

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

NOVEMBER 2021 £4.95

AT THE HEART OF THE HOBBY

VOLUME 72 No 853

RAILWAY MODELLER

Brand new Gresley V2 *from Bachmann in OO*



Shades of King's Cross

A busy main line terminus
layout suggestion in N

A Peter Kazer masterpiece

A stunning model
of the Owd Ratty –
in 1:48 scale

Tetbury

A new take on this
Cotswold classic in O

A station building from scratch

Modelling a
Welsh structure
in OO9



Also reviewed inside ...

Hornby new tooling BR Mk.I BCK in OO
Late condition Class 31 new from Heljan in O
Metal-bodied Merchant Navy from Hornby in OO

PUBLISHED BY

PECO

www.pecopublications.co.uk



9 770033 893207

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UK Mainland Standard Postage Rate £4.00 per shipment

Registered 24hr delivery (Mon to Fri) UK Mainland £7.00

Worldwide postage at cost

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

CHELtenham
MODEL CENTRE

www.cheltenhammodelcentre.com

Available To Pre Order Now!

Order online or by telephone. No money is taken until the item arrives into stock. Pre ordering is advising due to limited numbers of models being produced.

Items Due To Arrive In September/October 2021



OO Gauge MK2Fs Normal And DCC Fitted Versions



- 39-653 - Mk2F FO First Open BR InterCity Swallow.....£59.46
39-678 - Mk2F TSO Tourist Second Open BR InterCity Swallow.....£59.46
39-702 - Mk2F BSO Brake Second Open BR InterCity Swallow.....£59.46



- 39-654 - Mk2F FO First Open Virgin Trains.....£59.46
39-654DC - Mk2F FO First Open Virgin Trains DCC Fitted.....£80.71
39-679 - Mk2F TSO Tourist Second Open Virgin Trains.....£59.46
39-679DC - Mk2F TSO Tourist Second Open Virgin Trains DCC Fitted.....£80.71
39-687 - Mk2F RFB Restaurant First Buffet Virgin Trains.....£59.46
39-687DC - Mk2F RFB Restaurant First Buffet Virgin Trains DCC Fitted.....£80.71
39-703 - Mk2F BSO Brake Second Open Virgin Trains.....£59.46
39-703DC - Mk2F BSO Brake Second Open Virgin Trains DCC Fitted.....£80.71



- 39-680 - Mk2F TSO Tourist Second Open ScotRail Saltire.....£59.46
39-680DC - Mk2F TSO Tourist Second Open ScotRail Saltire DCC Fitted.....£80.71
39-704 - Mk2F BSO Brake Second Open ScotRail Saltire.....£59.46
39-704DC - Mk2F BSO Brake Second Open ScotRail Saltire DCC Fitted.....£80.71

OO Gauge LMS Compounds



- 31-932 - LMS Compound 41123 BR Lined Black Early Emblem.....£169.96



- 31-933A - LMS Compound 41143 BR Lined Black Late Crest.....£169.96



- 31-934 - LMS 4P 4-4-0 Compound 1119 LMS Crimson Lake.....£182.71

OO Gauge Class 24



- 32-444 - Class 24/0 97201 Experiment RTC.....£152.96
32-444SF - Class 24/0 97201 Experiment RTC DCC Sound Fitted.....£237.96



- 32-416 - Class 24/0 24035 BR Blue.....£152.96
32-416SF - Class 24/0 24035 BR Blue DCC Sound Fitted.....£237.96



N Gauge 5, 7 & 8 Plank Wagons



- 377-066 - 5 Plank Wagon Wooden Floor 'J. H. Rainbow' Red.....£16.96



- 377-067 - 5 Plank Wagon Wooden Floor 'Devlin's Trawlers' Green.....£16.96



- 377-068 - 5 Plank Wagon Fixed End Wooden Floor 'A. Butler & Co.'.....£16.96



- 377-069 - Pack Of Three 5 Plank Wagons BR Grey Weathered.....£50.96



- 377-078C - 7 Plank Wagon End Door BR Grey Weathered.....£20.36



- 377-092 - 7 Plank Wagon End Door 'Highley Mining Company Ltd.' Red.....£18.66



- 377-093 - 7 Plank Wagon End Door 'Tredegar' Grey.....£19.51



- 377-094 - 7 Plank Wagon End Door 'Whitwick' Grey Weathered.....£19.51



- 377-208 - 8 Plank Wagon Coke Rails 'Stanton' Red.....£19.51



- 377-209 - 8 Plank Wagon Fixed End 'William Harrison' Grey.....£19.51



OO Gauge Clans



- R3995 - BR Standard 6MT Clan 4-6-2 72004 'Clan MacDonald' BR Green Early Crest.....£178.19



- R3996 - BR Standard 6MT Clan 4-6-2 72009 'Clan Stewart' BR Green Late Crest.....£178.19



- R30005 - Terrier 0-6-0T No.3 'Bodiam' K&ESR Blue.....£98.99

Latest Releases



OO Gauge LNER J27



- OR76J27003 - LNER J27 0-6-0 65817 BR Black Late Crest.....£94.00



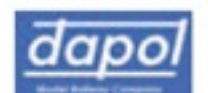
- OR76J27004 - LNER J27 0-6-0 1214 LNER Black With Red Lining.....£94.00



OO Gauge Train Set



- R1225 - Tornado Express Train Set.....£134.99



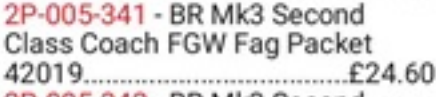
N Gauge FGW HST & Coaches



- 2D-019-011 - Class 43 HST Set FGW Fag Packet 2 Power Cars & 2 Mk3 Coaches.....£179.95



- 2P-005-324 - BR Mk3 First Class Coach FGW Fag Packet 41014.....£24.60



- 2P-005-341 - BR Mk3 Second Class Coach FGW Fag Packet 42019.....£24.60



- 2P-005-342 - BR Mk3 Second Class Coach FGW Fag Packet 42020.....£24.60



O Gauge Class 40



- 4063 - Class 40 Centre Headcode Boxes Unnumbered Blue.....£466.65

OO Gauge LNER J72



- 31-060SF - LNER J72 Tank 2313 LNER Lined Black DCC Sound Fitted.....£195.46



- 31-061SF - LNER J72 Tank 68733 BR Black Early Emblem DCC Sound Fitted.....£195.46



- 31-062SF - LNER J72 Tank 68696 BR Black Late Crest DCC Sound Fitted.....£195.46



- 31-063SF - NER E1 0-6-0 Tank 2173 NER Lined Green DCC Sound Fitted.....£195.46

SALE SALE SALE



- R3418 - OO Gauge BR K1 2-6-0 62006 BR Black British Railways.....£85.00
R3534 - OO Gauge GW King 4-6-0 6023 'King Edward II' Great Western Green.....£104.99
R3448 - OO Gauge LNER B17 4-6-0 61619 'Welbeck Abbey' BR Green Early Crest.....£99.50
R3417 - OO Gauge BR K1 Class 2-6-0 62065 BR Black Late Crest.....£79.99
R60014 - OO Gauge L&MR Flat Bed Wagon Triple Pack.....£55.00

SALE SALE SALE

Ballast

- Coarse Grey Ballast.....£3.00 (3mm average size)
Fine Grey Ballast.....£3.00 (1mm average size)
Fine Salmon Ballast.....£3.00 (1mm average size)

All are supplied in 550g (approx.) bag.

Ballast Spreaders



- N Gauge Ballast Spreader.....£11.00
OO Gauge Ballast Spreader.....£11.00

(Please note only fine ballast to be used with the ballast spreader)

Cork Sheetting

- 1/16" Thick - £5.00 each
2 for £9.00
1/32" Thick - £4.00 each
2 for £7.00
1/8" Thick - £7.00 each
2 for £13.00
3/16" Thick - £10.00 Each
2 for £19.00

Each roll measures 36" x 24" (3ft x 2ft)

Stock Boxes



All stock boxes available in 5 colours, Red, Green, Blue, Black & Brown.

- Large - Suitable for large tender locos & diesels.....£3.65
Length 330mm, Depth 48mm, Width 62mm

4 of any colour large stock box for £13.00

- Medium - Suitable for larger tank engines and medium sized diesels (class 20s, 25s etc.).....£3.15
Length 220mm, Depth 48mm, Width 62mm

- Small - Suitable for small steam locos (pannier tanks etc.) and small diesels (08 shunters etc.).....£3.15
Length 157mm, Depth 48mm, Width 62mm

4 of any colour medium or small stock box for £10.00

Sundeala Board

600mm x 1200mm (4' x 2') (approximate measurements)

Single sheet £12.99 Shop Only
6 Sheets £72.00 + £9.30 postage

Xuron
Track
Cutter
£15.00



Electrics



Toggle Switches

- SMT1 Single Pole Single Throw, (On-Off).....£1.05
4 x SMT1.....£4.00
SMT2 Single Pole Double Throw (On-On) £1.20
4 x SMT2.....£4.50
SMT3 Single Pole Double Throw, Centre Off, (On-Off-On).....£1.20
3 x SMT3.....£3.00
SMT4 Double Pole Double Throw (On-On).....£1.35
4 x SMT4.....£4.80
SMT5 Double Pole Double Throw (On-Off-On).....£1.45
4 x SMT5.....£5.20
SMT6 Point Toggle Switches.....£1.45
6 x SMT6.....£7.80
Push to Make Switches Red, Black.....50p Each
6 of any colour.....£2.70

Grain of Wheat Bulbs

12v Bulbs

Available in Clear, Red, Yellow, Green or Amber Packs of 10.....£3.00

Layout Wire

Suitable for point motors, power feeds & more.

7/0.2mm, Single Core, Multi Strand 100 metre rolls available in 7 colours.

Red/Black/Blue/Green/Yellow/Brown/White £7.99 a roll

Same colours available in 10 metre rolls.....£2.00 each
20 metre rolls.....£3.00 each



- AC11 - Pin Flow Applicator.....£11.95
AC13 - Track Magic.....£9.95
AC22 - Strip Magic.....£10.25
AC26 - Track Magic Refill.....£26.50
AD29 - Tacky Wax.....£5.50
AD55 - Glue N Glaze.....£7.50
AD57 - Rocket Card Glue.....£6.95
AD60 - Tissue Paste.....£6.95
AD70 - Plastic Kit Glue.....£3.25
AD75 - Ballast Bond.....£6.65
AD77 - Plastic Magic.....£6.50
AD84 - Ballast Bond Refill.....£18.95
AD85 - Rocket Underless Cyano.....£3.25
BD64 - Aqua Magic (250ml).....£17.75
BD44 - Perfect Plastic Putty.....£7.50
BD65 - Aqua Magic (125ml).....£10.50
BD68 - Eze Epoxy Putty.....£7.75

Mod Roc

Mod-Roc (Plaster Of Paris Bandage).....£3.60
Each roll is 15cm x 270cm approx.)

Lima OO Traction Tyres



Sold in packs of 10

- 2074351 - Large.....£5.00
(Suitable for GW King, Class 20, Class 26, Class 27, Class 31, Class 37, Class 40, Class 47, Class 59, Class 60, Class 66, Warship, Western, Class 86 & Class 87 Electrics)

- 2074352 - Small.....£5.00
(Suitable for GW Railcar, HST Power Cars, Class 101 DMU, Class 50, Class 73, Class 117 DMU, Class 156 DMU, Deltic)

Shop open

10:00am to 15:00pm Monday to Saturday

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www.cheltenhammodelcentre.com

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METCALFE

MT907 - Ultra Fine Glue Applicator
Bottles.....£4.00

N Gauge Card Kits

PN110 - Platform Kit.....	£8.50
PN116 - Corner Shop Red Brick.....	£7.65
PN117 - Corner Shop Stone.....	£7.65
PN128 - Coaching Inn.....	£8.95
PN133 - Signal Box.....	£8.10
PN135 - Stone Platform.....	£8.50
PN136 - Footbridge.....	£8.50
PN137 - Country Station.....	£11.05
PN138 - Wayside Station.....	£8.50
PN139 - Wayside Station Shelter.....	£8.50
PN140 - Red Brick Viaduct.....	£10.20
PN141 - Stone Viaduct.....	£10.20
PN142 - Tunnel Entrances.....	£7.25
PN143 - Tunnel Entrance Single.....	£6.80
PN144 - Retaining Wall Stone.....	£8.50
PN145 - Retaining Wall Red Brick.....	£8.50
PN146 - Railway Bridge Brick.....	£11.05
PN147 - Railway Bridge Stone.....	£11.05
PN148 - Tapered Retaining Wall Red Brick.....	£8.50
PN149 - Tapered Retaining Wall Stone.....	£8.50
PN150 - Manor Farm.....	£7.65
PN153 - Village School.....	£9.35
PN154 - Village Shop & Café.....	£8.10
PN155 - Workers Cottages.....	£8.50
PN157 - Grange Cottage.....	£6.80
PN158 - Gardeners Cottage.....	£6.80
PN159 - Crofters Cottage.....	£6.80
PN170 - Low Relief Cinema.....	£6.40
PN174 - Brick Terraced House.....	£6.80
PN175 - Stone Terraced House.....	£6.80
PN176 - Low Relief Red Brick Terraced House.....	£6.80
PN177 - Low Relief Stone Terraced House.....	£6.80
PN179 - Low Relief Department Store.....	£11.05
PN181 - Service Station.....	£9.35
PN182 - Warehouse.....	£9.35
PN183 - Small Factory.....	£9.35
PN184 - Boiler House & Factory.....	£11.05
PN185 - Industrial Unit.....	£6.80
PN189 - Fire Station.....	£10.20
PN190 - Low relief timber-framed shop.....	£7.65
PN191 - Castle Gatehouse.....	£11.90
PN192 - Castle Watch Tower.....	£5.95
PN193 - Castle Curtain Walls.....	£7.65
PN194 - Castle Hall.....	£11.05
PN195 - Castle Stone Sheets.....	£4.95
PN900 - Brick Paper.....	£5.10
PN901 - Cut Stonework M1 Style.....	£5.10
PN902 - Mixed Stone Work.....	£5.20
PN903 - Paving & Cobblestone Sheets.....	£5.10
PN913 - Double Track Engine Shed.....	£12.35
PN920 - Mainline Booking Hall.....	£17.85
PN921 - Parcel Offices.....	£13.60
PN922 - Island Platform Building.....	£13.60
PN926 - Parish Church.....	£10.65
PN931 - Engine Shed Single Track Red Brick.....	£9.35
PN932 - Engine Shed Single Track Stone.....	£9.35
PN933 - S&C Station Building.....	£12.75
PN934 - S&C Station Shelter.....	£6.80
PN935 - S&C Station Masters House.....	£10.20
PN936 - S&C Goods Shed.....	£12.35
PN937 - S&C Double Track Engine Shed.....	£12.35
PN940 - Platform Canopy.....	£14.05
PN941 - Wall Backed Platform Canopy.....	£9.35
PN951 - Manor Farm Buildings.....	£8.50
PN971 - Low Relief Bank & Shops.....	£8.50
PN972 - Low Relief Pub & Shops.....	£8.50

OO Gauge Card Kits

PO205 - Low Relief Pub & Shops.....£11.05



PO206 - Low Relief Cinema & Shops.....	£9.35
PO210 - Paving Slabs.....	£5.95
PO216 - Platform Kit.....	£11.05
PO226 - Parish Church.....	£13.60
PO228 - Coaching Inn.....	£9.35
PO232 - Goods Shed.....	£12.75
PO233 - Signal Box.....	£9.35

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PO235 - Stone Platform.....	£11.05
PO236 - Footbridge.....	£10.65
PO237 - Country Station.....	£14.45
PO242 - Double Tunnel Entrance.....	£9.35
PO243 - Single Tunnel Entrance.....	£8.50
PO244 - Retaining Walls Red Brick.....	£11.90
PO245 - Retaining walls Stone.....	£11.90
PO246 - Railway Bridge Brick Double or Single Track.....	£12.75
PO247 - Railway Bridge Brick Double or Single Track.....	£12.75
PO248 - Tapered Retaining Walls Brick.....	£11.90
PO249 - Tapered Retaining Walls Stone.....	£11.90
PO250 - Manor Farm House.....	£9.35
PO251 - Manor Farm Barn.....	£8.95
PO252 - Manor Farm Buildings.....	£10.20
PO253 - Village School.....	£9.35
PO254 - Village Shop & Café.....	£11.05
PO255 - Workers Cottages.....	£11.65
PO256 - Stable Block.....	£6.80
PO257 - Grange Cottage.....	£10.65
PO258 - Gardeners Cottage.....	£8.95
PO259 - Crofters Cottage.....	£8.55
PO261 - Red Brick Terraced House.....	£9.80
PO262 - Stone Terraced Houses.....	£9.80
PO263 - Red Brick Corner Shop.....	£10.20
PO264 - Stone Corner Shop.....	£10.20
PO271 - Low Relief Bank and Shops.....	£10.20
PO272 - Low Relief Shop Fronts Red Brick.....	£12.35
PO273 - Low Relief Shop Fronts Stone.....	£11.90
PO274 - Low Relief Red Brick House Fronts.....	£10.65
PO275 - Low Relief Stone Terraced House Fronts.....	£10.65
PO276 - Low Relief Brick Terraced House Backs.....	£10.20
PO277 - Low Relief Stone Terraced House Backs.....	£10.20
PO279 - Low Relief Department Store.....	£12.75
PO281 - Service Station.....	£12.35
PO282 - Warehouse.....	£12.75
PO283 - Small Factory.....	£12.75
PO284 - Boiler House.....	£12.75
PO285 - Industrial Unit.....	£11.05
PO289 - Fire Station.....	£16.15
PO291 - Castle Gatehouse.....	£16.60
PO292 - Castle Watch Tower.....	£5.55
PO293 - Castle Curtain Walls.....	£9.80
PO313 - Double Engine Shed.....	£20.40
PO320 - Booking Hall.....	£20.40
PO321 - Parcels Office.....	£18.70
PO322 - Island Platform Building.....	£17.00
PO330 - GWR Signal Box.....	£13.60
PO331 - Red Brick Single Track Engine Shed.....	£13.60
PO332 - Stone Single Track Engine Shed.....	£13.60
PO333 - S&C Station Building.....	£19.55
PO334 - S&C Station Shelter.....	£9.80
PO335 - S&C Station Masters House.....	£12.75
PO336 - S&C Goods Shed.....	£20.40
PO337 - S&C Stone Engine Shed.....	£20.40
PO340 - Platform Canopy.....	£13.60
PO341 - Wall Backed Platform Canopy.....	£13.60
PO400 - Platform Underpass.....	£5.55
PO410 - Wooden Pavilion.....	£5.55
PO415 - Nissen Hut.....	£6.40
PO421 - Low Relief Timber Framed Shop.....	£7.25
PO430 - Small Signal Box.....	£8.50

OO Gauge Building Papers



Each pack contains 8 sheets of A4 (approx.) sized card.

M0051 - Cobblestones.....	£5.80
M0052 - Dressed Gritstone.....	£5.80
M0053 - Engineers Blue Brick.....	£5.80
M0054 - Brick Sheets.....	£5.80
M0055 - Paving Sheets.....	£5.80
M0056 - Tarmac Sheets.....	£5.80

These tarmac sheets can be used for both OO & N gauge.

M0057 - Cut Stonework.....	£5.80
M0058 - Semi Cut Stonework.....	£5.80

RATIO

N Gauge Kits

202 - Cattle Dock.....	£16.80
203 - Engine Shed.....	£14.45
204 - Station Building.....	£21.70
205 - Station Building Canopy.....	£4.25
206 - Locomotive Serving Depot.....	£16.80
207 - GWR Station Train Shed.....	£16.80
208 - Apex Platform Canopy.....	£8.90
209 - Straight Platform Sections.....	£4.70
210 - Platform Ramps (2 per pack).....	£4.70
211 - Telegraph Poles (10 per pack).....	£4.15
212 - Water Crane & Fire Devil.....	£8.50
213 - Station/Street Lamps (4).....	£4.85
214 - Yard Crane.....	£5.10
215 - Square Water Tower.....	£8.95
216 - Lineside Fencing White.....	£4.25
217 - Lineside Fencing Wood Brown.....	£4.25
218 - Signal Laddering.....	£4.70
219 - Concrete Fencing Gates.....	£4.25
220 - Stone Goods shed.....	£14.45
221 - Pallets Sacks Barrels.....	£14.15
222 - Concrete Footbridge.....	£8.95
223 - GWR Wooden Signal Box.....	£14.45
224 - Signal Box Interior.....	£5.95
225 - Flat Roof Platform Canopy.....	£8.95
226 - Pump House/Boiler House.....	£14.05
227 - Weighbridge hut.....	£6.80
228 - Oil Depot.....	£7.55
229 - Coal Depot.....	£7.30
230 - Round Water Tower.....	£7.45
231 - Carriage Shed.....	£14.45
232 - Coal/Builders Merchant.....	£14.45
233 - Loading Gauge.....	£4.55
234 - Level crossing with Gates.....	£8.95
235 - Level Crossing with Barriers.....	£8.95
236 - Midland Signal Box.....	£14.45
237 - Lineside Huts.....	£7.05
238 - 2 Concrete Huts.....	£7.05
239 - Retaining Wall (350mm).....	£9.80
240 - Steel Truss Bridge.....	£16.40
241 - Steel Truss Span.....	£15.30
242 - 2 Steel Trestles.....	£9.60
243 - GWR Station Fencing White.....	£5.35
244 - GWR Trackside Fencing White.....	£5.35
245 - GWR Spear Fencing Black.....	£5.35
246 - GWR Spear Fencing Black Ramps.....	£5.35
247 - Coaling Tower.....	£22.55
248 - Modular Covered Footbridge.....	£20.00
250 - Remote Control.....	£3.85
251 - Three Arch Viaduct.....	£22.35
252 - Extra Arch & Pier.....	£9.60
253 - River/Canal Bridge.....	£9.60
254 - Two Stone Piers.....	£11.05
255 - Water Trough.....	£7.95
256 - Large Water Tower.....	£14.45
257 - Relay Boxes.....	£6.70
258 - Concrete Trunking.....	£5.45
260 - Home or Distant Signal (Lower Quadrant).....	£3.65
262 - Junction or Bracket Home or Distant Signal.....	£5.75
270 - Home or Distant Signal (Upper Quadrant).....	£3.55
271 - Pratt Truss Gantry.....	£3.80
300 - Gutters & Drainpipes.....	£4.70
301 - Brick Walling.....	£4.70
302 - Coarse Stone.....	£4.70
303 - Paving Slabs/Crazy Paving.....	£4.70
304 - Wood Planking.....	£4.70
305 - Slate Roofing.....	£4.70
306 - Tile Roofing.....	£4.70
307 - Chimneys.....	£4.70
308 - Flagstones.....	£4.70
309 - Industrial Windows.....	£4.70
310 - Domestic Windows.....	£4.70
311 - Doors.....	£4.70
312 - Corrugated Sheet.....	£4.70
313 - Roughcast Walling.....	£4.70
314 - Industrial Chimneys & Fittings.....	£4.70
315 - Oil Tanks.....	£4.70
316 - Coal Stalks.....	£4.70
317 - Corrugated Roof.....	£3.55

RATIO

OO Gauge Kits

411 - GWR/LMS Joint Gauge.....	£4.25
412 - SR Loading Gauge.....	£5.35
413 - Water Crane & Fire Devil.....	£9.45
419 - Concrete Fence Posts gates.....	£5.95
420 - GWR Station Fencing White.....	£4.70
421 - GWR Station Fencing White.....	£4.25
422 - GWR Station Fencing Black.....	£4.25
423 - GWR Lineside Fencing.....	£4.25
424 - Lineside fencing White.....	£4.25
425 - Lineside Fencing Black.....	£4.25
426 - LMS (MR) Station Fencing white.....	£4.25
427 - LMS (MR) Station Fencing Black.....	£4.25
429 - Concrete Fencing.....	£4.70
430 - Picket Fencing Green Gates & Ramps.....	£4.70
431 - Picket fencing green Straight.....	£4.25
432 - SR Precast Concrete Pale Fencing.....	£5.75
432A - SR Precast Concrete Pale Fencing Gates & Ramps.....	£5.95
434 - Spear Fencing (straight only).....	£4.70
435 - Spear Fencing (gates & ramps).....	£5.35
436 - Security Fencing.....	£11.50
437 - Wooden Fencing.....	£5.35
451 - Signal Laddering (4 lengths).....	£3.85
452 - Telegraph Poles (16 per pack).....	£4.25
453 - Swan Necked lamps (9 per pack).....	£4.85
454 - Concrete Lamps.....	£4.85
455 - Modern street lights.....	£5.75
456 - Station Barrow Crossing.....	£5.35
460 - GWR Home.....	£11.05
461 - GWR Distant.....	£11.05
462 - GWR Home & Distant.....	£13.05
465 - Ground Signals (4 per pack).....	£4.05
466 - GWR Square Post Signal.....	£8.95
467 - GWR Round Post Signal.....	£4.05
468 - GWR Round Post Signal.....	£11.05
469 - GWR Junction/Bracket Signal.....	£12.35
470 - LMS Home Signal.....	£11.05
471 - LMS Distant Signal.....	£11.05
476 - LMS Round post Signal.....	£8.95
477 - LMS Square Post Signal.....	£8.95
478 - Pratt Truss Gantry.....	£4.05
486 - LNER Lattice Post Signal.....	£8.95
493 - SR Rail Built Signal Upper Quadrant.....	£14.05
500 - GWR Signal Box.....	£18.10
501 - Grounded coach Body.....	£6.10
502 - Cattle Dock.....	£18.10
503 - Platform/Ground level Signal Box.....	£18.10
504 - Station Building.....	£29.75
505 - Coaling Stage.....	£9.15
506 - Water Tower.....	£18.10
507 - Grounded Van Body.....	£5.70
508 - Pump House/Boiler House.....	£18.10
509 - Occupation Crossing.....	£5.75

510 - Industrial Fittings.....	£3.85
511 - Wooden Lineside Huts (2).....	£6.10
512 - Skylights.....	£3.85
513 - Provender (Goods) Store.....	£18.10
514 - Pack of Assorted Pallets & Sacks.....	£4.25
515 - Platform Canopy.....	£15.30
516 - Station Valancing Notice Board.....	£4.25
517 - Concrete Footbridge.....	£13.00
518 - Concrete Lineside Huts (2).....	£6.10
519 - Large Grounded Mess Van/Store.....	£9.15
520 - Platform/Including Ramps.....	£8.95
521 - Industrial Window Arches.....	£4.25
522 - Engine Shed Inc. Hut.....	£28.50
523 - Industrial Windows.....	£4.25
524 - Weighbridge & Hut.....	£6.10
525 - Coal/Timber Merchants.....	£23.80
526 - Coal Sacks (48 per pack).....	£4.55
527 - Carriage Shed (320mm x 105mm).....	£23.80
528 - Water Tower GW Pillar.....	£13.40
529 - Oil Depot.....	£15.10
530 - Oil Tanks (2).....	£9.10
531 - Yard Crane.....	£11.90
532 - Coal Depot.....	£10.20
533 - Coal Stalks.....	£5.70
534 - Stone Goods Shed.....	£29.75
535 - Yard Office.....	£4.25
536 - Midland Signal Box.....	£23.50
537 - Retaining Walls.....	£8.65
538 - Gutters/Downpipes.....	£5.10
539 - Midland Signal Box Window.....	£5.10
540 - Locomotive Servicing Depot.....	£23.80
543 - Hoist.....	£10.05
544 - Carriage Cleaning Platform.....	£8.10
545 - Loco Lifting Hoist.....	£22.35
546 - Traversing Crane.....	£24.05
546A - Rolling Underframe.....	£5.55
547 - Coaling Tower.....	£26.60
548 - Modular Covered Footbridge.....	£23.20
549 - Fogmans Hut.....	£7.45
550 - Water Trough 768mm.....	£10.00
551 - Large Water Tower.....	£19.15
552 - GWR Brick Signal Box.....	£24.45
553 - Signal Box Interior.....	£13.40
554 - ARP Wartime Signal Box.....	£15.95
558 - Nissen Hut.....	£10.55

OO Gauge Kits

CK10 - Farm Cottage Scene.....	£16.15
CK11 - Semi-detached Houses.....	£16.15
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CK14 - Single Road Engine Shed.....	£16.15
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CK16 - Country Station Brick Built.....	£32.30
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CK19 - Goods Shed Brick Type.....	£16.15
CK20 - Post Office.....	£16.15
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CK22 - Water Mill.....	£25.50
SS10 - Victorian Gents Toilet.....	£5.05
SS11 - Taxi Mens Rest Hut.....	£5.05
SS12 - Station Garage with Pumps.....	£7.65
SS13 - Domestic Garage.....	£5.05
SS14 - Tea Kiosk.....	£5.05
SS15 - Coal Yard & Hut.....	£5.75
SS16 - Weighbridge & Hut.....	£5.05
SS17 - Coal Bunkers.....	£5.05
SS18 - Station Forecourt Shops.....	£5.65
SS19 - Grotty Huts & Privy.....	£5.10
SS20 - Greenhouse & Cold Frames.....	£5.65
SS21 - Hoardings with Bill Poster.....	£5.65
SS22 - Lamp Huts With Oil Drums (2).....	£5.65
SS23 - Bicycle shed & Bicycles.....	£5.05
SS24 - Conservatory with Garden Seat.....	£5.05
SS25 - Station Halt Complete.....	£5.05
SS26 - Victorian Bridge.....	£5.05
SS27 - Station Halt with Waiting Room.....	£5.65
SS28 - Occupational Bridge with Stone.....	£5.65
SS29 - Ground Level Signal Box.....	£5.05
SS30 - Stone & Timber Barn.....	£5.65
SS31 - Village Forge.....	£5.65
SS32 - Occupational Bridge.....	£7.45
SS34 - Water Tower & Stone Base.....	

