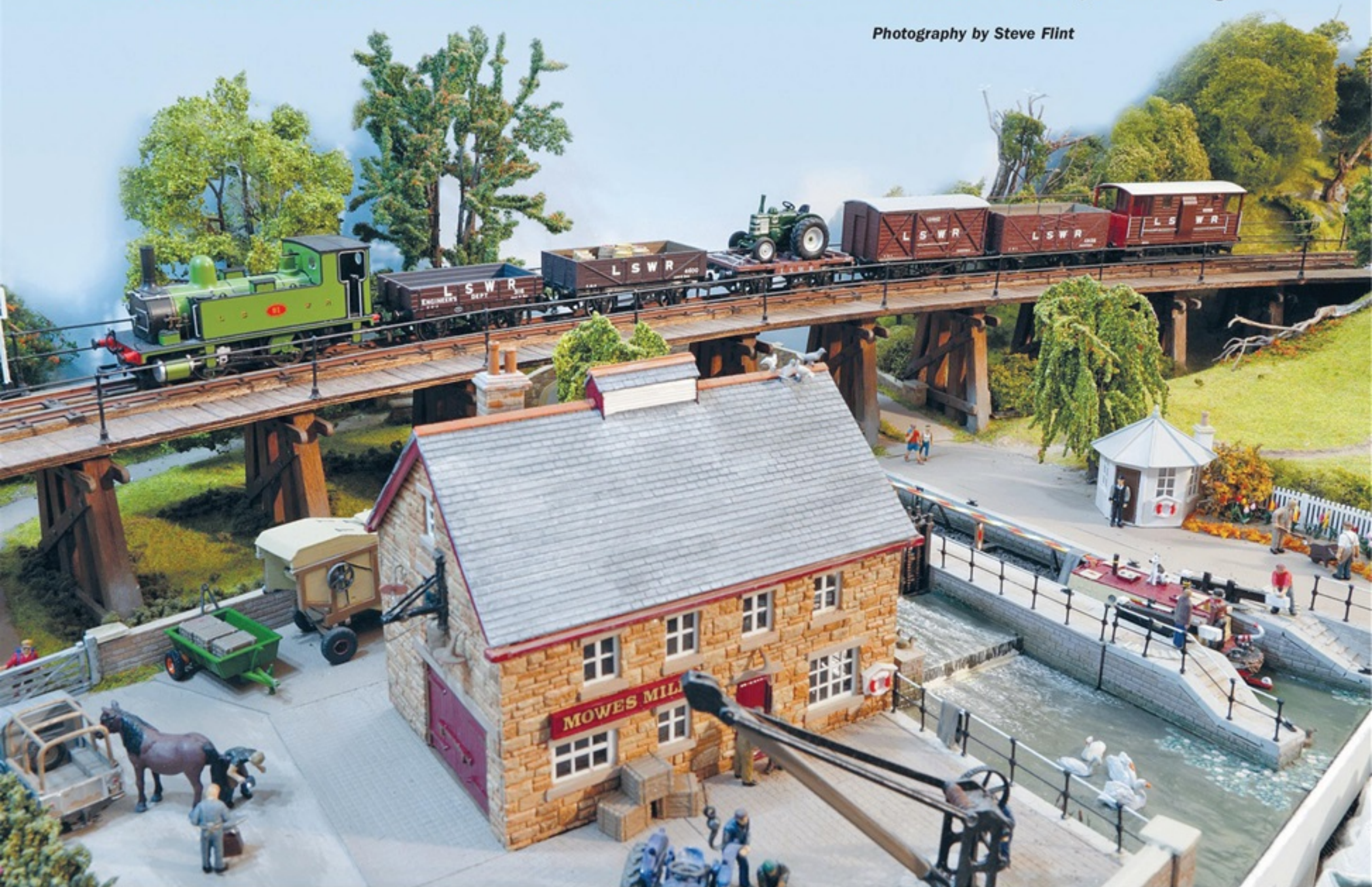


Through the Railway Room Door

Exmoor Vale

A move to a much smaller property led **BILL FAULKNER** to build this delightful L-shaped OO gauge layout with GWR and SR joint running.

Photography by Steve Flint



My interest in railways can be traced right back to my very early childhood. I was born in Burnham-on-Sea, an outpost of the Somerset & Dorset Joint Railway, and my bedroom overlooked the small goods yard at the town's terminus station. I have recollections of the yard being shunted by a dirty tank engine, watching the shuttle services departing for Highbridge and excursion trains full of day trippers arriving from the Midlands. A move to Reading when I was seven years old presented me with opportunities to witness the rather more intensive railway activities that could be seen in and around Reading General station. Cumulatively, these experiences established subliminally the pattern for my future fascination with railways, and the urge to replicate them in model form.

However, no serious attempts at building a layout were made until a house move some 30 years ago, which provided a sizable loft space with the potential of fulfilling that

wish. The result was a narrow gauge layout measuring 16' x 8', modelled in O-16.5. I particularly enjoyed the freedom of narrow-gauge modelling, as it allowed some license with what could be included in the way of non-standard rolling stock, provided, of course, that it maintained some railway-like credibility. A further house move unfortunately necessitated the dismantling and abandonment of the loft layout, which had kept me entertained for some 20 years.

Thoughts of another layout in our new home were not contemplated, until my wife and family encouraged me to start modelling again as an aid to my recovery from a period of ill health. Thus, *Exmoor Vale* was born.

Joint running history

The layout is not based on any specific location, but with the reference to Exmoor in the name (an area for which I have a personal affection) it is obviously intended to evoke a West Country atmosphere. It is set

▲ Adams B4 0-4-0T No.91 in LSWR livery pulls a matching train of pre-Grouping goods stock across the viaduct towards Exmoor Vale.

during pre-Nationalisation years with the joint running powers of the Southern Railway and the Great Western Railway, which allows me to use an interesting variety of rolling stock.

I have supposed that the branch line was situated on the southern flank of the moor and was originally intended to assist the local community with the distribution of local dairy produce and timber products such as pit props for the Somerset collieries. However, the discovery of deposits of iron ore in the area proved insufficient to justify developing the branch line beyond a single track.

An L-shaped plan

The layout occupies three baseboards made with traditional battens with a Sundeala board and cork surface, arranged in an

L-shape, giving a run of 12' to the fiddle yard.

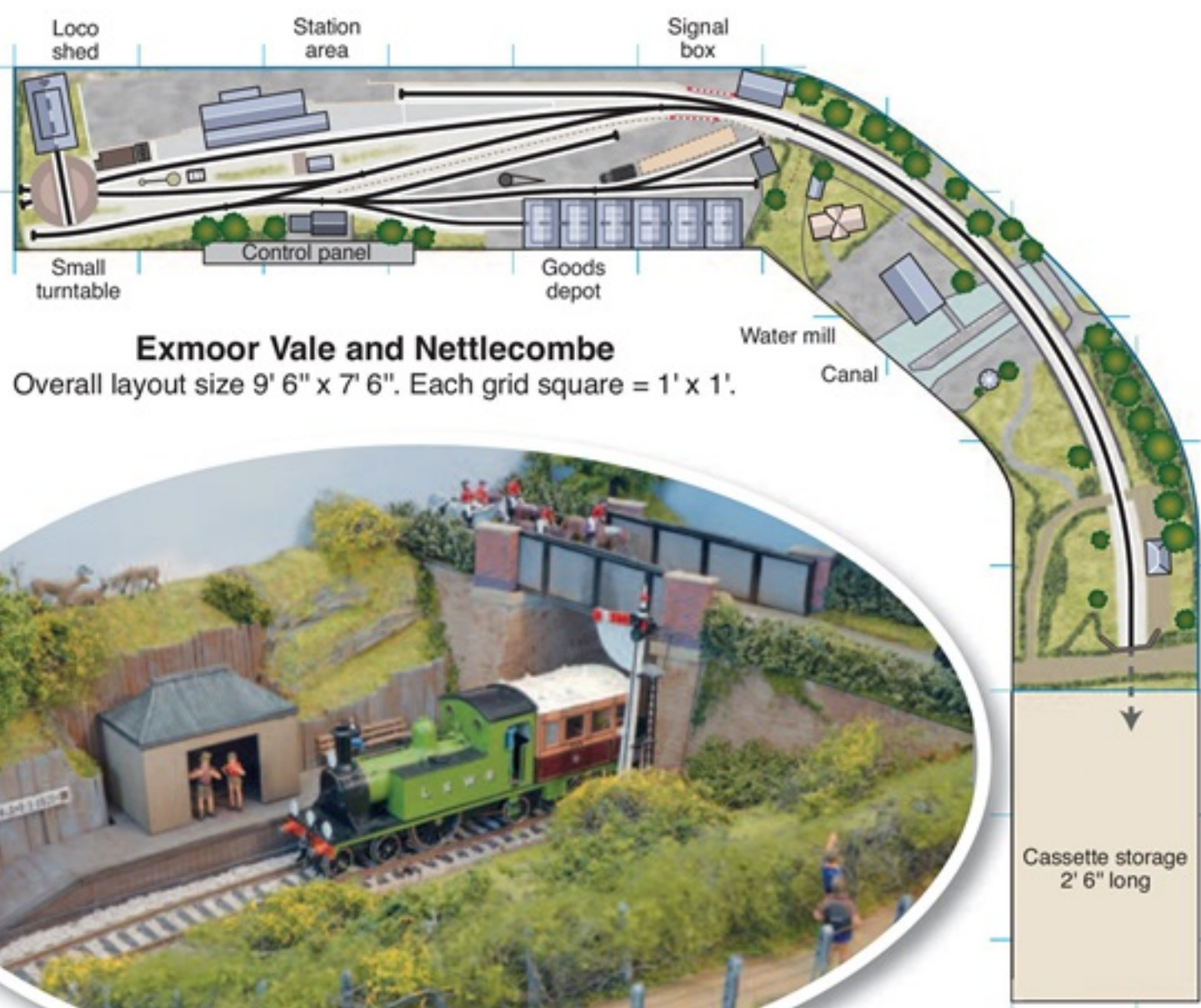
The first board has the terminus station, a loco shed with minimum servicing facilities and a goods yard. I have imagined that the station was originally built with a single platform, but, as the local population increased, so did the need for a better passenger service. Hence the wooden extension to the platform to create a bay to accommodate a railcar or push-pull units.

The loco shed is accessed via a small turntable which was rescued from the loft layout and doubles as the loco release from the station platform, taking up less space than the conventional points for a run-round loop. As the branch line only requires railcars or push-pull units with tank locos, turning is not generally needed: but I have imagined that, owing to the gradients on the line, it was preferred for tank engines to face smokebox first towards the terminus, to maintain water over the firebox.

A challenging track layout

The small goods yard has a short head shunt which requires some imaginative sorting out of wagons. A small cattle dock is provided to enable the local wealthy landowner to transport his prize cattle around the country to agricultural shows.

The driver of Churchward 0-6-0ST No.1364 applies the brakes on the down grade to Exmoor Vale with a short coal train, tailed by an elderly outside-framed brake van.



Exmoor Vale and Nettlecombe
Overall layout size 9' 6" x 7' 6". Each grid square = 1' x 1'.



A milk bay and provisions depot also add to the challenge – this is a deliberate ploy to keep the shunting operator focused on the job in hand! The milk bay is located along the front of the layout, with the canopy over

▲ Dugald Drummond's combined locomotive and inspection saloon, known as 'The Bug', passes under the girder bridge at Miller's Crossing and heads toward Exmoor Vale. Note the rarely modelled sighting board behind the signal arm.





◀ The mill area is a hive of activity with a loaded coal vessel passing through the lock and a second moored close to the sluice gates.

also has a stable as shelter for the shunting horse when it is on duty.

A working waterwheel

The centre board has a drop-down section to accommodate a curved timber viaduct, also saved from the loft layout. Under the viaduct in the valley, there is a mill by a waterway with a lock and weir controlling the flow of water to the wheel that powers the mill.

The waterwheel is motorised and can be activated by depressing the taller of the two chimneys on the mill roof. It is imagined that the mill owner, Arthur Mowe, lives in a thatched cottage on the opposite side of the yard. He also operates an agricultural contracting business, and various items of farming machinery are stored in the mill yard. A regular visit by the farrier keeps the horses and their owners happy.

The third board has a short scenic section with a request halt (for hikers exploring Exmoor, it is assumed), before running into the cassette fiddle yard.

Traditional control

All the trackwork is Peco code 100, with pointwork operated using Peco point motors in conjunction with a Capacitor Discharge Unit. The layout is operated using 12V dc

the platform to create, from the operating viewpoint, the effect of looking out from beneath the canopy of the milk bay, and across the goods yard towards the station building, with the actual dairy buildings

being off stage in the mind of the viewer.

The limited space in the yard means there are no coal bins, so deliveries are unloaded directly from wagons and then weighed and bagged onto coal merchants' carts. The yard



◀ The fiddle yard uses a set of cassettes which are ingeniously stacked in a very small footprint. Crocodile clips provide power to the cassettes when deployed (below).



Drummond M7 0-4-4T No.245 pulls into Exmoor Vale with a set of immaculate LSWR Gate Stock. Meanwhile the coal merchant has his work cut out filling the sacks directly from the wagon.





analogue control, with the wiring being kept as simple as possible. The trackwork is split into electrical sections so that areas can be isolated as required, enabling multiple locomotives to be present on the scenic section at any one time.

Scenery

The scenery is made up from carved styrene blocks covered with plaster bandage and finished with earth colouring and static grass. The small cliff faces around the engine shed are made from Das clay that has been

Swindon Works 0-6-4T crane tank No.16 Hercules was based around a Churchward '850' class Pannier tank. It just fits onto the small turntable at Exmoor Vale.

coloured using a reddish-brown colour wash to give a hint of the red sandstone soils in the West Country.

Most of the buildings are modified kits. These are supplemented by a few scratch-built items and all are fitted with lighting.

Stock and operation

Locos available for daily workings comprise GWR Panniers, small Prairies and Autotanks, with Terriers and M7s on the SR duties; all with appropriate coaching stock and supported by a GWR railcar when necessary.

An alternative to the run-round loop in the station is the use of the falling gradient off the viaduct to act as a gravity siding towards the station. This is useful for single through

▲ **Much of Exmoor Vale's traffic is based around railcars. Here GWR No.12 slows before the station, though custom appears light today.**

coach workings with guard facilities, and goods brake vans, when the normal loop is otherwise engaged with the shunting of the yard. In the case of a through coach that is brought in by the branch loco from the main line, the procedure after passengers have disembarked, is to reverse the coach up the gradient clear of the station points, to the Limit of Shunt board. The guard would apply

GWR 0-6-OST No.1364 (a Kernow MRC model) is seen pausing between shunting duties, whilst passengers await the arrival of the next service. Note the working platform lighting.





▲ Churchward 0-6-0ST No.1364 shunts a load of timber while the market day traffic is being unloaded onto the cattle dock adjacent to the milk platform.

the brakes to the coach; the uncoupled loco would draw back into the station; the guard would then release the brakes and control the coach running back into the bay platform ready for returning to the main line by the duty locomotive.

Running days on the layout are not as often as they might be as it is the modelling side of the hobby that I enjoy the most. On operating days trains are generally run to a sequence, but as an alternative to the regular daily working timetable, I have 'Heritage Days' when I run some of the fine models of vintage stock available from various manufacturers. The Huntley & Palmers freight set from Hornby is particularly nostalgic for me, as my first job on leaving school was in the Reading offices of the famous biscuit manufacturer, and I have

recollections of the rail network in the factory. Also included in the Heritage stock are two scratch-built special locos, GWR crane loco No.16 *Hercules*, and Dugald Drummond's LSWR inspection loco/saloon, known as 'The Bug'.

Rolling stock to build

Whilst the main construction of the layout is complete, there is a small collection of kits waiting to be made up to supplement existing stock, and a few other items of rolling stock that I have always intended to scratch-build, including an outside-framed GW brake van and unique 70' GW parcels van No.833 of 1908 – this was an impressive vehicle, which I once came across in a sorry condition, tucked away in the back of Oxford MPD during a visit in the early 1960s. Once built, it will be pressed into service as a pigeon special from the Midlands.

Thanks

This layout is not intended as one for the purists. It has several timeline anomalies, but it ticks over seven decades of memory boxes for me and, to that end, I am generally pleased with the overall result.

I must thank my long-time friend Terry Witherall for his help, together with my family, and my wife for relinquishing all her hopes for a dedicated guest room. Also my new friends in the Wimborne Railway Society, and the help given to me by Steve Knight and his team in Model Railway Solutions, Poole who have encouraged me to carry this project through.