OO Gauge Steam Locos



Class 5101 'Large Prairie' 2-6-2T
Stage: Painted Samples Due: Sep 2021
Price: from £119.60 Digital: NEXT-18
hattons.co.uk/dapollargeprairie



Class 78xx 'Manor' 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor



FR Small England 0-4-0TT
Stage: Engineering Sample Due: Early 2022
Price: £150 (estimated) Digital: Yes TBC
hattons.co.uk/pecosmallengland



Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor



Class 43xx 'Mogul' (Tool Update)
Stage: CADs Due: May 2022
Price: from £142.76 Digital: NEXT-18
hattons.co.uk/dapolmogul



Class O2 'Tango' (Tool Update)
Stage: CADs Due: Q2 2022
Price: from £169.15 Digital: 21-pin
hattons.co.uk/heljantango

OO Diesels & Electrics



Class 59
Stage: Painted Samples Due: Q1 2022
Price: from £136.32 Digital: 21-pin
hattons.co.uk/dapol59



Class 45
Stage: Early Sample Due: Q4 2021
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45



Class 47
Stage: Prototype Due: Q4 21 - Q1 22
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47



Class 86/4 & 86/6
Stage: Painted Samples Due: Q2 2022
Price: from £165 (EST) Digital: 21-pin
hattons.co.uk/heljan864



Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
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

OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Painted Samples Due: 2022
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis



BR Mk2B Coaches
Stage: Engineering Samples Due: Q3 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b



BR Pilchard Wagons
Stage: Deco Samples Due: Q3 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard



GER 10t Covered Van
Stage: Deco Sample Due: Q4 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordgervan



LNER 10t Banana Van
Stage: Prototype Due: Q4 2021
Price: £12.50 Digital: N/A
hattons.co.uk/oxford10tbanana

N Gauge Steam Locos



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

N Gauge Diesel Locos



Class 59
Stage: CADs Due: Q3/ Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons



Class B Tanks (New Batch)
Stage: In Development Due: Q1 2022
Price: £26.95 Digital: N/A
hattons.co.uk/revclassb



JHA 102t Hopper Wagons
Stage: CADs Due: Q3/ Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Diesels/ Electrics



Class 26
Stage: Early sample Due: Q1 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljano26



Class 47
Stage: Deco Samples Due: Sep 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljano47



Class 66
Stage: Engineering Sample Due: Aug 22
Price: £594.15 Digital: 21-pin
hattons.co.uk/dapolo66



Class 73
Stage: CADs Due: Mid-2022
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units



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



Class 121 'Bubble Car'
Stage: Painted Samples Due: Oct 2021
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Prototypes Due: Q4 2021
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley



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



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OO Gauge (1:76 Scale)

Dapol - Wagons



4F-050-104 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19361 NEW £38.25



4F-050-002 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19303 NEW £46.75

Hattons Originals - Steam locos



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

Diesel locos



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

Heljan - Diesel locos



3463 Class 33/0 33023 in BR blue grey roof and orange cantrail stripe - weathered £143.65



3462 Class 33/0 D6508 'Eastleigh' in 1990s BR green small yellow panels £135.15

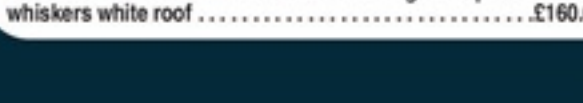
DMUs



19400 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and shirtbutton emblem £160.65



19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem £160.65



19404 GWR AEC diesel railcar W32W in BR green speed whiskers white roof £160.65

Hornby - Steam locos



R3861 Class 8P 'Merchant Navy' 4-6-2 35017 'Belgian Marine' in BR green early emblem £188

EMUs



R3952 Class 390 Pendolino 4 car pack 390156 in Avanti West Coast £247

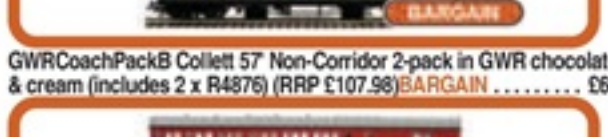
Coaches



R4680A Collett 57' corridor brake third (Right-hand) in GWR chocolate and cream - 4941 (RRP £52.75) BARGAIN £33



R4684A Collett 57' corridor third in BR crimson and cream - W4910W (RRP £52.75) BARGAIN £33



GWR Coach Pack B Collett 57' Non-Corridor 2-pack in GWR chocolate & cream (includes 2 x R4876) (RRP £107.98) BARGAIN £62



GWR Coach Pack F Collett 57' Non-Corridor 2-pack in BR crimson (includes 2 x R4881) (RRP £107.98) BARGAIN £62



GWR Coach Pack E Collett 57' Non-Corridor 4-pack in BR crimson (includes R4878, R4879, R4880 & R4881A) (RRP £215.96) BARGAIN £119



R4405B Hawksworth 63' corridor third in BR crimson and cream - W2267W (RRP £54.99) BARGAIN £33

OO9 Narrow Gauge

Heljan - Steam locos



9982 Lynton & Barnstaple Baldwin 2-4-2T 'Lyn' in L&B dark green (post-1906) £203.96



9983 Lynton & Barnstaple Baldwin 2-4-2T E762 'Lyn' in SR ex-L&B dark green £203.96



9985 Lynton & Barnstaple Baldwin 2-4-2T E762 in SR olive green - post 1932 condition £203.96

N Gauge

Dapol - HSTs



2D-019-011 Class 43 HST 4-car book set in First Great Western 'Fag Packet' green and white - 43005, 43009 and two coaches NEW £175.94

DMUs



2D-142-005 Class 142 'Pacer' 2 car DMU 142053 in Provincial light blue £123.12

Kato - Bi-Modal Multiple Units



K10-1674 Class 800/0 5-car BIMU IET 'Azuma' 800209 in LNER £178



K10-1671 Class 800/0 5-car BIMU IET 800021 in GWR green £178

O Gauge (1:43 Scale)

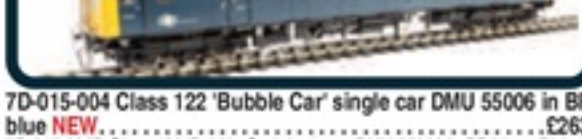
Dapol - DMUs



7D-015-002 Class 122 'Bubble Car' single car DMU 55000 in BR green small yellow panels NEW £263.05



7D-015-002D Class 122 'Bubble Car' single car DMU 55000 in BR green small yellow panels - Digital fitted NEW £289.44



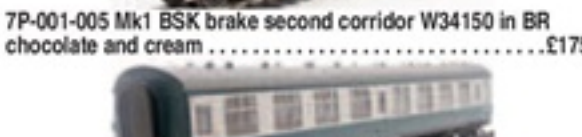
7D-015-001 Class 122 'Bubble Car' single car DMU 55002 in BR blue and grey NEW £263.05



7D-015-001D Class 122 'Bubble Car' single car DMU 55002 in BR blue and grey - Digital fitted NEW £289.44



7D-015-004 Class 122 'Bubble Car' single car DMU 55006 in BR blue NEW £263.05



7D-015-004D Class 122 'Bubble Car' single car DMU 55006 in BR blue - Digital fitted NEW £289.44

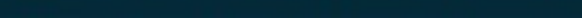


7D-015-003 Class 122 'Bubble Car' single car DMU 55012 in Regional Railways NEW £263.05

Hattons Originals - Coaches



7P-001-009 Mk1 BSK brake second corridor M34393 in BR blue and grey £175.07



7P-001-005 Mk1 BSK brake second corridor W34150 in BR chocolate and cream £175.07

H7-TC186-002 Gresley Teak coach Diagram 186 Open Third 23996 LNER Teak

£179

Heljan - Steam locos

H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (RRP £750) BARGAIN £579



H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (RRP £750) BARGAIN £579



H7-A3-003A Class A3 4-6-2 unnumbered single chimney, standard dome and unstreamlined corridor tender in LNER black 1941-1946 (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

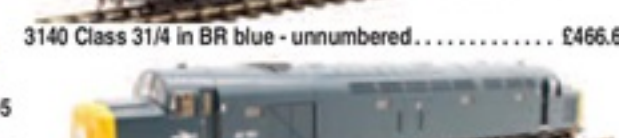
Diesel locos



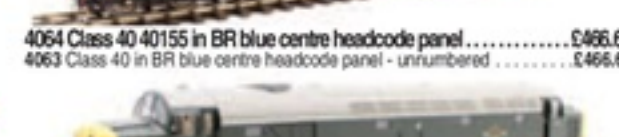
3120 Class 31/1 31296 'Amhwh Freighter' in Railfreight grey - lightly weathered - Ltd Ed £466.65



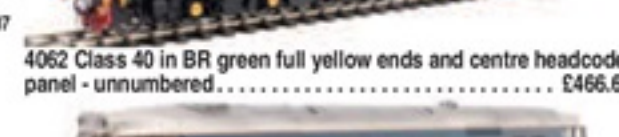
3140 Class 31/4 in BR blue - unnumbered £466.65



4064 Class 40 40155 in BR blue centre headcode panel £466.65



4063 Class 40 in BR blue centre headcode panel - unnumbered £466.65



4062 Class 40 in BR green full yellow ends and centre headcode panel - unnumbered £466.65



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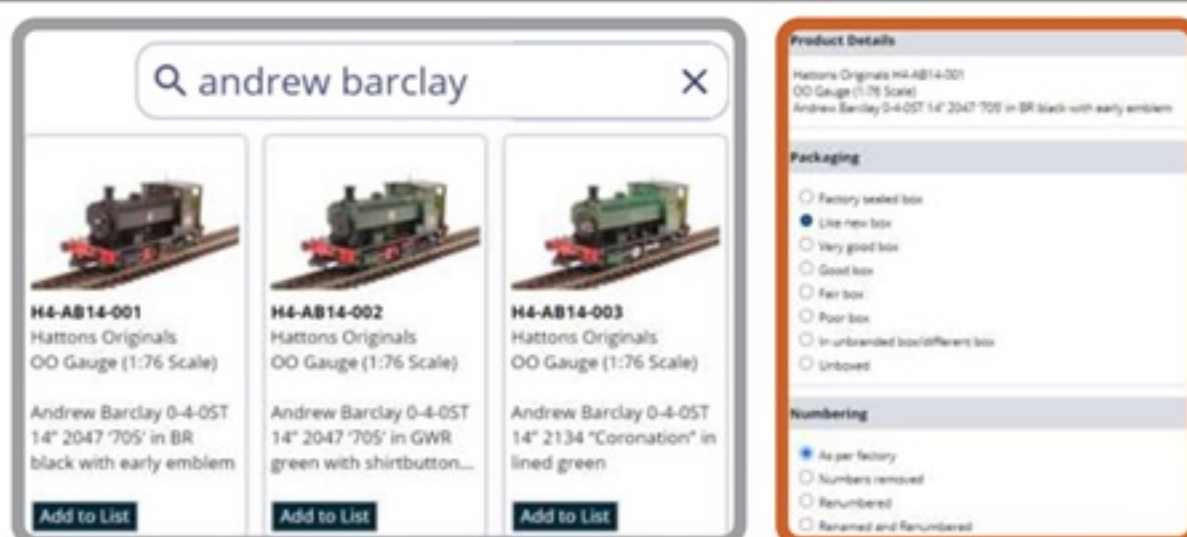


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R3242A	K1 BR Early	£116.95
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R3312	BR Class A3	£143.45
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R3411	SR S15	£125.95
R3413	S15 Late	£119.45
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R3418	K1 BR Early	£114.45
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R3421	BR Early 700 CLASS	£99.45
R3422	SR Adams Radial	£109.45
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R3523	BR B17	£127.99
R3614	LMS Patriot	£129.45
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R3603TTS	BR Lord Nelson	£175.00
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R3473	BR Class 56 Rft	£135.99
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R3577	Sentinel Graham	£58.00



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R607	Double Curve 2nd Rad.	£3.25
R608	Curve 3rd Rad.	£2.55
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R8076	Y Point	£13.90
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4S-043-003	BR Mogul	£135.95
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4D-011-009	GWR Railcar No. 16	£125.75
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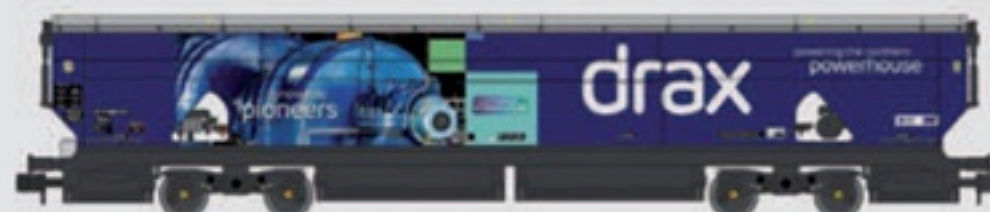
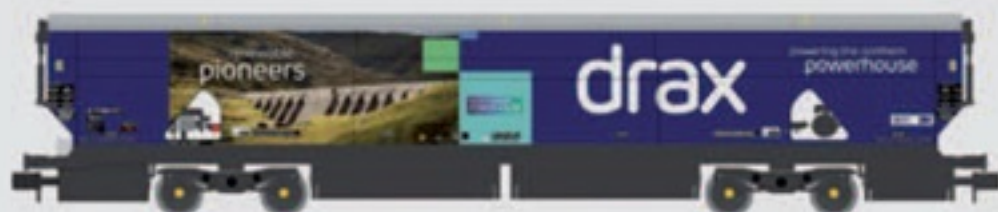
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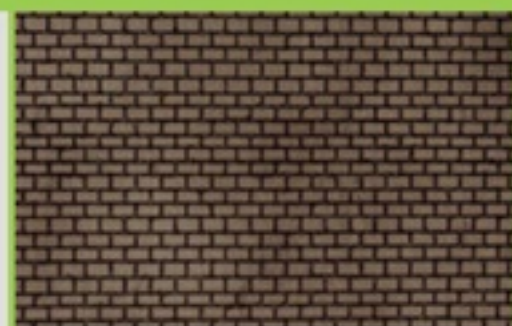
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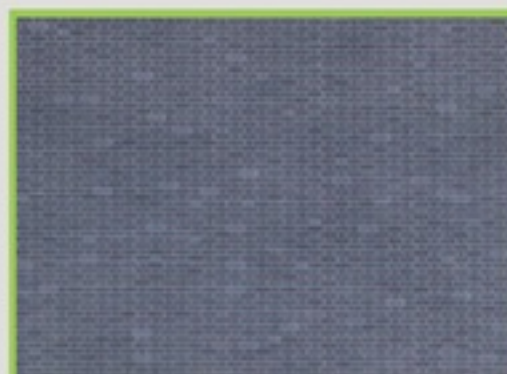
BUILDING MATERIALS



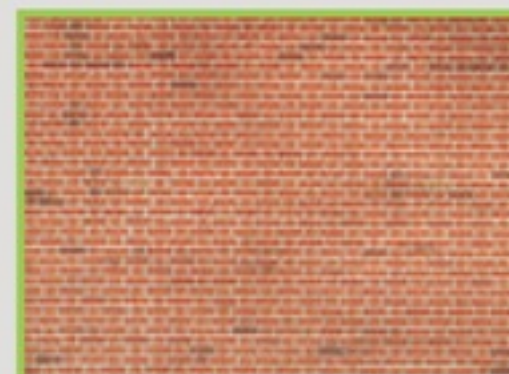
COBBLESTONES
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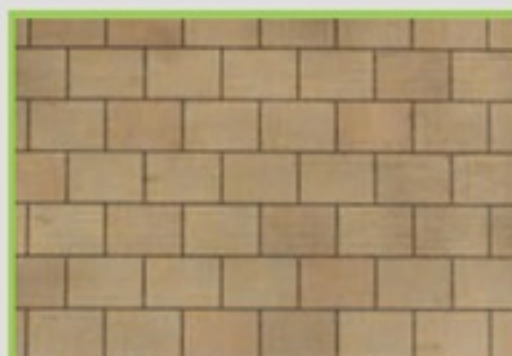
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00 CODE M0052



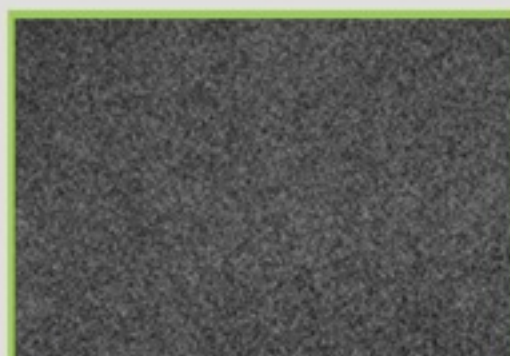
ENGINEER'S BLUE BRICK
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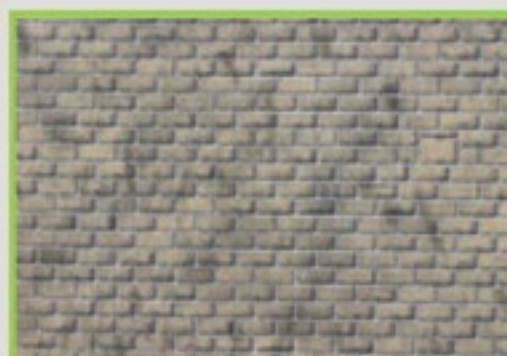
RED BRICK
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COBBLESTONES
00 CODE M0055 / N CODE PN903



TARMAC
00/N CODE M0056



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| 2) 00 CODE PO241 / N CODE PN141 | 6) 00 CODE PO245 / N CODE PN144 | 10) 00 CODE PO243 / N CODE PN143 |
| 3) 00 CODE PO249 / N CODE PN149 | 7) 00 CODE PO246 / N CODE PN146 | |
| 4) 00 CODE PO248 / N CODE PN148 | 8) 00 CODE PO247 / N CODE PN147 | |

RAILWAY



COUNTRY STATION
 00 CODE PO237 / N CODE PN137



SETTLE-CARLISLE STATION
 00 CODE PO333 / N CODE PN933



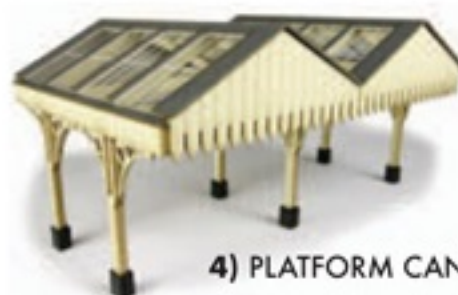
1) BOOKING HALL

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 THROUGH STATION

2) WALL BACKED CANOPY



3) PARCEL OFFICES



4) PLATFORM CANOPY



5) ISLAND PLATFORM
 BUILDING

- | | | |
|---------------------------------|---------------------------------|---------------------------------|
| 1) 00 CODE PO320 / N CODE PN920 | 3) 00 CODE PO321 / N CODE PN921 | 5) 00 CODE PO322 / N CODE PN922 |
| 2) 00 CODE PO341 / N CODE PN941 | 4) 00 CODE PO340 / N CODE PN940 | |

THE AGELESS TRACK SYSTEM

PECO *STREAMLINE*

The Spirit of Swindon by Will Heath. Photo: Paul Bason

Scarlington by Scarborough & District Railway Modellers. Photo: Tony Wright.



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Analogue Control



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

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



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

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

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We have been busy having our showroom re-fitted with some smart new cabinets and shelving to house the ever growing stocks of both new and second hand items.

As well as larger scale items for the garden we also stock second hand OO/HO and O Gauge.

Why not pay us a visit and see for yourselves.



LGB DAY

Friday 25th February 12:00-16:00

Senior personnel from the LGB distributor will be at our premises in Princes Risborough to meet with customers, to get feedback and take orders for the new items due in 2022. With LGB becoming more of a collectors club and so many 'one time only', limited editions in the product line-up, it is becoming vital to keep up to date, so as not to miss out. If you would like to attend please phone to reserve your place as soon as possible, refreshments and light lunch will be provided and all LGB customers are welcome.



40th ANNIVERSARY EVENT

It's our 40th anniversary in 2022
join us for three days of celebration

Thursday 14th - Saturday 16th July

11:00-16:00 on each day



Join us for our 40th Anniversary celebrations. We are planning to hold various events over the three days and invite customers to attend on their preferred day. Refreshments and light lunch will be provided and all customers are welcome.

Please ensure you book your place for both of these events now!

Garden Railway Specialists Ltd

Station Studio, 6 Summerleys Road, Princes Risborough, Bucks, HP27 9DT

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Monday - Friday 09:00 - 16:00hrs Saturday 10:00 - 16:00hrs

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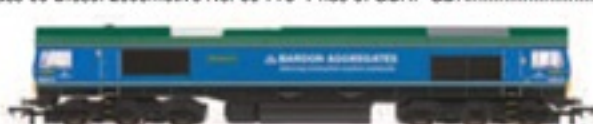
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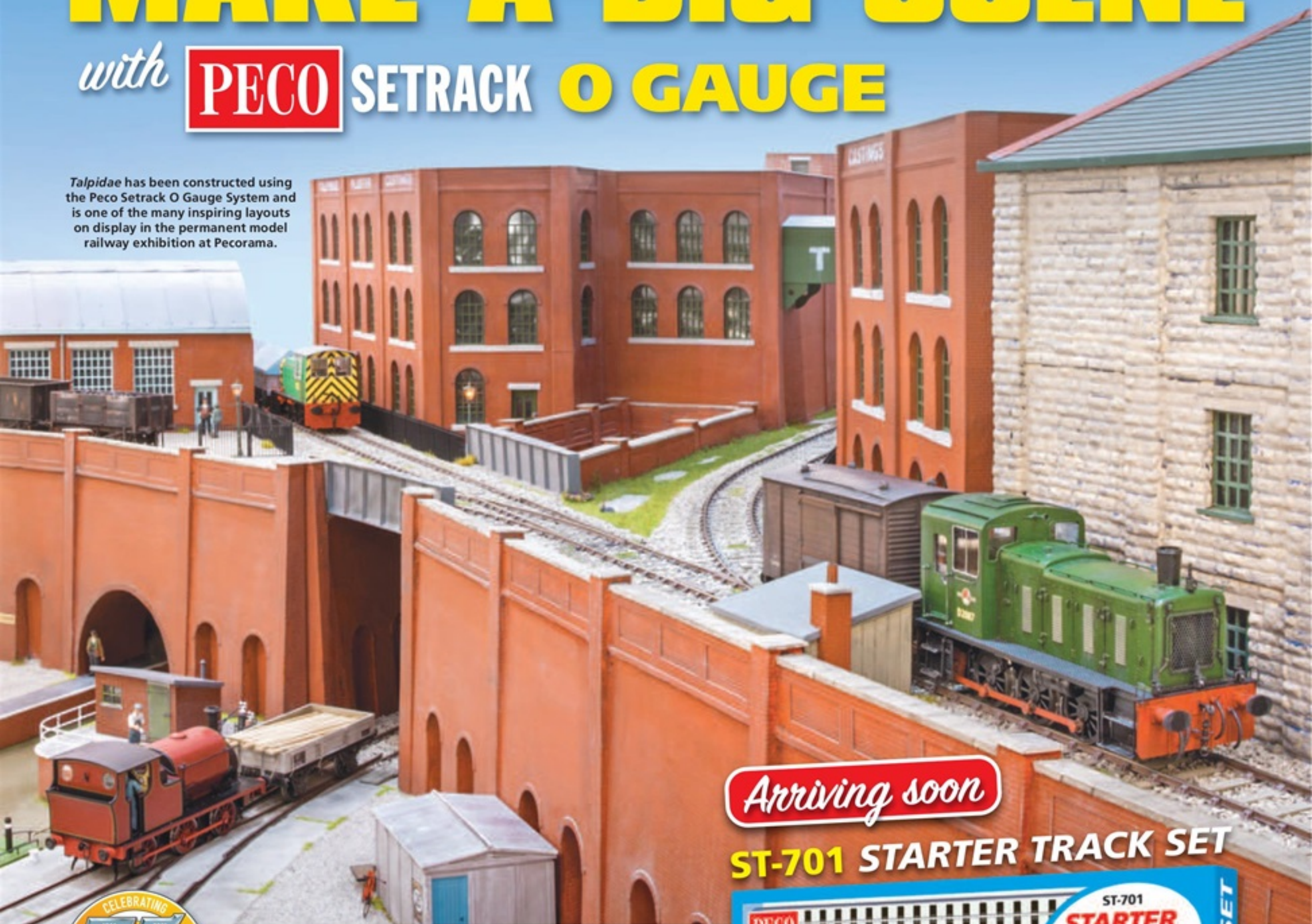
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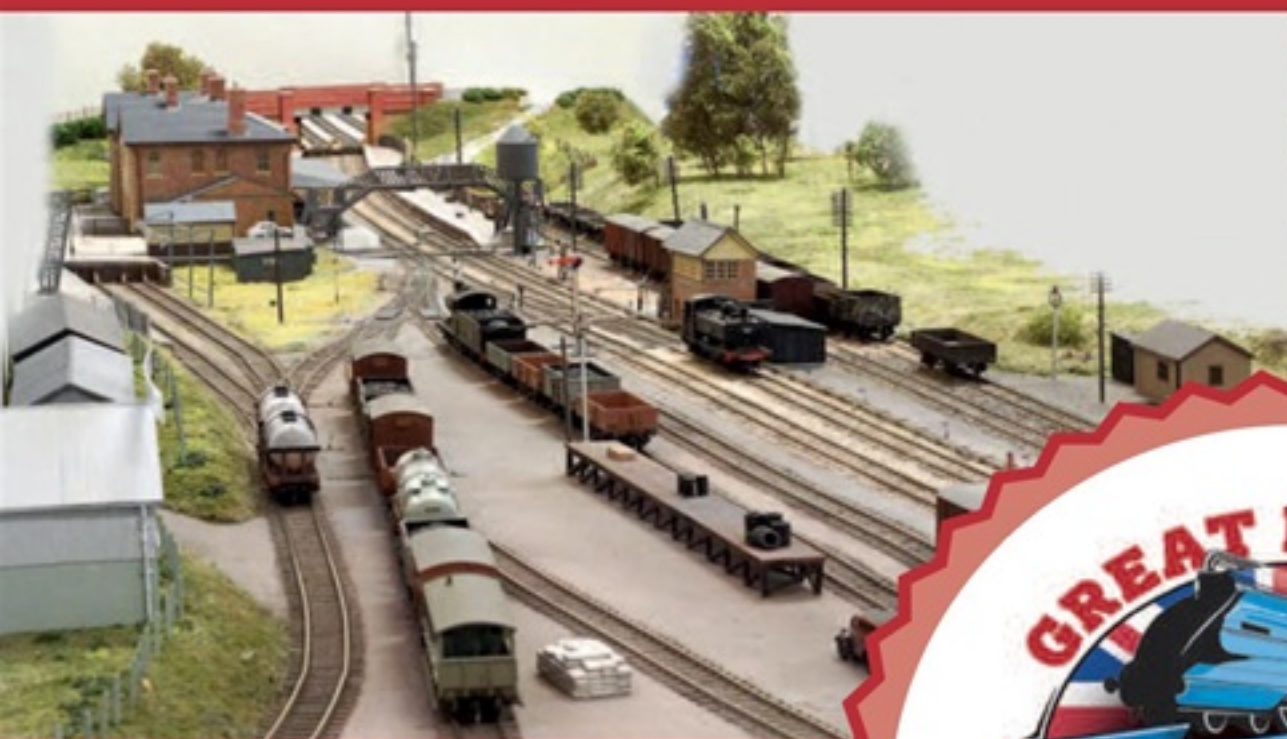
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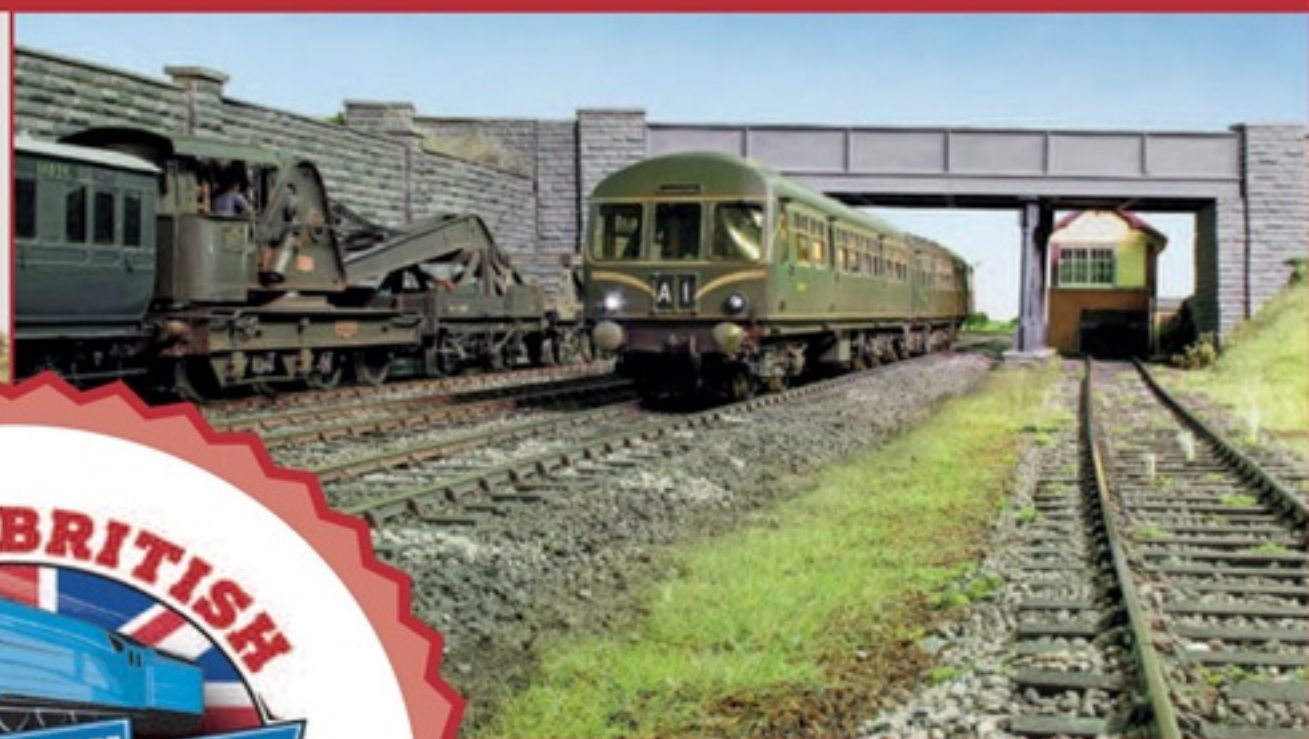
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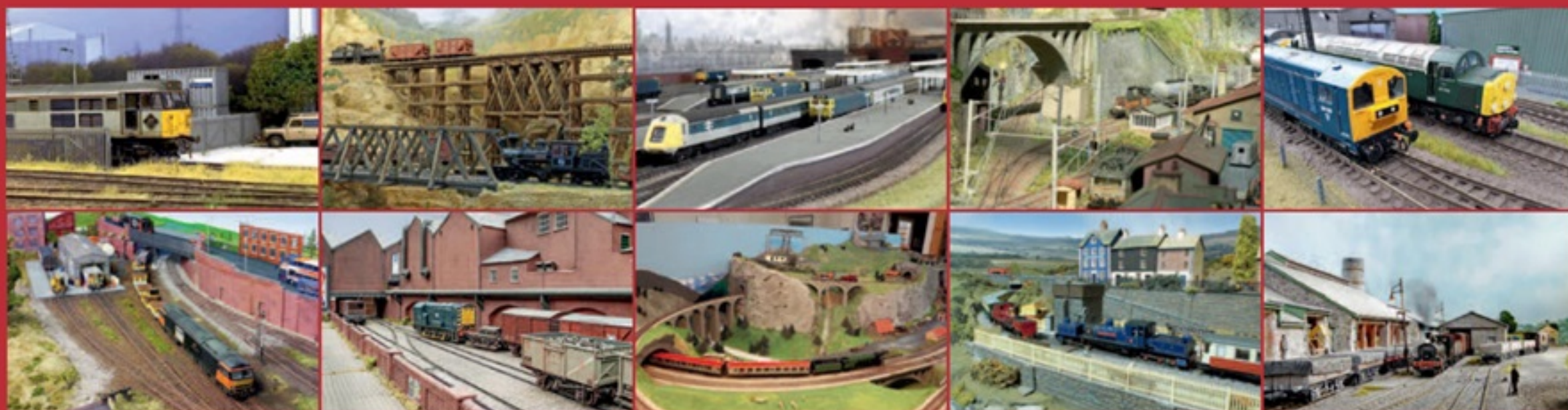
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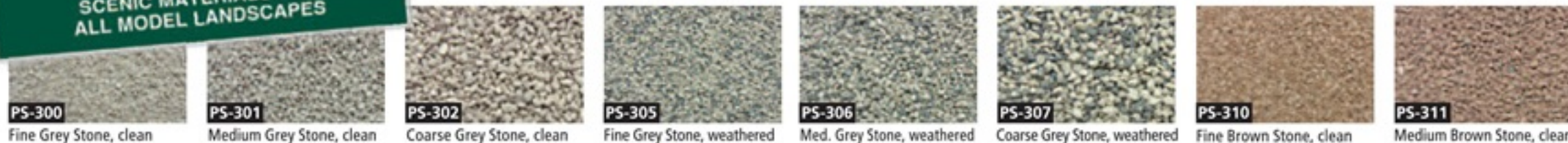


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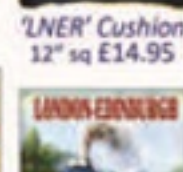


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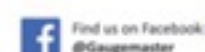
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RAILWAY MODELLER

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802 **A visit to Mertonford in the Summer of 1983**

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Canada resident Peter Blackmore has constructed this British-outline N gauge project to reconnect with his South Devon roots. The use of online resources proved to be an integral part of the project, which uses commercial track and stock.

826 How to build a laser-cut wooden kit

Callum Willcox heads over the border to Scotland and constructs a model of a Highland Railway signal box in 4mm scale using the recently released Peco multi-media kit. He also explains how he added full interior detailing and lighting into the kit, which is based on a prototype example at Helmsdale.



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830 Readers' Letters

832 New Product Reviews

This month our headline review features the all-new Bachmann Gresley V2 2-6-2 in OO gauge. We also take a close look at the new Minerva GWR Mink van and Railfreight-liveried Class 31 in O gauge, the all-metal Bulleid Merchant Navy Pacific and newly-tooled Mk.I BCK coach from Hornby in OO gauge, and the Rivarossi tarpaulin-covered bogie flat wagons in HO scale.

838 Book & DVD Reviews

840 News

In the news pages this month Lionheart Trains reveals ready-to-run models of Lynton & Barnstaple Manning Wardle 2-6-2Ts and bogie passenger coaches in 7mm; Bachmann Europe Plc donates £60k to NHS Charities Together; there is news of a TV series that will take viewers behind the scenes at Hornby; Revolution Trains goes underground in N; and much more...

41a Societies & Clubs

A number of events are listed for November, but we advise potential visitors to contact the organisers or check the respective websites before travelling.

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**Published on the second Thursday
of the preceding month.**

ISSN 0033-8931

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Welcome from the Editor

A sense of place

Layouts that are based on real locations can vary considerably with regards to their prototype fidelity, from exacting replicas that mirror the actual site down to the minutest of details, through to models that are simply inspired by a particular place in much broader terms, created perhaps without being beholden to strict parameters such as scale platform lengths, or the inclusion of all trackwork and lineside infrastructure.

In this issue we present a trio of layouts based upon real locations, each of which showcases alternative approaches for their research and construction. The first of these is a meticulous recreation of Boot station by Peter Kazer on p774, which depicts the Ravenglass & Eskdale Railway in its original - and very short-lived - 3' narrow gauge form. With only a small amount of archive material available for this rather obscure prototype, which had closed as long ago as 1913, the research presented a particular challenge. Constructed to 1:48 scale, Peter made almost everything on the layout from scratch, including the locomotives, rolling stock, trackwork and buildings. The finished layout is a masterpiece of the modelmaker's craft.

In difference to the relative obscurity of the 'Owd Ratty' (as the E&ER was known), the Gloucestershire branch terminus of Tetbury is very well documented, with plentiful photographic and written resources available. Furthermore, although the branch is long gone, traces still remain including the goods shed, now beautifully refurbished as an arts venue. Therefore conducting research of this prototype is comparatively straightforward, as David Beighton discovered during the creation of

his convincing 7mm scale rendition on p784. His project was aided further with the availability ready-to-run of a complete suite of suitable BR Western Region stock (including the AC Cars railbuses that were a signature of the branch in its twilight years), together with laser-cut kits for all of the station's principle structures.

Finally, Churston station will be familiar to many as an intermediate station on the Dartmouth Steam Railway in South Devon. Although much changed from its original steam era condition, sufficient reference for a layout project can be

acquired first-hand by making a site visit, armed with a notepad and camera. That is, unless you live thousands of miles away, as was the case for Peter Blackmore when he embarked on an N gauge model of this particular location (see p823). An innovative approach was called for, which saw Peter utilise online resources and satellite images to collect the information he required, this also being used to assist with the construction of several structures on the layout.

Three layouts, three different prototypes and three very different methods of execution. The common link between them,

however, is that all aspects of the designs were predetermined for replicating in model form, such as the track layouts, signal positions and building architecture. In contrast, the creation of an imagined layout scheme is reliant upon a great deal of supposition for how a full-size version may have appeared. However, inventing a convincing 'sense of place' entirely from historical conjecture can be a proposition that is just as challenging and rewarding.



David Beighton's 0 gauge model of Tetbury station is featured on p786.

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



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Distribution to the model trade, direct subscriptions (Home & Overseas) Pritchard Patent Product Co Ltd (address and telephone as above).

Distribution to the newsagency trade (Home & Overseas) Marketforce (UK), 2nd Floor, 5 Churchill Place, Canary Wharf, London E14 5HU

Printed by
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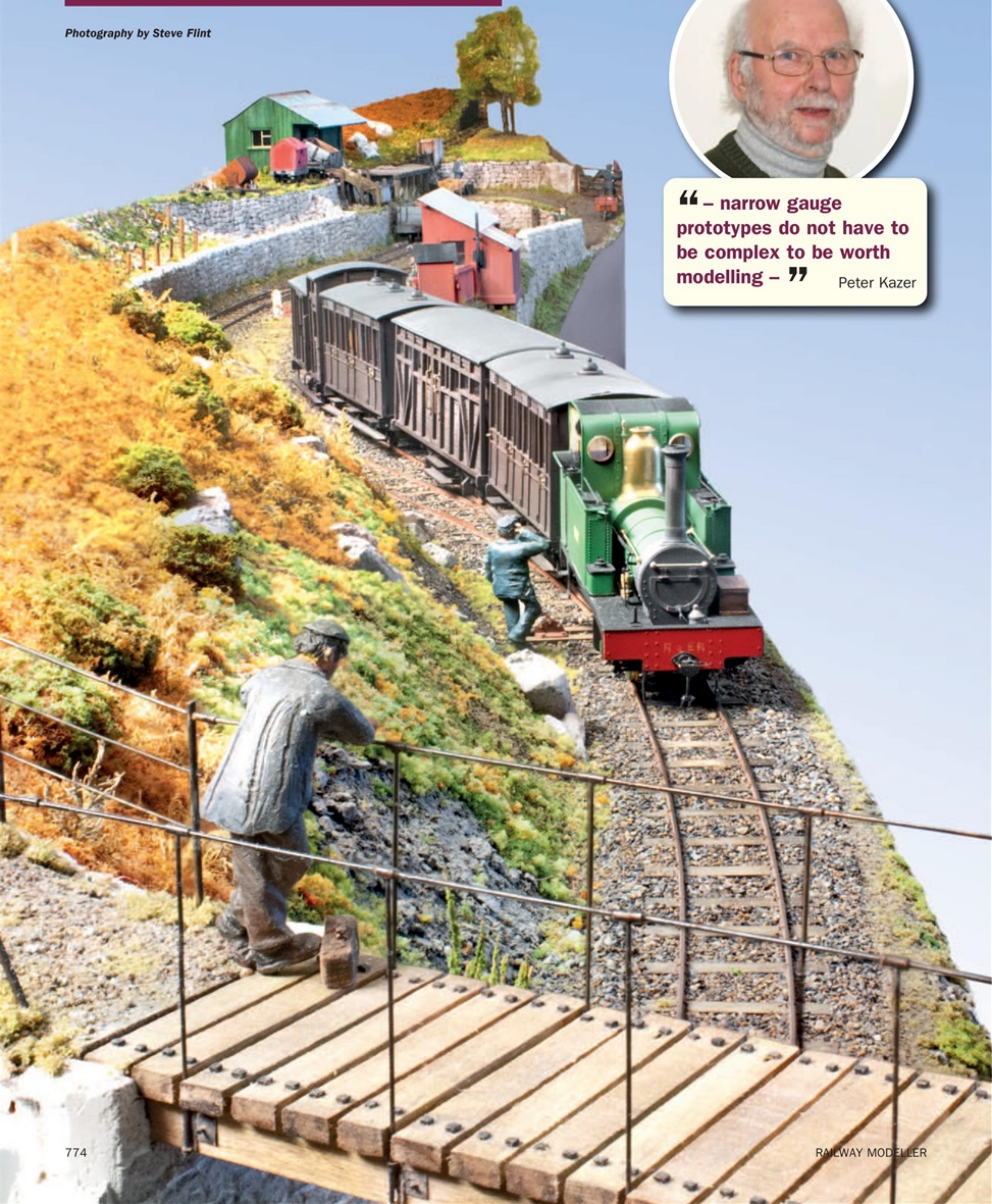
Railway of the Month

Photography by Steve Flint



“ – narrow gauge prototypes do not have to be complex to be worth modelling – ”

Peter Kazer



The Owd Ratty, modelled in 1:48 scale

Boot c.1880

PETER KAZER took this former 3' narrow gauge line in Cumberland – which only remained open until 1913 – and modelled it to a scale of 1/4" to 1'. Using an unusual track gauge of 3/4", almost everything that can be seen on the layout has been scratch-built from raw materials.

For nearly 50 years I have built models of various narrow gauge prototypes from scratch, mainly in the unusual scale, for this country at least, of 1/4" to 1'. This model of Boot on the Ravenglass & Eskdale Railway is based circa 1880 and represents the railway's most active years, but as the railway ceased to exist in 1913, information proved to be very scarce.

I located about 70 photographs showing 'Owd Ratty', as the line was known, over its life, but of these only about 12 show my chosen location of Boot, the majority of which are from the later days in the early 1900s when the railway's mining activities had ceased. The platform and many retaining walls remain *in situ*, but even after a site survey it was still not possible to reconcile the photographic evidence with the various periods of the site's history – particularly in the area of the quarry building and loading wharves. As a result, the model represents a 'best guess' as to how the site appeared in 1880.

Operational considerations

We are used to quarry and mine railways originating in the mountains and running on a generally falling gradient to a port or other transshipment point. Here, however, the gradients rise and fall in both directions as the railway passes from one valley to another. The most severe of these is in the Down direction, which is why the locomotives always ran smokebox first to the coast. Equally the brake van was always attached at the end of the train, irrespective of direction, because continuous brakes were not added to rolling stock until 1895. This need to reform trains at both ends of the line helped to alleviate a nagging doubt I had initially that a layout with only a run-round loop and one siding would lack sufficient interest.

Helping to add further operational interest is the variety of train formations evident in period photographs, ranging from the use of all passenger stock through to the single composite coach with its guard's brake

Left

A view looking along the full length of the layout showing the detail of the footbridge. This is not the prototypical position for this structure, it having been moved from further down the line to provide a visually lightweight mask for the entrance to the fiddle yard.

Right

Manning Wardle 0-6-0T *Nabb Gill* draws away from Boot station with the pair of original coaches and the Bristol 'birdcage' brake van. The visible part of the track construction can be seen here with the code 65 flat-bottom rail and brass wire spikes, though the actual supports are concealed by the ballast.



The Ravenglass & Eskdale Railway

The 3' gauge Ravenglass & Eskdale Railway, often referred to as the Owd Ratty, was built in 1875 in a remote coastal area of Cumberland.

Approximately seven miles in length, it was built to transport iron ore from the workings in the valley of Eskdale to the coast for onward shipment to the iron works at Workington. Iron ore had been extracted in Eskdale from Roman times and prior to the coming of the railways had been exported from the harbour at Ravenglass.

The railway was not built to the highest of standards and the quality of its construction received a scathing report from the Board of Trade following a formal inspection a year after its completion. Fortunately, the report is still extant and contains much invaluable information about the construction of the railway. Remedial works were carried out and the line was inspected again in November 1876, following which it was finally allowed to open to passenger traffic. However, the line did not prosper and in 1877 it was placed in chancery where it remained for the remainder of its life.

Boot was the upper terminus for the railway and here it served the Nab Gill mine as well as the village of Boot. A second source of



ore was opened at Gill Force in 1880/1881 on the other side of the valley and this was connected to the main line by a branch joining at Beckfoot just below Boot. Neither of these were particularly successful and by the mid 1890s both had closed leaving the railway with only local goods and passenger traffic. It was always advertised as a tourist line and from photographic evidence much of its traffic was indeed visitors and holidaymakers.

The railway managed to struggle on but finally closed in 1913, only to be reincarnated as the 15" gauge *La'al Ratty* in 1915, which remains open as a passenger carrying miniature railway to this day.

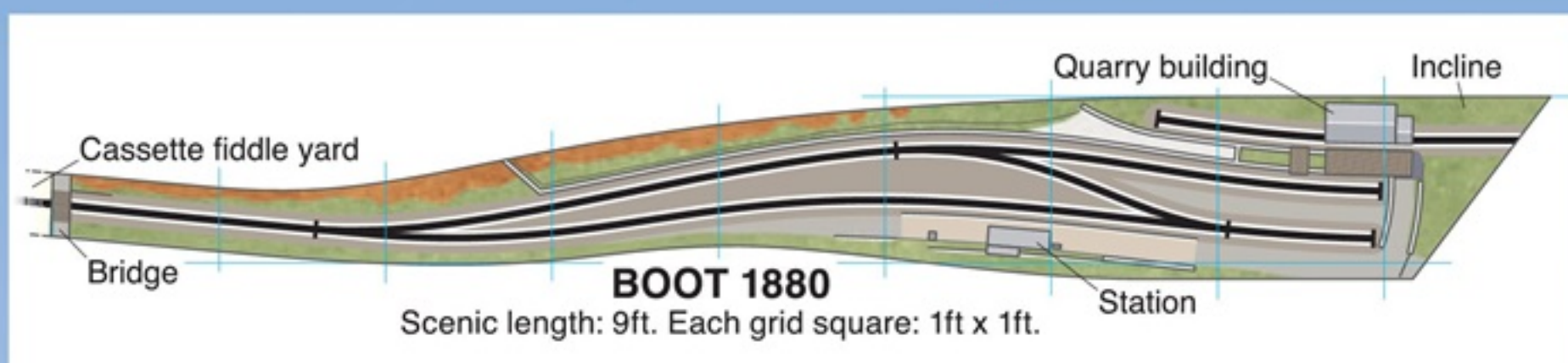
In 1880 The railway carried 21,733 passengers, 8,719 tons of ore and 1,687 tons of general goods on a timetable of five trains a day in summer and three in winter. This was the best it achieved and in most years the traffic was much lower.

The gradients on the approach to the station proved too severe for the miniature locomotives which arrived with *La'al Ratty* in 1915 and so the site, whilst it has deteriorated over time, has remained as it was when vacated over 100 years ago. The present Dalegarth station was built on the Gill Force mines branch.



◀ A vintage colourised postcard of Boot station, showing a passenger train with members of railway staff posing by the locomotive; one of the line's two Manning Wardle 0-6-0Ts. Photo: www.railwaystationphotographs.co.uk





compartment. However, catering for this variety did mean that the fiddle yard, which is on view to the public, had to be designed with the easy re-marshalling of trains in mind.

Ply baseboards

Over the years my layout baseboards have become progressively lighter in their construction, partly for ease of transportation, but mainly in deference to my advancing years. They are fabricated utilising thin ply, curved where possible to increase strength, and combined with 9mm diaphragms to produce very light but rigid assemblies. These diaphragms were 'stepped' to suit the scenic contours and were also designed to accommodate the stone walling which, because of its nature, needed support in its deeper sections.

A set of boxes to enclose the finished model were built to protect it from damage in transit, and also from light and dust when in storage.

Hand-built trackwork

The track uses copper clad sleepers and code 65 flat bottom rail, but instead of soldering the rail directly to the sleepers it is spaced off by an up-stand, a short (approx 3mm) piece of rail. The result is glued to a cork underlay and pinned at alternate sleepers by a long pin passing through the baseboard. These pins are bonded under the baseboard into the wiring so there is continuity with the rail above and mimic wiring below. This reduces the chance of breaks in the electrical circuits.

With the structural element of the trackwork in place, cosmetic scale sleepers, made from lime wood and suitably stained with woodstain and watercolours, were then inserted using the space provided by the upstands. These sleepers were distressed slightly at their ends using a scribe, this replicating the natural deterioration of what were softwood sleepers on the prototype. Once the track was ballasted (using a mixture of sifted river gravel, sand and crushed rock) the copper-clad sleepers and upstands were concealed, leaving the impression of only rail and timber sleepers. Dummy spikes were made from

soft brass wire and inserted in pre-drilled 0.5mm holes, with fishplates soldered to the rail web to complete the trackwork.

Locomotives

The railway had two locomotives, *Devon* and *Nabb Gill*, which were built by Manning Wardle in 1875 and 1896 respectively. These were basically to a stock standard gauge design but with a 3' gauge chassis. This was fortunate as many of the detail fittings could be gleaned from standard gauge prototypes built at the same time, such as the Millwall Extension Railway. The duo was not fitted with air brakes until 1895 whereupon they lost some of their early Victorian features. By 1908 *Nabb Gill* was out of service.

The chassis have very large cut-outs which greatly influenced my approach to constructing them in model form; there was no getting away from including the internal valve gear and I decided in a moment of madness that this must also be made to work! I also decided that the beam suspension systems I had used in the past would be too visible on the finished models, so a simple springing system was adopted instead. The models use a split-frame arrangement with the frames separated by paxolin spacers; the frames themselves are only 15thou nickel silver which adds to the delicate appearance of the model. Each model is powered using a Mashima motor and gearbox situated within the firebox, hidden from sight.

The nickel silver footplates are just 10thou thick to better replicate the delicate edges of the prototypes. However, to provide additional strength, a sheet of 0.5mm paxolin was bonded to the underside of the footplate with Araldite between the valances, this also serving to insulate the body from the chassis. The bufferbeams are made of paxolin with nickel silver riveted overlays.

The remainder of the body components either bolt or clip together which, whilst taking extra time to make, allows for easier painting and minimises the amount of soldering heat used in their fabrication. The main

Below

The distinctive dry-stone walls were made by casting a mixture of one-third PVA to two-thirds gypsum coving adhesive, which was then broken into pieces before setting these in a mixture of tile adhesive and PVA glue.





Top left

The quarry loading area was modelled using some supposition as the archive material referred to and a present-day site visit produced conflicting results. The R&ER purchased two types of wagons from the Bristol Wagon Company for general use and built its ore wagons locally.



Left

Manning Wardle 0-6-0T *Devon* stands at the platform at Boot station with a mixed train consisting of one of the original coaches, the Bristol 'birdcage' brake van, and a trio of open wagons. Note the abandoned quarry wagon in the foreground.

material is 10thou nickel silver. The body components are all bolted to the footplate with 14BA bolts which have their heads countersunk into the paxolin.

Coaching stock

Passengers were catered for by two coaches built by the Bristol Wagon Company in 1875; a three compartment First class design and a four compartment Third class design with a guard's compartment at one end. The Bristol Wagon Company also supplied a guard's van complete with 'birdcage' lookout.

The bodies of the two coaches from the Bristol Wagon Company were modelled in plasticard and bolted to the chassis, which was fabricated from lime wood. The glazing and droplights were made to slide into slots formed at the corners with the compartment walls and are held in place by strips of nickel silver, these being

silver-soldered to the metal roofs which were glued in place after painting. The underframe details were batch built from nickel silver, which in the case of the four compartment vehicle was complicated by the inclusion of full brake gear.

The van body was built from $\frac{1}{32}$ " ply and lime with strapping details fabricated using material from an aluminium drinks can. The underframe was once again made from lime and nickel silver, with the bonding of the lime and nickel silver parts achieved using pins formed from brass or nickel wire in pre-drilled holes.

The coaching stock was augmented by the 'Big Saloon', which in reality was built locally and resembled a cattle truck. At 22' 6" long it was significantly longer than the Bristol coaches and sported a substantial outside timber frame. Parts of this remain and have been 'reassembled' in the museum at Ravenglass with a lot of

Right

A tipper wagon is unloaded via the timber chute into the 3' gauge wagon on the lower line. The quarry company's building is constructed from ply and lime wood with a corrugated sheet roof made using foil.



new timber! It was modelled from ply and lime in the same way as the aforementioned van.

Wagons

Originally the railway purchased two types of wagon from the Bristol Wagon Company for general use (including passengers when demand was high!) but its ore wagons were built locally. It is not clear how many of these wagons existed but from photographic evidence and returns to the Board of Trade they were not that numerous.

All the wagons feature external hinges and strapping which was built up in batches from brass and nickel silver and fixed to the plywood bodies using pins. The underframes were once again manufactured from lime wood with the springs, axleboxes and other details then added. Some of the detail, which has been gleaned from photographic evidence, seems very strange and begs the question as to why those wagons that appear to have been supplied at the same time are so different with regards to axleboxes and springing?

In addition, the Gill Force mines had their own wagons made locally, which were much smaller. From period timetables it appears that these were brought to Boot to be rostered in trains; I built a couple of these for variety.

Before painting the stock (a job I put off for as long as possible!) the layout was fully tested and any running difficulties resolved. This involved devising the operating sequence and constructing the mini cassette system for the fiddle yards; these enable trains to be marshalled with the minimum of space and handling.

Scenery

One of the distinctive features of the Esk Valley is the colour of the natural stone which has a pink tinge to it. When quarried, this stone breaks into random shapes and sizes and this contributed to the rustic appearance of the many dry-stone walls. To replicate these walls in model form, I first cast a mixture of one-third PVA to two-thirds Gypsum coving adhesive into sheets. This was then broken into pieces, following which these fragments were set using a mixture of tile adhesive and PVA glue

Right

Manning Wardle 0-6-0T Devon reverses into the quarry siding whilst passengers make their way towards the coach in the platform that will form the next service. Figures on the layout were adapted from 7mm scale items.





against the ply verticals of the baseboards. Great care was taken to ensure that none of the adhesive seeped through the interstices between the stones. The result thus appeared as a dry-stone wall but with a uniform grey colour. The pink tinges were added using rust weathering powders brushed onto the surfaces of the stones. I had thought to leave the walls at that stage but decided subsequently to spray them with a very light coat of matt varnish.

Buildings

The buildings were constructed from ply and lime with foil corrugated sheet roofs. Because of the simplicity of the scene depicted on the layout, considerable time was expended upon the construction of the smaller ancillary details. The figures, reduced from their 7mm scale cast white metal originals, and scratch-built extras helped to bring the scene alive. However, the completed scene is far busier than it was for most of the real railway's existence – even in 1880!

The bridge is a major cheat, having been relocated from the other end of the line. I did this to provide a satisfactory exit from the scenic section to the fiddle yard; the prototype valley opens out slightly below Boot, with the railway running onto a shallow embankment, but replicating this would have had the opposite effect to the one I wanted. Furthermore, had I modelled this, the layout would not then have then fitted into the car for transport! For the style of the bridge itself, one of the stone arch bridges further up the line would have been too dominant and hence the model reflects one of the



Left
Manning Wardle 0-6-0T *Devon* enters Boot with a passenger train headed by the 'Big Saloon'.

Below
Having arrived at Boot with a mixed train, *Devon* stands in the loco release and awaits the changing of the points to enable it to run round, whereupon it will re-marshal the formation in readiness for the return working.

smaller ornate footbridges from the bottom end of the line, which still exist. The parapets were formed from 0.5mm nickel silver wire and are very delicate.

To the exhibition hall

The only time I operate my layouts is at exhibitions, so they must be reliable and give satisfaction to me as well as the public. I am pleased to report that *Boot* has done everything that was asked of it; operating from the front, with all the controls on a wander lead and with fiddle yard on view has worked well. It has just about the right level of operational interest to enable continued working whilst fielding questions and also proves that narrow gauge prototypes do not have to be complex to be worth modelling.



Further reading

Narrow Gauge Adventure – A Modelmaking Journey by Peter Kazer. Published by Wild Swan
www.wildswanbooks.co.uk

Highley Signal Box

Drawings by **DAVID MALTON.**

Words by **CRAIG TILEY.**



▲ A recent preservation-era view showing how Highley signal box is situated within the station site. Churchward 2-8-0 No.2857 arrives with a southbound passenger service. Photos by the author except where stated

Highley station was originally a stopping point on the 40-mile Severn Valley route, linking the West Midlands towns of Shrewsbury and Hartlebury. The station was used to serve a number of nearby collieries, including at Alveley – from which freight traffic continued until 1969, six years after the station had closed to passenger traffic.

The preserved Severn Valley Railway (that runs today for 16 miles between Bridgnorth and Kidderminster) ran its first trains to Highley from Bridgnorth in 1974, the station briefly acting as the line's southern terminus until through services to Arley and then Bewdley began later in the year.

The station has seen significant changes during the preservation era, most notably the construction of The Engine House, which is located immediately to the south of the site. However, the station building, platforms and signal box are all original features.

The signal box is an original McKenzie and Holland Type 3 signal box, constructed in 1883. It boasts a timber cabin and staircase, with slate roof and brick-built walls for the locking room. Aside from modifications to the interlocking of the lever frame, the structure has not changed significantly during the years since.

The box was taken out of use by BR in 1969 upon the aforementioned cessation of traffic to Alveley colliery, but was acquired virtually intact by the nascent railway preservation group in 1972, being brought back into use two years later. It retains its original 14-lever frame, comprising 11 working levers and 3 spares.

For further information about the signal box, including signalling diagrams and its operation, refer to:

www.svrwiki.com



▲ Since preservation the signal box has carried GWR colours; light and dark stone for the woodwork on the cabin and staircase, and with the window frames painted white.

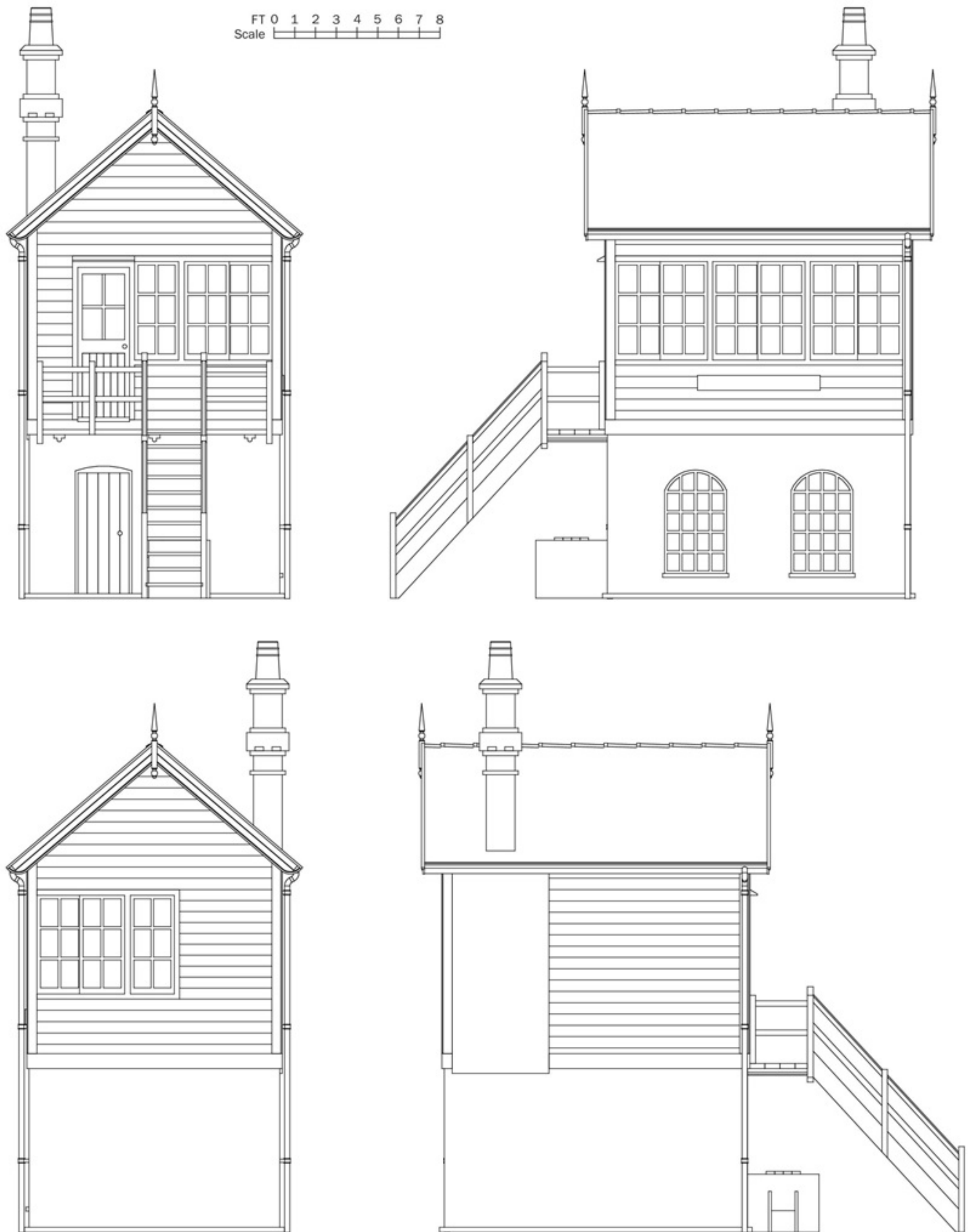
In model form

Highley signal box provided the basis of the venerable Ratio plastic kit (ref.500) which was first released in 1981. Comprising pre-coloured parts moulded in plastic, the interior of the model could be furnished using items from the Ratio signal box interior kit (ref.553).