Churchward 2-6-2T No.4539 makes ready for a steady exit from Exmoor Vale with a short train of pit props bound for Somerset. The yard layout is designed to give the operator the need for plenty of forward planning when shunting.





RAILWAY MODELLING *Explored*



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

THIS MONTH • Compact N gauge • Plastic wagon kits • An idea for inset track

A quarry inspired N gauge layout

While spending a holiday with my family in the Devon seaside town of Sidmouth, my grandchildren suggested that we should visit Pecorama, which is located nearby in the village of Beer.

After we had enjoyed a ride on the 7¼" Beer Heights Light Railway and admired the layouts on display in the exhibition, a plan was launched for the construction of a new layout that my grandchildren would be comfortable

PETER HOBBS combined his professional industry knowledge with some encouragement from his grandchildren to create this compact and detail-packed Setrack system.

Photography by the author

using. The layout would need to fit within a space of 1,600mm x 700mm and therefore it was determined that an N gauge layout with a footprint measuring 1,500mm x 540mm would be ideal.

A single English-Electric Class 20 pulls a long train of closed hoppers away from the quarry yard sidings while a Sprinter unit has just arrived at the station platform.





◀ The layout features a busy road system that winds around and over the railway lines. The concrete apron for the quarry yard was created by scoring pieces of cardboard. The majority of buildings are Metcalfe card kits.

Foam base

I was determined not to have a flat layout so using 50mm deep blue insulation board meant that I could carve out an undulating roadway. This meant that I could have terraced houses above the track level and the shops situated on a gradual slope. The board surface was painted brown so that any less than perfect coverings of grass or track ballast would not be obvious. My grandchildren were keen to have a tunnel included, which I constructed from chicken wire covered with plaster impregnated bandage.

Peco track

I have used Peco Setrack with insulated frogs and a single controller. The track was held in place by pushing the track pins into the board. The ballast was spread by hand then an eye dropper was used to apply the PVA/water mix to fix it. I had previously added strips of masking tape alongside the track which were removed after the ballast had set to give the shoulders a sharp edge.

A prototypical feel

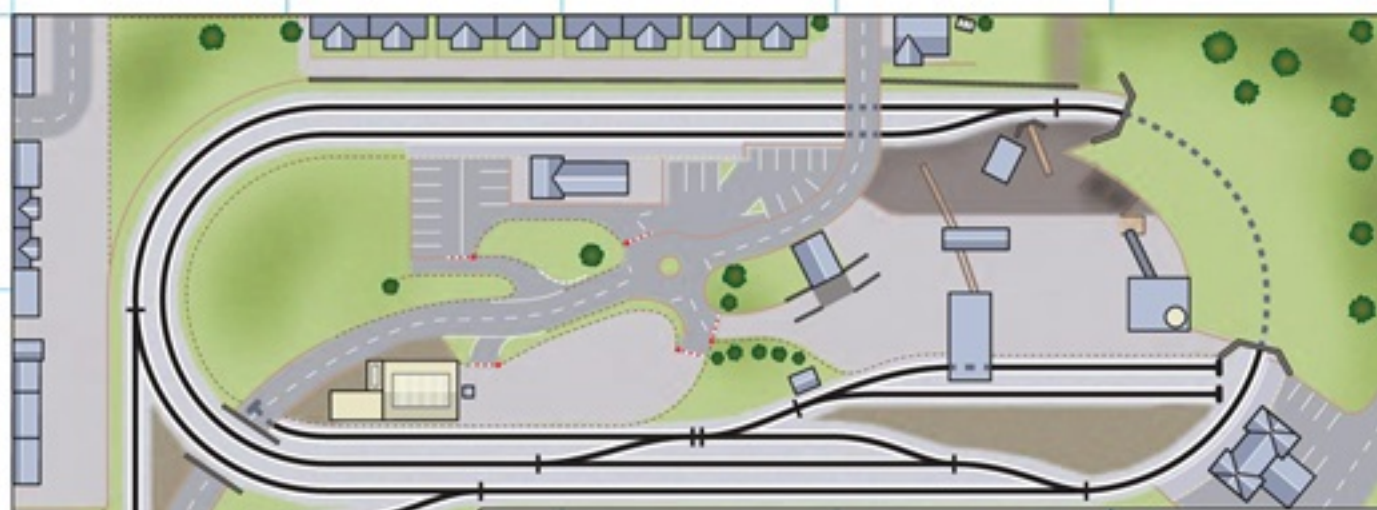
The surge pile was made by constructing a card cone and gluing loose stone chippings to it. The conveyors came from parts of the Ratio 271 gantry kit with the belt from drinking straws cut in half, painted black and ballast sprinkled on to represent the material. The crusher house, workshop and weigh bridge office were all scratch built using left over card as the base.

Stone that was too large for the crusher generated another pile to be used for stabilising embankments. The storage bins of

Working inspiration

Many layouts relate to a specific area or time but mine reflects my working life. The quarry theme is based on many years connected with the industry. Midland Mix refers to the

days when I was a draughtsman at Midland Gravel, Hobbs Brothers, through to when I worked with my brother in the family haulage business, with RMC Roadstone being one of the firms I hauled for as an owner driver.



Overall layout size 1500mm x 1540mm.
Each grid square = 300mm x 300mm.

A two-car Sprinter unit takes the curve. The warehouse is a Metcalfe bus garage kit that has been substantially modified. ▶





▲ There are many references on the layout to road haulage, as evidenced here with the various lorries that can be seen.

The small extension to the main layout board includes a container depot, which includes the cameo pictured here. ▶

graded material were made by linking three Ratio 247 coaling tower kits. I scored cardboard for the quarry yard surface to look as though it had been concreted in sections.

The station is a Metcalfe Models PN933 card kit with an end section removed to form a detached house backing on to the quarry. I used sandpaper glued to the now bare station wall to represent a stucco (fine plaster) surface.

A Metcalfe bus garage kit was greatly reduced in size and used as a warehouse for the Europlus Plastics site, which gave me an excuse to use Dutch lorries! The Barber Greene road machine was scratch-built from various odds and ends.

Expansion!

In recent months I have extended the layout by adding a new section measuring 1,000mm x 400mm, which has transformed it into an L-shape. On this new section I used a selection of Metcalfe Models ref. PN185 industrial unit kits, staggered to fit. Initially I found that the track running to and from the

▶ The quarry yard is situated in the centre of the layout and includes some examples of kit-bashing to create the very specific grading and loading buildings.

the container depot on this new section just would not work, but my son worked out that I had created a reverse loop situation which was simple to overcome with a switch. Like many modellers I don't consider my layout to be finished – in fact I am still waiting for some items to complete the container depot.



Building the new Parkside Models BR 13T steel hopper kit in OO

CALLUM WILLCOX assembles the latest addition to this extensive range of plastic rolling stock kit for 4mm scale, which is supplied complete with wheels, bearings and transfers. *Photography by the author*



▲ The completed model after painting.

The PC90 British Railways 13 ton steel-sided hopper is the latest addition to the range of plastic wagon kits marketed under the Parkside Models label and which are manufactured by Peco.

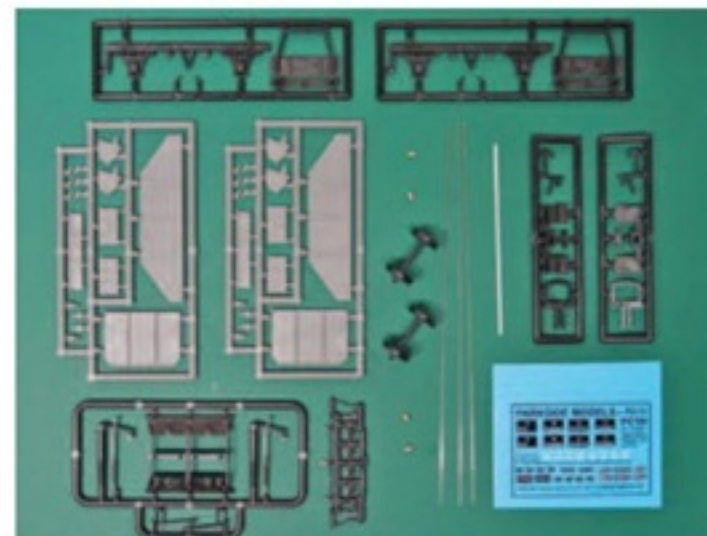
Based on an LNER design, over 2,600 of these unfitted wagons (diagrams 1/142 & 1/144) were built between 1949 and 1953. Originally intended for coal traffic, the design proved useful for transporting aggregate, including limestone and sand. With the introduction of large capacity wagons in the 1960s many of these hoppers were phased out. Some remained in service until c.1980.

Like many other kits in the range, the BR 13 ton hopper is a relatively straightforward

kit-building exercise, suited to those wishing to try their hand at a rolling stock construction project. In tandem with the 4mm kit featured here, a 7mm scale (O gauge) version of the BR 13T hopper is in development for future release.

Details of the full range of Parkside Models kits can be found by referring to a current

copy of the Peco catalogue, available from Peco stockists or via the website (see Supplier information panel).



The kit contains all the parts needed to construct a complete wagon including wheels, bearings, couplings, wire and transfers. The only additional items required are adhesives, paint and set of basic modelling tools; a sharp knife, set of needle files, pin vice (with 0.5mm drill bit), tweezers and a cutting mat. *All photos by the author*

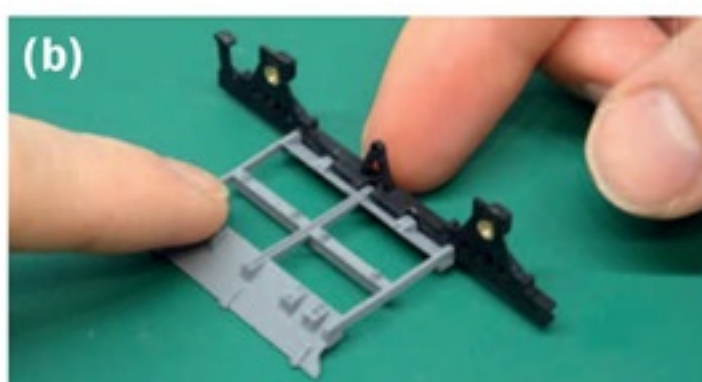
Assembling the kit



The first task is to remove each component carefully from the sprue using a sharp modelling knife, cutting as close as possible to the edges of the parts to minimise the amount of cleaning up required. It's worth noting that the two solebars feature a couple of moulding spigots that also need removing (right). I chose to remove the parts and clean them all up in one go; this makes assembly much more straightforward with having the components ready for joining together, without having to stop and start.



2 The assembly of the kit begins with the chassis. First the brass bearings were inserted into the backs of the axleboxes; a small blob of super glue (cyanoacrylate) was deposited into the hole in the back of each axlebox, before the bearings were then pressed into position, ensuring the rims were set flush with the edges (a). Next the first of the solebars was attached to the corresponding lugs on the base moulding for the hopper shutles; care was taken to ensure a 90° angle between the parts (b). Once dry the second solebar was attached along with the wheelsets; this was undertaken on a flat surface (such as the cutting board or a piece of glass) to ensure all four wheels were level and free rolling. Minor adjustments can be made if needed before the glue fully cures. With the chassis assembled, the rest of the framework and bufferbeams were attached (c).



3



Situated at each end of the chassis are three locating holes for the various wire handrails; these were opened up with a 0.5mm drill bit in a pin vice. The chassis-mounted grab rails were fashioned out of the wire provided; this was achieved by forming the 90° angles whilst holding the wire firm in a pair of tweezers and then trimming to length (*inset*). Once glued into position they received a quick coat of Humbrol No.33 Matt Black enamel to blend them in with the rest of the chassis.

6

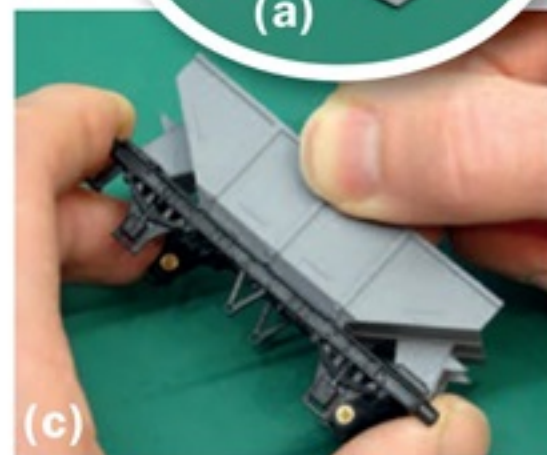
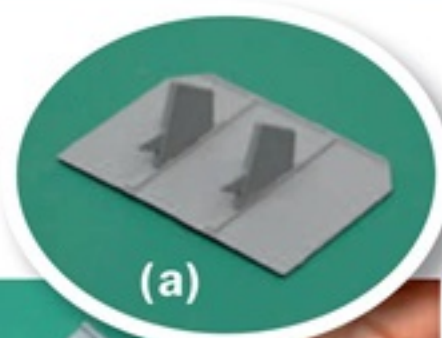
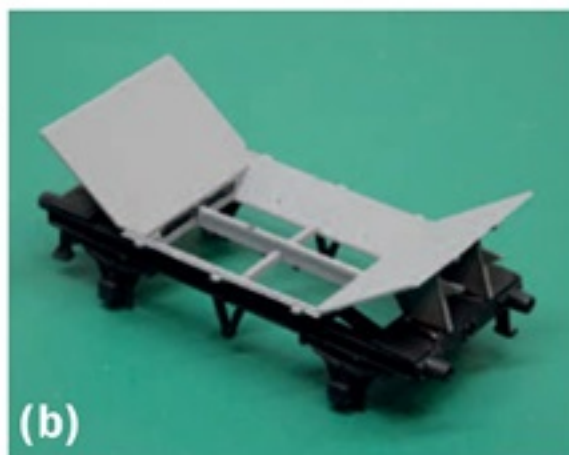


Details such as the chute doors were next to be attached; these were fitted as per the instructions with the wooden planking picked out using Humbrol No.110 Natural Wood (*inset*). With the doors in place, the brake rigging and other underframe details followed. The buffers and dummy coupling hooks were also added; the latter can be substituted with etched hooks and three-link couplings from another supplier if desired. Note that at this stage the hopper body was sprayed with Humbrol light grey primer and the waterslide transfers supplied with the kit were added.

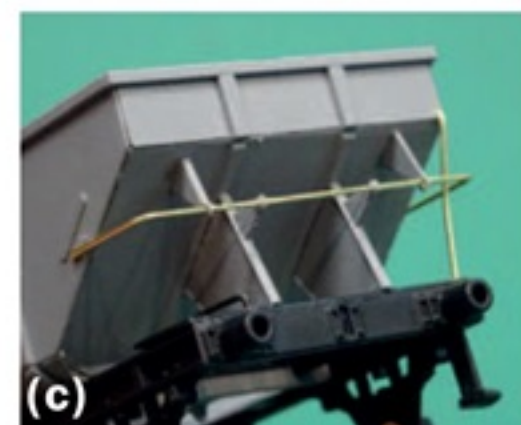
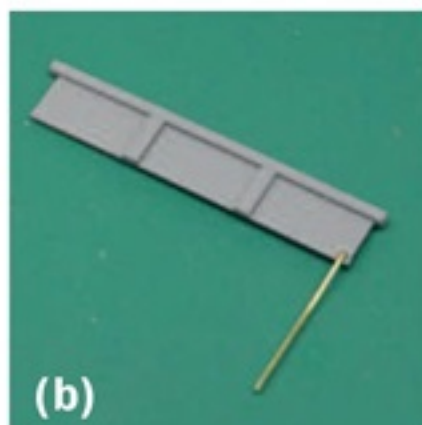


4

Assembly of the main hopper body parts begins with the lower end sections; these each consist of panel and two vertical supporting struts. Using a flat surface, the supports were glued into their respective locating holes on the panel, noting how the triangular grab rail mounts are orientated closest to the panel (a). Once set, these sub-assemblies were fixed into position using the corresponding holes on the chassis; solvent was then applied with a brush along the joints to create strong bonds (b). Finally, the side panels were attached; these feature a lipped edge, which aids with aligning the parts (c).



5



The next task was to form the horizontal handrails across the ends and here I chose to deviate slightly from the instructions. Firstly, as per the instructions, the two triangular mounting brackets were fitted to the hopper body; a length of wire was threaded through the holes in these brackets to ensure that they were aligned correctly (a). Next the handrail itself was made; this being formed in two halves (using the same method that was described in step 3) before fitting to the model, with one of the brackets concealing the join between the two sections of handrail. The vertical grab rails were added next; each of these was first glued to its respective upper end panel (b), before fitting to the rest of the model with the end of the wire inserted through the pre-drilled locating hole in the chassis (c).