◀ The south elevation of the structure showing clearly the timber staircase. Note the upturned fire buckets.

▶ A rarely-photographed view showing the rear elevation of the structure. Note how the brick fireplace protrudes slightly further than the locking room wall beneath it. Photo: David Malton





Tetbury

DAVID BEIGHTON presents a new take on this classic Cotswold branch terminus in 7mm scale, utilising the full panoply of ready-to-run stock and DCC wireless control, all set in the British Railways steam era.

Photography by the author

After many years of modelling overseas railways, which had resulted in a Danish HO scale exhibition layout *Havnegade* (CONTINENTAL MODELLER September 2007) followed by some On30 scale modelling, I found myself visiting Gauge O Guild events more frequently and subsequently become a member in 2013. With an interest in the railways that once served the Cotswold towns and villages, I took the plunge and purchased a DCC sound-fitted Collett 64xx 0-6-0PT and an auto coach in my chosen early BR livery, these models being available ready-to-run from Lionheart Trains. More kits and R-T-R models

were collected that would suit smaller BR(W) lines with the idea that one day another exhibition layout would be built.

Inspiration

After considering a number of options around the Cotswold for the location, the plan for Tetbury, in *Great Western Branch Line Termini* by Paul Karau (published by OPC), looked the most appealing.

As modellers have discovered many times before, Tetbury makes for a practical subject to model. The terminal layout is compact, whilst the narrow plan suited a space I had available in a spare bedroom where the

▲ Hawksworth '1600' 0-6-0PT No.1664 is pictured shunting mineral wagons at Tetbury during the early 1960s. The large goods shed is visible in the background. Photo: Rail-Online

Ex-GWR small Prairies were used on the branch though not to the same level and frequency as the 14xx/58xx 0-4-2Ts or Panniers. Collett '4575' 2-6-2T No.5545 ended its days at Gloucester, making it a perfect locomotive to use.





▲ Autocoach No.37 leads an Autotrain away from Tetbury powered by a Collett 0-4-2T. Although the line would appear to have been well suited to Autotrains and railcars, much of the post-War passenger traffic was in fact locomotive hauled.

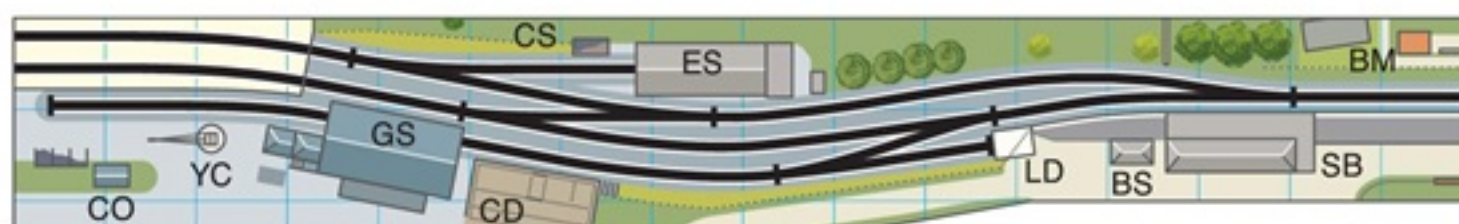
completed layout can be set up temporarily for operation at home.

When I started the project, Tetbury Rail Lands Regeneration Trust had recently restored the GWR goods shed at the site for use as an arts centre (see info panel). A number of trips were made to take photographs around the location and to walk a section of the trackbed to Trouble House, the site of a halt, where a coffin full of empty beer bottles addressed for the attention of Dr Beeching, was loaded onto one of the last trains in April 1964.

Further inspiration was found in *The Tetbury Branch* by Stephen Randolph (published by Wild Swan). The book includes a concise history, photographs, drawings, and many first-hand accounts from people directly associated with the branch. The book has been an important reference source throughout the construction of the layout, modelling an actual location for the first time.

Baseboard construction

Being new to this gauge, technical information from the Guild was invaluable during the planning process.



TETBURY

Overall size: 4800mm x 700mm. Each grid square 300mm x 300mm.

The layout narrows at the station end to give more clearance when it is set up in the spare room. The wider end is 700mm across, allowing space for the goods shed and background scenery. The two boards forming the main viewing area are 1,400mm long. Two shorter boards measuring 1,000mm long form the coal yard and fiddle yard at the left of the layout and station head shunt at the right.

The boards were sketched in component form to be sawn from 9mm birch ply by my local timber merchant. The construction of these takes the form of a basic 100mm deep inverted tray with cross members every 400-500mm. 50mm holes were cut in the side and cross members to reduce weight. The end pieces are double thickness and were drilled in pairs to accept pattern makers dowels for board alignment. The two main

▶ With a Kemble destination displayed, a smartly turned-out AC Cars railbus leaves the platform at Tetbury. The model is a ready-to-run Heljan product.





▲ **Tetbury Rail Lands Regeneration Trust** recently restored the former goods shed for use as an arts centre. A number of trips were made to take photographs of the structure to assist with the finishing of the Timber Tracks kit.

boards are supported on three proprietary lightweight steel A-frame trestles, and the end boards have simple wooden legs with adjustable feet.

Template planning

With the boards constructed the entire area was covered with tracing paper and the track plan was drawn full size using radius templates. The original plan was simplified by deleting one of the goods sidings and the headshunt was shortened to make the layout more compact. A margin was added to the track edges to represent the ballasted area and the tracing paper was then cut to make templates for the cork underlay. With the cork underlay secured the track plan was redrawn in fine felt tip pen so that track laying could commence.

Trackwork and electrics

New skills were developed at every stage of the layout construction

▲ **A view looking along the length of the layout. No.5806 has just arrived at the platform with a pair of brake coaches.**

starting with the track laying. All the track and pointwork in the visible area is built from C&L Finescale track components using GWR style two-bolt chairs bonded to plastic sleepers using solvent. The track was laid in place in scale 60' panels with the sleeper spacing reduced near fishplates as per prototype practice. Brass chairs soldered to copper clad sleepers were used at the board joints.

The points were built from C&L kits using templates adjusted on the layout. As the points were constructed, dropper wires were

soldered direct to the rails and common crossing for track feeds and polarity changes. Once the track and points were installed, individual boards were then clamped on their edges to the worktable for wiring to be completed. Cobalt DCC point motors were used, each being programmed and checked for operation whilst the boards were in this position.

A basic Uhlenbrock DCC starter system was used with a 5A booster and radio interface. This means everything on the layout can be controlled wirelessly. The boards are connected through single DIN two-pin plugs and sockets. Each board has a separate power supply from the DCC bus for the LED building lights.

Trackwork details

Representations of the point rodding, levers and ground frames were then installed. In the BR era Tetbury had no signals or signal box, crossings to the main line being operated through two ground frames. Facing point locks that protect the main line are represented together with the compensating arrangements for expansion on hot days. A separate single lever operated the point used to run-round trains at the station headshunt and was sprung to the main line.

With reference to colour photographs, taken in the last days of operation, the rails





Unlined BR black-liveried Collett 0-4-2T No.5805 re-marshals its train in the yard at Tetbury. The author runs a chronological sequence of rolling stock that covers the period from Nationalisation through to the branch's closure.



were spray painted a rust colour and the sleepers hand-painted a washed out grey. After running checks, Carr's dark grey ballast was applied to represent the clinker used on GWR branch lines. In a departure from the more usual practice the ballast is secured by using diluted Copydex, leaving a slightly spongy texture once dry.

Buildings and scenery

Timber Tracks were already producing laser cut kits in 7mm scale for the distinctive GWR railway buildings and these were acquired for the goods shed, cattle dock, engine shed,

station building and store. It took me a winter season to complete each major building to my satisfaction, painting components and internal walls as I went along. The basic blue brick colour of the goods shed was mixed to match photographs taken of the real building. Dry-brushing was used to pick out the bricks in the laser etched walls.

The raised scenery at the back of the layout is contoured polystyrene covered in Sculptamold, a lightweight paper-based material. Wooden blocks were inserted where trees were to be planted. Grass areas

Empty coal wagons stand in the yard awaiting collection. The yard crane was constructed from the Peco plastic kit (ref.LK-735).





▲ AC Cars railbus W79976 (now preserved) is pictured at Tetbury prior to forming the 1415 service to Kemble on 7 February 1964. Photo: Railphotoprints

were painted earth brown using emulsion match pots. Various colours and lengths of static grass were then applied using Peco applicators, which represented another learning exercise.

The rock cutting behind the goods shed is a latex moulding purchased in America. The trees are hand made by MBR in Poland.

A Peter Osborne backscene was purchased and secured to prepared 3mm MDF boards with spray adhesive. However, some shrinkage has occurred in the boards so, reluctantly, I may have to replace these at some stage. The layout is finished with a dark grey trim, black curtains and adjustable LED

lighting provided by five adapted desk lamps sourced from Ikea.

Ready-to-run stock

Proprietary locomotive and rolling stock models have provided an entry into O gauge that has enabled my time to be spent developing the character of the whole layout. However, an R-T-R model will seldom find a home on the layout straight from the box: I have undertaken the weathering on all the coaches and goods stock but weathering for many of the locomotives has been professionally completed by TMC. Details are added or removed from models and

numbers and shed codes changed to match the photographic evidence.

Figures for crews, guards, and passengers have been installed, mostly from suppliers such as ModelU and Omen Miniatures. Dingham automatic couplings are fitted to all stock to simplify exhibition running. DCC sound chips are fitted, and the parameters adjusted in factory fitted models to use key braking were possible so that locos can glide into the platform and squeal to a halt.

Back in time

Initially, stock was selected to suit the BR era on this branch between 1950 and 1964 when the line closed. However, by going back to 1948, at the very beginning of the BR era, GWR green locomotives with chocolate & cream coaching stock could also be included. The idea is that throughout the day at exhibitions newer stock is gradually introduced, up to and including the final railbus operation. The later years can be reinforced by changing a small number of road vehicles that appear on the layout.

During the early part of the period modelled auto coaches were often used. However, even if an auto-fitted loco (usually a 14xx auto tank) was rostered, only early morning and late evening trains were auto operated – the other services running as mixed trains. 58xx tank engines, which were like the 14xx but not auto-fitted, were



▲ A Collett 0-4-2T propels an assortment of rolling stock back into the station platform. The locomotive is a ready-to-run model from Dapol, whilst the Autocoach is from Lionheart Trains. Note the horsebox in the adjacent siding.



▲ From 1959 lightweight AC railbuses took over the passenger services on the Tetbury branch and very much became part of the line's character and look in its final operating years.

frequently seen on the branch until their demise in 1959. Tank engines up to the size of the 45xx small Prairie could also occasionally be seen. In the later steam years 57xx and 74xx Pannier tanks were more common and a single Collett brake third coach was used.

Charter trains for the nearby Westonbirt School could use three or more coaches. From 1959 lightweight AC railbuses took over the passenger services, whilst supplies of coal to the local coal merchants formed an important part of the goods traffic.

All of these combinations are represented on the layout with models from Dapol, Heljan, Masterpiece and Minerva now joining those from Lionheart.

Operation

The layout is operated as closely as possible to the prototype: coaches are deposited back up the main line or engine shed headshunt, which allows up to eight wagons to be drawn from the goods siding into the platform for sorting as required.

Use of the loading dock at the end of the platform requires some ingenuity: the Tetbury railwaymen often loose shunted wagons into the goods siding, allowing them to return into the bay using the natural

► A Collett 0-4-2T stands with a mixed train in the station platform ready to form a service to Kemble, although the crew will need to change the headcode before departure!

gradient but, without a gradient on the layout, the loco is required to make an additional run-round to complete these manoeuvres.

Finally

National Lottery Heritage Funding was used to produce a short film documenting the history of the Tetbury Branch. The film was first shown at an event staged in the restored goods shed in December 2019 upon the 130th anniversary of the line's opening. On attending the event I was pleased to meet Stephen Randolph and others who were able to provide their recollections and enchanting tales of unusual events.

One such tale is that of an unofficial stopping point where a passenger often boarded the train using an upturned beer crate. Therefore, a viewer at an exhibition might hear a horn or whistle before a

train enters the scene, indicating the train is at 'beer crate halt'.

Thanks must go to the Gauge O Guild members and officers, together with contributors to RAILWAY MODELLER for providing information to stimulate us in our hobby. Thanks also to the traders and suppliers who have kept us supplied with modelling materials. Finally, thanks to the authors, historians and volunteers who have diligently preserved our railway heritage in books, films, restorations, and museums.

Useful links

Tetbury Goods Shed Arts Centre
www.shed-arts.co.uk

The Gauge O Guild
www.gaugeoguild.com



A new station building for Maentwrog

As part of the project to completely revamp his 1980-built 4mm scale narrow gauge layout, **PAUL BASON** decided to replace one of the principle structures with a new model based on a building still extant in Blaenau Ffestiniog.

Photography by the author

When I first constructed my OO9 layout more than four decades ago, much inspiration was taken from Peter Kazer's *Porthmadoc to Duffws* layout (featured in the January 1981 issue of *RAILWAY MODELLER*). As a then 21-year old exhibition manager, I even extended an invitation to Peter for him to bring the layout to our local show – and was delighted when he accepted!

Amongst the structures on my layout was a scratch-built model of the Ffestiniog Railway station at Minnfordd, which I had created using a drawing that was published in the January 1975 edition of *RAILWAY MODELLER*. Following concerns at the time that a plasticard building could be prone to warping over time, I decided to follow the advice of

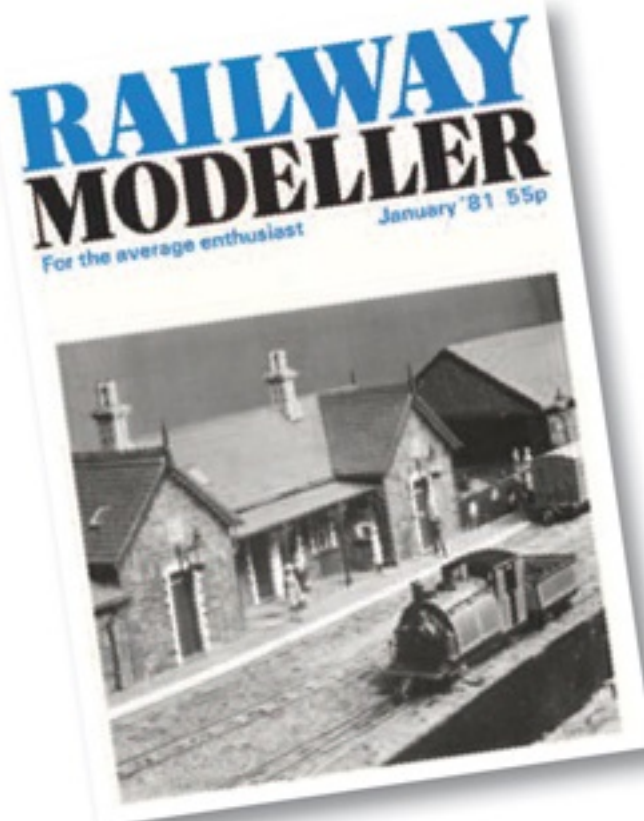
The completed station building in place on *The Vale of Maentwrog* as a train headed by Hunslet *Linda* arrives (wrong line for Ffestiniog practice) with a terminating service.



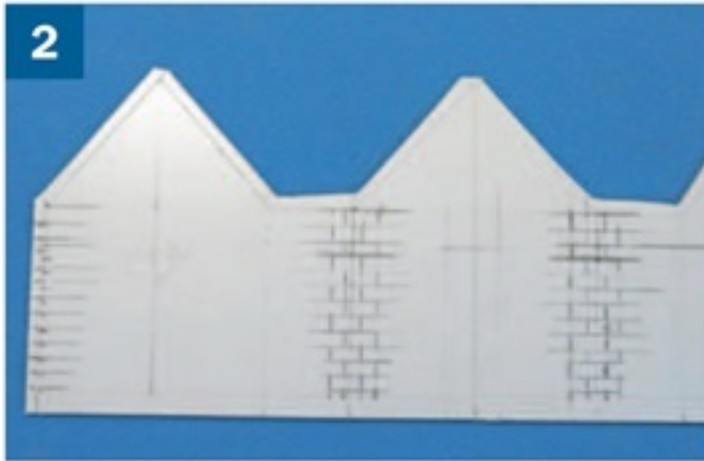
Building the model



A set of clear photographs showing all elevations of the surviving structure, together with some home-grown drawings and a simple card mock-up were ideal for planning the construction of the model.



The January 1981 cover, showing Peter Kazer's OO9 layout and Duffws station building, which provided the inspiration for the model described here.



2 The outer walls were marked out in pencil on a layer of 40thou plasticard. Note the vertical lines where the corners of the walls will be bent to shape.



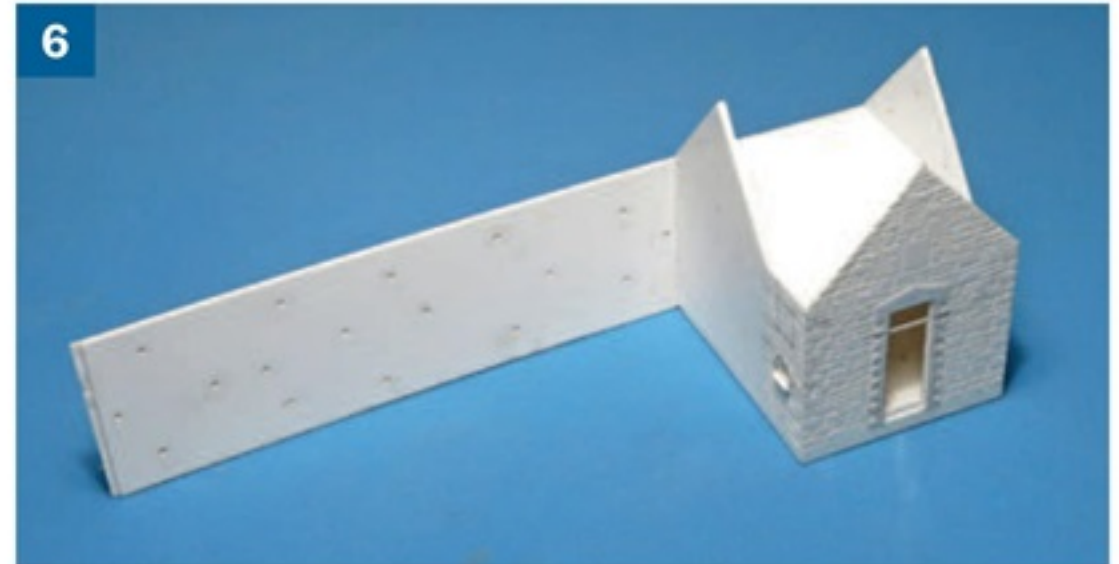
3 The stonework was scribed into the surface using a scraper board marker tool, which was held at an angle against a straight edge.



4 Once all the courses of the stonework had been scribed in, the windows and stone detailing were added on top of the surface of the wall layer, or behind as required.



5 Each outer wall was reinforced by laminating a second layer of 40thou plasticard to the reverse, with small holes drilled to facilitate the application of the solvent. This view shows clearly how the window frames were constructed from individual parts.



6

my mentor, the late Dave Smith, which involved making the walls, roofs and strengthening pieces with two layers of equal thickness plasticard, laminated together using solvent. The finished model has stood the test of time very well, and hasn't warped at all!

However, having decided to completely revamp my layout, I thought that it would be rather fitting to replace the original station building with another structure. The question was what would the subject of the replacement model be? The choice was easy, it had to be Duffws. I had admired the model 40 years ago and the prototype still stands, currently serving as public lavatories in a car park in Blaenau Ffestiniog. However, unlike Peter's period model, I decided that mine would be built to represent it as it appears now, to better suit the preservation era that I have chosen to represent.

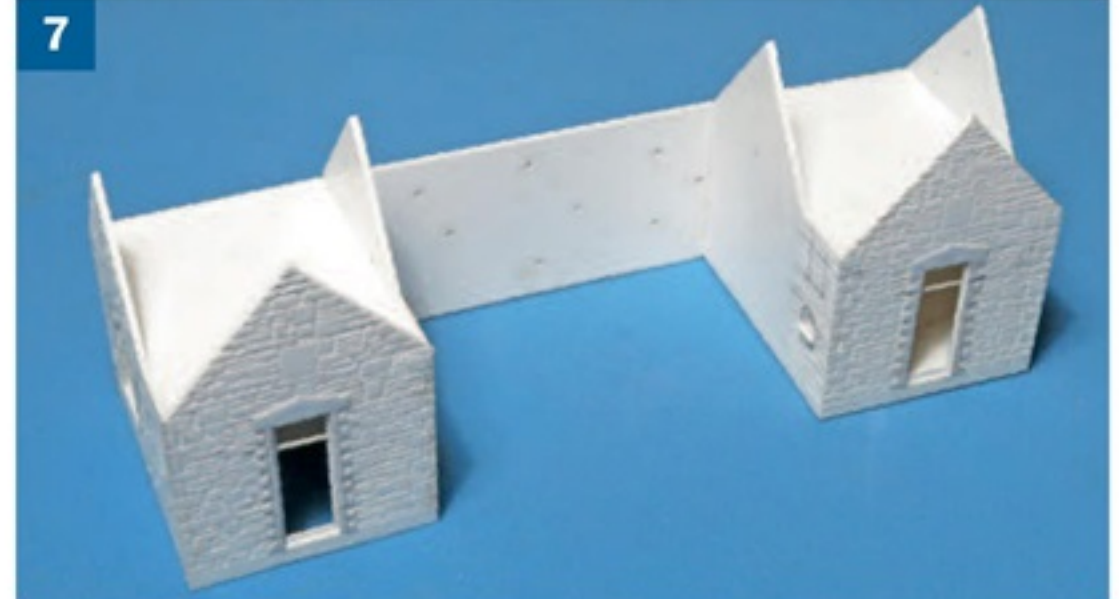
With photographs and some dimensions obtained of the surviving structure (courtesy of my friend Dave Arthur who kindly agreed to make a site visit on my behalf whilst on holiday) I began by first producing a set of 4mm scale drawings and a card mock-up.

External walls

My usual sequence for making external walls for a structure (formed of two layers of 40 thou

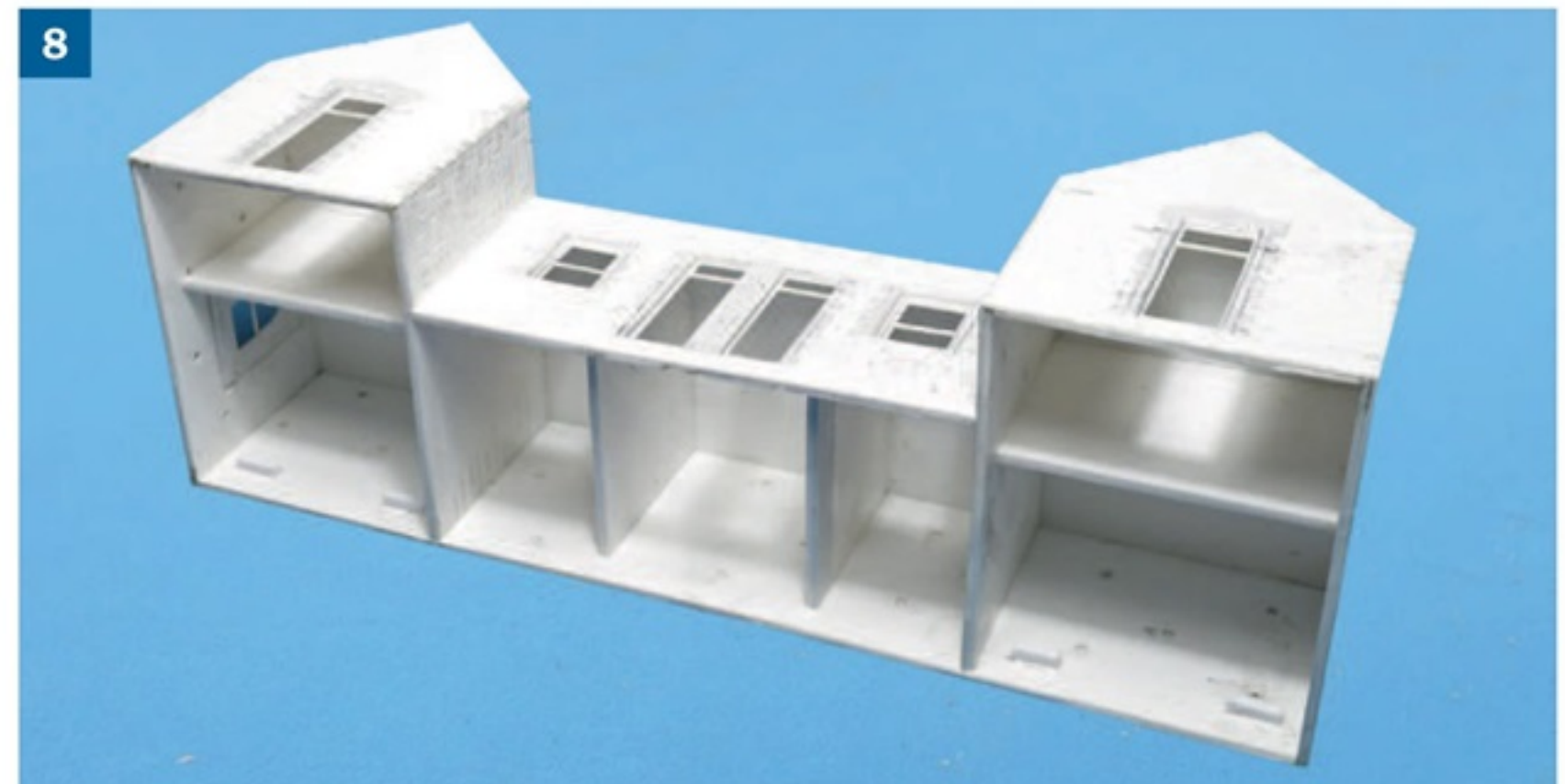
plasticard bonded together with liquid solvent) is to mark the parts out onto plastic sheet, scribe the stonework, add windows/features and then fit additional parts for backing/strengthening.

Having used the card mock-up to establish the way the model was to be built and how the walls would be joined to each other, I set about marking out the parts onto sheets of plasticard. My starting point was a new sheet of 40 thou plasticard, which had one of its long edges trimmed using a sharp craft knife and a steel rule to give a clean straight



7

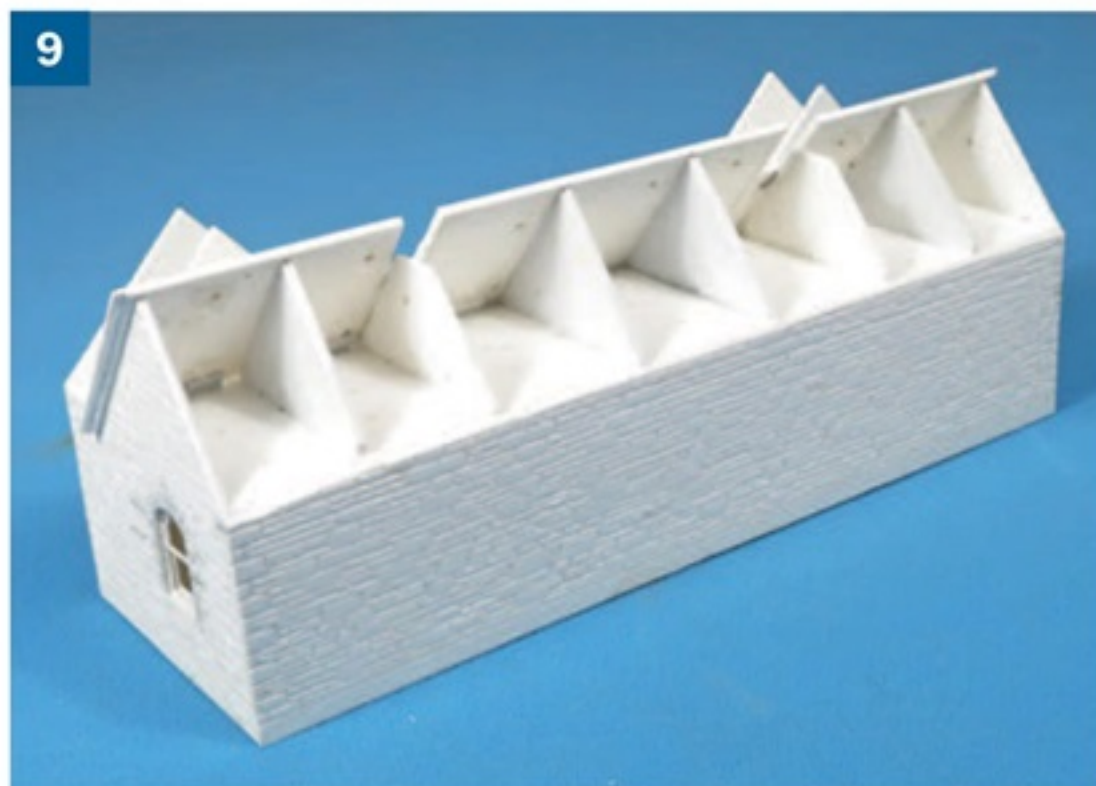
As assembly progressed, false floors and ceilings (these also being formed of two layers) were added to strengthen the model. The holes visible here enable the solvent to run between layers.



8

Several dividing walls were fitted to separate the rooms and to improve the overall rigidity of the model.

9



10



Triangular roof supports were added on top of the false ceiling, these providing a structure against which the main roof sections could be attached.

edge to work from. Then, using an engineer's square, the walls were marked out in pencil, checked, and then the lines scribed in to prevent them from being rubbed off. Next, I added the outlines for the window and door apertures, together with detailing of the principal stones and features.

Unless limited by the length of the plastic sheet, as I was in this instance, I find it best to position as many adjoining elevations as possible next to each other in a line; this not only enables the stone courses and bonding to be continued around the corners, but it also makes the scribing process much simpler.

To scribe the stonework I used a scraper board tool, held the same way as you would a pen but such that the diamond-shaped cutting edge removes a thin slither of plastic as it cuts.

Fabricating windows

Although it is possible to fabricate window frames from single pieces of plasticard by cutting out the apertures meticulously, I instead make my windows using a combination of individual frame sections attached directly to the reverse of the main wall structure. The resultant back face of the window is perhaps somewhat untidy, but it isn't exposed on the completed model – it's just my way of keeping things simple.

When making the sash windows for this model I started by cutting some strips of 10 thou plasticard (around 4mm wide) ensuring that the edges were perfectly straight. This provides a bulk stock of material from which the outer sections of the frame can be cut. In addition, I formed flat brass strip into curved sections using a jig to line the tops of the arched windows.

The assembly of each window frame began by securing a section of the aforementioned 10 thou strip to the reverse of the aperture along the top edge, such that the strip projected by approximately 1mm into the aperture when viewed from outside. Next, I cut two more strips of the same material to create the sides of the frame and fixed these in place, also inset by 1mm. Having let the solvent harden I then prepared the bottom ends of these two uprights such that the fourth

11



The pair of chimney stacks were made from layers of laminated plasticard, faced with Slater's embossed brick sheet. The mortar bed on the top was fabricated from Milliput. This view shows how the stacks were integrated into the internal roof structure for a strong assembly.

frame member could be attached. The upper sliding sash panel was fabricated using 4mm strip for the sides and top of the frame, and 1mm strip for the bottom horizontal member. These parts were attached directly to the back of the main outer window frame parts.

A similar arrangement was used to fabricate the lower sliding sash panel, but with packing pieces added between it and the back of the main outer frame, thereby setting it further back and giving the appearance of the groove in which the upper window sash slides.

12



The eaves boarding and the supports for the decorative verge boarding were made from lengths of plastic strip that were attached over-length and then trimmed to suit.

To glaze the window frames (which I pre-painted) I cut small pieces of clear plastic to size, taking great care when fixing these in place not to use too much solvent and relying on capillary action to draw it between the parts.

For areas of glazing that were divided up into smaller individual panes, I painted the glazing bars on the reverse of the clear plastic using a bow pen, a straight edge, and some enamel paint to match the colour of the rest of the window frame.

Strengthening and assembly

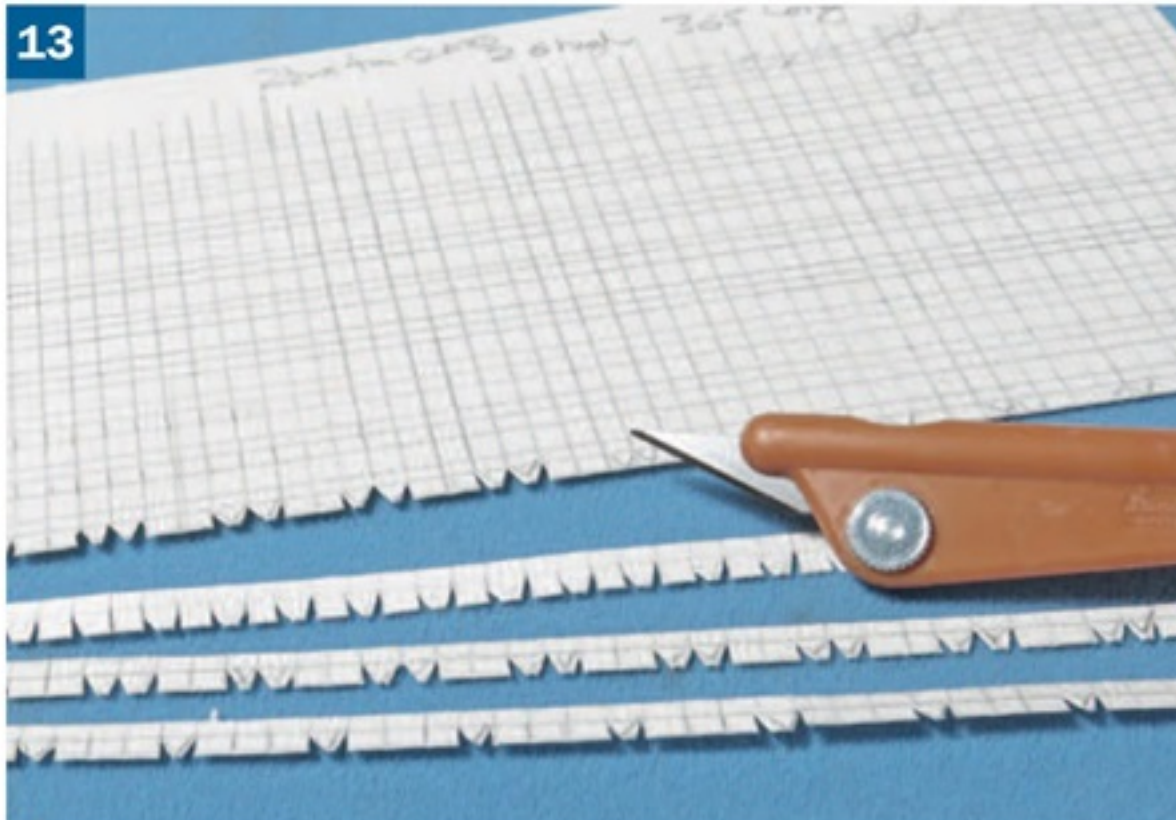
To strengthen the model and to prevent it from warping I backed the walls with a second sheet of matching 40 thou plastic card. This layer was marked out in much the same way as the first but, as you can see from the photos, allowances needed to be made to ensure a neat butt joint was achieved at the corners. The apertures for the doors and windows were also cut oversize in this backing layer such that they would sit around the window frame parts. Finally, holes were drilled in the backing layer to allow solvent to be brushed in to give a much more thorough bond than that achieved by merely running it around the edges.

Main assembly

The main assembly process was not particularly difficult at all. I started by gluing a side and end together and repeated the process with the other two. Once set, I brought the two halves together to form the basic shell, using an engineer's square to check that the corners were true right angles. The dividing walls, roof structure, false floors and all of the other main structural components were also all made from two layers of 40 thou plasticard laminated together.

Decorative slates

One of the interesting features that drew me to



To cover the roof surfaces, a sheet of watercolour paper was marked out so that individual rows of the ornate pattern roofing slates could be cut out ready for use. Three different arrangements of slate strip were needed to recreate the diamond pattern.

choose this particular structure is that its slate roof comprises a decorative diamond pattern of individual shield-shaped slates. Although this, at a first glance, might appear somewhat difficult to replicate, it was actually quite straightforward.

I placed a sheet of artist's watercolour paper (which is more textured than plain graph paper) on a drawing board and marked in a grid of standard rectangular slates. As there are three different arrangements of slate strip needed to create the diamond pattern, I had to set out the various rows. The first type has alternate rectangular and shield-shaped slates (1:1), the second has two rectangular slates alternating with two shield-shaped slates (2:2) and the third type has three rectangular slates alternating with one shield-shaped slate (3:1). Combinations of these three arrangements were repeated to create the pattern.

Using a sharp craft knife and a steel straight edge, I started cutting the verticals between adjoining slates making sure that I only cut

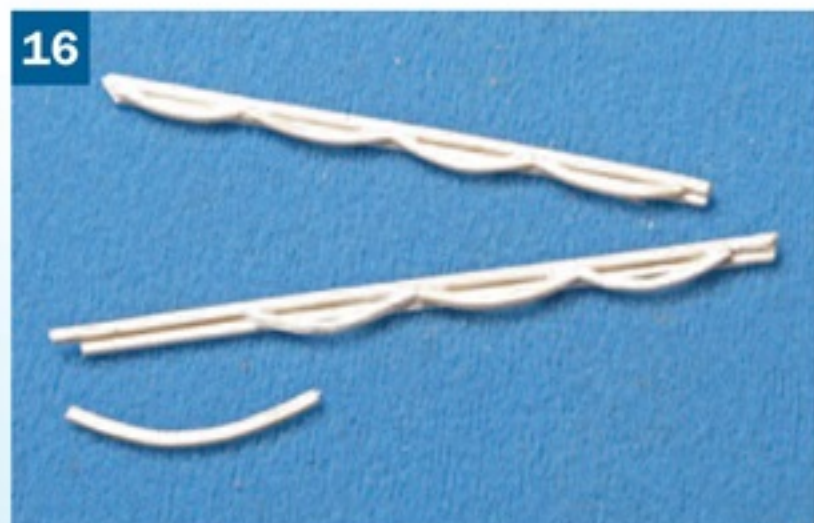
about two thirds of the way up the strip. Once a whole row had been completed, the shield-shaped slates were cut out before making another horizontal cut to release the strip of slates from the sheet. The process was then repeated until there was a sufficient supply to cover the roof surfaces.

I started adding the slates by first attaching the bottom row (made up solely of rectangular-shaped paper slates) onto the plastic roof base with solvent. Making sure that the patterns would end up in the correct positions, the next strip fixed down was of the 3:1 variety. This was followed by a strip of the 2:2 pattern, then a strip of 1:1, an offset strip of 2:2, followed by another row of 1:1, a row of 2:2 and finally 3:1 before the pattern started again. Despite this sounding a bit complicated, it was a lot easier to do in practice, with a small amount of care needed where the roof sections joined together. Once the roof had been covered, the excess material was trimmed away in readiness for the ridge parts to be added.



The tiles were added by placing the bottom row first and then working upwards, with care taken to ensure the correct pattern was maintained evenly across the surfaces of the roof. The rows of slates were fixed into position on the plastic roof base using liquid polystyrene solvent.

16



The ornate decorative verges were made up from plastic strip with the curved sections heat-softened and glued in place. Pictured at the top is a finished item.

Unlike the slates, the ridge was made from 10thou plastic card sheet cut to size and glued either side of the roof apex with short, evenly spaced lengths of micro-strip welded in place to represent the joints.

To make the decorative eaves I started with lengths of straight plastic strip and attached sections that had been formed to shape by heating gently before quickly shaping around a curved former of the correct diameter as it cooled down.

Rainwater pipes and gutters were put together from lengths of brass rod and tube with small brass split pins and lengths of fine rod soldered to them to represent the brackets that fix them to the plastic walls.

Painting

The stonework was coloured and picked out with various Humbrol

matt enamels, with a mix of matt grey enamels used on the roof surfaces. While it was still wet, I added a few streaks of slightly darker grey which were then worked into isolated areas. When this had been left to dry for a couple of days the roof was weathered by dry-brushing lighter streaks.

Conclusion

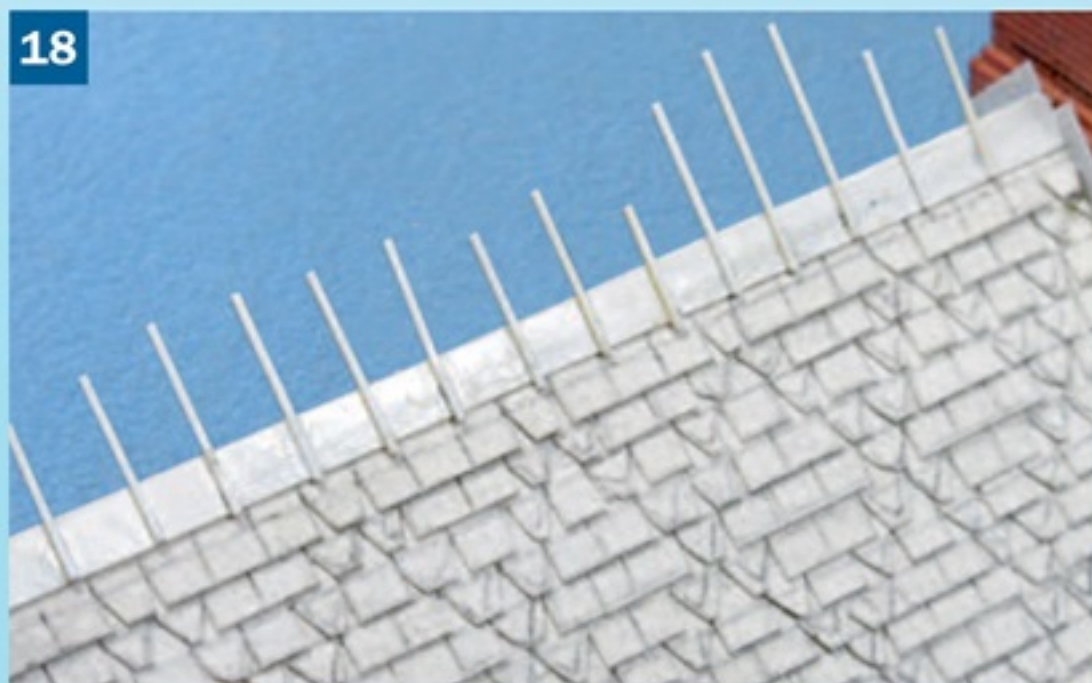
Although this structure might seem a little more complicated than the construction of the cottages that I described in the January 2021 issue, it really was quite straightforward to create. With a little thought and pre-planning, I am sure that many readers would find a similar project quite feasible and enjoyable. So, if you have a particular building that you would like to replicate in miniature, why not have a go?

17



The completed decorative verges were then attached in place on the roof ends using solvent, setting them away from the wall surface.

18



The roof ridges were covered using 10 thou plastic sheet with microstrip added to represent the raised joints.

19

The completed station building seen *in situ* on the layout after painting with enamels and weathering.



Shades of King's Cross

DARRIN BANKS

was inspired to create this compact but very intensive N gauge mainline terminus layout scheme after reading a letter in *RAILWAY MODELLER*. Here he explains the overall concept and operation.

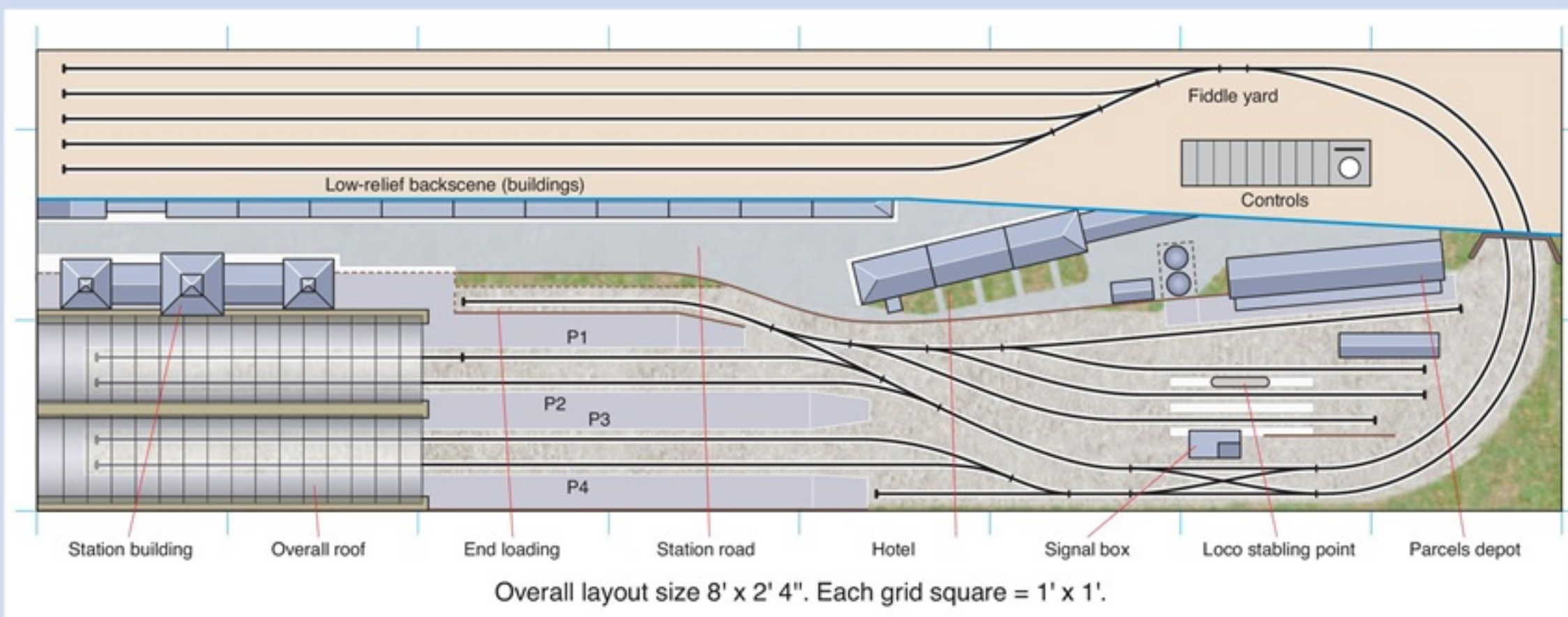
Photography by the author



▲ A view of the author's completed layout named *Stockbridge* (no longer extant), showing a trio of Deltics standing in the platform roads. Members of the class were used extensively on services out of King's Cross during the 1960s and 1970s. Photo: author



▲ This 1974 view shows Deltic 55 019 *Royal Highland Fusilier* departing King's Cross with a Down express passenger service for Edinburgh. The station's imposing twin-arch train shed forms the backdrop. Photo: Railphotoprints



Quite a few years ago there was a letter printed in *RAILWAY MODELLER*, which suggested that if you wanted to run large locomotives on express passenger trains, the most viable solution was to build a mainline terminus station. As I am a fan of Deltics and other large diesel locomotives, this concept appealed to me.

I devised a track plan, which was essentially a mini version of King's Cross. The plan was designed to fit onto two boards measuring 8' x 2' 4" overall, such that it could be transported by car (for exhibition use).

The resultant layout was built in N gauge using code 80 track and set in the late 1960s. However, replicating the station's twin-arch train shed roof would have taken up a large part of the scenic area, so I only included the canopy ends – having seen this approach used to good effect on European layouts.

The plan

The operation of the layout took the form of a classic double track mainline feeding four platform roads through a scissors crossover. A line ran from the road for Platform One into a short bay road with an end-loading dock. On the layout this became a point where Motorail traffic could be loaded and unloaded. This line also acted as the headshunt for the loco stabling area and the parcels platform behind – although it will be noted from the plan that this did create something of a bottleneck operationally.

The double track exit from the scenic section was masked with an overbridge, after which the pair of lines first converged, then opened out into a fan of five storage sidings where full trains could be held. These were masked from view with a set of low-relief buildings situated along Station Road.

The operation was as per any large termini before the advent of unit trains, whereby a station pilot removed the coaching stock from an arriving train to release the train engine, which then departed to the Motive Power Depot for servicing. The coaching stock was repositioned in another platform road to await the return of the original locomotive, or new motive power, to form a departing service. The shunting of Motorail and parcels traffic was handled by the pilot locomotive.

This type of operation is fascinating and reflects a railway that was widespread only a few decades ago, but is now largely extinct with the push-pull operation that modern-era multiple unit trains provide.

The layout was shown at exhibitions in Gateshead and Newcastle but has since been dismantled to make way for a new project.

An industrial system in O-16.5

Venturing into narrow gauge

Despite having modelled almost exclusively in N gauge, a few years ago I found myself yearning for something in a larger scale. Quite by chance I came across a book titled *O Scale Industrial Narrow Gauge Modelling* by Nobuo Koizumi, in which the author extols the virtues of 7mm scale narrow gauge, drawing the reader into a world of scratch-built structures, trestles and items of rolling stock. It was with his inspiration that I made a start on the first section of a new – larger scale – project.

A small freelance diesel locomotive emerges from the loading bay. It is powered by a Tenshodo WB-24.5 which although designed for fitting under multiple units can, with the addition of plenty of weight, achieve satisfactory slow running capabilities.

This layout has been in development for a number of years. Having started life as a single board the same size as an A1 piece of paper (841mm x 594mm) it has since evolved to more than five times that size. I have kept all the baseboards to the same standard dimensions as they are lightweight, easy to transport to exhibitions, and will fit into a variety of spaces. The framework for the boards was constructed using the best quality timber I could find (46mm x 20mm) and finished with plywood tops.

Tight curves!

I considered with some trepidation bending sections of Peco SL-500 flexitrack into curves which were as tight as 150mm radius, but my apprehension was soon dispelled. To do this

*Suitably inspired following the chance find of a book, **STEVE GRIST** set out to create this atmospheric narrow gauge line, which has been built with a modular approach in 7mm scale.*

Photography by the author

I first removed the rails and then used track pins to fix the sleeperbase over a pre-drawn centre line on the baseboard. To bend the track into an approximation of the curve required I resisted the temptation to buy an expensive rail bending machine but instead used a piece of chipboard with three screws strategically placed to feed the rail through (there are several videos covering this



A first attempt at a scratch-built works loco stands in front of the engine shed. Drawings for the loco were published in the book by Nobuo Koizumi that inspired the layout.

method on YouTube). It was surprisingly easy and worked first time. Then it was just a matter of feeding the pre-curved rail back into the sleeperbase and cutting it to length.

Short wheelbase locomotives

I looked at the two loops of track that I had created and began to doubt if any loco would manage the tight curves. There was only one thing for it – buy a kit with a short wheelbase and try it out. For this I chose an ARU model, described as a freelance loco complete with a ready-to-run chassis. It was easy to build and had a 15mm wheelbase.

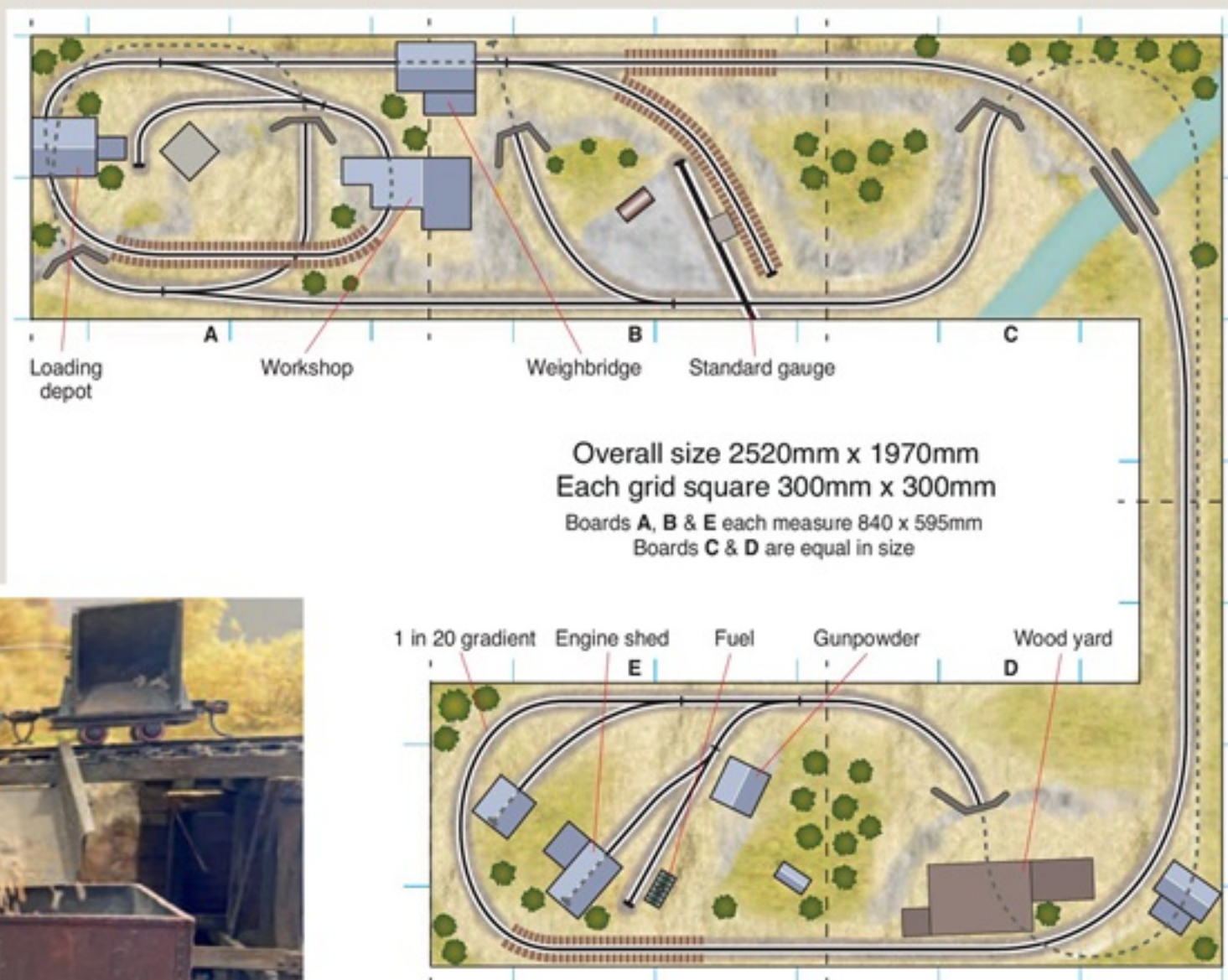
Much to my relief, the model completed a full circuit of the track without any difficulty. I was impressed with the controllability and

An overall view of baseboard A (see track plan, reproduced overleaf). The backscene makes a huge difference to the model and adds depth to what is a relatively shallow baseboard.





▲ The layout is housed in the authors' spare bedroom, but due to the modular nature of construction the boards can be removed or reconfigured very easily.



▲ Narrow gauge tipper wagons are pictured being unloaded into a standard gauge wagon below.

slow running of such a simple model. In fact, I subsequently discovered that a 25mm wheelbase loco could traverse the 150mm radius track without any problem.

A return to analogue

As my previous layout had been a complex affair using DCC for locos and points, the

idea of simple wiring with a twin dc controller appealed to me greatly. In this case a blueRailways model 720 wireless controller, with the points changed using Caboose Industries ground throws with built in polarity switching. I also felt that this simpler way of operating was more in keeping with narrow gauge ethos.

Everything was thoroughly tested for a couple of months before I committed to ballasting with Woodland Scenics buff coloured fine ballast.

Scenic techniques

To build up the areas of scenery, carved polystyrene blocks covered by papier-mâché were painted with earthy colours using match pots. This in turn was covered with a rough (rocky) layer of plaster of paris.

Everything was coloured using soft pastels, a medium which I enjoy using as they are easy to blend and forgiving when you make





◀ A view of the loading depot on baseboard A that also illustrates the height difference between the two levels.

▲ A freelance diesel locomotive passes over a stream with a train of tippers. The stock is fitted with Kadee-type knuckle couplers for fully automatic operation. The water was made using a two-part epoxy resin.

mistakes. Static grass was then applied in various lengths and shades along with other Woodland Scenics and Noch products which I had amassed over the years.

To make trees and bushes, seagrass was covered with strong hairspray and then fine scatter (mainly Noch Summer Meadow) was sieved over the top.

Balsa buildings

When making any sort of building/structure my tried and trusted method is to first print out full-size plans on a computer. Then balsa strips are cut and, after sanding into planks, these are laid directly onto the plans before gluing the elevations together. Here I used superglue gel as two or three of the tiniest dabs will bind things almost instantly and speedy progress can be made.

Windows and doors are modified items from York Modelmaking and, as with most structures I have made over the years, I decided not to glaze them. This is a personal preference as I never think it looks quite right. Once complete, the structures were given a couple of coats of light oak wood dye and were then weathered using soft pastels.

Expansion

The completion of the original board (marked A on the plan) was followed by three further phases of construction. The first of these (marked E) contains the engine

◀ A general view of baseboard B. The tunnel leads nowhere, except perhaps to a future fiddle yard. The wire which operates the tipper wagons is just visible here and enables operation to be 'hands-off'. The clutter is typical of many such industrial sites.

▶ The corner of baseboard D with the timber sales office and some sheet material being cut to size. A plan and cutting list is being studied as a short train passes behind.

sheds, water tank and the incline of 1 in 20 which joins the two levels. At first it seemed that it was going to be too steep, but after some experimentation the locos were found to be able to pull four loaded wagons up the incline with no difficulty – short trains being the order of the day on what is a tight and compact layout.

Then came the section marked B where tipper trucks can automatically unload down a chute into a standard gauge wagon below them. A length of piece of piano wire, formed to shape, together with some trial and error made this into a simple but effective working feature.

In the past I have been tempted by the idea of building O gauge wagon kits, and so this presented a good excuse to make up a few – even though I had nowhere to run them. There is a dead-end tunnel in this section which can be used to store rolling stock but could one day be connected to a fiddle yard should I ever decide to exhibit the layout in its A+B+E format.



Sections C and D were then added with the narrow part configured to run along the front of a window in the room where the layout is set up at home.

The layout backdrop is a commercial photographic print produced by ID Backscenes. This was secured to the backing board in sections using spray glue.

Is it complete?

I feel that the layout, which I have named *Nigorigo* (a Japanese place name that is referred to in the book that provided the inspiration for the layout), is now as complete as it is ever going to be. I say that, but one day I am bound to come up with a wild plan to extend or alter it in some way and off we'll go again!

As to the purpose of the railway, I've never been too sure: quarry materials are transported, locos are taken in and out of engine sheds and people are taken from here to there. All I know is I have a lot of fun operating it.

Talking Points

Topical issues from the world of model railways

Show progress makes slow progress in the pandemic's shadow.