7



Flaking paint and rust patches are synonymous with steel-sided wagons, with the 13 ton hopper being no exception. To achieve this effect I used a combination of paints and powders; full details of which were described in the March 2020 issue. First a 50/50 mix of Humbrol Matt Cote and Enamel Thinners was applied to the hopper body. Into this a blend of various Humbrol weathering powders was worked, building up a rusty surface with varied tones and textures (a). Once dry, a coat of Humbrol Rail Colours RC 413 Engineers Grey, thinned with Decal Fix, was applied over the top of the powders; two or three thin layers were applied, until the powders were no longer visible, before being left to dry (b). A brush loaded with water was then used to 'reactivate' the Decal Fix in the paint, allowing it to be chipped away using the point of a cocktail stick, thereby revealing the powders below. A brush moistened with thinners was drawn gently over the exposed areas, which resulted in more of the rust colour bleeding through the paintwork (c). Once the desired effect was achieved, water was used to stop the reaction.



8

The completed wagon. Finishing touches included a light dusting of brake dust around the lower parts of the chassis and a subtle build up of grime around the buffer heads.



Supplier information

Peco
www.peco-uk.com
Humbrol
www.humbrol.com

An idea for modelling inset track in OO

JOHN D TREAYS describes his very simple method of creating inset track for a dockside scene.

My layout is based on a might-have-been line on the east side of Sutton Harbour in Plymouth and includes dockside served by railway tracks, similar to those still existing on North Quay in 2009. I have made a number of attempts to model inset tracks similar to those on North Quay, but none have appeared realistic enough to satisfy me. However, while including tram tracks on a recent model of a bridge, I devised a solution which seemed viable and is shown in the

following diagram and photographs.

Adding inset track on a model dockside is a fairly straightforward exercise and the result provides an instant industrial atmosphere. It goes without saying that we are now spoilt for choice with suitable ready-to-run motive power in OO, including versions of the '1361' Class 0-6-0ST from both Heljan and Kewow Model Rail Centre, together with a plethora of industrials such as the Hornby Pecketts and Hattons Andrew Barclay 0-4-0STs.



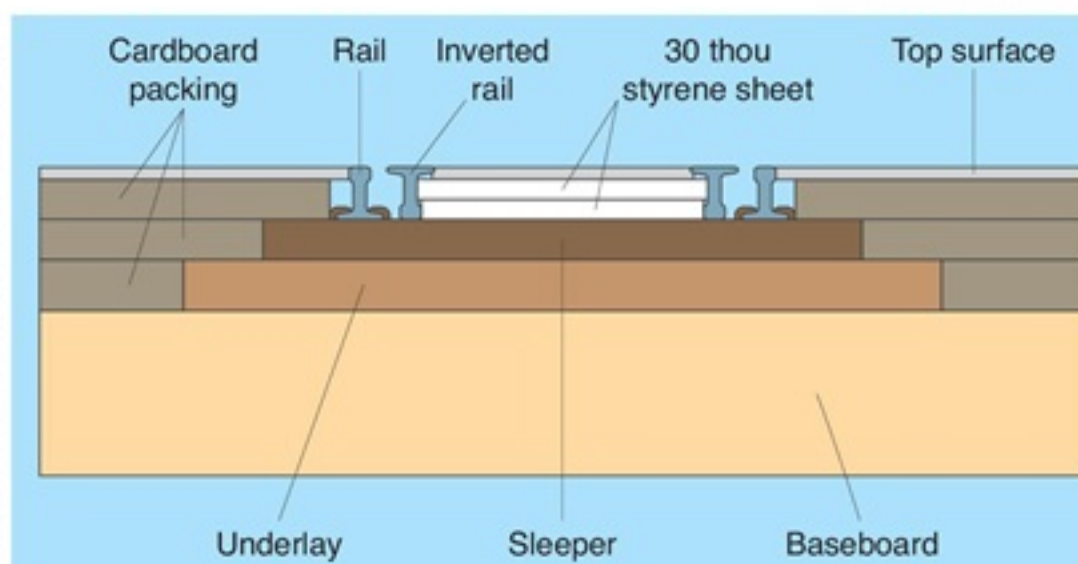
Creating the inset track



For this trial piece, laying the inset trackwork begins with a section of Peco Code 75 Streamline track. Note that it has been laid directly onto the baseboard surface without the cork underlay that is included as part of the accompanying diagram.



Card packing is added either side of the sleepers and then the inverted rails (Peco Streamline) are fixed in place. The distance between the inverted rails (and therefore the width of the styrene sheet spacer) is dependent upon the back-to-back gauge of the stock used.



▲ A prototype view recorded in 2009 of the surviving remnants of trackwork at Sutton Harbour, Plymouth. An interesting feature is the short isolated section in the centre, which is relic of Brunel's broad gauge when the route was dual-gauge. All photos by the author except where credited



A further layer of card packing is then added to cover the sleeper ends outside of the running rails. The depth of the cardboard needs to be such that when the top surface material is added, this is set just below the rail head level.



The top surfacing that has been used to illustrate this constructional sequence is Metcalfe Models ref.M0056 Tarmacadam. However, ref.M0051 Cobblestones might be more suitable for the Sutton Harbour prototype referenced here.

A modelled example that has been created to demonstrate the method outlined here and which, instead of a card top surface, utilises a sheet of Slater's embossed Plastikard (4mm Granite Setts ref.0417) to simulate a cobbled dockside. Photo and model: Chris Ford



Richard Bardsley



Should we change with the times?

“My lifelong interest in railways started, along with many others no doubt, with the stories about a certain little blue tank engine. Yet as I grew up, my family never went anywhere by train as, unlike many at the time, we were lucky enough to own a car. Instead, my growing interest was fuelled by books on trains and the always anticipated annual Hornby catalogue. I had a variety of model locomotives, though the Great Western Railway seemed to predominate and therefore, when I started serious N gauge railway modelling in my teens, it was the GWR that I naturally chose to model.

My late teens saw me going to university and paying frequent visits to Liverpool's third great cathedral; the massive train shed of Liverpool Lime Street station. All of a sudden it clicked with me that there had always been a real railway out there, beyond the glossy pages of the Hornby catalogue. Armed with this realisation I started to acquire model diesels and rolling stock that reflected more accurately the trains I was seeing. Later still, gainful employment brought with it the funds to travel around the North West of England and to buy a better camera to record the railway scene that was then, it seemed, everyday and ordinary.

Fast forward three decades and the railway of today looks nothing like the railway back then. Gone are the Class 31s with Mk.II

coaches, the pairs of Class 20s on merry-go-round coal trains, InterCity HSTs, and AC electric locomotives. Even the derided Class 142 Pacer DMUs that ferried me around for so many years have now finally been retired. It would seem that much of the railway that I knew 30 years ago has been consigned to history. Perhaps worse still, I find that I am now looking back to that time and wallowing in nostalgia. Like so many modellers – of all generations – I am attempting to recreate a point in time, a place in the past that for me was enjoyable and exciting, to capture an element of my lost youth.

I have often pondered the time-shifting element of our hobby. Some modellers take the plunge and modernise or back-date their layouts. You might see an exhibition layout that's now running diesels, though when last you saw it, the layout was set in the steam-era.

Some exhibitors manage to do this during the course of a show, either gradually transitioning from steam to diesel, or running steam hauled stock on the Saturday and diesel-powered stock on the Sunday. Whereas when at home, many of us run what we want to suit ourselves regardless of any tight time period niceties. For example, my BR diesel trains used to race through a distinctly GWR-era layout simply because I wanted the best of both worlds.

In some cases, however, this date shifting on layouts can get quite extreme: I read about one American railroad modeller who is fanatical about keeping his layout completely up to date. If his favourite locomotive is retired in real life and replaced by a new type, his old models are sold off and new ones acquired to match this. If the railroad company he models merges with

another and the livery changes, he re-sprays all of his rolling stock, a process that this single-minded modeller has been undertaking for more than 30 years!

Imagine if you were faced with having to re-spray all of your HSTs and locomotives when the UK's railways were privatised in the 1990s. And looking back over the period since then and how things have developed, now contemplate having to repaint most of your rolling stock on a frequent basis as the franchises change hands and new corporate liveries emerge...

Although cycling through different time periods is one way to keep your modelling fresh and, in the case of a multi-day exhibition, avoid the constant repetition of trains, repainting models on an annual basis is far away from most modellers' ideal way to time-shift. Indeed, I don't think

...cycling through different time periods is one way to keep your modelling fresh...

I've actually ever seen an article about a modeller in the UK who has gradually changed their layout to keep pace with the real railway as it slowly modernises and adapts.

Ultimately, perhaps we just find it too hard to resist nostalgia, to part with that treasured model or favourite locomotive class. That's certainly why most of my modelling remains stuck firmly in the early 1990s. After all, we don't have to apply to our modelling the same management and economic changes that railways in the real world are faced with. And who wants to live in the real world anyway – isn't it much more fun to stick with what you know and love?

Richard Bardsley models in various scales and is currently the Kit Production Officer for the N Gauge Society.



▲ Tim Tincknell's compact EM gauge Somerset & Dorset layout *Chewton Mendip* (see RM February 2012) alternates between different sets of stock to enable the era depicted to shift between pre-Grouping (left) and post-Nationalisation (right), thereby maintaining operational interest when the layout is exhibited at multi-day shows. The layout also occasionally appears as its alter ego *Taly-Bont*, with Cambrian Railways or GWR stock. Photos: Craig Tiley

Readers' Letters

Glen Falloch viaduct down under

Having just received the May issue of the *RAILWAY MODELLER*, I was particularly interested in the article on the West Highland Railway by Ian Futers covering a proposed passing place in Glen Falloch just to the north of the viaduct over the Dubh Eas Burn.

Last year I completed a 1:32 scale outdoor model of the nearby viaduct

from brass and cast mortar (for the piers and abutments). It is part of a developing railway I am building for Gauge 1 models and also larger scale models that can run on 45mm gauge track. I have included this photo to show you the finished result.

JOHN BOYSON
New Zealand



3D printing – do take the plunge!

Back in late 2019 I decided to resurrect my interest in railway modelling from some 40 years previously. I thought hard about starting a layout and I purchased a Polaroid Playsmart 3D printer which I thought would be useful for making small components for the layout. However with the health crisis I turned my attention to designing and printing an O-16.5 narrow gauge loco just to see if I could do it.

I had an old Hornby R1138 O-4-OT locomotive in the cupboard and felt the chassis would be ideal for the project.

After spending a couple of hours measuring and designing the parts in open source MatterControl 3D design software I had the bones of the engine complete. After programming the printer, I left it busily doing its work and a few hours later the parts were printed.

The finish of the printed parts do leave a lot to be desired, as the process leaves a series of diagonal lines across the pieces. I painted Mr Surfacer 500™ onto each piece and, once dry,

used fine grade wet-and-dry paper to smooth the surfaces. Edges were also sanded to tidy up the parts. I was pleased with the results.

Superglue was used for the assembly of the loco parts and then a couple of coats of primer filler spray were applied as a key for the final coats of paint. I chose a basic black finish as not only was this simpler for my first attempt with minimal masking required, but I felt it in keeping with the industrial nature of the engine.

To complete the loco, a set of etched nameplates was purchased from an internet company and added to the loco, along with a Springside lamp and two O gauge driver figures obtained from the excellent range by Detailed Miniatures.

It was certainly great fun and I was pleased I took the plunge. I can certainly recommend getting to know the technology; it offers almost unlimited modelling opportunities.

IAN JEFFERY



Alston station in living memory

I was born at Alston and was fascinated by the detail in Peter Brown's amazing layout in the April 2021 issue. Everything as I remember it in both the town and station. I became a frequent visitor to the station from 1942 when I started attending Alston infants school.

At the end of the school day, I often made a wide detour to the station on my way home to meet the late afternoon train from Haltwhistle. Even five year olds were allowed much more freedom in those days!

Peter wonders why the turntable was removed in the early 1950s. It was out of use before 1942; the deck was still in place complete with track, but was then about 12" below the level of the adjacent trackwork, with large baulks of timber laid across the running rails to prevent vehicles falling into the pit. Perhaps the turntable wheels had been

removed for maintenance before the war and were never replaced.

The loco of the service train had to propel its three coaches up the track to the lime sidings where there was a run round loop, then propel the coaches back into the platform ready for the return journey.

This involved some smart working, as the timetabled run-round time was often as little as 15 minutes.

Passenger workings were regularly shared between two loco crews. One of the drivers would allow me to ride on his footplate during this manoeuvre, but if the other was on duty, then second best was being allowed to ride in the guard's van. Health and Safety had not been invented in those days: everybody got by with good old fashioned common sense instead!

BRIAN RAWLING



▲ The turntable built by Peter Brown for his model of Alston in N gauge, as featured as our Railway of the Month in the April 2021 edition.

Cordon wagon conundrum



▲ A GWR cordon gas tank wagon as seen on Llanfair. Photo: Simon Atkins

I was interested to see the cover of the June issue showing a GWR Dean 4-4-0 leading a cordon (gas tank) wagon and carriages. I have built a similar model and a second is in progress with a view to using them to supply gas to a small station on my branch line layout.

What I have struggled to find, is some authoritative source for the operating practices of such wagons.

Were they, as depicted, taken by passenger train and shunted at the small station by the train locomotive, which I assume would collect the 'empty'?

Were empty and full wagons treated differently; passenger traffic or freight?

I understand, from several sources, that they were filled at Swindon. Were they sent as needed, or gathered together in a special train? Some vehicles must have had to travel quite a distance to their destination. I have read suggestions that they should travel next to the locomotive, others suggest next to the guard's van.

Cordons add interesting variety to the rolling stock on a layout with single, twin, and multi cylinder variations.

I wish to operate them authentically on my layout, can anyone shed any light on their use?

BILL GABB

Industrial locos for N gauge

I would just like to say how much I enjoyed the free Industrial Railways supplement with the May issue.

It was full of valuable information on the prototypes and how to model them, and I read it from cover to cover.

However, as a dedicated N gauge acolyte, it was disappointing that my chosen scale warranted precisely one sentence and no illustrations!

I appreciate the majority of Industrial layouts are in 4mm or 7mm scale, but it's a chicken and egg situation.

There are several models from the Bachmann Farish range, such as the Class 03, 04, 08 and 14 diesels, the real ones of which were all used in industrial settings. Then there is the old Poole-tooled Farish J94 which, although now long out of production, can still be tracked down on second-hand sites, and Shapeways offers 3D printed bodies from Maridunians Models to fit on Minitrix chassis.

Just imagine how small the layouts in the Micro-Marvels section of the magazine could actually be – which gives me an idea...

GAVIN OCKENDON

Industrial locos in N gauge are quite rare, but about 40 years ago I built an N gauge Peckett from a Peco/Wills whitmetal kit. I was having a sort out in the loft recently and found it again.

The kit was designed to fit on an Arnold chassis and when I tried it out on a short section of track it still worked after all that time in store!

GARY DIXON



A family connection to Llandecwyn

May I be permitted to comment on my colleague, Martin Collins' article about his excellent layout, *Llandecwyn* which appeared in the June 2021 issue.

As one of Martin's operators, I greatly admire the quality of his modelling, even if it has taken him half a century to get there, which he freely admits!

On page 414, you feature two photos of a Private Owner wagon, in the name of *Nicholls & Clarke*; not Nicholas and Clarke as the lower caption reads – but easy to misinterpret from the photos.

Martin chose this name from a list of builders merchants operating in his chosen time frame, and it is a genuine company. It was founded in 1875 by the eponymous Messrs. Nicholls, and Clarke, although Clarke soon left.

Based in Shoreditch High Street, East London, my late father spent his whole working life employed by the Company, from 1929 to 1978. Hence I grew up knowing the workforce, and indeed participated in the firm's centenary celebrations. When I discovered this wagon on *Llandecwyn*, I was pleased to be able to give some additional details.

My understanding is that N&C was based exclusively in London and the home counties. However, there is no

evidence of the firm ever operating a fleet of Private Owner wagons (although by the 1920s previous horse drawn road wagons were replaced by Leyland lorries). Consequently there is no prototype for the livery in which the wagon has been finished.

My recollection of the 1960s lorry livery, however, was basically chocolate brown with orange or salmon panels, and lettering.

Furthermore, it appears that the company never actually traded in roofing materials, being originally glass merchants, but developed its own range of tiling products, ironmongery, paints, sanitary ware, etc. Early PVA adhesives and Nicobond™ were products the firm pioneered, together with the 'Radar' disabled toilet lock range.

I did find, however, that they traded in slate fire surrounds, so that would be a possible reason for the wagon being seen on *Llandecwyn*!

Our hobby is littered with 'might have beens', so I am perfectly happy to endorse the presence of this example from the 'old Company'. In fact the firm is still in business, in Romford, and its bright blue and yellow lorries are to be seen in many places.

TIM SANDERSON



Another photographic backscene technique

I refer to Peter Osborne's article on creating a photographic backscene and thought that you may be interested in my efforts to do the same.

My current project is of a fictitious heritage railway operating the Romney Marsh Line from Ashford to Hastings shortly after it had been closed. It depicts a station called Ashford South, where trains now terminate.

My requirements were for an urban scene and I had already laid the line that was to disappear into the the back-

scene, though quite how this would be achieved I wasn't sure.

After some thought I decided to get photographs taken of some card structure models I had built and use suitably scaled prints which were overlapped to create my backscene.

The original building kits were downloaded from the internet, printed and mounted on cereal packet card. A good friend and commercial photographer Robert Berry, took several pictures front-on and I measured the distances

between significant points at the front of the model so we could determine the right size of prints.

In the foreground is a pub, a warehouse/distribution centre and a garage used to store the local council's service vehicles. Beyond the 'railway line' is a row of 1930s style houses and finally a wooded backscene.

Once the backscene was complete, the card buildings were donated to my granddaughters for them to play with.

ERNIE TAYLOR



Snippets...

Thank you one and all!

We have had a flurry of wonderful letters and emails from readers congratulating us both on our change of roles within the editorial team which has taken place with this issue. A sincere thank you for all the very kind comments and sentiments expressed. There are a few more staff changes to report next month, but for now – thank you one and all!

STEVE FLINT & CRAIG TILEY

Stanier's railcar

On reading Michael Bourke's letter in the June *RAILWAY MODELLER*, I felt I should contact you with my modelling experience of this railcar. I was in communication with Jim Smellie from the LMS society, and just happened to mention my interest. He very quickly located a scale drawing, possibly a Skinley one.

With this drawing to work from, I started on a design for a 3D printed version, which I have completed in scales from N up to Gauge 1. It is now available to purchase from Shapeways via:

www.rue-d-etopal.com/3D-printing/passenger-stock-lms/3d_printed_LMS_railcars.htm.

SIMON DAWSON



Redbridge recollections

Redbridge Wharf in the June issue certainly brought back memories of trips between Southampton Central and Bournemouth. Passing the works it struck me that the engine shed seemed far too short, with even the smallest of locos stabled there.

In later times – whilst working at the Maritime Freightliner Terminal – I was able to have a good look around the long welded-rail plant as site security wasn't like it is today. Hats off to the Winchester Model Railway Club for a very good rendering of the site in miniature. I can't wait to see it on the exhibition circuit.

STANLEY WEIGHILL

Platform height

Concerning the platform height letters in March and June issues, At New Alresford station on the Mid Hants Railway the new platform extension is roughly 6" higher than the original one. I wonder which end is the safest at which to alight!

RICHARD JOHNS

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Southern Region 4-BEP EMU

New from Bachmann in OO



It was confirmed in our January 2017 issue that Bachmann was to develop models of the BR Southern Region Class 410 (4-BEP) Electric Multiple Units in OO. These prototypes represented a natural choice for the manufacturer, the closely-related 4-CEP EMUs – see panel – having been released as part of the Branchline range several years previously (we carried a review in the February 2010 edition).

The 4-BEP model follows hot on the heels of the manufacturer's 2-HAP that was reviewed in our November 2020 issue, and joins a growing family of Southern Region multiple unit models released during the course of the last decade by Bachmann, which in addition to the aforementioned 4-CEP also includes a 2-EPB (RM July 2011), MLV Motor Luggage Van (RM August 2012) and Class 205 (RM May 2013).

Two versions of the 4-BEP have been produced by Bachmann initially, comprising ref.31-490 No.7005 in BR Southern Region green and ref.31-491 No.7010 in BR blue & grey. It is a sample of the former that we received for review: it should be noted that this version was listed as BR green with small yellow panels in previous editions of the manufacturer's catalogue, but this was changed to plain BR green prior to the publication of the (current) Bachmann Combined Volume 2021.

Our sample in detail

The four cars that make up our sample comprise DMBSO No.S61394, TRB No.S69004, TCK No.S70348 and DMBSO No.S61395. A graphic illustrating the formation of the vehicles (the TRB and TCK both being handed)



▲ The kitchen side of the Trailer Restaurant Buffet (TRB). Production of the 4-BEP necessitated all-new tooling to be developed for this vehicle.



is included as part of the literature enclosed with the model. However this was at odds with the three prototype photographs that we referred to; therefore we chose to marshal our sample in accordance with these, with the corridor side of the TRB coupled to the left of the corridor side of the TCK.

In developing the 4-BEP it appears that Bachmann has utilised its existing 4-CEP tooling for the pair of DMBSOs and TCK, with all-new tooling for the TRB.

The model reflects unit No.7005 in its 'as built' condition, complete with the short-lived whistle mounted above the motorman's window on each cab front – these being later substituted for roof-mounted horns, as per the blue & grey version. Additionally, the bogies of the TRB are of the BR1 pattern; on the real units these were soon replaced with Commonwealth pattern bogies on account of rough riding characteristics.

Livery application has been completed to a very high standard throughout, with the plain green body colour offset with crisp renditions of the vehicle lettering and BR roundels, together with window frames picked out in aluminium and orange curtains printed on the reverse of the glazing. The shoe beams are picked out in a tan colour to represent the wood of the real items: accordingly the chassis will doubtless benefit from some weathering to simulate the patina of dirt and brake dust that the units soon would have acquired in service.

The unit is supplied with changeable two-digit headcode panels: the corridor connection on each cab front can be unclipped, which enables the headcode box and gangway door to be exchanged for the alternative one supplied with the model. As supplied, the powered DMBSO displays '50' which corresponds to trains between Victoria-Ramsgate. The alternative



headcode displays '4' which denotes Charing Cross-Margate via Orpington and Dover Priory. The headcode panel on the un-powered DMBSO displays two white blanks, correct for a trailing cab of the period.

The outer ends of the DMBSOs are equipped with slimline tension-lock couplings, but these were detached for photography.

Mechanism and DCC provision

The 4-BEP follows a similar transmission arrangement to that seen on previous Southern EMU releases from Bachmann, and indeed mirrors that seen on the recent 2-HAP with a weighty cast chassis on the powered DMBSO (the other is unpowered) supporting a motor that drives both axles on the leading bogie. A 21-pin decoder socket is positioned inboard of a substantial motor block, this occupying the front third or so of the vehicles's interior space.

All wheels on the unit are equipped with electrical pick-ups.

For those wishing to fit DCC sound, a mount for an 11mm x 15mm speaker is provided on the underside of the passenger seating moulding in



The TRB features a detailed representation of the underfloor equipment boxes, cylinders and pipework that were present on the real things.

VINTAGE VIEW Southern Region 4-BEP EMU



▲ 4-BEP unit No.7001 is pictured at Dorking in December 1967 leading a 4-CEP. No.7001 was one of two prototype 4-BEPs, these differing from the production units (as covered by the Bachmann tooling) in a number of ways, both externally and internally. Note the Commonwealth pattern bogies fitted to the Trailer Restaurant Buffet (TRB). Photo: Colour Rail

The 4-CEPs and 4-BEPs were developed concurrently as part of the British Transport Commission's Kent Coast electrification programme, being rolled out on express passenger services from the late 1950s onwards (they were equipped with express gearing for 90mph running).

The units adopted the styling of BR Standard Mk.I coaching stock, with the 4-CEPs composed of a Trailer Corridor Second (TSK) and a Trailer Corridor Composite (TCK) sandwiched between a pair of Driving Motor Brake Second Opens (DMBSOs), whilst the 4-BEPs (numbering 22 in total) differed only in having a Trailer Restaurant Buffet (TRB) in place of the TSK.

The 4-BEPs (the three-digit code standing for Buffet Electro Pneumatic) were often found to be running as the centre four coaches in a 12-car formation flanked by a pair of 4-CEPs, although they could also be seen running with a single 4-CEP (as per the prototype view reproduced above).

The early 1980s saw examples of the 4-BEPs and 4-CEPs (which had been reclassified as Classes 410 and 411 respectively under TOPS) subjected to an extensive programme of rebuilding that drastically altered their internal layouts, interior styling and external appearance, with the refurbished 4-BEPs assuming the Class 412 designation.

the powered DMBSO. The moulding is held in place with three small screws.

To access the interior to fit a digital decoder, sound speaker and/or passenger figures, the bodyside needs to be unclipped from the cast chassis; the two parts are held together with a series of retaining lugs, four situated along each of the lower bodysides.

Recommended for use on curves of no less than second radius, connections between cars are by way of intra-unit coupling bars, these clipping into articulating NEM pockets – although we found them to be a very tight fit. The coupling bars have phosphor bronze connections, thus the whole unit is electrically connected, which means on DCC the lighting functions can be controlled using a single decoder: Function 0 can be used to run the directional lights On/Off, with Function 1 turning the interior lights On/Off.

On 12V dc, the directional (headcode panel) and interior lighting is illuminated under power. However, unlike the 2-HAP, there does not appear to be any On/Off switches

provided on the underside for manual control of the lighting.

More to follow?

Will the refurbished 4-BEPs and 4-CEPs be considered by Bachmann for future release? We'll have to wait and see, although the units that re-emerged from BREL at Swindon were completely different beasts and, as such, models of these would require a significant amount of new tooling to be developed. What could be considered a more likely prospect, however, is a 4-BEP in BR green with small yellow panels as per that originally planned for these initial releases.

CT

Sample supplied by

BACHMANN EUROPE Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.31-490 – £499.95





In our June 2017 issue we reviewed Hornby's then brand new interpretation of the Bulleid 'air-smoothed' Merchant Navy Pacific, the example we inspected being presented in 'as built' trim as class pioneer No.21C1 *Channel Packet* in Southern Railway Malachite green livery. The production of subsequent versions, which has included those in pre-rebuild BR-era spec, has been rather protracted. However, a recent delivery from Margate presented us with a long-awaited opportunity to put one of these post-Nationalisation releases through its paces.

Our sample in detail

For review we received a sample of No.35022 *Holland America Line* in BR lined green livery with early emblems. Two other versions were announced as part of the Hornby 2020 range comprising No.35029 *Ellerman Lines* – also in BR lined green with early emblems – and No.21C7 *Aberdeen Commonwealth* in SR wartime black. These models join No.35024 *East Asiatic Company* in BR lined blue with early emblems, which was announced as part of the firm's 2019 range.

Three further versions were added as part of the Hornby 2021 catalogue listing, presented as No.35017 *Belgian Marine* in BR lined green with early emblems, together with Hornby Dublo limited editions of No.35016 *Elders Fyffes* in Malachite green with BRITISH RAILWAYS tender lettering and No.35011 *General Steam Navigation*, also in BR lined green with early emblems – this

latter pair featuring diecast bodies.

It is worth noting that the model of No.35022 differs to the illustration in the Hornby 2021 catalogue, which shows the model without fairings in front of the cylinders and with black nameplates.

Delivered in October 1948, No.35022 was part of the third batch of MNs to be constructed, which covered Nos.35021-30. The batch differed in that they were fitted from new with wedge-shaped cabs; earlier examples of the class were later altered to suit. No.35022 was paired initially with a 5,500 gallon tender (intended for a light Pacific) whilst its own 6,000 gallon tender was being completed.

The locomotive was allocated to Exmouth Junction from new, subsequently moving to Bournemouth on 22 June 1954, then to Exmouth Junction on 19 March 1960, followed by spells from 1964 onwards at Nine Elms and Weymouth respectively.

Notably, No.35022 was selected for steam trials at the Rugby Testing Plant between March 1952 and January 1954, which included a run on the Settle & Carlisle as far as Hellfield. The locomotive achieved a very low mileage in its original form prior to it being rebuilt in June 1956.

The model is correct for the period from February 1952 (when it was repainted into BR green, from blue) through to June

1954 (when it was reallocated from 72A Exmouth to 71B Bournemouth), thereby encompassing its aforementioned spells of testing.

The bodysells of the locomotive and tender are moulded in plastic with numerous separately-fitted details, including smoke deflectors, smokebox dart, nameplate, tender ladders, steps and electric marker lamps. However, the lower trio of lamps situated across the front of the locomotive are inclined

slightly; they should be set vertically.

Looking down the chimney aperture reveals a representation of the blast-pipe detail, whilst the cab roof ventilators can be opened and closed and the moulded coal load in the tender is removable.

On the whole, the livery application is crisp, with neat representations of the lining, numbers and emblems – although some minor paint bleed was noted on the top orange and black band on the left side of the tender.

The nameplates are printed and take the form of separately-fitted mouldings; replacing these with etched versions would represent a straightforward and worthwhile enhancement.

Supplied as optional details, and fitted here for photography, are front footsteps, cylinder draincocks and front and rear vacuum and steam pipes – brake rigging is pre-fitted. A front NEM tension-lock coupling is also provided.

If layout curvature allows, the locomotive and tender can be close-coupled (as illustrated), which certainly complements the sleek lines of the prototype. The rear delta-truck has been manufactured as a fixed unit with a flangeless wheelset – an alternative flanged wheelset is not provided.

Mechanism and performance

Weighing 436g the model is equipped with a five-pole motor with substantial brass flywheel housed



See this model in action on our website – bit.ly/MN35022



▲ No.35022 was equipped with a wedge-shaped cab from new.

in the main body, with drive to the rear coupled axle. Current is collected from all driving wheels, with the loco and tender electrically connected. Supplied for use with 12V dc analogue control, an eight-pin decoder socket is located in the tender, along with provision below the cast weight for a 28mm diameter round speaker for sound (a Merchant Navy sound decoder is obtainable separately as part of the manufacturer's TTS range).

Body removal is achieved by first removing the front bogie which gives access to one of two screws; the second situated at the rear of the Delta-truck. Removal of the tender body requires two screws at the rear to be removed, the body can then be lifted thereby releasing the retaining lugs at the front. Caution must be taken when

refitting to ensure the ladders and hand brake re-engage with their respective locating holes.

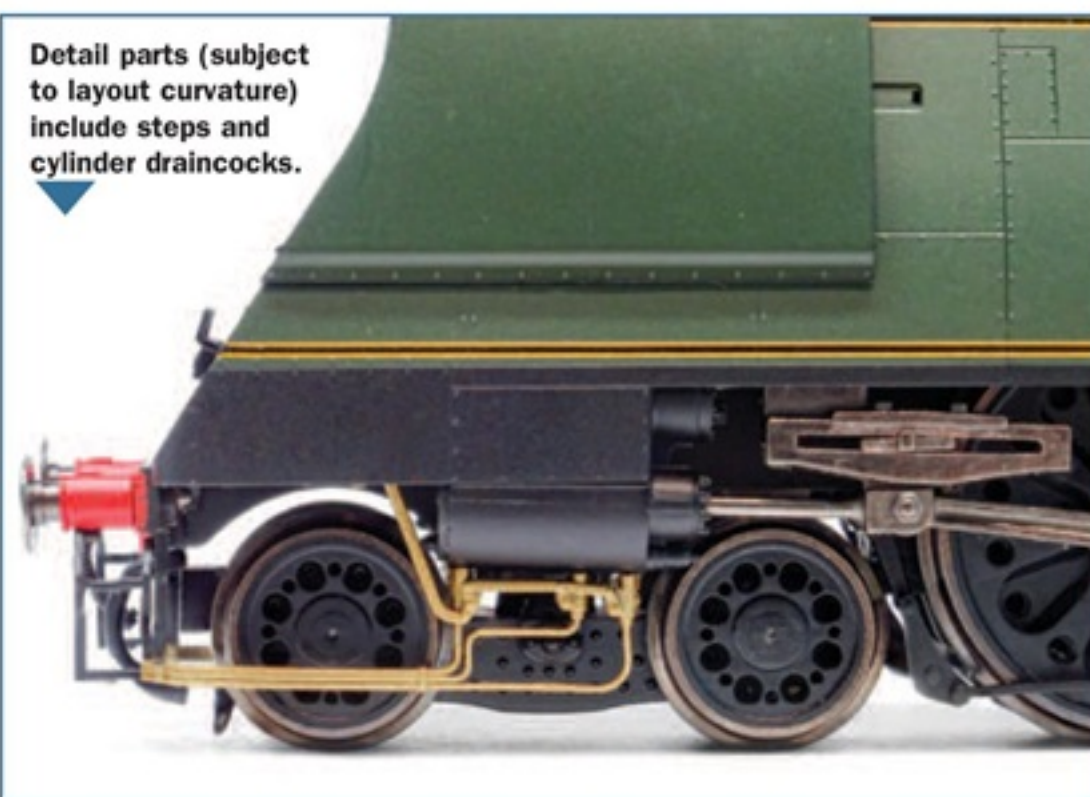
On test the model was smooth and quiet, handling 13 Pullman cars with ease around the Pecorama loft layout, with its 1:48 gradients and 3' radius curves. (curves of no less than second radius are recommended).