An update on exhibition circuit activity by Steve Flint.

Photography as credited

Two months have passed since we reported on the first tentative steps being taken by some model railway organisations to re-establish their exhibitions, and in that time we have gathered some interesting feedback.

The Government, media outlets and medical experts have all seemed to have engaged in an information tug-of-war which has only served to divide opinion on what precautions to take for the best. Hence there is still both tension and anxiety amongst the population at large: a crisis of public confidence that is playing a significant part in the decision making process of many model railway organisations.

The Warley National, Manchester and Taunton shows, amongst others, have been cancelled again this year as a result of this, and even the organisers of those larger exhibitions which usually occur in the weekends of the new year, on the run up to Easter, are still to declare their intentions.

Yet some shows have indeed restarted and news from them is mostly good. In fact I have only received one notification from a fellow modeller who caught the virus at a public event, and that was – he believes – whilst aboard a heritage railway carriage, not at a typical indoor model railway show.

Happily he was double jabbed, symptoms were mild and he recovered quickly.

The International N Gauge Show - TINGS

This show is a commercial venture by Meridienne Exhibitions Ltd held each year at the Warwickshire Event Centre and is always popular with visitors. In her press release, Avril Spence said that the show, held over the weekend of 11 and 12 September, was a tremendous success and everyone who came as a visitor or exhibitor was delighted to be back together, enjoying the hobby and meeting up face-to-face with friends and colleagues for the first time in 18 months.

"As organisers, we ensured that everything was more spacious than normal for the comfort of exhibitors and visitors," she added. "Also, the venue benefitted from a new ventilation system which had recently been installed."

So what of the attendance figures?

Avril continued: "The show was smaller than normal due to the impact of Covid-19 and exhibitor levels were reduced." She confirmed that attendance was some 25% lower than previous years. "That said, many exhibitors were delighted with the opportunity to be present at the show and visitors who had a shopping list to tick-off had a very satisfactory day."



▲ The International N Gauge Show saw steady footfall throughout the weekend, though clearly not as busy as in previous non-pandemic years.

▲ Plenty of hustle and bustle however at one of the trade stands at the event, which took place on 11 & 12 September.



▲ Chris Berry from East Yorkshire operating Martin Austin's Alderford at TINGS.
Photos: courtesy Meridienne Exhibitions Ltd

Exhibitors too confirmed that whilst show-life wasn't quite back to full normality, it was still congenial and agreeable to be back 'on the circuit'.

Chris Berry from East Yorkshire attended as co-operator on *Alderford*, a busy end-to-end layout built by Martin Austin.

Chris said he was fully confident about going to the event. "As I have had both Covid jabs I wasn't really worried about attending the show. We took face coverings, and hand sanitiser and adhered to the exhibition's Covid policy."

He thought that the show was well attended and fairly busy on both the Saturday and the Sunday. "I sensed a good atmosphere amongst the exhibitors, traders and the visiting public and overheard many people saying how good it was to be back and I agree with them."

Martin added that the exhibition was well organised. "There was more space in aisles between layouts and traders and plenty of room without crowding."

Visitors were encouraged to wear face coverings and he estimated this was taken up by around half of them.

"Personally, I carried out a lateral flow Covid test before the show opened, and a few days afterwards back home. Both proved negative."

The Spa Valley model railway show

This event was hosted by The Spa Valley Railway, which operates a section of the Tunbridge Wells to Eridge line. In normal times the heritage railway sees upwards of 40,000 visitors per year visiting for galas, dining experiences and rides on the line. One of the gala days this year, over the weekend of 11 and 12 September, included train rides along the route and a model railway event consisting of 16 booked layouts hosted at three sites along the way.

Phil Barnes visited the show and took along his camera to record what he saw. He reported that layouts were set up in the various railway buildings and hence were not fully enclosed indoor spaces, being well ventilated.

"The old LB&SCR shed at Tunbridge Wells West hosted some of the layouts. Visitors mainly went in a clockwise direction, some wore face coverings, but not all."

Phil said that the railway had lots of sanitising stations, and it got very busy when a train arrived making social distancing difficult.

"Being in a big airy locomotive shed, it didn't seem to be a problem to find your own space at any time. Visitors left the shed by a different route to that by which they came in."

Groombridge station also had some layouts on the platform. "In my opinion being outside was not a problem anyway, but people did space themselves out a bit." Overall, he added, it was a busy day, and there was space on the standard gauge trains with windows open.

"I opened a few as well!"

The Severn Valley Railway O gauge 'get together'

With the cancellation for the second year running of the Gauge O Guild's annual Guildex event – due to take place over the weekend of 4 and 5 September – a group of Severn Valley Railway volunteers decided to organise an O gauge 'get together' at the Engine House museum and visitor centre located adjacent to the heritage line's Highley station.

The event was the brainchild of Harry Bradley, Tom Clarke, Nick Willcox and Martin Wood and planning started back in June. Five O gauge layouts made the journey to the West Midlands venue, including *Ventnor West* by Kevin Cartwright (see RM July 2020) and *Burford* by Dan Evason, together with *Willowbrook Marsh* and *Treolar Sidings* – both from Luton Model Railway Club. Completing the quintet was *Burlish Road*, presented by organisers Harry and Tom.

The layouts were supported by a number of displays and dioramas, together with an information stand for the Guild, and trade support from O gauge suppliers including Connoisseur Models, Ragstone



▲ *Beside the Seaside* – a pier railway model by Jon and Ben Hose, in action at the Spa Valley event.



▲ *Aberddhu Yard*, another of the layouts on display at the Spa Valley show. Both photos: Phil Barnes

Models and Walsworth Models. Dapol also attended the event, the manufacturer using the opportunity to announce two new O gauge rolling stock projects (see news), whilst ModelU was also present with the firm's Alan Buttlar undertaking 3D laser-scans from the footplate of No.7819 *Hinton Manor*, one of the many full-size exhibits on display inside the venue.

Nearly 900 attended over the course of the weekend, and feedback from visitors and traders considered it a resounding success in the circumstances. Engine House staff reported that they had experienced the busiest weekend of the summer and even though a national easing of restrictions occurred prior to the event, the SVR was still recommending the wearing of face coverings around its sites where there was likely to be concentrations of people.

Organiser Nick Willcox commented that, "There was a very relaxed feeling during the event with no visitors showing any obvious signs of 'Covid worry'. My observations suggest that the majority of visitors were not wearing masks, but did regularly use the sanitisers provided. It appeared that everyone was just happy to be doing something that felt normal."

2022

Although we have yet to see the outcome from more traditionally staged society shows, there is a mood throughout the hobby that next year will see the turning point for the show circuit. The three organisations included in this report have all confirmed their intentions to organise similar events in 2022.

The hobby does thrive on the thrills and delights of live action events where modelling can be studied at close quarters, friends and acquaintances can meet up, and everyone can re-stock with materials and accessories.

We must look forward to the future with optimism.

◀ Connoisseur Models was one of a number of specialist O gauge traders at the SVR event.



▲ Jim McGowan of Connoisseur Models admires Kevin Cartwright's rendition of one of his Adams O2 kits, running on *Ventnor West*.



▲ The Chirk-based manufacturer Dapol announced two new 7mm products at the event, which took place at Highley station.



▲ Ragstone Models brought along items from the firm's range of locomotive, carriage and wagon kits for 7mm scale. Photos: Nick Willcox.

A visit to Mertonford in the Summer of 1983

ANDREW KNIGHTS presents this diesel era Scottish-themed layout which is modelled in HO; a scale that is common around the rest of the world but is an unusual choice for a British-outline layout.

Photography by the author



My latest exhibition layout, which I have named *Mertonford*, is the third such project I have completed in HO scale (3.5mm to 1') and like its predecessors is set somewhere in the West of Scotland, north of Glasgow during the BR blue diesel era. Both of my previous British HO layouts (*Catbrae* and *Glasgow Emerald*) were fiddle yard to terminus station designs, but I had always wanted to build a layout that would allow me to 'watch the trains go by'.

The universal fiddle yard

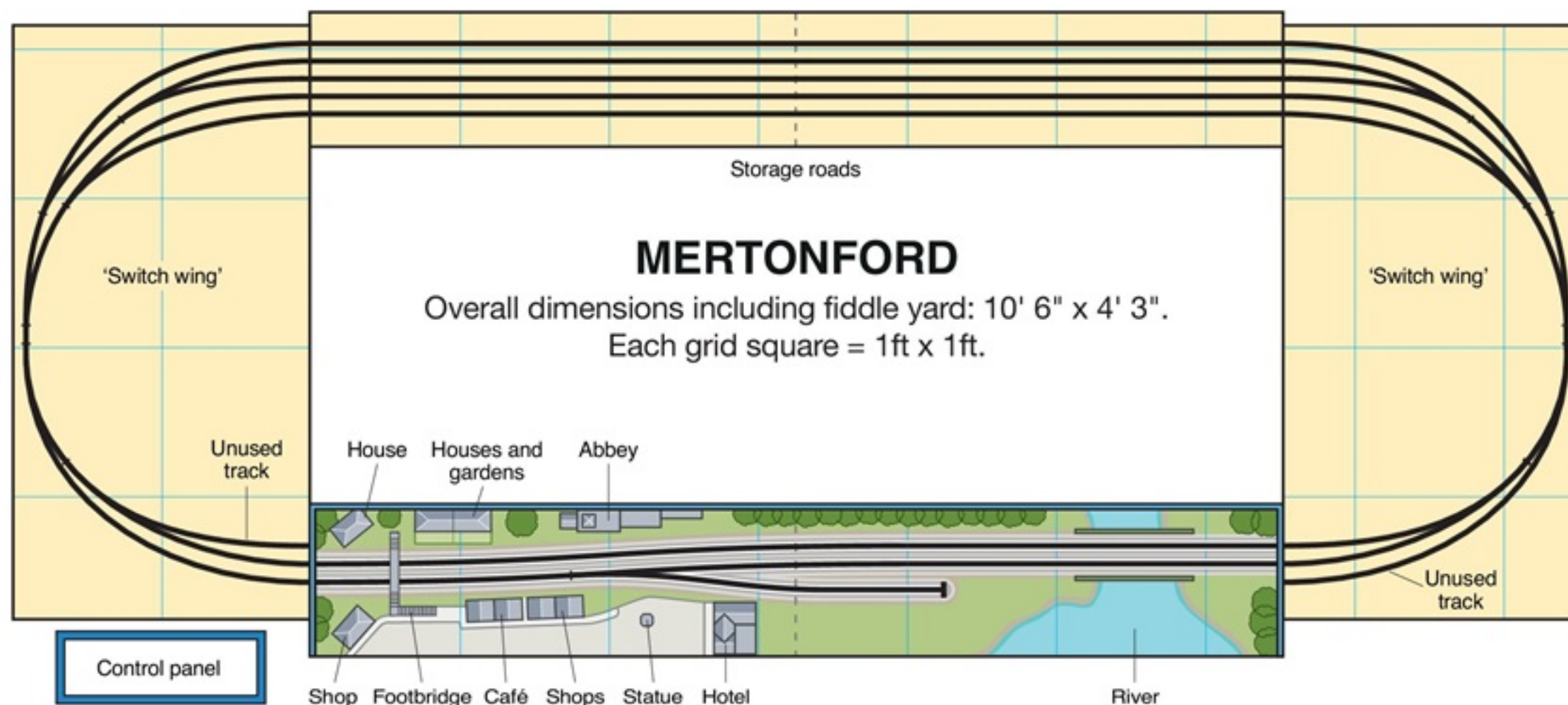
The layout is designed to use my universal fiddle yard, which provides five storage

tracks each two metres long at the rear and at the front, with multiple points of entry onto the layout scenic boards. It was originally made for my BR Eastern Region OO layout *Summer Springs on the New Cut* (RAILWAY MODELLER October 2017) based on the lines out of Norwich Thorpe to Great Yarmouth. Two further layouts, an American HO short line *Eastwood, Vermont* (CONTINENTAL MODELLER Sept 2017) and a German outer suburban line and freight yard *Köln-Draußen* (CONTINENTAL MODELLER October 2018), have been constructed to use the same fiddle yard as used here on *Mertonford*. The flexibility of the fiddle yard means that

▲ Class 27 Bo-Bo 27 042 heads towards Glasgow Emerald, passing a group of hikers leaving the Craigshire Hotel and an off duty Plasser unit which has been stabled overnight on the single siding.

only the scenic layout boards at the front are required for a new layout to be produced, made as a standard 2m x 30cm centrally hinged unit which drops onto the front of the fiddle yard.

The scene here depicts a double track line running through countryside and entering the town of Mertonford before arriving at the station, which is assumed to be off scene to



the left as viewed. There is only one point on *Mertonford*, and even that is a dummy, serving a permanent way siding with its Plasser track machine.

The scene

Starting at the right-hand end of the scenic module, the tracks enter the scene behind a small rise in the land alongside a wide loch, before crossing a steel lattice bridge across a stream feeding into the loch. The tracks are

Here a Playcraft model has been altered to represent North British Type 2 Bo-Bo No.6134, which was built in 1959 and withdrawn from service just eight years later. It spent most of its life allocated to Eastfield depot.

formed into a gentle 'S' along the whole layout to try to reduce the linear nature imposed by using a long narrow baseboard. The unhindered view of the train is lost as it runs behind the buildings of Mertonford Low Town; a loch-side resort.

The first building passed is the large c.1930s mock-Tudor style Craigshire Hotel, then a series of smaller tourist servicing lock up businesses front the tracks until the footbridge to the High Town is passed, which includes a chemist and camera shop.

Behind the tracks on this section the main structure is Mertonford Abbey. This ancient stone building has a large, fenced garden, which obscures much of the town from the

viewer's gaze. Adjacent to this and backing on the tracks from the hilltop are some semi-detached houses. The railway footbridge crosses the tracks and leads up to the High Town, with a building fitting into the last corner of the scene where the trains vanish from sight once again.

Dapol building kits to the fore

The buildings mentioned above are kit-bashed from various Dapol structure kits. These kits are affordable, readily-obtainable and very easy to mix, match and adapt. If it goes wrong then not too much money has been lost and the resultant parts can usually be recycled as part of another project.





▲ A closer view of the abbey buildings, adapted from a Dapol church kit. HO scale cars are readily available from European suppliers.

The footbridge is obvious, but still much altered. The Abbey is made from the Village Church kit. The most recognisable model is the hotel which is the Dapol Country Inn but with a modified extension to the rear.

Many of the major structures on the layout utilised parts from the Modern Shop and Flat kit. Upon initial examination of the parts in the bag, this looks to be one of the least promising kits in the range, however, a

▼ An American family entertain themselves with a game of baseball behind the Craigshire Hotel. A Plasser track machine and BR 20T brake van are stabled alongside.



▲ The Sunrise Café is evidently a popular stopping point for bikers. A Roco 0-6-0DM shunter passes in the background.

To do this I decanted around 250ml of varnish into a container and then added torn tissue paper; not kitchen towel as this has too much wet strength and does not consolidate. Constant stirring results with a thick mixture; I aimed for something like the consistency of thick porridge. (Do not use a kitchen blender for this; I am looking for a replacement for the one I tried it with!) This mixture can then be spread easily over a card and paper foundation and dries quickly. It remains slightly flexible, so does not crack and enables trees and other scenic items to be attached to it quite easily. Once completely dry, the stark white scenery was painted with

decent building can be made with some chopping and filing of the window bars and then – contrary to the kit illustration and instructions – fitting the windows from the inside of the structure! Windowsills were added on the outside from plastic strip.

A kit that was used almost completely is the Signal Box kit. However, there is not a signal box on the layout, but the kit itself was utilised in all the other structures!

There is also most of a Dapol/Kitmaster Booking Hall kit and two complete Petrol Station kits employed in the Low Town.

Landscaping

To keep the scenery as lightweight as possible, I used a home-made mixture of tissue paper and acrylic varnish – basically a slight variation of the papier-mâché method.





▲ Most structures on the layout are based around the Dapol range of plastic kits. The footbridge is easy to spot, but the booking hall kit, seen here on the left as a two-storey adaptation, may be slightly less obvious.

acrylics for the areas of rocky ground, whilst grass parts were then coated with ground foam scenic scatter. Once this had set, it was then overlaid with static grass fibres, applied in the usual way.

Parts of the rock face behind the tracks were cast using a crumpled foil mould and, once dry, were fixed in place to suit.

The backscene was created using a selection of photos taken of my home town, together with some images of the South Downs and parts of lowland Norway, all helping to convey a very Scottish view.

Bridge distortion

The track on the layout itself is Peco Streamline code 75, painted and ballasted. That on the bridge had most of the sleepers removed and has no ballast. This is prototypical but has given rise to problems: the layout was constructed over the winter

BR Class 08 0-6-0DM 08 623 passes through Mertonford with a train of 'Whiskey Blues' grain wagons. The loco is actually a re-liveried Class 11 that was produced in Dutch Railways colours by Roco. It makes a perfect entry point to British HO modelling.

months but a trip outside on a warmer day to speed up the drying of scenic materials resulted in quite a degree of distortion of the bridge track.

To rectify this the rails were cut and re-joined in the middle of the bridge span

with the resultant 1mm gap kept in alignment by an arrangement of copper tube and paper clip wire – the tubes keep the rails aligned, but the wires can slide in these tubes to allow for expansion. So far this has proven to work quite well.





▲ The layout exits are masked not by bridges but by various natural landscaping elements and by drawing the eye with small features in the foreground. Here a scratch-built cabin cruiser performs this task. Dinner is being prepared for the hungry crew.

The abbey situated at the rear of the layout is easily recognisable as being constructed from the venerable Dapol (ex-Airfix) church kit.



The bridge itself was scratch-built from plasticard and the lattices were cut using a silhouette cameo digital craft cutter. The low bridge affords great views of the trains reflected in the water surface, achieved with 10 thin coats of yacht varnish built up over several days.

Attention grabbing exits

With such a narrow board, disguising the gaping holes at each end of the scene –without using tunnel portals – presented something of a challenge. I used buildings and figures to draw attention away from the fiddle yard exit at the town end. However, at the loch end, something more than a bridge and some trees was required. I constructed a model of a Norman 20 cabin cruiser, which is roughly contemporaneous with the period of the layout. This is a scratch-built model, mostly from plasticard, which took nearly as long to construct as the rest of the buildings combined! However, it does the job of distracting the eye away from the fiddle yard exit.

Rolling stock

The stock used on the layout has been carried over from the previous British HO projects and comprises a mixture of Class 26, 27 and 29 locomotives. These are mainly modified Lima British HO Class 33 bodies from the 1970s running on American Athearn F7 mechanisms. There is also a Class 08 shunter (Class 11 if you are being pedantic) modified from a Roco model produced for

the Dutch market. Rolling stock is a mixture of Lima, Playcraft and scratch-built items, augmented with some whisky grain hoppers based on the c.1960s Trix models.

Passenger stock comprises modified Lima British HO Mk.I coaches that were produced by the Italian manufacturer between 1973 and 1976. I have plans to create some distinctly Scottish DMU traffic but that's a project for the future!

An American connection

The 'Summer 1983' part of the title refers to a backstory which started on my American On30 gauge loft layout – this also features a Mertonford, but set in 1963. So, I have supposed that a family is visiting from their Vermont home to explore their Scottish roots. This would explain the game of baseball being played in the hotel grounds, which would otherwise be rather unusual for Western Scotland!

By 1983 of course, the North British Type 2s had long departed, and with the formation of Scotrail that year, BR blue & grey would soon disappear too. Hence *Mertonford* is not so much an authentic depiction of the period, but a reference to my trainspotting years.

The Mertonford setting is a homage to the late modeller P D Hancock, whose tales of the *Craig and Mertonford Light Railway* featured in the pages of *RAILWAY MODELLER* and inspired many. A lot was learnt from his writings, and I still find that his techniques are useful today.

Modelling British stock in HO scale

JIM SMITH demonstrates the potential for modifying OO gauge ready-to-run models to create representations of prototypes in the slightly smaller scale of 1:87.

Photography by the author or as credited

Given the considerable quantity of high quality ready-to-run OO gauge models on the market today, it may seem a little odd to want to model the British scene in the slightly smaller HO scale (3.5mm – 1"). HO is of course the worldwide standard for models running on 16.5mm gauge track – for which the track gauge is much closer to scale – with only the British market choosing OO (4mm – 1"). With this long-established position, personally I cannot see any major manufacturer contemplating British outline models to HO scale now or in the future, although Playcraft, Lima, Rivarossi and Fleischmann have all produced British outline products in the past and these can often be found on the second-hand market.

However, if the benefit of the slightly reduced size of models in HO appeals to you, as it did to me, then you may enjoy the challenge of doing something a little different, as demonstrated here.

Looking at older models

In the 1950s and 1960s models from Hornby Dublo and Tri-ang were considered good for



their time, with much evidence of real skill in pattern making and production engineering, though compared to today's models it's obvious that compromises were made in making 'toys for the toy market', which is what they were. As time went on manufacturing improved, detail improved, and compromises were fewer. Modellers who upgrade their models as newer versions

▲ A pair of HO models: an ex-LSWR Adams G6 0-6-0T (converted from a Mainline J72 0-6-0T) and generic cattle wagon (adapted from a Hornby model). The construction of both models is described overleaf.

▼ A Fowler 7F 2-8-0 hauls a coal train along the author's extensive HO scale British-outline layout Bath Mayfield, which was featured in the August 2013 and April 2016 issues of RM.



A generic cattle wagon

This project uses a Hornby OO gauge sheep wagon (ref.R106) moulding as a basis and though it doesn't represent any particular prototype, it is representative of a number of wagon types designed by pre-Grouping companies, some of which lasted until after WWII.

The first stage is to cut the body as indicated in Fig 1. The first decision to make is whether to retain the moulded rails or to replace them with wire at a later stage. This, along with retention of the hinge detail will influence how accurate the cuts need to be.

The centre section with the doors should be discarded. Continue the cuts through the floor. Option A for the end is the simplest, but Option B will allow you to disguise the join more easily on reassembly as the planking detail is very fine. All the saw-cuts will need tidying up with a file. You should now have eight components for reassembly (four corners and four doors).



◀ The Hornby ref.R106 sheep wagon was part of the manufacturer's range for many years and is readily available nowadays on the second-hand market. This example is finished in bauxite with grey roof. Photo: courtesy Hatton's

The cut diagonal is the key to the new assembly arrangement.

Trim the rails at this stage before gluing together as per Fig 2. The roof profile on the ends will need to be rounded off. You will now need to add some detailing with plastic strip as indicated in bold in Fig 3. No adjustment in height is needed as the finished body matches well with the Lima HO scale box van. A new

floor can be fitted and a new roof from plastic sheet [Ed – see Curving plastic sheet in the September issue.]

The joint can be filed and sanded, and the entire body can be painted and mounted on a chassis of your choice – possibly with 10.5mm spoked Lowmac wheels. Chassis items from the Ratio/Parkside range are ideal i.e. kit ref.PC560.

Fig.1

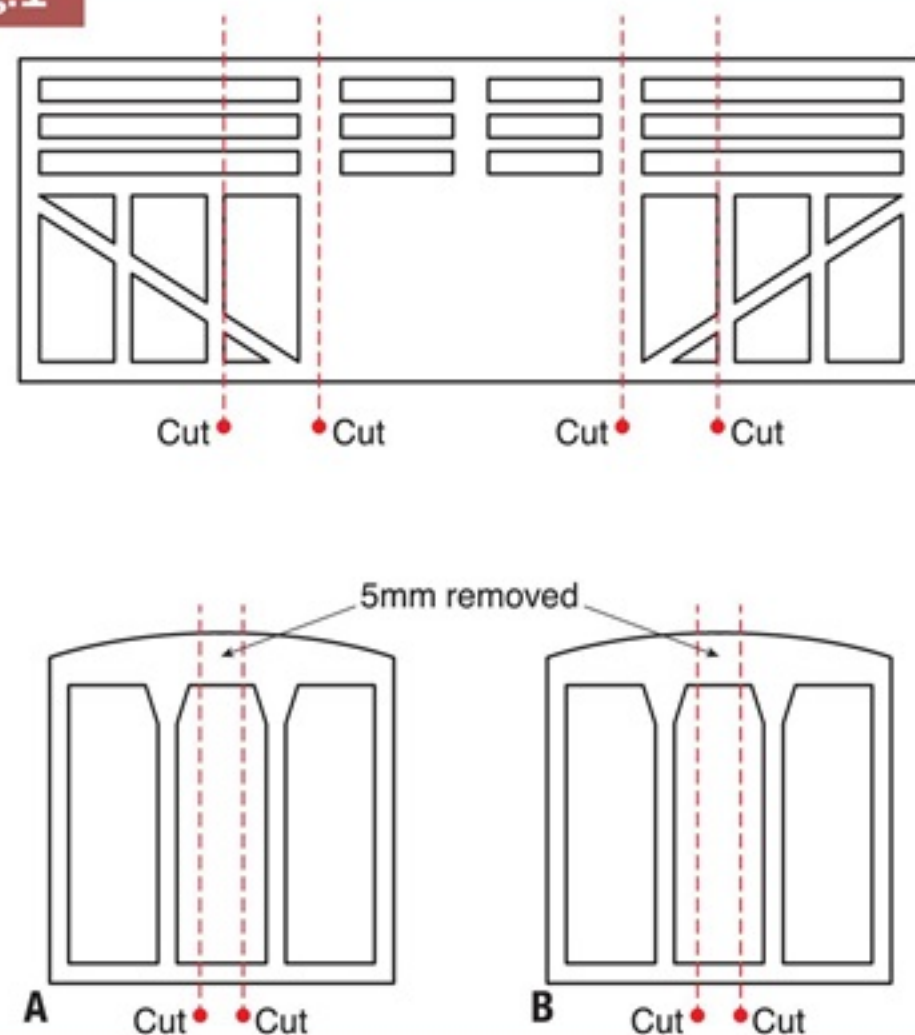


Fig.2

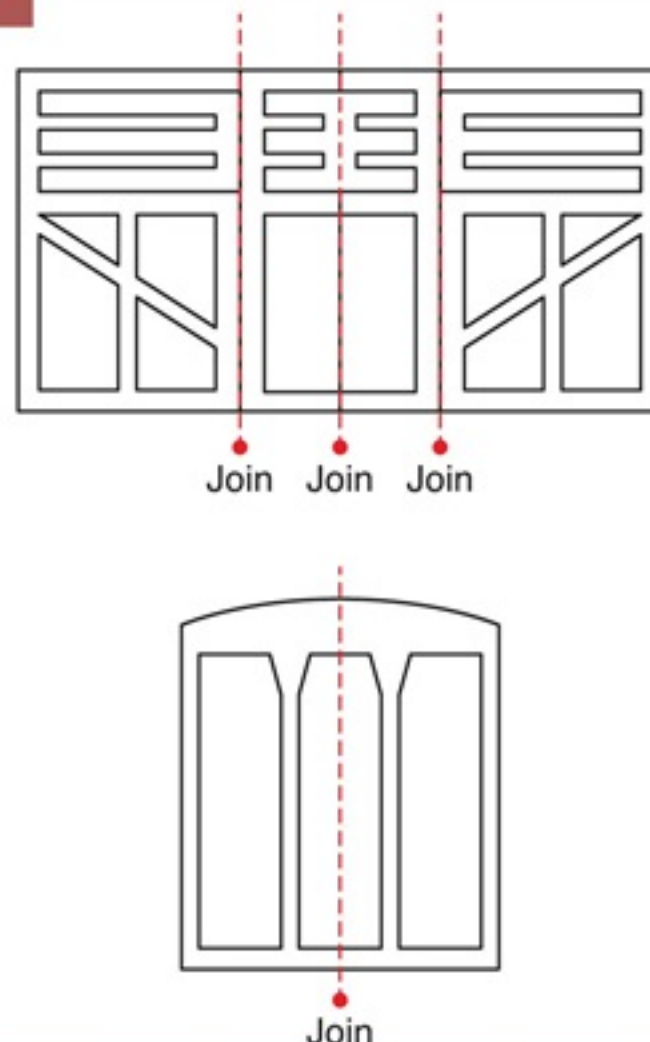
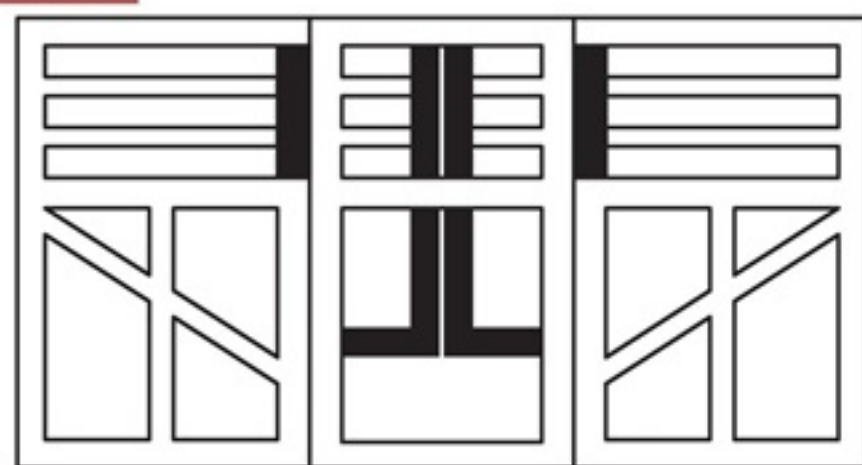


Fig.3



▶ A generic pre-Grouping style cattle wagon can be produced using the Hornby sheep wagon as the basis. The finished model matches the size of the HO scale vans produced by Lima in the 1970s. This example has been finished in c.1930s Southern Railway brown livery.



become available leave behind those earlier examples, often available on the second-hand market, and that is how I sourced the models for this article.

Buried in the detail and sometimes compromised dimensions of these models,

there is something new to be released. It applies to wagons, vans, coaches and engines. It is all about spotting the potential.

Possible conversions

Subject to accuracy, converting a OO gauge

donor model requires removing one eighth of its overall dimensions. Choosing where to make these reductions is an important decision.

But not all OO to HO conversions require this procedure. Many of the design offices for

An LSWR G6 0-6-0T

This project uses a Mainline/Bachmann J72 as the basis to create a representation of an LSWR/SR/BR G6 0-6-0T. These models have been in production since the 1970s so there are plenty on the second-hand market. There are various drawings available for the G6 which can be worked from, but a study of the many photographs available would be advisable as there were detail differences within the class. [Ed – An Ian Beattie drawing was published in the August 1997 issue.]