A 'Rebuilt' retool?

These latest iterations of the 'air-smoothed' Merchant Navy from Hornby have certainly delivered in terms of prototype fidelity and detailing. Will we see Hornby take the opportunity to renew its Rebuilt Merchant Navy tooling (first released more than 20 years ago) to synchronise specifications across the full suite of MN models? Time will tell...

CW

Detail parts (subject to layout curvature) include steps and cylinder draincocks.



VINTAGE VIEW Bulleid Merchant Navy Pacific



▲ Bulleid 'air-smoothed' Merchant Navy Pacific No.35022 *Holland America Line* is pictured near Skipton on the Settle & Carlisle line in January 1954 during blastpipe trials that were being conducted at the Rugby test plant. Note the small sections of fairing fitted in front of the cylinders.
Photo: Mike Morant Collection

Prototype panel

The Southern Railway had invested heavily in third-rail electric traction on its commuter lines during the 1930s, but its steam loco fleet consisted of many small and ageing engines. With WWII looming, which would inevitably put a tremendous strain on the existing fleet, a new class of 4-6-2 locomotives was built to alleviate the situation, with the first example being outshopped in February 1941. This class totalled 30 and each was named after a shipping company, most of which had used Southampton Docks; hence their collective title of Merchant Navy.

Officially designated as mixed traffic, as large three cylinder Pacifics they were rather excessive for many of their intended duties. In reality, they were nothing less than express passenger locomotives and the mixed traffic designation was just an excuse for their construction during wartime.

The chief mechanical engineer, Oliver Bulleid, incorporated his own innovations into the design: the most noticeable was the boiler cladding, which was intended not as streamlining, but as a method of reducing the metalwork required during construction and to enable the loco to be cleaned in an automated carriage washing plant.

Uniquely to the Bulleid Pacifics, the valve gear was chain driven and employed an oil bath for lubrication, the intention being to reduce the amount of manual lubrication and consequent risk of clambering around under the loco for the crew, but it turned out to be an unreliable oily nightmare for the fitters. The wheels were also unusual, being of the Bulleid Firth Brown (BFB) type, which were stronger and lighter than traditional spoked wheels. Other innovations included electric marker lights front and rear, and electric ultraviolet lights illuminating the cab gauges and dials without glare at night. The cab was also fully enclosed for crew comfort and wartime blackout, and the controls were laid out more ergonomically than other steam locos.

From the mid-1950s to early-1960s the whole of the Merchant Navy Class was rebuilt by British Railways, removing the casing and some of the less successful of Bulleid's innovative design features in the process, resulting in a more conventional looking and more reliable locomotive.

▲ The model is equipped with a fly-wheel-fitted motor driving the rear coupled axle, whilst the tender houses an eight-pin DCC decoder socket.

Samples supplied by

HORNBY HOBBIES Ltd
Westwood, Margate,
Kent CT9 4JX
www.hornby.com

PRICE
ref.R3716 - £179.99



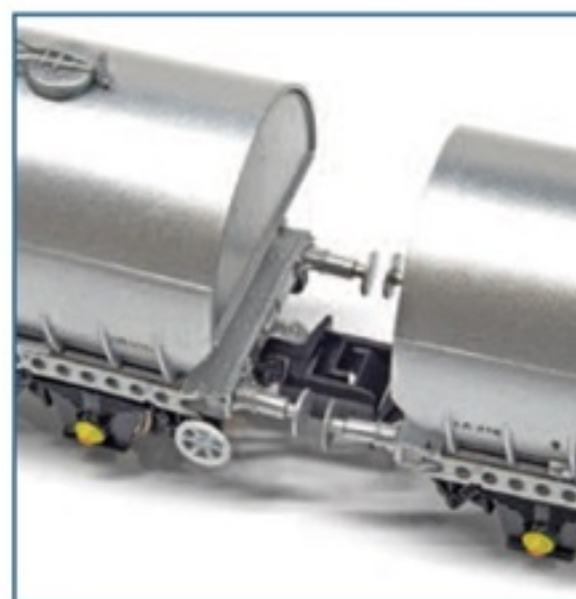
PCV Cemflo cement wagons from Revolution Trains

N

Revolution Trains has received stocks of its N gauge PCV Cemflo wagons, plans for which were first announced in the November 2018 issue.

285 wagons of this type were introduced between 1961 and 1965 for Blue Circle, and used on the company's block trains between Cliffe and Uddingston amongst other flows. Built by Gloucester and Metro-Cammell, the vehicles featured light alloy bodies – so light in fact that unladen they were prone to derailment until their suspension was modified. The last of the fleet was withdrawn in 1988, and just one survives in preservation in Darlington.

Produced in cooperation with Accurascale (manufacturers of a OO version of the PCV – see Reviews, RM May 2019), these distinctive wagons have been nicely captured in the smaller scale. Seven different triple-packs are available: four packs presented in pre-TOPS livery with Blue Circle branding and three packs with TOPS numbers in plain silver – all with different running numbers for each pack. For review we received a sample pack of models in pre-TOPS with Blue Circle branding.



Revolution has mirrored the 4mm version by choosing the Metro-Cammell batch to model. The plethora of fine detailing evident on the models include separately fitted items of pipework, roof hatches and brake wheels, together with intricate representations of the underframe equipment. The level of rivet detail present around the solebars and frames are also worthy of note.

As with previous products from Revolution, livery application is to a very high standard, with the printing of the data markings and builder's plates fully legible. NEM knuckle couplings are fitted as standard (housed in kinematic sockets), along with metal wheelsets.

These triple packs can be purchased from Revolution Trains stockists or direct from the manufacturer's website.

CW



Samples loaned by

REVOLUTION TRAINS,
www.revolutiontrains.com

PRICE
£89.85 per triple-pack

New containers from C-Rail Intermodal

4mm



Samples supplied by

C-RAIL INTERMODAL,
Morven, Roome Bay Avenue,
Crail, Fife, KY10 3TR.
www.shop.c-rail-intermodal.co.uk

PRICES £8.50 each

C-Rail Intermodal continues to expand its range of fully-finished injection moulded shipping containers with a further selection of 4mm scale releases, this time from new tooling (as reported on in the news pages of our April issue).

For review we received samples of the 30' x 8'6" Bulkainer which are available in four branding styles: IFF, UBC, Den Hartogh and Bell Bulk. These are suitable for use with a number of modern-era container

wagons that have been produced in recent times for OO.

As with the samples of previous releases that we have seen, the printing and finishing is commendably sharp, with lettering and markings on the end doors fully legible – whilst the door latches and locking mechanism is separately fitted to the main container moulding.

CW





Fourdees has released another new ready-to-run narrow gauge locomotive; a steam tram, under the name of 'Alford'. Although freelance, it clearly owes a lot to the J70s used on the former Wisbech & Upwell standard gauge line.

The model is offered initially in plain brown; 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 and Tamiya references) in the instructions to aid matching, if necessary. The etched brass works plates are by Narrow Planet.

Fourdees models are all 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 control linkages.

The roof is removable (it is quite a loose fit) to allow the internal detail to be appreciated, and to install a crew (not supplied) if required.

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.

The model is built on a new Kato ref.11-109 N gauge four-wheeled tram chassis. As might be expected with this high quality mechanism, the model runs nicely; a running-in period of 30 minutes at moderate speed in each direction is recommended, with lubrication after every eight hours use.

The model is 68mm long over fenders, 27mm wide, and 43mm tall.

The minimum recommended radius is 225mm (9").

The model has been weighted to 63g to provide reasonable tractive effort and reliable electrical contact.

The couplings are the standard Peco GR-102, in NEM pockets. The height matches Peco stock.

The model comes packaged in the now customary collector's strong 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.

AB

Sample loaned by

FOURDEES Ltd,
57, Wentworth Road, Blacker Hill, Barnsley, S74 0RP.
www.fourdees.co.uk

PRICE
ref.41-161 - £159.50.
(Insured & tracked UK postage £8.00.)

Edwardian seated passengers from Modelu

4mm

Modelu continues to expand its extensive range of 3D-printed figures, which cover scales from 1:148 (N gauge) through to 1:32 (Gauge 1).

The figures are created using laser-scans of real people and encompass various categories including railway and lineside; trade and services; town and country; military; and industry. These categories are further sub-divided into different eras, such as pre-Grouping (1870-1922), Grouping (1922-1947), British Railways (1948-1968) and



1998 - Present Day.

For review we received a set of five seated passengers, labelled for the Edwardian period. The figures – comprising three female figures and two male – are supplied unpainted in

a grey-coloured material. There is an impressive crispness of detail – particularly evident with the headwear – whilst the period clothing is complete with natural looking folds and creases.

Once suitably painted these figures will be ideal for populating platform benches or the interiors of the four- and six-wheel coaches in pre-Grouping liveries that have recently been released by Hornby (and the soon to be released versions from Hattons).

The full range of Modelu 3D printed figures and accessories can be seen on the firm's website, together with details of how to order. A custom scanning service is also available by prior

arrangement. Note the recent change of business address.

CT

Samples supplied by

MODELU,
Unit 50, Easton Business Centre, Felix Road, Bristol, BS5 0HE.
www.modelu3d.co.uk

PRICE
Seated Passengers Pack A
ref.1580 - £18.00

Coal bunker and sundries from Harburn Hamlet

4mm

Pictured here is the latest addition to the Harburn Hamlet range of 'ready-to-place' scenic accessories in 4mm scale.

Forming part of the firm's 'Freight & Lineside Collection' this solid single-piece casting incorporates a bunker filled with coal, together with adjacent pile of ash, and on the other side an assortment of items including a barrel, loco lamps and sleepers.

Supplied pre-painted and weathered in suitable colours, the accessory (which occupies a footprint of 124mm x 40mm) is perhaps best suited to placing as part of a steam-era locomotive depot scene. The complete range of Harburn Hamlet accessories is distributed to the trade by the

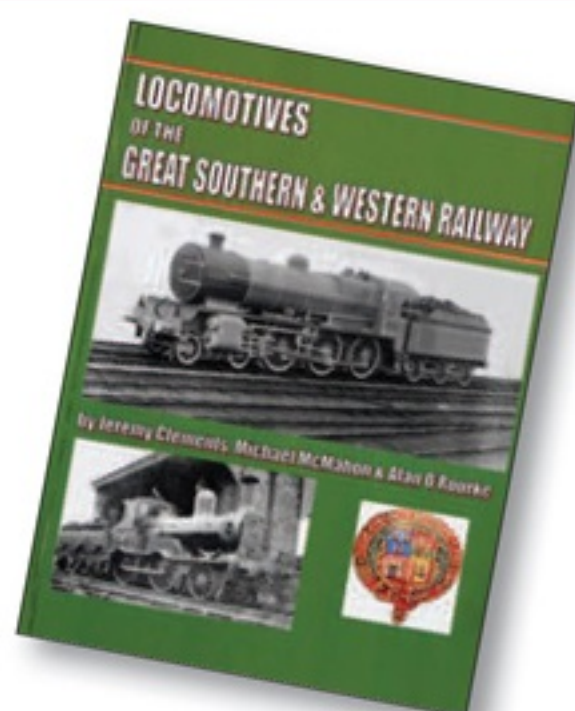


Pritchard Patent Product Company, Underleys, Beer, Seaton, Devon EX12 3NA.

Sample supplied by

HARBURN HOBBIES,
67 Elm Row, Leith Walk, Edinburgh EH7 4HQ.
www.harburnhobbies.co.uk

PRICE
ref.FL107 - £16.34



Locomotives of the Great Southern & Western Railway

Jeremy Clements, Michael McMahon & Alan O'Rourke

It would be safe to say that this is both a challenging and inspiring book: challenging in that parts of it are quite complex, and inspiring because it is a well presented and informative look at what for most will be an unusual (and possibly exotic) examination of an often-overlooked part of the British Isles railway system. Put simply; if you have no interest in Irish railways, then this may well change your mind.

The book starts with what is really an apology from the trio of authors, as much of the history of the GSWR's fleet is – to say the least – confusing, with a raft of renumbering or 'renewals'. This is compounded by the use of no less than five classification systems as well as the more usual and familiar Whyte (0-6-0 etc.) method. This is misleading for the researcher and historian alike and is described by the authors as 'chaotic' hence the impression that they present the information within the book as the best possible, but with a caveat... There follows an extensive set of tables which list the company's locomotives showing the various classifications which is essential for further close study.

The book proper begins with a fairly lengthy company history chapter which, if this were for a mainland British line would be superfluous. Here though, due to the less familiar subject matter it is very welcome and historically runs from 1844 to amalgamation in 1924. This is naturally complex and fascinating detailing the rapid expansion, peat fuel experiments and even the shipping tie-in with the GWR making them truly far west. Locomotive design and construction are detailed along with a discussion on the rapid turn-over of CMEs (although the title of the post also changed often). In common with many early British lines, outside builders such as Bury and Sharp Stewart were employed before home building began at Inchicore Works latterly using design teams drawn from Crewe and this quite shaky method of management is explored.

The bulk of the book is taken with outlining each locomotive type. This is presented in traffic type order: passenger, goods, tank locomotives and acquired; unusually there is even a section purely for tenders. Each type is presented with a drawing and/or a photo where possible with a short table of principal dimensions and weights along with a short set of descriptive notes. Naturally this becomes more generous with the later types. The drawings are almost all presented as side elevations only and some of the earlier types are only basic engineering sketches. While these are useful, the potential enthusiastic model-maker would either need more information or be content to work on a set of assumptions.

This is a fine volume, and the authors are to be commended on the amount of research that has been undertaken. If you are looking to buy one book outside of your normal interest range then consider this one, it's a bumpy but gripping ride!

CF

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Collon House, Ardee Street, Collon, Co. Louth A92 YT29, Ireland.
Email: collonpublishing@gmail.com

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Steam's Lament – Bulleid's Light Pacifics

Kevin Derrick

Much has been written over the years about the unconventional fleet of mixed traffic Pacific locomotives designed by Oliver Bulleid that entered service on the Southern Railway from 1945. This new pictorial volume avoids covering this same ground yet again, leaving aside any detailed technical analysis of the design and written commentaries on its many novel (and often controversial) features, together with the eventual rebuilding that many underwent, instead providing a purely visual cavalcade of all 110 examples of the class, presented in numerical order.

The format is the publisher's preferred one landscape photograph per page, each accompanied with a short, but often informative caption.

Pictures have been selected to show every class member in original 'air smoothed' and, where appropriate, rebuilt configurations (only 60 examples were subjected to the radical transformation into a more conventional design with Walschaerts valve gear in place of the original enclosed chain drive, and the bodyside casing removed). The majority of views are of the traditional front three-quarter aspect, many showing the locomotives in action or on shed and encompassing the full life span of the class from delivery through to the very end of steam on the Southern Region of BR in 1967. Close-up views of the nameplates are included for some examples.

Photographs have been sourced from a pool of lensmen and archive image libraries (some will be readily familiar to RM readers, such as



Colour Rail, Railphotoprints, Rail-Online and The Transport Treasury). Reproduction and printing is generally very good.

This volume serves as an ideal visual reference for those wishing to model a particular example of the light Pacific class (such as changing the identity of a proprietary model), with easy-to-find archive views for each locomotive to aid such tasks. Aside from that primary function, the book also provides a useful photographic reference for the wider aspects that will be of interest to modellers, such as train headcodes, coach formations and peripheral items of railway infrastructure.

CT

Strathwood,
Unit 4 Shuttleworth Rd, Elm Farm Industrial
Estate,
Bedford, MK41 0EP.
www.strathwood.co.uk

305mm x 217mm 208pp (each)
Hardback £35.95
ISBN 978-1-913390-24-2

Great Western King Class 4-6-0s – From Construction to Withdrawal

David Maidment

It was all about bridges. Post WWI a need for greater loading on the Great Western's express traffic quickly became apparent. CME George Churchward planned to upgrade the Star Class to a 'super Star'. That is, until it became clear that the axle loading would be too great for several of the bridges on the system. Expectations were reduced somewhat eventually resulting in the 4-6-0 Castle Class. All was not lost as by 1927 the bridge issue had been rectified and Churchward's successor Charles Collett was able to revive the earlier plans and create a 'super Castle'; mostly under pressure from the GWR's public relations department who were aware of being overtaken by the other grouping companies. The first six of the new King locomotives (originally destined to be the Cathedral Class) rolled out of Swindon Works by the end of that year with a lengthened No.12 standard boiler and accompanied by 4,000-gallon tenders. They were a full nine tons heavier than the Castles, but within the new 22.5-ton axle loading limit.

The Kings were initially dogged by riding problems and the bogies were rebuilt with new springing arrangements. This proved successful and the next batch of 14 were fitted with this upgrade in 1928, with a further 10 being built in 1930. Only minor adjustments were made before WWII and only No.6014 was fitted with the new trend streamlining in 1935.

Post-war the class was tested by British Railways but due to timings and loading gauge issues the Kings did not fare well. Fitting them with double blastpipes and chimneys from 1955 improved performance, but they could not repel the onslaught of the diesel hydraulics and the last King ran in service in early 1963.

David Maidment's book is a tour-de-force in detailing the above précis and it would be hard to find a more in-depth volume. It works through the history of the class in chronological order



across 10 clear and logical chapters with a seemingly infinite amount of performance detail. Minor mechanical modifications are explained as are the various livery changes that the class wore – particularly under British Railways ownership.

The book is gloriously illustrated throughout with more than 300 photographs covering all members of the class. The more unusual aspects are dutifully covered including the streamlined attachments on No.6014. There are no scale drawings included, but a set of weight diagrams is included in the appendix. This is unashamedly a book about locomotive performance (the central section details little else) and this may not appeal to the modeller unless a desire to study timings is required. That said, the book is so copiously illustrated that even if the performance angle is not your thing, then it is recommended just as a beautifully-bound historical photo portrait of what many regard as the GWR's most outstanding locomotive design.

CF

Pen & Sword,
47 Church Street, Barnsley, South Yorkshire,
S70 2AS.
www.pen-and-sword.co.uk

246mm x 260mm 272pp
Hardback £30.00
ISBN 978 1 52673 985 8

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TMC shows progress with its forthcoming G5 in OO



The Yorkshire-based retailer The Model Centre (TMC) has received the first engineering prototypes of its forthcoming range of OO gauge models covering the Worsdell North Eastern Railway Class 0 (LNER G5) 0-4-4Ts. Plans for these 4mm scale ready-to-run locomotives, which are being manufactured exclusively for the retailer by Bachmann Europe Plc, were first announced in the news pages of the April 2018 issue of RAILWAY MODELLER.

Eight versions covering NER, LNER and BR livery schemes are to be produced, with one version presented as new-build No.1759 in NER lined green livery, with £10.00 from the sale of each model going to The Class G5 Locomotive Co Ltd.

The tooling has been developed to cater for a multitude of detail differences including alternate bunker styles and safety valves, together with examples equipped with Westinghouse pumps or

push-pull apparatus. Specifications included a Next18 decoder interface, factory fitted speaker and firebox glow. Optional extras though the TMC workshop include DCC and DCC sound fitting, along with the retailer's custom weathering and detailing services.

Delivery is expected during the third quarter of 2022, with prices still to be confirmed. To pre-order and find out more on the project go to:

www.themodelcentre.com

Collett 0-6-2T in N poised for summer delivery

Production samples have been revealed for the forthcoming Collett '5600' Class 0-6-2T being manufactured by Sonic Models in N, plans for which were first announced in our January 2019 issue. The model is the manufacturer's first powered model for the British market.

Produced in conjunction with Revolution Trains, the specification is set to include a coreless motor with all-wheel pick-up (including the trailing axle), NEM couplings, six-pin decoder

socket with provision for a speaker in the bunker, original or later style driving wheel balance weights, Swindon or Armstrong pattern safety valves, a detailed cab interior and accessory pack of optional detail parts.

12 versions are to be produced covering a wide selection of GWR green, BR green and BR black liveries.

Once the samples have been approved the main batch of production models will be cleared for shipping, with



delivery expected later this summer. All versions can be pre-ordered via Rails of Sheffield (see website below) priced at £109.95 each:

www.railsofshffield.com

Further details about the project can be found on the Revolution Trains website:

www.revolutiontrains.com/sonic-models

A Mammoth 0 gauge model from Kernow!

Kernow Model Rail Centre has announced its first exclusive locomotive model for the 0 gauge market – Brush Type 4 D1670 Mammoth in two tone green livery with small yellow warning panels.

Entering service on 20 March 1965, D1670 acquired the name *Mammoth* after being allocated to Landore (Swansea) in August 1965, with the locomotive later having periods of time allocated to Bristol Bath Road and Old Oak Common. Notably, on 23 February 1967 D1670 worked the inaugural Clayfreighter from Burngullow in Cornwall to Sittingbourne, conveying clay slurry to Bowaters for paper production.



Produced by Heljan exclusively for KMRC, the model will correctly represent D1670 as introduced with steam boiler, full underframe tanks, glazed headcode panels and Serck radiator shutters.

A set of etched nameplates will also be supplied for the purchaser to fit.

Models can be secured via the retailer's website priced at £699.00, with expected delivery during the fourth quarter of 2021.

www.kernowmodelrailcentre.com

All new Class 24/0s and sound-fitted V2s for OO amongst latest Bachmann announcements



Bachmann Europe Plc has published its latest programme of new models that are planned for release during the course of this Summer as part of the manufacturer's Branchline (OO), Narrow Gauge (009), Graham Farish (N) and Scenecraft ranges.



2021 marks the 20th anniversary of the introduction of the Sulzer Type 2 Bo-Bo Class 24 to the Bachmann Branchline range. To mark the occasion there is to be all-new tooling for the 24/0 and 24/1 variants of the class with disc headcodes in OO, which utilise the latest mechanism from the firm's recently released four-character headcode Class 24/1 models (see review, RM March 2020). Four versions of the 24/0 & 24/1 are planned comprising 24/0s D5036 in BR green with small yellow panels (photo A) and 24 035 in BR blue; 24/1 D5094 in BR green with silver grilles and 24/1 97 201 *Experiment* in BR Railway Technical Centre blue & red (photo B). Each version will be available DCC ready or supplied DCC sound-fitted.

A new livery version of a Class 20/3 presented as 20 314 in Harry Needle Railroad Company orange & black (available DCC ready or DCC sound fitted) joins the line-up, making an ideal partner for the previously released model of 20 311 in the same livery.

Sound for V2s in OO

Factory fitted-sound options of the forthcoming all-new tooling Gresley LNER V2 2-6-2s have been announced. Liveries comprise No.4791 in LNER lined green; No.60845 in BR lined black with early emblems; No.60847 St Peter's School in BR lined green with

All-new Class 24/0 in OO with headcode discs as D5036.

late crests. It should be noted that the manufacturer's factory fitted sound models are operable on 12V dc analogue control (albeit with limited functionality).

A further livery version of the LMS 4P Compound 4-4-0 presented

as No.1119 in LMS Crimson Lake (photo C) is also set to join the range, augmenting a selection of previously announced BR black versions.

BR InterCity Mk.IIf stock in OO

An undoubted highlight of the new OO gauge rolling stock items is the release of BR Mk.IIf coaching stock in BR InterCity (Swallow) livery. A pair

Class 24/1 in OO as 97 201 Experiment in RTC blue & red livery.

of Brake Second Open (BSO), pair of Tourist Second Open (TSO) and First Open (FO) coaches have been confirmed (photo D).

In addition there is a single BR Mk.I POT Post Office Stowage Van in BR blue & grey; 14T Class A anchor



▲ Compound in LMS Crimson Lake in OO.

▲ Mk.IIf stock in InterCity livery in OO.



▲ Hopper wagon in 'Cadbury Bournville' yellow livery in OO.

mounted tank wagon in 'National Benzole' silver with weathered finish; BR 45T TTA in 'ESSO' grey; plus a pair of 24T ore hopper wagons in a selection of colourful Private Owner liveries, including 'Cadbury Bournville' yellow (photo E).

N gauge Class 60 upgrade

Despite no new additions to the manufacturer's Graham Farish range on this occasion, work is currently underway to upgrade the existing tooling for the firm's N gauge Class 60, which will allow for sound fitted versions to be produced for the first time. The announcement follows the reveal of 60 002 in GBRf blue & orange livery bearing the name *Graham Farish 50th Anniversary 1970-2020*, complete with Graham Farish logos on the cabsides (see News, RM May 2021).

Passenger stock for 009

There will be the first items of passenger rolling stock to be delivered as part of the manufacturer's 009 Narrow Gauge range. Two steel-bodied Third Class bogie coaches have been announced, utilising existing tooling from the European Liliput brand. Finished in a choice of maroon & cream and lined green, the models are priced at £44.95, with expected delivery during June/July 2021.

New Scenecraft items in OO and N

There are a number of additions to the Scenecraft range of hand-finished resin

buildings and accessories, with new items including a two-road stone engine shed, a suite of structures inspired by the Southern Railway stables at Bricklayers Arms plus a low-relief frontage presented as Hamilton Toy Museum. Other OO releases include low-relief 1930s semi detached houses (photo F – also available in N) and a welded storage tank, along with a pair of concrete ballast bins.

For N gauge there are further low-relief models, including police and fire stations, together with other accessories including a toilet block, 6' garden fences and concrete platform lamps.

Exclusive LT Class 20s in OO

The latest limited edition models to be produced exclusively for Bachmann Collectors Club members is a pair of English-Electric Class 20s, finished as 20 227 *Sherlock Holmes* and 20 412 *Sir John Betjeman* in London Transport maroon livery (photo G), which are being produced in association with the London Transport Museum. Equipped with factory fitted DCC sound, each version is limited to just 160 models, while DCC ready versions will be available via the London Transport Museum shop and website. Refer to the manufacturer's website for more details about BCC membership.

For further information about the respective ranges, including projected release dates for all the models announced here, go to:

www.bachmann.co.uk



▲ Low-relief 1930s semi-detached houses in OO (also available in N).



▲ Class 20s in OO presented in London Transport lined maroon livery.

Second run of APT-E models from Rapido Trains in OO

Rapido Trains UK has confirmed that it will be manufacturing a second run of APT-E models in OO. Originally produced as part of the National Collection In Miniature range (see RM June 2016 for our review), the National Railway Museum has given the manufacturer permission to produce another batch as a stand-alone Rapido Trains UK product.

Two new four-car train-packs have been announced; £379.95 for DC/DCC ready, and £479.95 for DCC sound fitted. Specifications include; two five-pole motors with flywheel (located in each power car), working tilt mechanism, provision for fitting P4 and EM scale wheelsets, directional and interior lighting (including illuminated test instrumentations).

Additional trailer cars with seats and one intermediate bogie (for modellers wishing to suppose that the APT-E had entered revenue earning service) will also be available priced at £119.95 each.

Pre-orders can be placed through all Rapido Trains UK stockists, including Locomotion Models and the National Railway Museum, as well as direct via the manufacturer's website.

www.rapidotrains.co.uk



Rails receives production samples of Brown-Boveri gas turbine in OO



Rails of Sheffield has received production samples for its forthcoming OO gauge models of the Brown-Boveri gas turbine prototype No.18000, which are being manufactured exclusively for the retailer by Heljan and plans for which were first announced in our January 2020 issue.

Three liveries are being produced: BR black with silver trim (c.1949-56), BR lined green with early emblems and orange waistband (c.1956-57) and BR lined green with late crests and orange waistband (c.1957-60). Detail differences between the locomotive 'as built' and as subsequently modified during the 1950s have been incorporated into the tooling, with roof, cab front and grille detail varying between the BR black and green versions.

Priced at £199.99 each, the specification for the model is set to include; 'easy access' 21-pin DCC socket and provision for fitting a DCC sound speaker, directional and interior



lighting (including cab and engine room lights), heavy die-cast metal chassis with central motor and flywheel, spoked wheels, etched grilles, sprung buffers and flush glazing. An optional Western Region style train reporting number frame and numerals will also be included.

Delivery is expected during June 2021. Models can be pre-ordered with a £30.00 deposit from the retailer's website:

www.railsofshffield.com

Pecorama re-opens to the public!

Pecorama – the popular tourist attraction in Devon – welcomed its first visitors in over 18 months, when it re-opened to the public on Tuesday 18 May 2021.

Preparations were well underway for the anticipated 2020 season in February of last year, however the site was forced to close to the public due to the national health emergency. However, during the past year, the Pecorama team have been working around the clock in preparation for visitors to return, once restrictions permitted – with new measures in place to comply with the latest Government advice.

Visitors are now able once again to enjoy a trip on the award-winning 7¼" gauge Beer Heights Light Railway and explore the extensive gardens and outdoor play areas. The permanent model railway exhibition, along with the site's well-stocked model shop have also re-opened, providing would-be modellers with inspiration and ideas for integrating a layout into the home.

New for this year will be a large GWR OO gauge layout employing trackwork items from the Peco code 75 bullhead range, which is currently under construction.

Opening times are Tuesday – Saturday 1000-1600 (with additional Sunday and Monday opening times planned over the August bank holiday weekend). Tickets need to be purchased in advance and can be booked online up to an hour before arrival. Tickets include entry to the gardens, model railway exhibition and model shop, together with one train ride on the BHLR – extra train rides can be purchased on site.

For tickets and further information, visit the Pecorama website:
www.pecorama.co.uk



▲ *Pixicato* (pictured) shared passenger train duties with No.2 *Claudine* on the first operating days for the Beer Heights Light Railway in more than 18 months.
Photo: Callum Willcox

INCORPORATING PECO MODEL RAILWAYS • PECO PUBLICATIONS LTD • PECORAMA

Revolution receives livery samples for wagons in OO & N



Revolution Trains has received decorated samples of its forthcoming FWA 'Ecofret' container flats in OO. Introduced in 2011, over 200 of these wagons are currently operating with DB Cargo, Freightliner and GBRf on intermodal services across the network, operating in twin- or triple-sets.

Four liveries are to be produced with a selection of different running numbers including VGT green (twin-set); GBRf blue branded (triple-set); GBRf plain blue (triple-set); DB red (triple-set).

A decorated sample of the VGT Green (Freightliner) twin-set is illustrated here (above right). These have now been approved and production is expected to begin shortly. The models can be pre-ordered from manufacturer's website priced at £100.00 per twin-set or £135.00 per triple-set.

A selection of suitable 40' and 20' containers is available from C-Rail (sold separately).

PFA container flats in N

Livery samples of the manufacturer's forthcoming N gauge PFA four-wheel container flat wagons and their corresponding open-top coal and half-height nuclear waste containers have also been received, examples of which are pictured here.

Eight triple-packs with different running numbers are available to order: four packs are available with Cawoods yellow containers, one with British Fuels red, two with DRS half-height low level waste containers and one pack unloaded – each priced at £69.95.

No go for APT-E in N

Revolution Trains has reluctantly cancelled its plans to produce a model of the experimental APT-E in N gauge – plans for which were set out in our November 2017 issue.

Whilst the company had opened expressions of interest for the APT-E, no money was taken as pledges never reached the threshold for the project to be formally launched.

www.revolutiontrains.com



▲ PFA container flats in N.

Oxford Rail unveils Great Eastern van samples

Oxford Rail has received first engineering samples of the forthcoming Great Eastern Railway (GER) 10 Ton covered and 10 Ton banana van in OO, the latter having been announced by the manufacturer earlier in the year.

Despite similarities, the vans feature a number of key tooling differences; with the covered van featuring three link couplings and vents, while the banana van features a screw-link design, along with characteristic Vacuum and steam heating pipes. Decorated samples are expected soon (along with decorated samples of the firm's forthcoming BR Pilchard wagon).