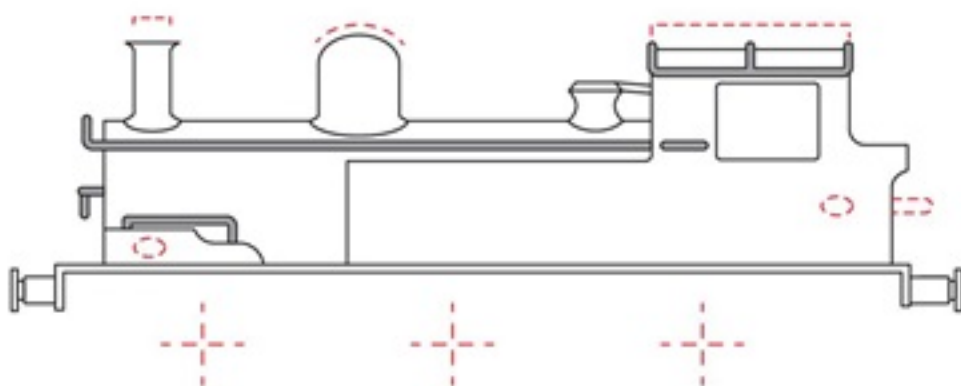
After separating the body from the chassis, work can begin to reshape the body to HO proportions. As an entry level project, it isn't necessary to change the overall dimensions. First, remove the buffers and repair the bufferbeam. The new buffers should be re-fitted at a later stage at a closer spacing of 20mm. Remove the smokebox opening handwheel, the handrails and safety valves. The plates on the sandboxes and the cab sides should be filed flat carefully.

The chimney and dome can be reduced as per the drawing (Fig 4) but it is better to remove them and replace with smaller items from a specialist supplier such as Alan Gibson. The 3mm Society also stock items which may be of use (see panel).

The cab height needs to be reduced by 2mm. In some productions of the J72 the cab roof and spectacle plates will simply unclip making the job much easier. Remove 2mm from the tops of the spectacle plates and cab sides and replace the roof with a new one from thin plastic sheet or aluminium from a drinks can. Detail can be added using plastic strip.

Fig.4

Dotted outline indicates loss in height or removal



▲ The donor locomotive is the Mainline/Bachmann J72 0-6-0T which was first produced by Palitoy in 1976.

A new handrail should be added along the length of the boiler and curved over the smokebox door, together with a new door handle fashioned from wire. Vacuum pipes can be added next, for which Ratio items can be used, whilst lamp irons can be made from either plastic or brass strip.

The final stage is to apply the new livery. I have finished mine in plain BR black to represent the locomotive based at Templecombe for many years.



▲ The finished ex-LSWR Adams G6 0-6-0T, presented as No.30274 in unlined BR black livery with early emblems.

railway companies and private builders developed house styles where common features were transferred over between projects. In modelling terms this means that the dimensional differences between OO and HO can be capitalised on. For example, an LBSCR Terrier in OO (early Hornby/Dapol) is an ideal starting point for a HO scale LBSCR E2 conversion. Similarly, a Lima GWR 45xx Prairie in OO scale could be modified to become a GWR 61xx large Prairie in HO scale, whilst the Airfix/Dapol kit for a Standard Class 4MT 2-6-0 can be adapted to become a Standard Class 5MT 4-6-0 in HO with very little modification. These are in fact all conversions that I have made for my own layout, *Bath Mayfield* (see RM August 2013 and April 2016). In most cases I found that lowering the cab height, reducing the chimney and dome and setting the buffers to 20mm apart goes a considerable way to changing the proportions of the model without any chassis modifications.

To demonstrate the process, this article illustrates the work required to convert a OO gauge Mainline/Bachmann LNER J72 0-6-0T

(not the latest tooling version) into a representation of a HO scale LSWR/SR 0-6-0T G6, together with a HO cattle wagon from a Hornby OO original. Naturally, the level of detail and prototype fidelity is down to personal choice and with my projects I just wish to achieve the general likeness of the prototype, which is what I think Hornby Dublo and Tri-ang were themselves aiming to achieve in the early days of R-T-R OO. Perception plays an important part, and I would like to stress how important a livery change/repaint can be with HO conversions, as this can release the converted model from the appearance of the donor model.

The tank loco project incorporates some simple changes without major surgery to the bodyshell, whereas the cattle wagon project shows how to cut a model into pieces to get at the details you need for reassembly.

Why not take a look at the second-hand shelves in model shops and the tables at swapmeets and exhibitions as a source of material to reuse and maybe, just maybe, you will see potential for a whole new world in HO scale...

Further information

Further reading

Articles on the author's HO layout *Bath Mayfield* appeared in the August 2013 and April 2016 issues of RAILWAY MODELLER and constructional articles by the author for projects in HO were published in the March 2014, November 2015 and May 2016 issues.

The British 1:87 Society

The British 1:87 Society produces a range of parts for use by modellers working in HO scale, together with providing advice via its online newsletter:
www.british-ho.com

Links to parts suppliers

The 3mm Society:
sites.google.com/site/3mmpublic/3mm-society

Alan Gibson:
www.alangibsonworkshop.com/

Aligning a turntable

IAIN HALE describes a simple track alignment system using magnets and reed switches.

Model photography by the author

The ability to align your turntable accurately, or for that matter any other electrically driven device, on your model railway is essential – especially so when your line of sight may be obscured by other scenic features or a backscene.

Manufactured ready-to-install turntables which have the alignment facilities built-in are available on the market, as are alignment motorising kits, such as the Peco PL-55 Turntable Controller. However an alternative solution, albeit with some

limitations, can be made at home for those willing to undertake some construction and basic low voltage electrical work.

How does it work?

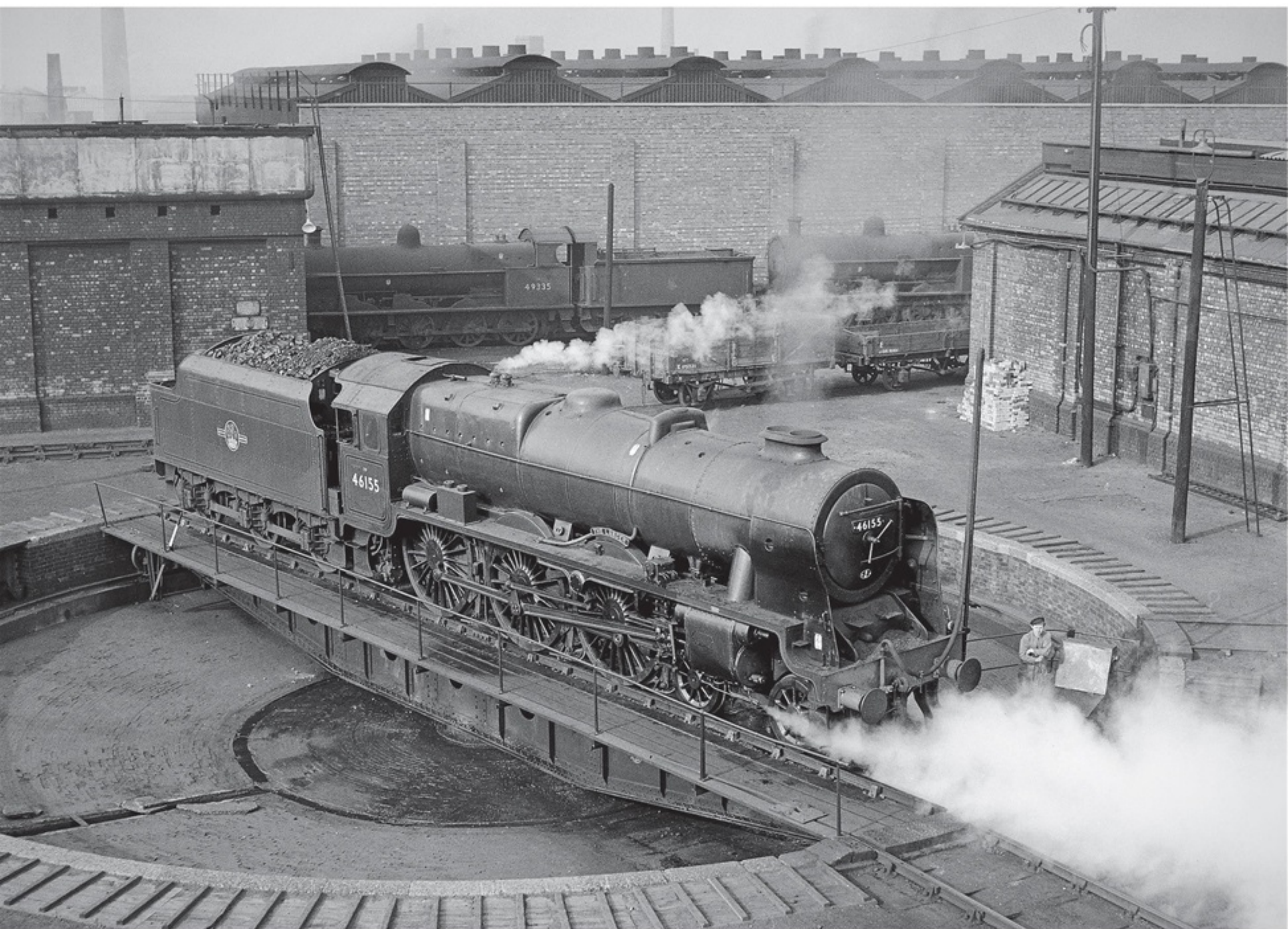
The turntable is rotated by means of a low-g geared 12V motor that is switched on by depressing a push-to-make button on the control panel, but which stops automatically when the tracks align up after the rotation is completed.

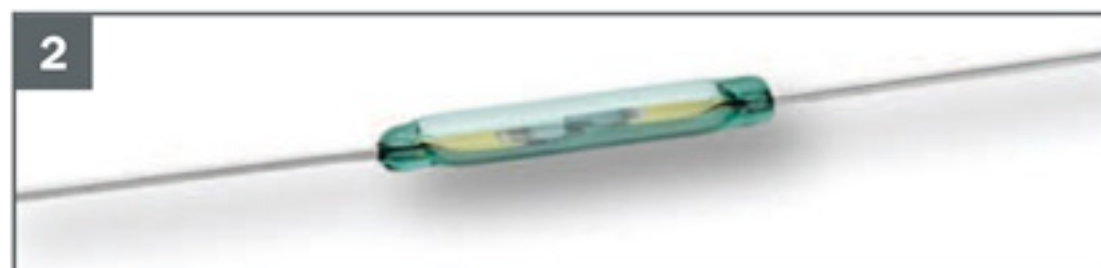
To accomplish this, the bridge of the turntable has a 6mm

neodymium magnet fixed on the underside at each end (see photo 1) and, on the underside of the turntable well, a glass reed

Showing the underside of one end of the turntable bridge. The magnet can be seen situated centrally. Another magnet is positioned in exactly the same orientation on the opposite end of the turntable bridge.

Rebuilt Royal Scot No.46155 *The Lancer* is pictured being turned on the turntable at Patricroft MPD in April 1963. Photo: Railphotoprints





switch (see photo 2) is fixed using double sided adhesive pads immediately adjacent to where the exit track is located.

During the rotation, when one of the bridge magnets becomes aligned above the reed switch, the magnetic force holds open the reed switch and the power to the motor is switched off resulting in the bridge stopping. See Fig 1 for the wiring arrangement.

The components

Firstly the drive motor which is connected to the centre spindle of the rotating bridge. There are several on the market designed for this, like for example the Frizinghall Models and Railways Electric Turntable Drive (see photo 3). This is supplied with all the necessary gears and mounting frame, but it is possible to make your own from individual motor

▲ A standard glass reed switch available from electronic suppliers. Wires are soldered easily to the legs. For this project the contacts should be normally closed (NC)

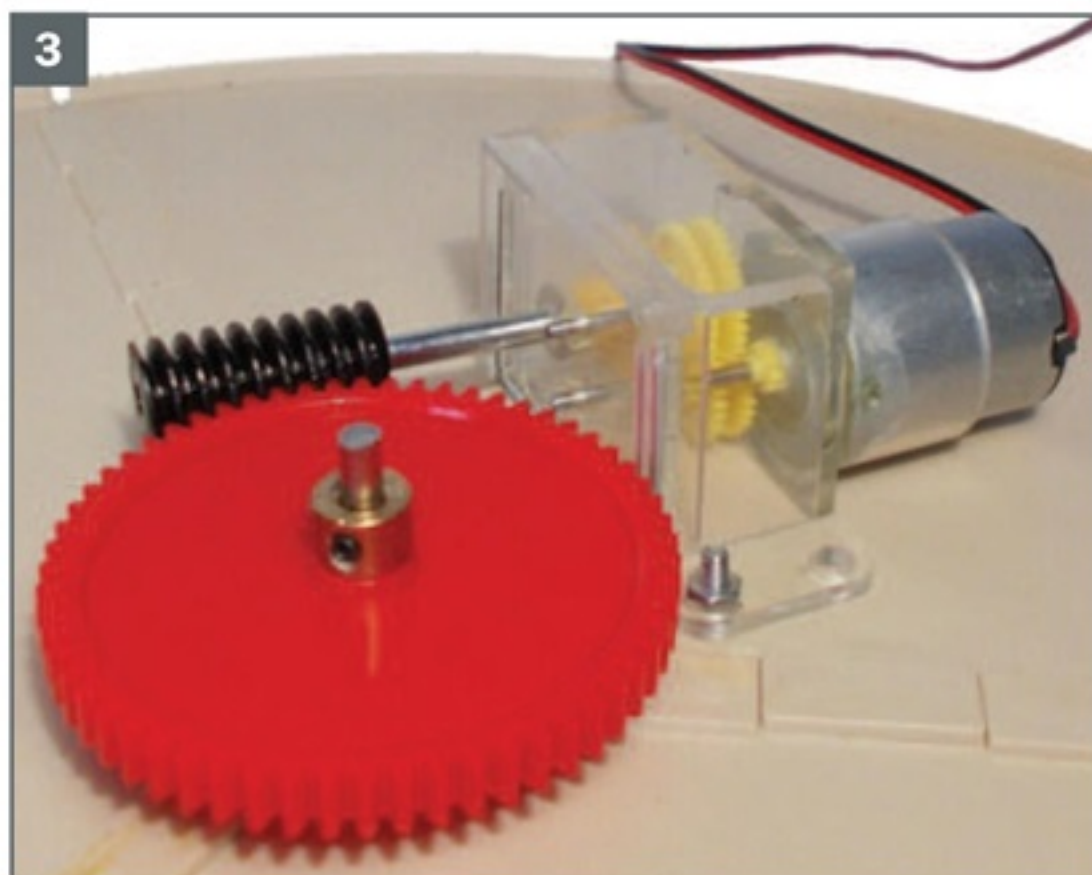
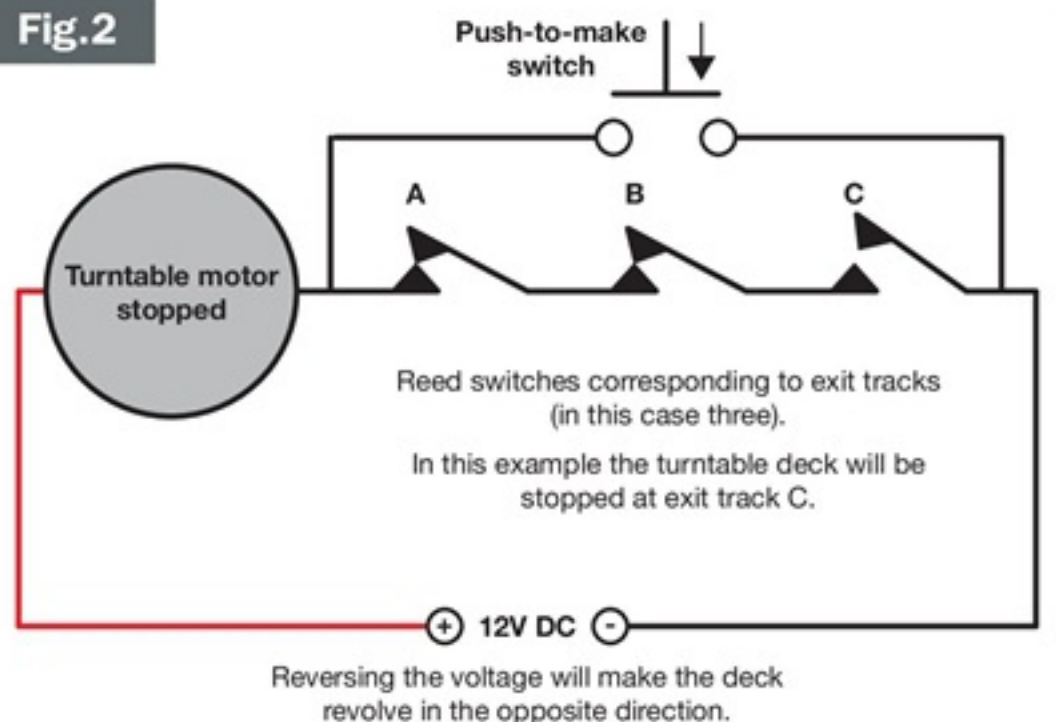
and gear parts which can be obtained via firms such as Squires Model & Craft Tools in Bognor Regis, which also stocks the magnets, reed switches and panel switches.

If your turntable has more than one exit track then each one will require its own reed switch, these can be wired in series (see Fig 2).

Setting up

The exact point of stopping the bridge requires a bit of trial and error. One way might be to fix the stopping point and match up the exit track(s) afterwards. Alternatively it might be possible to allow some adjustment in the

Fig.2



▲ The turntable drive motor. This is similar to that which can be obtained from Frizinghall Model Railways, though it is possible to make your own from component parts.

reed switch positioning. As the motor rotates the bridge slowly, there is very little lag between the reed switch opening and the bridge stopping.

Also if the reed switch opens prematurely, especially if you have multiple exit tracks, then try magnets which are less powerful.

Deck rail polarity

Once the turntable bridge has rotated by more than 180°, the polarity of the rails on the deck of the turntable bridge would be reversed in relation to the layout track polarity.

The Peco LK-55 Turntable kit incorporates split slip-rings and plunger pick-ups which automatically changes over the polarity during rotation.

If on the other hand your turntable is home made, and the deck rails hard-wired to the track power (i.e. not through slip rings), you will need a Double Pole Double Throw (DPDT)

switch to change polarity, though it would be possible to fit another magnet to the underside of the bridge and use that to operate additional reed switches connected to latching relays.

Don't forget of course that you will need to reverse the direction of the turntable every now and then, otherwise the feed wires will keep twisting together until everything tightens up and stops!

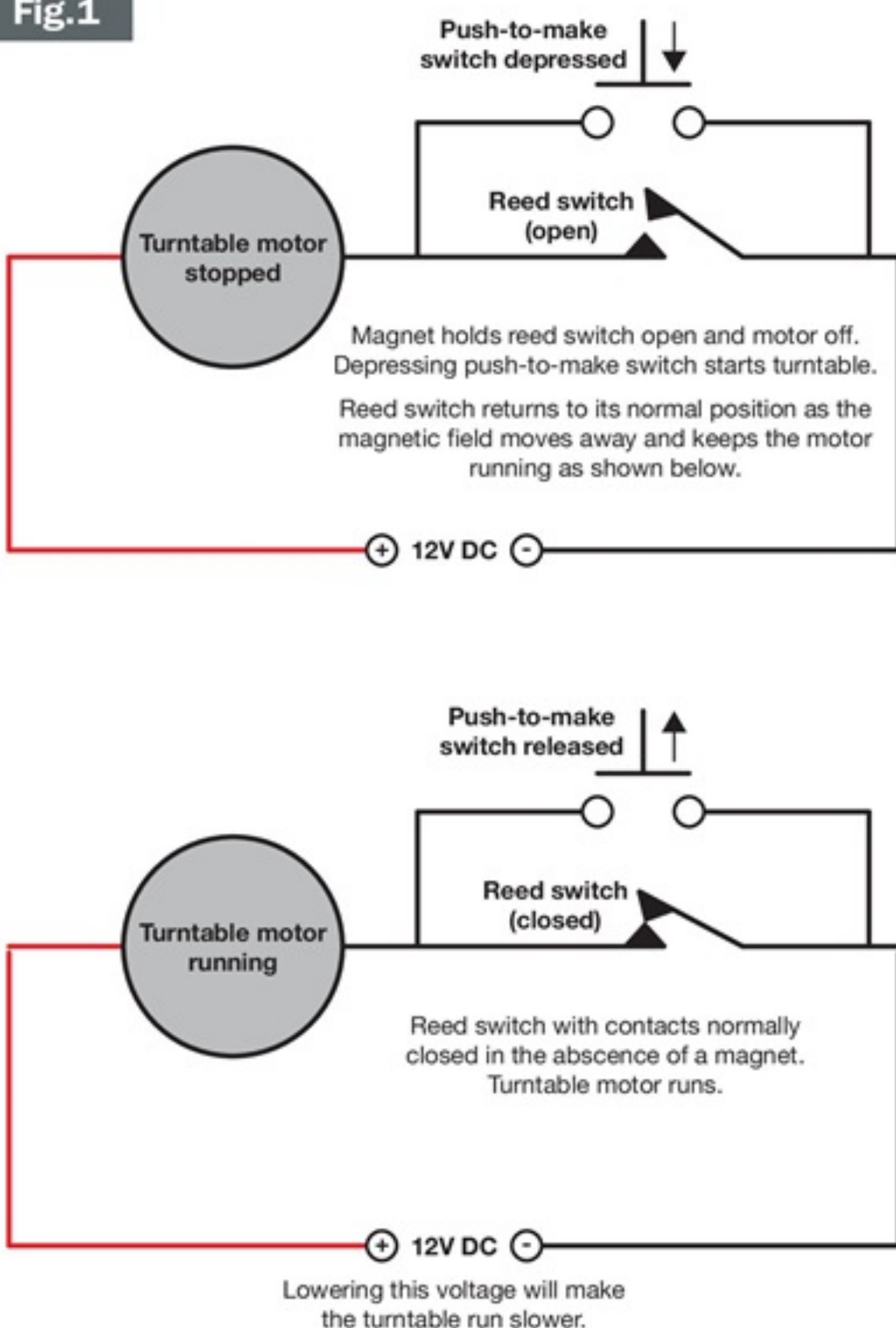
Supplier information

Squires Model & Craft Tools
www.squirestools.com

Frizinghall Models & Railways
www.modelrailshop.co.uk

Peco
www.peco-uk.com

Fig.1





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Westonbirt

Taking inspiration from the classic OO gauge layout Bredon, **SIMON HOUGH** constructed this compact N gauge model using a Peco Setrack Starter Set as the basis.

Ever since I first saw the OO gauge layout *Bredon*, which featured in the September 1981 issue of *RAILWAY MODELLER*, I have held a desire to recreate that wonderful essence of the rural railway scene in a small space. Furthermore, having abandoned a few layout projects over the years, I wanted to attempt something small enough that I would stand a chance of completing it, whilst also being big enough to incorporate a loop of track so that I could sit back and watch the trains go round.

With available time, space, and money all being things that I had to consider, I decided to model a minimum space, fictitious location in N gauge. I chose Westonbirt, home of the National Arboretum in Gloucestershire, deep in former GWR

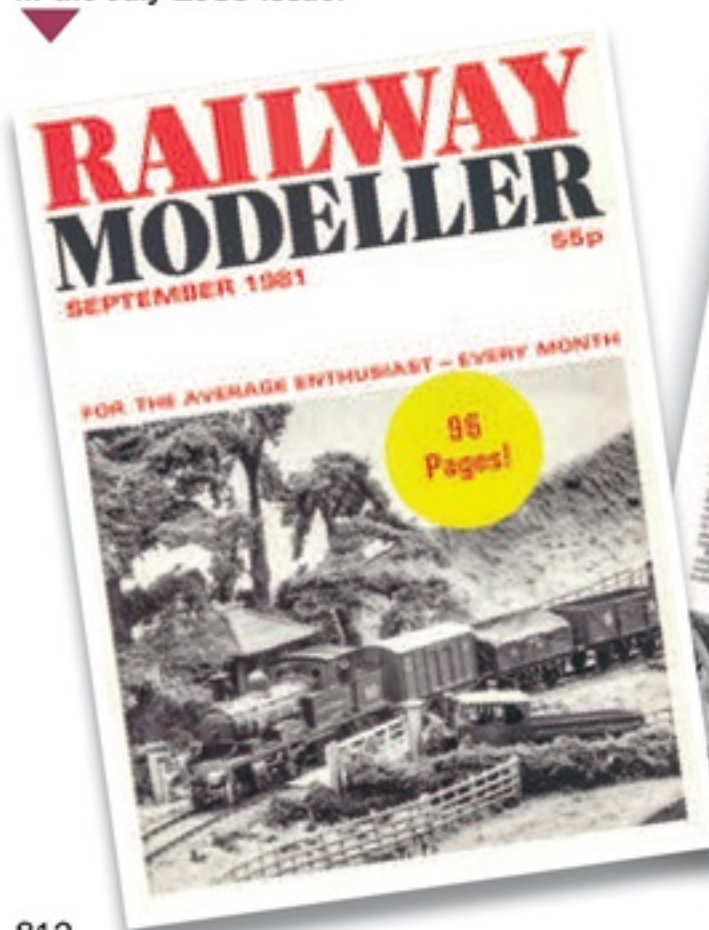
territory, as the setting. There were once a couple of branches that existed nearby, to Malmesbury and Tetbury, both of which were sufficiently well documented to inspire some creativity.

Collett 14xx 0-4-2T No.1462 arrives at Westonbirt with the early morning milk train. The use of Peco N gauge Setrack has enabled a compact track plan with a good amount of operational interest to be developed.



Photography by the author

The inspiration for the layout was *Bredon*, a compact OO gauge scheme that was first published in the September 1981 edition of *RAILWAY MODELLER* (pictured). Further views of the layout were published in the July 1985 issue.



Setrack items used

- 6 x ST-1 standard straight
- 4 x ST-11 double straight
- 5 x ST-3 No.1 radius standard curve
- 6 x ST-12 No.1 radius double curve
- 4 x ST-5 right-hand turnout
- 1 x ST-6 left-hand turnout
- 1 x ST-10 wired standard straight
- 2 x ST-8 buffer stop

A home for the layout

The layout would need to fit in the family home, have a robust support system, some protection from dust and accidental damage and be easy to cover up.

My adult life has really been one long exercise in avoiding doing any form of carpentry; therefore the layout was designed to fit into a self-assembly shelf system marketed by a certain Scandinavian furniture retailer, which provided the supporting framework. The baseboard is made from an old rigid plastic sign which was being disposed of. This was cut and glued into a frame which once painted looks the part.

This dictated that the baseboard dimensions would be 33"x 20" (84 x 51cm).

The layout rests on the second shelf of the unit, with the top shelf used to form the layout cover with self-adhesive LED lighting strips attached to the underside.

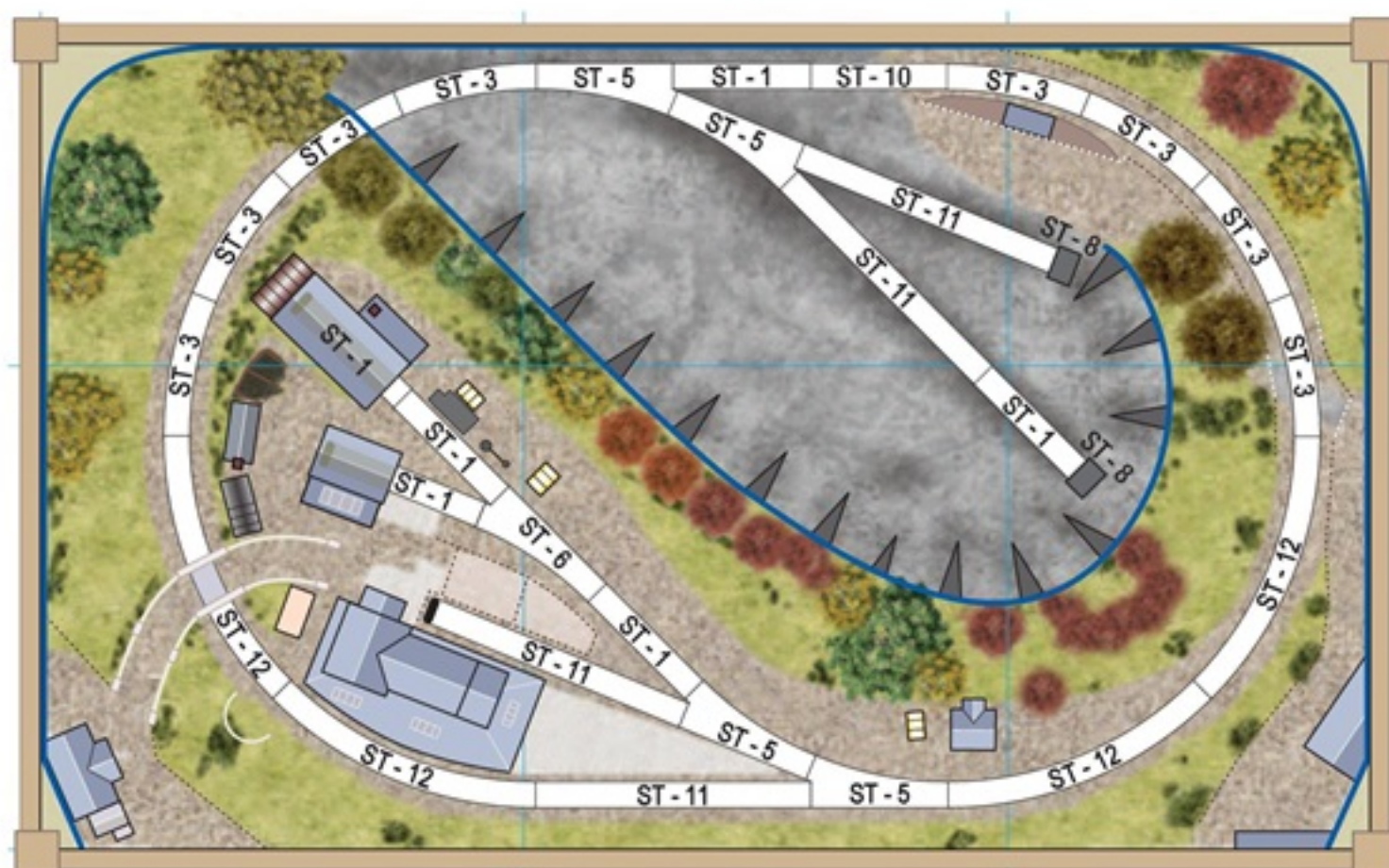
Starter Setrack

I purchased a Peco Starter Track Set (ref. ST-300) plus three extra ST-5 right-hand points, an extra ST-11 double-straight and an ST-10 wired standard straight (soldering is something I have so far avoided even more zealously than doing any carpentry).