Both of the GE van models have an estimated delivery date of the fourth quarter of 2021, with the initial batch available in a selection GER (covered van only), LNER and BR colour schemes. Further information is available from the manufacturer's website and social media platforms:

www.oxforddiecast.co.uk



In brief

Tallylyn Railway plans Awdry event

The Tallylyn Railway is set to stage a weekend celebration of the life and work of Reverend Wilbert Awdry on 14 & 15 August 2021. It is planned that both of his layouts, *The Ffarquhar Branch* (featured in the December 1959 issue of *RAILWAY MODELLER*) and *Ulfstead Road*, will be on display and operational. A selection of original artwork from his 'Railway Series' of children's books will also be on display. For further information, including details of how to pre-book tickets online:

www.tallylyn.co.uk

Changes to Hornby BR Mk.IV plans

Hornby announced plans for BR Mk.IV stock from new tooling as part of its 2021 range (see RM February). However, the planned suite of models in BR InterCity livery has been reduced from nine models to eight (with Standard Trailer ref.R40156C deleted from the catalogue). Similarly, the GNER liveried versions will also number eight, not nine (with Standard Trailer ref.R40166C deleted). Models in this latter livery will reflect vehicles in post-refurbishment condition. Some of the coach letters listed in the catalogue have changed as a result.

www.hornby.com

More PCAs in OO from Accurascale

Accurascale has announced a new batch of its PCA cement hoppers in OO (see review RM June 2019). Nine new triple packs with different running numbers are available to order: three packs in original VGT Castle Cement livery and six in VGT Castle Cement 'Building a Better Environment' livery – all priced at £74.95 per pack, with a 10% discount available when purchasing multiple packs direct from Accurascale. Delivery is expected during the fourth quarter of 2021.

www.accurascale.co.uk

N Gauge Forum virtual event

The N Gauge Forum, an online community for N gauge enthusiasts, is hosting a virtual event from Friday 16 July to Monday 19 July. The event is aimed at the public in general and is free to join. It will consist of pre-recorded presentations featuring up to 25 layouts, entirely in N Gauge except for one 009 layout. A special section includes a video history of *RAILWAY MODELLER* and Q&A sessions with Steve Flint, and Peco Managing Director Ben Arnold. Visitors can join any time over the duration of the event by visiting the website below. See also page 552 for further details.

www.ngfshow21.weebly.com

New accessories from Peter's Spares

The Middlesbrough-based retailer Peter's Spares has expanded its range of replacement and spare parts. The new releases as pictured here include PS117 Bachmann axle and gear set (for split chassis locos with square axles) – £9.99; PS118 Bachmann axle and gear for J72 (split chassis variant) – £9.99; PS119 Hornby T9 rear motor bracket – £6.99; PS120 Hornby GWR pannier tank chimney top – £3.99; PS121 Hornby TPO mail bags (not suitable for Hornby Dublo) – £7.99; PS122 Lima dummy bogie power clip – £1.99; PS128 Hornby E2 smokebox door replacement – £4.99; PS138 Hornby X03/X04 Hornby Dublo/Wrenn Neo Magnet (one per pack) – £3.99.

For details of how to order visit the retailer's website:

www.petersspares.com



S&D Trust wagon commissions in OO & O



The Somerset & Dorset Trust has commissioned a limited edition Private Owner wagon from Dapol, which is available in 4mm and 7mm scales. The seven-plank model is presented in the livery of Read & Son stone works of Binegar, Somerset. The OO models are limited to 130 (priced at £14.95 plus £3.90 P&P) with the O version limited to 35 (£49.95 plus £5.05 P&P), with profits going towards the running costs of the trust and its many S&DJR artefacts. The models can be obtained, while stocks last, direct from the trust's website:

www.sdrtrg.org

Hobby Goblin PO wagon releases in N, OO & O!



The Hobby Goblin of Burslem has commissioned an exclusive Private Owner coal wagon from Dapol. Available in three scales and gauges the seven-plank models represent a local Stoke-on-Trent prototype in the livery of Sneyd Colliery, Burslem. Prices are: 7mm scale/O gauge £51.70; 4mm scale/00 gauge £14.70; 2mm scale/N gauge £12.70 (P&P is £3.90 per order). These models are now available and can be obtained in store or via The Hobby Goblin website:

www.thehobbygoblin.co.uk

Coming next month

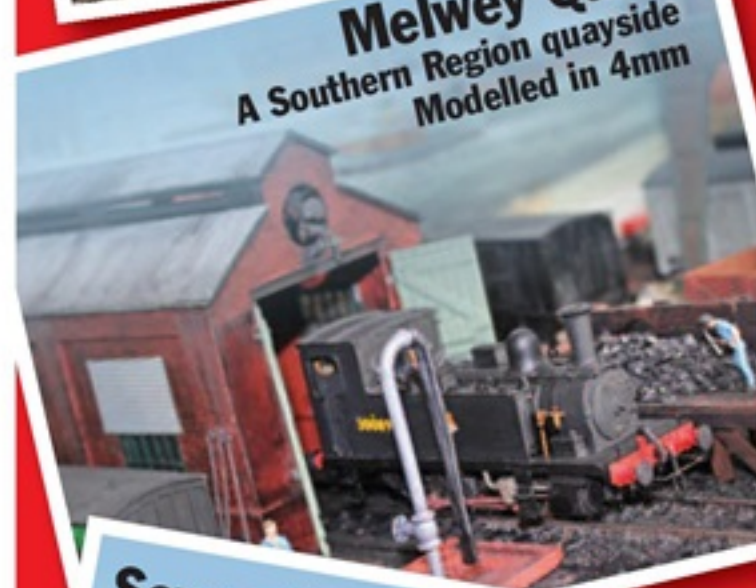
August 2021 –
Out Thursday 8 July

Live steam in the garden
A 16mm system with a spiral

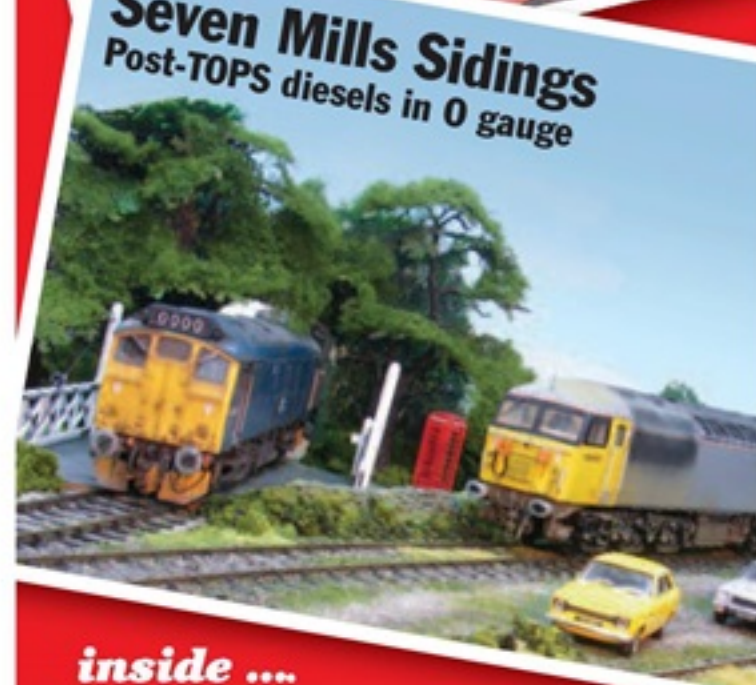
Railway of the Month



Melwey Quay
A Southern Region quayside
Modelled in 4mm



Seven Mills Sidings
Post-TOPS diesels in O gauge



inside

• **RENUMBERING LOCOS**
How to change the identity of R-T-R steam-era models in OO

• **ETCHED LOCO CONSTRUCTION**
John Cockcroft builds a Fowler 4F from a Connoisseur Models kit in 7mm

• **HOW TO MAKE TREES**
Ideas for modelling deciduous types

plus all the regular features

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications via email to rm-clubs@btconnect.com is required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

SEPTEMBER 2021 issue deadline: JULY 1st

LIVE EVENTS

The following live events have been notified but are subject to changes in Government restrictions which may alter without notice. Potential visitors are strongly advised to check with the organisers directly before setting off.

Saturday 21 and Sunday 22 August CARNFORTH, Lancashire

Organiser: Carnforth Heritage Centre
Venue: Carnforth Railway Station
Open: 1000 – 1600
Admission: Donation, suggested £2.00 adult. All proceeds to Carnforth Station Trust.
Features: At least seven layouts, including Museum of Transport (OO) and brand new Eastgate Harbour (SR OO). Trade support on the covered platform. Carnforth Models open all weekend. Trains stop at Carnforth from Preston, Manchester, Barrow, Leeds.
Contact: R Brogden, 07967 743126.
Website: www.carnforthstation.co.uk

Sunday 15 August

FARNHAM, Surrey
Organiser: OO9 Group of the Farnham and District MRC.

Venue: Wrecclesham Community Centre, Farnham, Surrey GU9 8TJ.
Open: 1000 – 1600

Admission: £3.00 adult, children free.
Features: Seven confirmed guest layouts, two of them new to the OO9 circuit, in addition to the hosting group's new layout *Straight and Narrow*. The Open Day will be supported by the OO9 Society sales stand. Light refreshments available.
Contact: David Harrington, oo9@farnhammrc.org.uk
Website: farnhammrc.org.uk/?page_id=4013

Saturday 14 August BEXHILL-ON-SEA, East Sussex

Organiser: Bexhill Model Railway Club
Venue: St Richard's Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE.
Open: 1000 – 1700
Admission: Adults £5.00, Children £2.00, Family ticket £12.00
Features: Annual Model Railway Exhibition. Layouts, trade stands, wheelchair access, refreshments. Free parking on site.
Contact: 01424 576406
Website: www.bexhillmrc.org.uk

Saturday 21 August GUILDFORD, Surrey

Organiser: Astolat Model Railway Circle

Venue: National Trust, Dapdune Wharf, Wharf Road, Guildford, GU1 4RR.

Open: 1000 – 1700

Admission: Free entry to National Trust Members. If not a member of the NT then NT entry cost is applicable, go to: www.nationaltrust.org.uk/river-wey-and-godalming-navigations-and-dapdune-wharf for current entry fees.

Features: Club open day – club and members layouts including our new 24' OO layout of Savernake, Wiltshire. Also its N/OO test tracks are available, so bring your own locos to run, plus second-hand sales.

Contact: David Wilde, 01483 722098
email: davidwilde155@msn.com

Website: www.astolatmrc.co.uk

Saturday 21 August LUDLOW, Shropshire

Organiser: Craven Arms & District MRC
Venue: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT.

Open: 1000 – 1600

Admission: £5.00, accompanied children under 16 free.

Amenities: Venue is on the A49 Shrewsbury – Hereford road. Ample free on-site parking, including dedicated disabled parking spaces. The Shrewsbury to Hereford railway line runs alongside the venue. Ludlow station 2.6 miles, Craven Arms station 6 miles; wheelchair-friendly venue; cafeteria within the exhibition hall.

Features: 18 layouts in a variety of scales and a good selection of local traders. Layouts include *Hackworth Trafalgar Terrace* (OO), *Abergavenny Brecon Road* (OO), *Ryders Green Wharf* (OO9), *Martini Halt* (OO9), *Blakecaster* (O16.5), *Mary Jane's Mushroom Farm* (GN15), *Crossharbour D4(5)* (N), *Heybridge Wharf* (3mm), *Westwick* (N), *Marklin Museum* (Z). In addition, professional model maker John Woodhall will be exhibiting a selection of railway buildings.

Contact: David Gottliffe, 07867 752301
Find us on Facebook: Craven Arms and District Model Railway Circle.

ONLINE EVENTS

Saturday 12 June 2021

Organiser: Hucclecote Methodist Church
Website: www.hmcmrs.org.uk

Open: No times given

Admission: The event is free to join. Log onto the show site at www.hmcmrs.org.uk

Features: Layouts covering a variety of prototypes and scales have been invited to participate in the online event.

Contact: email: info@hucclecotemc.org.uk or John on 01452 617357.

Friday - Monday 16-19 July 2021

Organiser: N Gauge Forum

Website: www.ngfshow21.weebly.com

Open: From 1900hrs Fri. to 2200hrs Mon.

Admission: Accessed via the website: www.ngfshow21.weebly.com also via the N Gauge Forum site: www.ngaugeforum.co.uk or via the NGF Facebook page.

Features: In excess of 20 layouts (N gauge plus one OO9) plus How-To videos and in-show advertisers. The event will be in pre-recorded format and runs continuously allowing viewers to hop in and out at will.

Contact: Martin Scane, 07977 550051, or email: ngaugeforumvirtualshow@gmail.com

GAUGE O GUILD

Saturday 26 June 2021

Organiser: Gauge O Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs BST

Admission: Free to Gauge O Guild members, non-members £2.00. Booking is essential as places are limited. Booking opens 27 May. Visit the front page of the Gauge O Guild website to secure your place.

Features: **An Evening With Nick Dunhill**

A discussion about scratchbuilding.

Contact: email: jackiegogevents@gmail.com

Monday 26 July 2021

Organiser: Gauge O Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs BST

Admission: Free to Gauge O Guild members, non-members £2.00. Booking is essential as places are limited. Booking opens 27 June 2021. Visit the front page of the Gauge O Guild website to secure your place.

Features: **An Evening at Peacehaven with Tim Stubbs**

Covering Peacehaven's construction, rolling stock, scenery and operations.

Contact: email: jackiegogevents@gmail.com

Thursday 26 August 2021

Organiser: Gauge O Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs BST

Admission: Free to Gauge O Guild members, non-members £2.00. Booking is essential as places are limited. Booking opens 27 July 2021. Visit the front page of the Gauge O Guild website to secure your place.

Features: **An Evening with Ellis Clark**



Ready to Run - from an idea to the first sale.

Contact: email: jackiegogevents@gmail.com

SHOW MEMORIES – Pecorama and the BHLR 2010



▲ Not exactly a society model railway show memory, but a recollection of the Beer Heights Light Railway in 2010 with *Claudine* at the head of a train full of passengers enjoying the sunshine. Pecorama is reopening to the public this summer after a year of closure in the wake of the pandemic. Although initially, numbers will be limited on site and advance booking is required, we are all keeping our fingers crossed that soon we will once again see pleasant scenes like this. Visit www.pecorama.co.uk for full details of opening times and booking conditions. Photo: Steve Flint

Planning a model railway event – live or online? To get listed please send details to: rm-clubs@btconnect.com

RAILWAY MODELLER

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH
THE COLUMNS OF GREAT BRITAIN'S
BEST SELLING MODEL RAILWAY MAGAZINE

See order form on page 37a for advertising rates and conditions
If, when responding to advertisements, you have a query which needs a
reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn. Tel: 01492 518 709.

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

MODEL EXCHANGE. Tel: 07580 065 017
website: www.themodelexchange.co.uk
BUY*EXCHANGE*SELL TOYS.

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

SWANAGE MODEL RAILROADING CENTRE - N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2.30pm. Other times by appointment please call John on 07956 973 072.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmccgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £27.99, Deluxe (2 rpm) £34.99, U.K. postage £3.25. 12V motor. Enclosed all-metal gearbox. Automatic Indexing - stops automatically at each exit. (Currently only for PECO LK-55/LK-555) 10 Exit version £64.99, NEW 32 Exit Roundhouse Version £67.99. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149.

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. Email: Bob@zetlandmodelrailways.co.uk

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. Tel: 01444 413723. Email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon EX12 3NA, England. Telephone: 01297 20580. Please see website for prices.

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. See www.aardstorm-models.com

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk

BASEBOARDS & MORE. Top quality 9mm ply tops on standard 2x1 frames, with legs or trestles. Also track laying, electrics and scenery undertaken. Based in Hampshire. Phone 07305 632 546.

HATCHER SCALE MODELS HAS 35 YEARS EXPERIENCE MAKING QUALITY BUILDINGS and marine models to museum standard. We can build to your specification from scratch or kit. www.hatcherscalemodels.co.uk hatcherscalemodels@hotmail.com

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of

surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165 Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. Tel: 01491 681 262 Email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. Tel: 01606 872 786 Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED - SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to **DEREK BARNETT**, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield* 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436 www.railsofsheffield.com

WANT TO SELL YOUR TRAINS - ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to **CLAIRE CLARKE**: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3JQ. email: claireaclarke@aol.com telephone: 01691 772 969.

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS - ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone **VINCENT**: 07721 087 810 or email vincelonergan@hotmail.com or send your list to **VINCENT - DORSET RAILS**, 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

WANTED - COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314 Email: gambiacat@tiscali.co.uk

MODEL RAILWAY AND DIE-CAST COLLECTIONS WANTED, ex shop stock, estates etc; confidentiality assured. Please contact **UK Toy and Model Auctions** 01270 652773 or enquiries@uktoyauctions.com

Business For Sale

BUSINESS FOR SALE - Retirement sale of Model Railway retail business established over 50 years at the same location in Southern England. Offered with freehold premises (sales area approximately 600 square feet) and separate investment income. Good location in parade with free parking close to main road and large population centres. Serious enquiries to Box No 07/21

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through **JEAN BARTLETT COTTAGE HOLIDAYS**. Website: www.jeanbartlettcottageholidays.co.uk or telephone: 01297 23221.

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

WRENN BRECON CASTLE, EXPERIMENTAL LIGHT GREEN W221 MINT & BOXED - RARE £200 Tel: 079 320 52918.

HORNBY SIR DINADAN, BOXED, SOUTHERN LI BOXED, £30 EACH OR £50 THE PAIR. £5 P+P. Tel: 079 320 52918.

N GAUGE DAPOL 2D-028-003 CLASS 26, BR BLUE, TERRIER LOGO, MINT BOXED £50, POST FREE. Tel: 01778 349 003 (South Lincolnshire).

LARGE QUANTITY OO GAUGE HORNBY TRACK, STRAIGHTS, CURVES, POINTS, numerous rolling stock, scale models and 12-volt controllers (sorry, no locomotives). For donation free to worthy cause (school etc). Text **BILL** (Surrey) telephone: 07905 519 549.

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, ready made BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1 Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

RAILWAY PHOTOGRAPHS - original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. **JOHN TURNER**, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992 - items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares - will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel: 01302 481274, Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 Email: sophiecul99@gmail.com

HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS and all associated items, from one item to large collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or Email: jaycossie@googlemail.com or telephone: 01702 749 183.

IS THERE CASH IN YOUR ATTIC? I will collect and pay best cash prices for model railway items, from single items to complete collections. Call **GEOFF**, for a no obligation chat on: 07986 936 058 or email me on: cash4trains@live.co.uk

WANTED PHOTOGRAPHS OF GWR 633 CLASS 0-6-0S NON-CONDENSING TYPE WITH CAB, Also obsolete ambulance cap badges required by collector. Telephone: 07814 010317.

TIMPO BOXED LOOSE WESTERN TRAINS, COWBOYS, BUILDINGS, WW2 BATTLE TRAINS, SOLDIERS and 1950/70's plastic toy soldiers, knights, cavaliers, forts boxed or loose. Tel: 07823 443 474.

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

June 2021

26 June (Sat) 10.30am-3pm

OSWESTRY TOY AND TRAIN SALE. The Pavilion, Oswestry Showground, Park Hall, Oswestry, Shropshire, SY11 4AS. Located just off the major A5 road, close to the England/Wales border and within easy reach of all parts of Wales and much of England. 80+ tables packed by many of the UK's top toy and train traders. FREE PARKING, CATERER. **BUY*SELL*EXCHANGE**. We are back but with the added features for your safety.

Tel: 07966 694 579

Website: www.chrisdyerfairs.co.uk

27 June (Sun) 9.45am - 1.15pm

RAYLEIGH ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

July 2021

3 July (Sat) 10.30am-3pm

BRECON TOY & TRAIN SALE. Market Hall, Town

Centre, LD3 7LG. Back in the fantastic atmosphere of the Victorian venue with 90+ tables (subject to the prevailing regulations & conditions) with special safety features built-in. You are advised to wear face-covering. Admission: £2.50.

Website for very latest information:

www.chrisdyerfairs.co.uk

Mob: 07966 694579

11 July (Sun) 10am-2pm

IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting. Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

11 July (Sun) 9.45am - 1.15pm

WORTHING-SUSSEX, The Charmendean Centre, Forest Road, Worthing, West Sussex, BN14 9HS. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

18 July (Sun) 9.45am - 1.15pm

RAYLEIGH ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ.

SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

August 2021

8 August (Sun) 10.30am-3pm

STAFFORD - MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4, Seniors £3.50, Children £1. There are many stalls selling OO and O gauge trains.

Tel: 01604 846 688 www.bpfairs.com

15 August (Sun) 10.30am-3pm

BOLTON STADIUM - MORE THAN 250 STALLS. The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers.

Tel: 01604 846 688 www.bpfairs.com

22 August (Sun) 10.30am-3pm

DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £4.50, Seniors £4, Children £1.

Tel: 01604 846 688 www.bpfairs.com

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for September 2021 issue is 21st June.

Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).

Prices below do not include VAT. Please add 20% VAT to total.

Rates per word: Private 15p, Trade 35p, Swapmeets 65p.

Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £.....

(made payable to Peco Publications).

It is unwise to send coins or banknotes either in payment for the advertisement or goods.

Name

Address

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..... Post code.....

Please send this completed form and remittance to:

Classifieds Department

Peco Publications, Beer, Seaton, Devon, EX12 3NA

Alternatively you can telephone: 01297 21542, fax: 01297 20229 or

email: classifieds@peco.co

This form may be copied to save cutting the page



White Rose Modelworks
Unit 10, The Craft Yard,
Bedale Station, BEDALE,
North Yorkshire DL8 1BZ
Tel: +44 (0)1677 422444

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www.whiterosemodelworks.co.uk
Email your enquiries:
info@whiterosemodelworks.co.uk



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Find us on our Facebook page for news and views



Class 14 (Should be here by now!!)



DC £290/DCC £345/DCC Sound £415

Cab colour not as shown

Peckett E class



DC only £255.00

Manning Wardle K class



DC; £255.00/DCC; £310.00

DCC Sound £380.00

Black, Lined Black, Lined red and
Lined Blue liveries

KERR STUART VICTORY 0-6-0T



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DC £282/DCC £332/DCC Sound £402

IRON MINK & GUNPOWDER VANS



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OUT NOW GWR OPEN A 5-PLANK WAGON



Photos show decorated samples

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NEXT From MINERVA

Expected June 2021



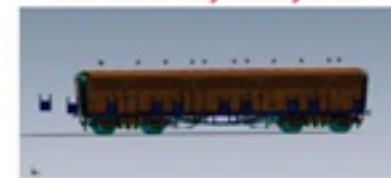
£48.00 each 5 for £225.

Dia.V4, V12 and later V12, 3 liveries

Just announced!!

Great Western Siphon G to Dia.033

Extras included to make Dia.0.59 and 0.62
Planned delivery January 2022



£175.00 each in 4 alt. Liveries

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See the website for details.

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G38/2 38:1 Gearbox for 2mm shaft	£13.25
G46/1 46:1 Gearbox for 1.5mm shaft	£13.25
G46/2 46:1 Gearbox for 2mm shaft	£13.25
G50/1 50:1 Gearbox for 1.5mm shaft	£13.25
G50/2 50:1 Gearbox for 2mm shaft	£13.25

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Etched Nickel Silver Frame. Steel Worm, Brass Gear.
To fit TV18-33. P&P £3.00 per order

7G13-18 13:1 Gearbox	£17.00
7G20-18 20:1 Gearbox	£17.00
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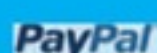
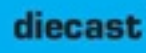
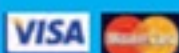
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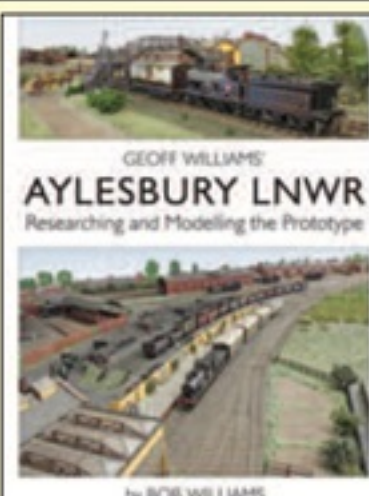
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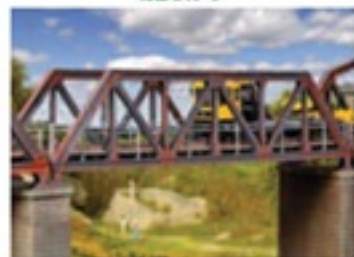
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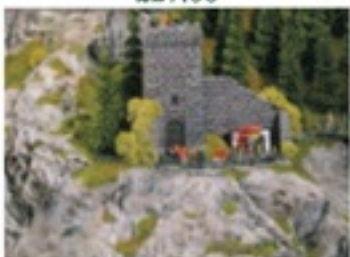
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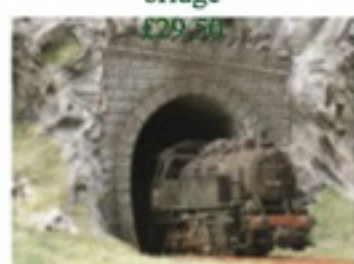
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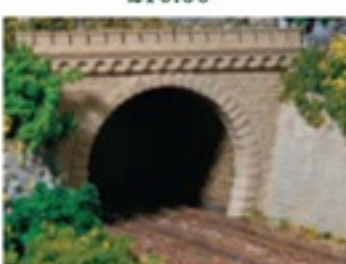
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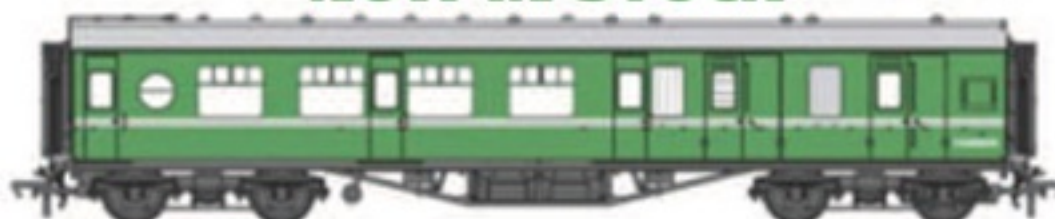


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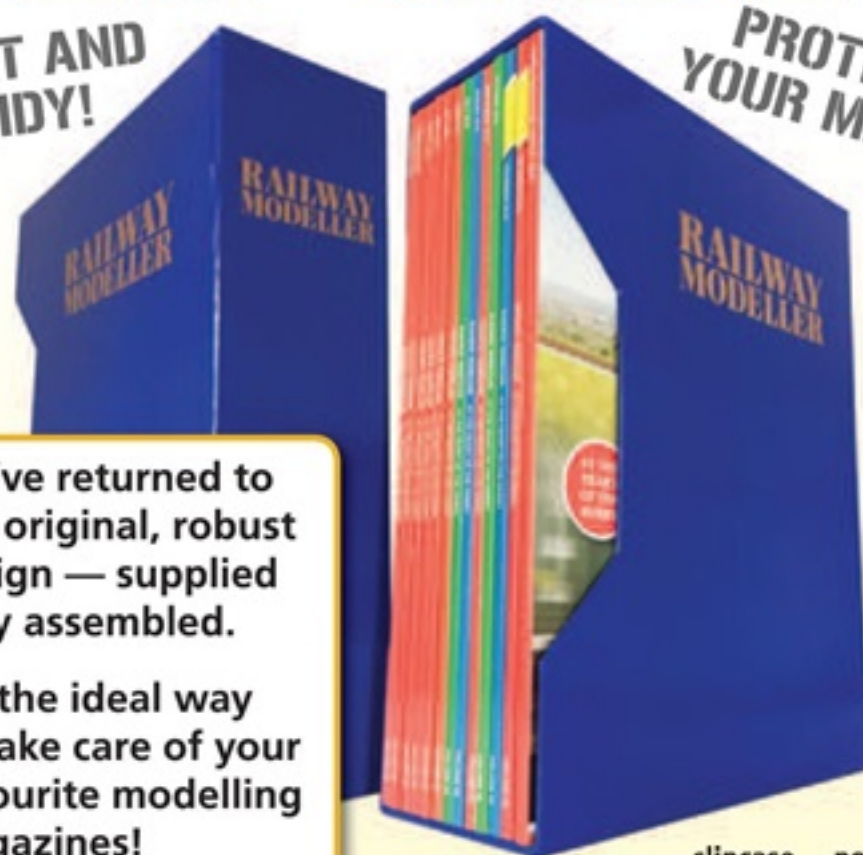
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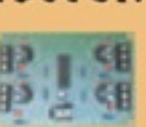
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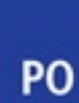
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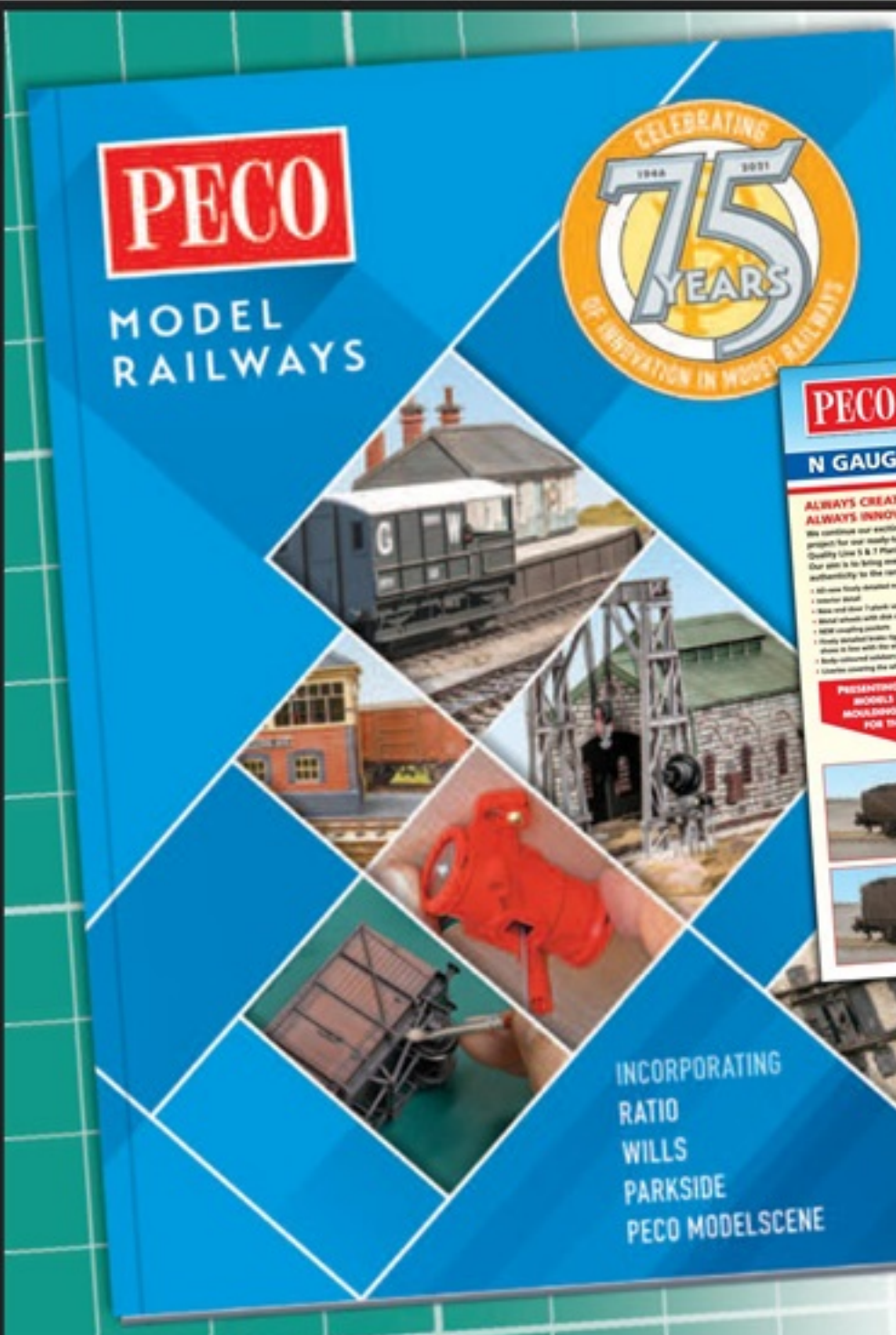


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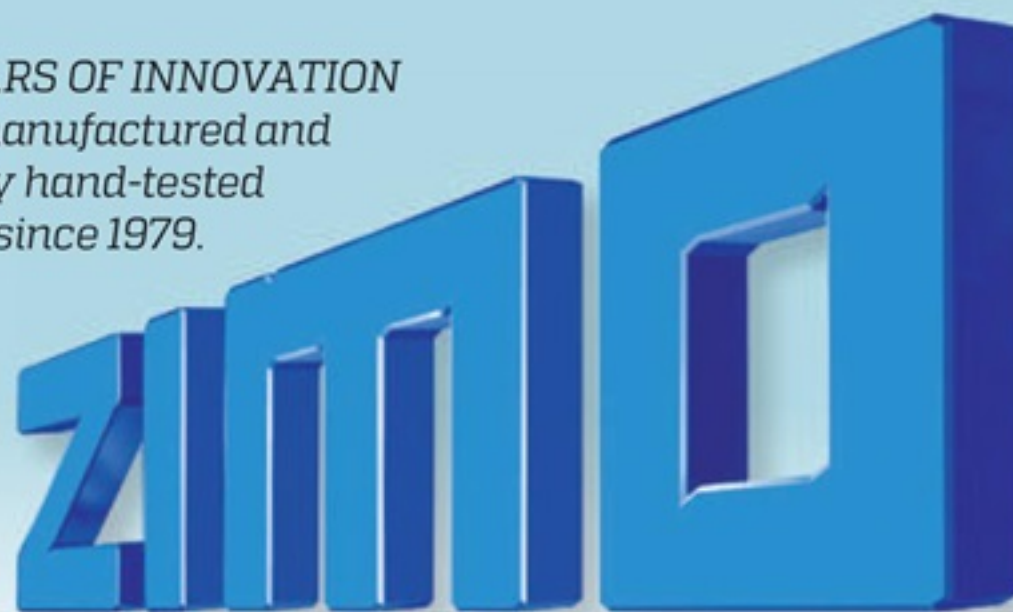
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