The space available led to some compromises with the resultant track plan, but I managed to fit in a station with through-platform, a bay siding/cattle dock, goods siding, and an engine shed. I subsequently added a couple of extra sidings in the off-scene area to store stock. The sacrifice that I made to fit all this in was that the sidings can only hold a couple of wagons each, or in the case of the bay platform, one coach.



▲ The Peco first radius Starter Track Set (ref. ST-300) provided the majority of track parts for the layout, which was supplemented with three extra ST-5 right-hand points, an extra ST-11 double-straight and an ST-10 wired standard straight.



Westonbirt Overall layout size 2' 9" x 1' 8". Each grid square 1' x 1'.

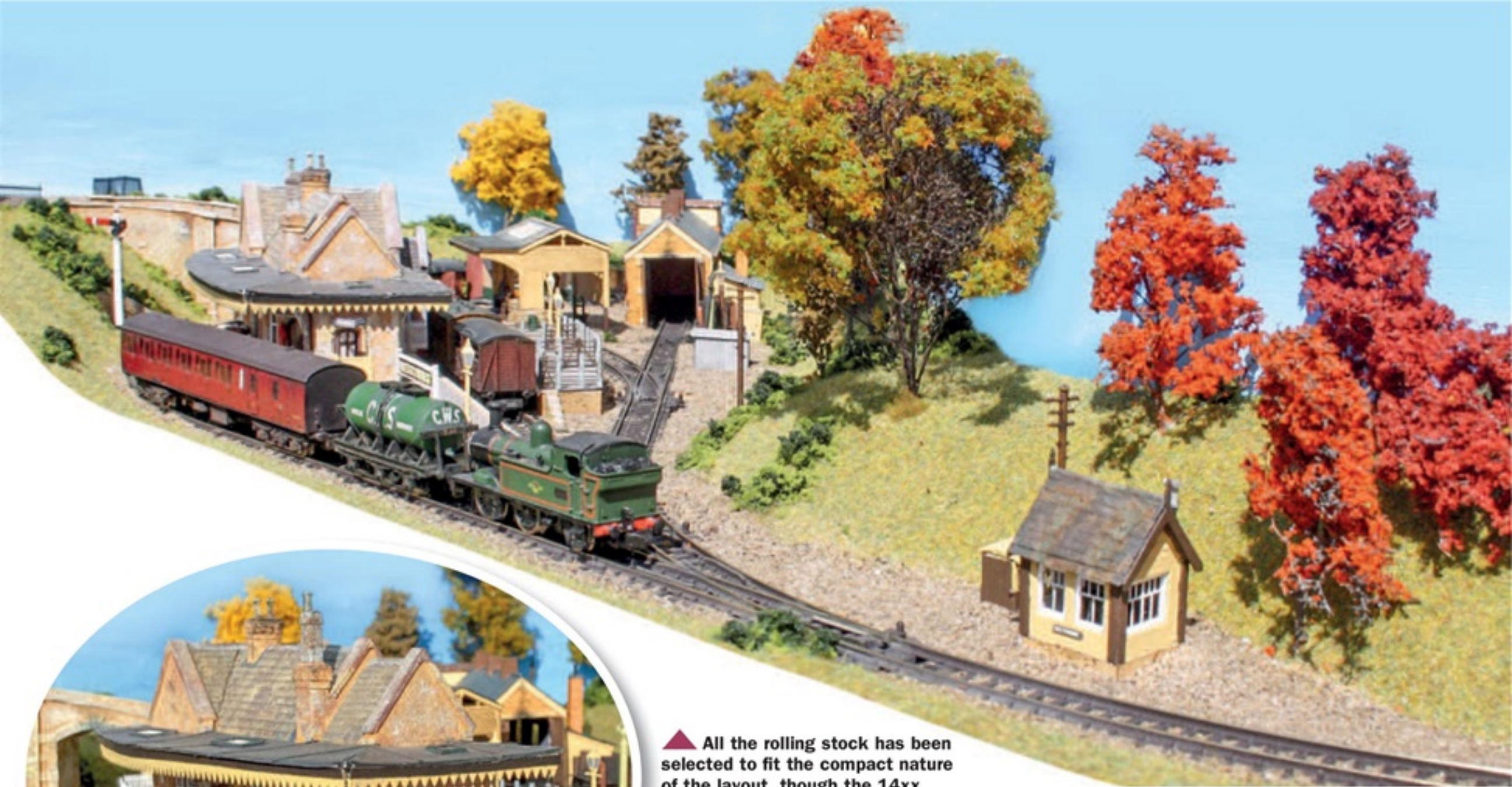
▲ A bird's eye view of Westonbirt clearly showing the curved central backscene and the two storage sidings situated behind it. All the track is from the Peco Setrack range and includes a pre-wired section of track (ref. ST-10) which avoided any need for soldering.



The track was fixed down with double sided tape onto a 2mm thick cork layer and was toned down with a coating of Halfords camouflage paint. Ballast was sieved sand

▲ The layout has been integrated into a household shelving system that was purchased from Ikea. The layout sits on the second shelf, with LED lighting fitted to the underside of the top shelf.





▲ All the rolling stock has been selected to fit the compact nature of the layout, though the 14xx class is typical of the locomotives that worked in the area depicted.

▲ The station building is a modified Metcalfe card kit, finished to give the appearance of Cotswold stone.

experimenting with different techniques for making them myself. In time I hope to add more trees to the layout and try my hand at modelling specific types as appropriate, but that is a skill I have yet to master.

Modified buildings

Creating the structures was the part of the project that I enjoyed the most. The main building on the layout is the station, which is based on the Metcalfe Models Wayside Station Building card kit, suitably modified. Much of the layout orientation was a direct result of the floorplan, shape and size of this building and this dictated how the sidings and goods yard would be laid out.

The engine shed is a Prototype Models card kit of Tetbury engine shed (the original was only three miles from Westonbirt so it

Collett 14xx 0-4-2T No.1462 engages in a little shunting in the yard having left its suburban brake third coach and van in the platform.

collected from the beach while visiting family in Scarborough, which does a reasonable job of representing N gauge ballast. The granules were secured in place with Deluxe Materials Ballast Bond glue, which also helped to keep the track parts in position.

Power is from a Gaugemaster Combi unit and the railway operates using a 'one engine in steam' principle. A task for the future is my intention to motorise some of the harder-to-reach points in the storage sidings.

Landscape

The landform was built up from the baseboard using the tried and tested method of cardboard formers, covered in strips of card, and then covered in plaster-coated strips of material. I used a ready-made flocked paper for the landscape, and to my eyes at this small scale the grass I used looks perfectly satisfactory.

As Westonbirt is particularly famous for its autumn colours, trees displaying their autumnal foliage seemed a natural choice. I tried a variety of options for modelling the trees on the layout, such as using those produced by Noch and K&M, and



seemed a reasonable assumption that this design might be used here too).

The goods shed is a real hybrid; there are parts from at least five different kits including several Ratio plastic kits and the skylight is part of a Metcalfe Models greenhouse. All the buildings have roofs enhanced by York Modelmaking adhesive tiles, suitably painted, and weathered.

Other than the engine shed, Keepers Cottage is the only replica of a real building – the original is in the grounds of Westonbirt Arboretum. This was scratch-built out of card and assorted parts from my scrap box and is the only non-railway structure on the layout.

Rolling stock

Locomotives and rolling stock are currently all ready-to-run items. Wagons and some coaches have been professionally weathered, and I am slowly building up confidence to tackle weathering the remaining stock myself. The fleet comprises just three BR steam locos which are from the late 1950s to late 1960s period: a Dapol 14xx which was the most commonly used type in the latter years of steam on the Malmesbury and Tetbury branches; plus, a Graham Farish (by Bachmann) Collett 64xx 0-6-0PT and an Ivatt 2MT 2-6-0.

Coaches are mostly of BR Western Region outline and have been chosen for their comparatively short length as much as anything to minimise the overhang on the first radius curves. The classic GWR autococh is the longest vehicle I have and it just fits under the road bridge, though with only a millimetre of clearance on either side.

Wagons are Graham Farish (by Bachmann), Dapol or Peco and are again based on types seen in images of nearby lines. I have experimented with creating



◀ The model of 'Keepers Cottage' is based on a real building situated in the grounds of Westonbirt Arboretum near Tetbury. The pound coin shows just how small the model is!

The cottage model *in situ* on the layout. An Ivatt 2MT 2-6-0 is pictured in the station platform. Note the grounded van body.



interchangeable loads for the wagons to introduce some variety and I've found this to be quite an enjoyable aspect of modelling.

Conclusion

This has proven to be an enjoyable project which is ideal for accommodating in a modern family home. I have managed to complete it using only a basic level of skills, without the need to undertake any carpentry or electrical soldering. There have inevitably been some compromises with working in

such a small space and there are limitations with the operational interest, but I have tried to design the landscape in such a way as to conceal the relatively simple track layout.

Ultimately however, I have succeeded in completing a layout project. It has been 40 years in the making but I am happy with what I have been able to accomplish and I am glad that I didn't attempt anything more ambitious, as each aspect of the modelling process has been achievable enough to stay rewarding and fun.

◀ The compact nature of the station area is clearly illustrated in this elevated view. An Ivatt 2MT 2-6-0 heads a short passenger service.

A garden scene in a large scale

Shedley

I have been cultivating bonsai trees for many years and have often wondered if my modest collection could be united in some way with railway models. I decided to give it a try and built this 'layout' that shows a model of a garden which incorporates the miniature trees, along with a depiction of a garden railway. The scale is about 25mm to 1' and the OO track used represents a model engineers' gauge of 7¼".

A plastic baseboard

The 'baseboard' is a plastic tray 1100mm square, marketed as an oil-drip tray for garage use. Being around 125mm deep this proved ideal for the landscaping and allowed sufficient depth for the pond and stream.

A series of rainwater drain holes were bored in the corners of the tray. The main constructional material used is 25mm thick polystyrene sheet. The first sheet was laid with a 25mm space below (except around the pond) to allow rainwater to drain through the tray. This was built up layer upon layer with a cut-out for the pond, secured with kebab sticks and waterproof PVA. Gaps were filled with expanding foam and holes 'dug' with a hot-wire cutter to accept the various trees and plants. These holes were lined with polythene bags to accept compost and planting. Both the polythene bag and the hole in the polystyrene sheets have drainage holes to allow rainwater to drain through into the base cavity.

The pond was lined with a sturdy black plastic sack and fitted with a water butt tap to facilitate draining and also to accommodate the plumbing for the pond pump; the drain/outlet to the pump is protected by a sieve buried in gravel to prevent debris entering.

The top surface was painted with brown emulsion paint and instead of my usual static grass method I used John Innes No.3 soil-based compost and horticultural gravel. This will allow the sedum, mosses, liverworts and alpines to spread, although hopefully not out of control! The addition of pond weed provided the final touch.



Shedley Each grid square = 300mm x 300mm.

The shed

In order to reinforce the scale of the model, a garden shed, fence and garden seat were built from coffee stirrers, fixed together with waterproof Gorilla Glue, wood-stained and given many coats of satin polyurethane varnish, inside and out.

The shed roof was formed using a sheet of plasticard with wet-and-dry emery paper glued on, then painted to represent green mineral felt.

*In his endless quest to try something a little different, **PETER OSBORNE** combined his railway modelling hobby with a passion for growing bonsai trees to create this small outdoor layout – complete with the obligatory water feature!*

Photography by the author

▲ The layout in its entirety with the bonsai trees in full leaf. Such a system could make for a seasonal outdoor distraction from a permanent indoor layout. Who says you haven't got room for a garden layout?

A carrier inside the shed holds the rechargeable 6V battery and switch for the pond pump; its weight stops the shed blowing away in the wind. The performance of the stream is less than spectacular but the novelty value makes it all worthwhile.



▲ The shed houses the rechargeable battery and switch for the pond pump.



▲ The foundation of the layout is a plastic tray measuring 1100mm square. Being around 125mm deep this allowed sufficient depth for containing the pond and stream.



▲ The water is circulated through the scene using a small electric pump.



▲ Cavities were carved out of the polystyrene sheet, together with water drainage holes, to accept the plants and trees.

Track and the locomotive

The OO gauge track, which is not powered, uses some old Formoway items laid onto a strip of thin waterproof foam material that I had picked up at an exhibition. This, and the track, were dropped into wet Gorilla Glue and then weighted and ballasted immediately.

The locomotive started off in life as a resin-glued white-metal Nu-Cast kit on a Tri-ang 0-6-0 chassis, built when I was a teenager – long before I taught myself the niceties of low-melt soldering! After several years on the scrap line on my *Cleckhuddersfax* layout (see RM August 2013), the loco was retrieved and partially dismantled. The boiler was shortened and the cab, chassis, and bunker were removed. It was re-built onto a basic Hornby 0-4-0 chassis and fitted with a backhead from an Airfix BR 9F kit, plus an oversized regulator and pressure gauge, to represent a fairly typical 7¼" gauge loco. A transfer for number '7' gave it an identity.

The loco hauls a heavily weighted box seat for its 25mm to 1" driver (which has yet to be sourced) which contains a 9V PP3 smoke-alarm battery and a miniature slide switch to control it. I used some old Lima wheels as the relatively coarse flanges minimise derailments in the outdoor environment.

The ensemble trundles quite happily around the garden at a sedate pace and the completed layout provides an interesting garden feature.



The trees

Growing bonsai trees is a very slow process, one must either spend a lot of money or start young and have infinite patience. Having neither of these attributes my bonsai specimens are immature, being only about 20-30 years old, but they lend themselves to this project when combined with small-leaved slow-growing alpines, mosses and succulents.

Gardening or railway modelling? Who cares; it was good fun building it!

The scale modelled is roughly 25mm to 1', with OO gauge track used to represent the model engineers' gauge of 7¼".

▲ The shed, bench and fencing were all constructed using wooden coffee stirrers.



▲ The layout's only locomotive is this heavily adapted OO gauge Nu-Cast kit. It is powered by a battery in the tender.



▲ The pump-driven water feature runs under the track and into a pond located in the centre of the board. There's no pretend water on this model!

Through the Railway Room Door

Muirston Junction

DENNIS DAY fell in love with the railways of Scotland at a young age. Here he describes his OO gauge loft-based layout that portrays the country's Central Belt area during the steam to diesel transition era.

Photography by Arran Aird

Being a native of Darlington, there is a certain amount of railways in my DNA, and many hours of my youth were spent on the footbridge at Bank Top watching trains go about their business. I also had family connections in Glasgow; I was fascinated by the overhead systems here (the trams and trolleybuses) and of course the Glasgow suburban system with the famous 'Blue Trains'.

When I progressed from train sets to railway modelling there was a conflict of loyalties, but reason suggested that by choosing Glasgow as a location, I could have 'the wires', whilst the BR steam and diesel transition period would enable me to portray the best of the old LNER and LMS motive power, together with the BR

Standards and new diesels, ergo the best of both worlds.

Muirston and the (equally fictitious) Clarkhill stations are amalgams of real districts in and around Glasgow. Muirston is just to the east of the city, not as far out as Coatbridge or Motherwell, but still in the industrial Lanarkshire coalfield. It is within the city boundaries, hence the Corporation transport presence. The junction itself acts as a funnel into the city centre for rail traffic to and from North and East Scotland, together with the English North, Midlands, and London.

The layout concept

A move to West Scotland in 1988 provided an opportunity to build a layout. The house had an insulated loft with flooring, lighting and power already in place. Being timber framed, however, the roof trusses were

spaced only about 22" apart, and there are a lot of them in an area of 21'x 11', so for much of the first year I pondered on how best to maximise the space available.

I constructed a baseboard framework of 2"x 2" formers, screwed to the trusses for rigidity. However, my first attempt at building the layout was unsuccessful; I like insulation board as a surface and felt that only 20" between sections would afford sufficient rigidity. Wrong!

Therefore, I dispensed with the insulation board and covered the framework using ½" MDF instead. I tried to 'future proof' the layout as much as possible, in that I made sure it was all accessible from the central catwalk; I anticipated that ducking under the boards would become less straightforward as I became older. I had also observed some smaller layouts and admired just how much

Crewe-built Sulzer Type 2 D5085 moves slowly though Muirston before heading home to Cricklewood East MPD. A pair of 350hp English-Electric shunters move a parcels van behind.



detail and operational interest could be included with some careful planning and imagination. I therefore decided upon a theatrical format with only half of a main-line station visible, a scale quarter of a

mile approach from a tunnel, and a short suburban stretch with bridges at each end. This meant that only about 40% of the trackwork on the layout would actually be visible; the rest being either hidden or used for off-scene storage.

The effect on the completed layout, however, is that trains arrive from somewhere 'off stage', stop, then depart to somewhere else out of sight; crucially this permits the running of express trains composed of a loco and up to nine coaches, which for OO in what is an architecturally restricted space, is very satisfying.

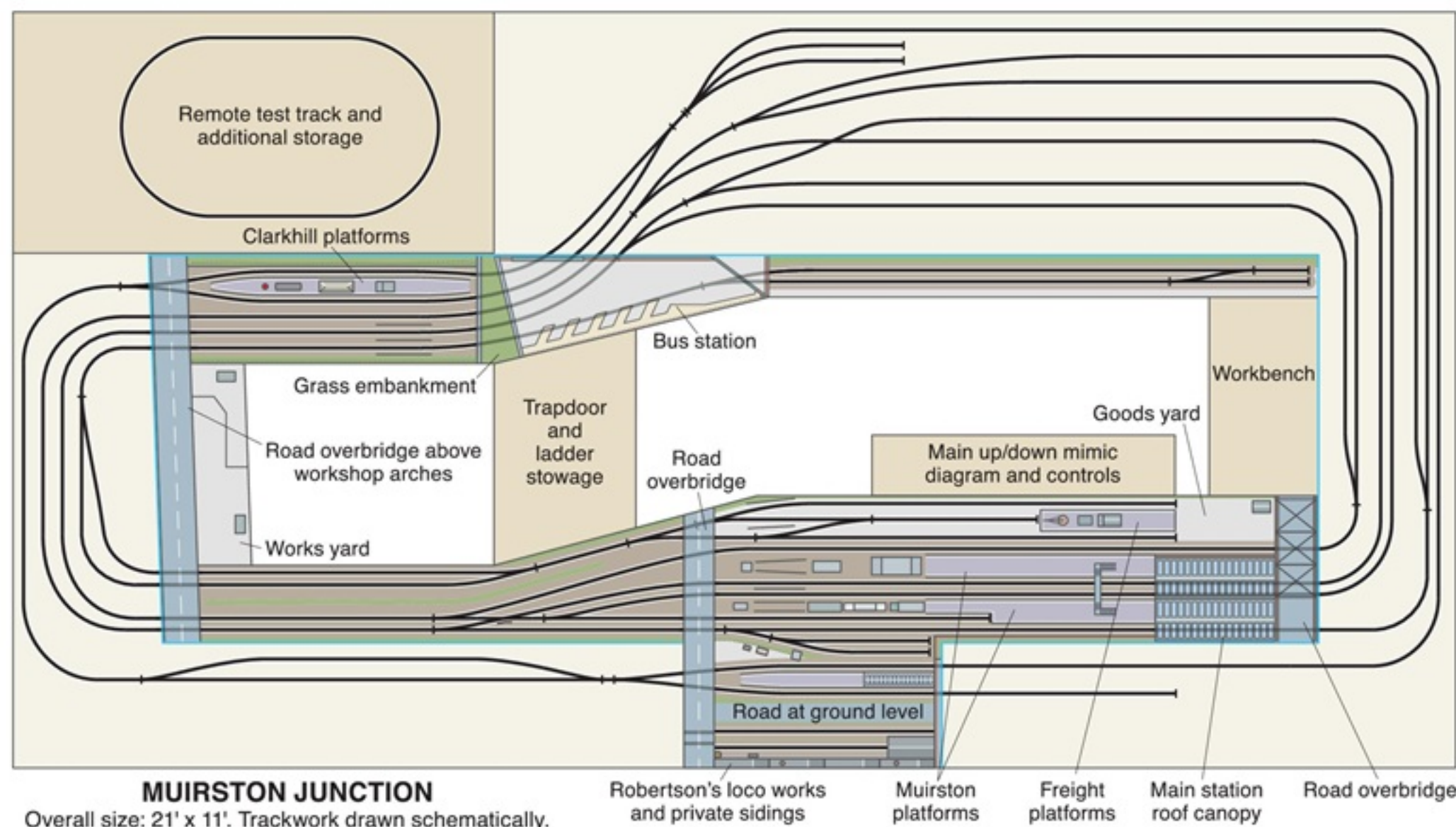
▲ North British built Royal Scot 4-6-0 No.46148 *The Manchester Regiment* powers through with a passenger service, while Fairburn Class 4P 2-6-4T No.42073 is held at a signal with a long rake of mineral wagons.

Mainline operation

Once the new boards were in place, I spent hours working out a satisfactory compromise between what I wanted and what was practical, eventually arriving at the design that can be seen here. I used Peco code 100 track throughout to allow the running of some vintage stock with flanges that are



Trolleybuses are seen operating over the girder bridge while underneath, a dusty Gresley 2-6-2 V2 No.60807 pulls away from Muirston Junction with a rake of BR carmine & cream Mk.I stock.



deeper than on models produced in more recent times.

For the structures, some kits have been used, altered to suit, but most have been scratch-built from base materials and odds and ends – that way I could tailor the civil engineering to suit the track plan.

The mainline station consists of six platforms, sited under bridges and walled off to create the 'theatrical' effect. An eight-coach train entering Muirston Junction on the Up line largely disappears under the canopy until it stops, leaving only three coaches visible until it moves off again. Similarly, a train in one of the Down

At Clarkhill Upper a Fairburn 2-6-4T is pictured between duties, whilst in the background a new AL5 electric provides a splash of colour.

platforms looks short until it leaves with five or six more coaches slowly appearing, which perplexes some visitors.

Clarkhill suburban can take a loco and three coaches, or a four-car DMU. Adjacent to this are the main Up and Down running lines and a single-track freight only line.

Points are operated using Peco PL10 motors, and all have twin micro switches fitted for indicator LEDs on the panels, or prototypical operation of colour light signals. Therefore, the correct aspect is shown in respect to the point setting; very useful when sitting at control panels some distance away.

Loose ballast!

Ballast is an assortment of chippings I acquired over the years... and it's still loose!

There are no draughts in the loft to disturb it, so I can refresh it when required and it's easy to move if fitting new lineside features. After 20 years I have no intention of messing around with misting bottles and washing up liquid now!

Signalling

Colour light signalling has been installed using mainly Eckon kits, some modified, together with homemade ground signals. Auto-stops were home-made, built with reference to various model railway electronics publications written by Roger Amos, whilst the IRDOTs





(infra-red detectors) used in the hidden storage areas were sourced from Heathcote Electronics, which have thus far stood the test of time superbly.

All electronic cabling terminates in three panels, one for the main Up and Down lines, one for suburban and freight lines, and one to house all the transformers. The panels also incorporate switches for isolators or manual overrides, and push-buttons for point setting on mimic diagrams. There is a nine-way copper bus 'ring main' of varying voltages running under the layout around its entire length, with dropper wires for turnout solenoids, micro switches, CDUs, auto-stops

and other electrical devices. Yes, I know that means there is lots of 'spaghetti' to deal with, but I love it!

Every wire in every cable and every connection they make is logged in manuals of circuit diagrams and cable runs, so fault finding is straightforward, not to mention tactile and satisfying. I'm analogue and proud! Though that doesn't mean I would dismiss DCC out of hand for any future project.

Operation

Each of the four lines (main Up, main Down, freight and suburban) has two operating

▲ The soon-to-be lost trolleybuses jostle for road space with buses and commercial vehicles on the girder bridge over the multiple rail lines.

diagrams. One is for intense traffic, the other is for lighter traffic with more shunting and loco changes. One from each is selected and sorted into a combined diagram for an operating session which can, depending upon the selection permutation, take up to 140 moves before the trains are back where

▼ An overview of the area around Muirston No.2 signal box. The mainline station is walled off to create a 'theatrical' effect.

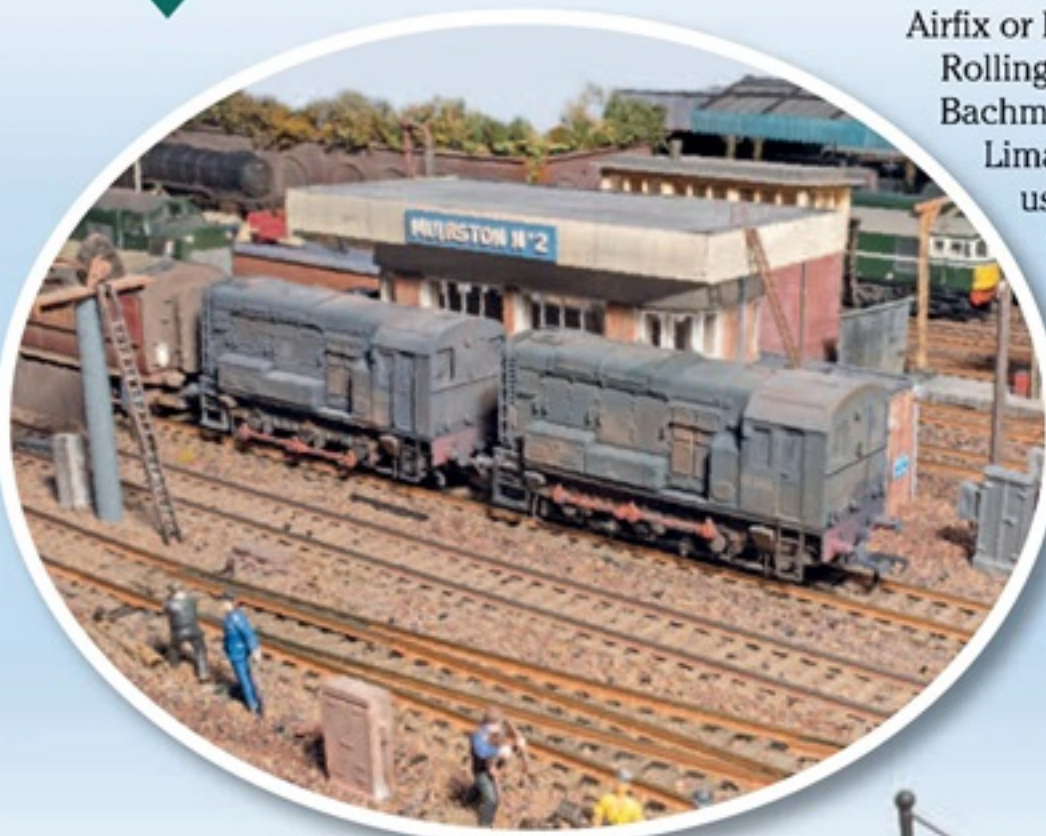


they started. Any changes to motive power or marshalling can then be made before starting again, assuming the same combined diagram is being used. I alter it whenever I feel like a change, it's no more complicated than that.

The running sessions can be stopped and started at any point, with the completion of a diagram dependent upon on how much time I have available or how much other modelling needs doing. Each train movement has a unique code, so when a session ends a note is made (on a chalkboard!) of the one that follows, which becomes the starting point for the next running session.

Each move is accompanied by a sequence list which details everything that must be completed before and after that particular move, such as point setting, isolation switching and manual signal setting. All sequence sheets for the diagrams are held in ring binders which sit in front of me and represent the instructions that I as operator/signalman must follow during my 'shift'. It is very labour intensive, but one that is

A pair of English-Electric 0-6-0 shunters, Nos.13233 and 13365, position stock in front of Muirston No.2 box.



▲ A Cravens two-car DMU has arrived at Clarkhill station. The classic station newsagent kiosk was still a common sight across the rail network in the mid-1960s.

commensurate with the period modelled. I want it to be hands on and fun, not just be a case of turning it on and sitting back.

Extensive stock

At the last count I had about 120 locomotives and at least as many coaches and wagons. Suffice to say motive power is mostly Hornby, Bachmann, Heljan and Dapol, but keen observers might spot a rare Mainline, Airfix or Lima model, if rostered for duty.

Rolling stock is again largely Hornby or Bachmann, but with a smattering of Airfix, Lima and even some Wrenn...hence the use of code 100 track. Personally I think that some stuff is too good to sacrifice on the altar of modernity for its own sake.

An ongoing weathering and detailing programme is in place, and I also have one of Charlie Petty's Class 303 EMUs, albeit still on the 'to do' list! I try to maintain accuracy of stock for

period and location, with a little historical license of course. The general rule is: if it ran in Scotland it's justified!

Conclusion

Any future project would probably see me upscale to O gauge; the eyes are not what they were, but that would depend on space! In the meantime, I am content to be a lone wolf who does it his own way.

My thanks to all the people I have met through the hobby, and to Tina, my wife of 46 years for putting up with my obsession.

Road vehicles are a feature of this busy layout. A full complement of buses operate out of the stands at the rear of the station.





RAILWAY MODELLING *Explored*



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

THIS MONTH • Churston in N gauge • Constructing a laser-cut signal box kit

Return to Churston

PETER BLACKMORE lives on Vancouver Island off the West Coast of Canada. His main layout is an 8' x 1' N gauge Canadian shelf-layout, but he has constructed this British-outline N gauge project to reconnect with his South Devon roots.

Photography by the author

Prior to my retirement, modelling a British prototype never progressed much further than devouring the pages of *RAILWAY MODELLER* every month. I have modelled Canadian railroads for years, specifically the moribund Esquimalt & Nanaimo here on Vancouver Island, but never to the level of detail that I managed to achieve with this diorama.

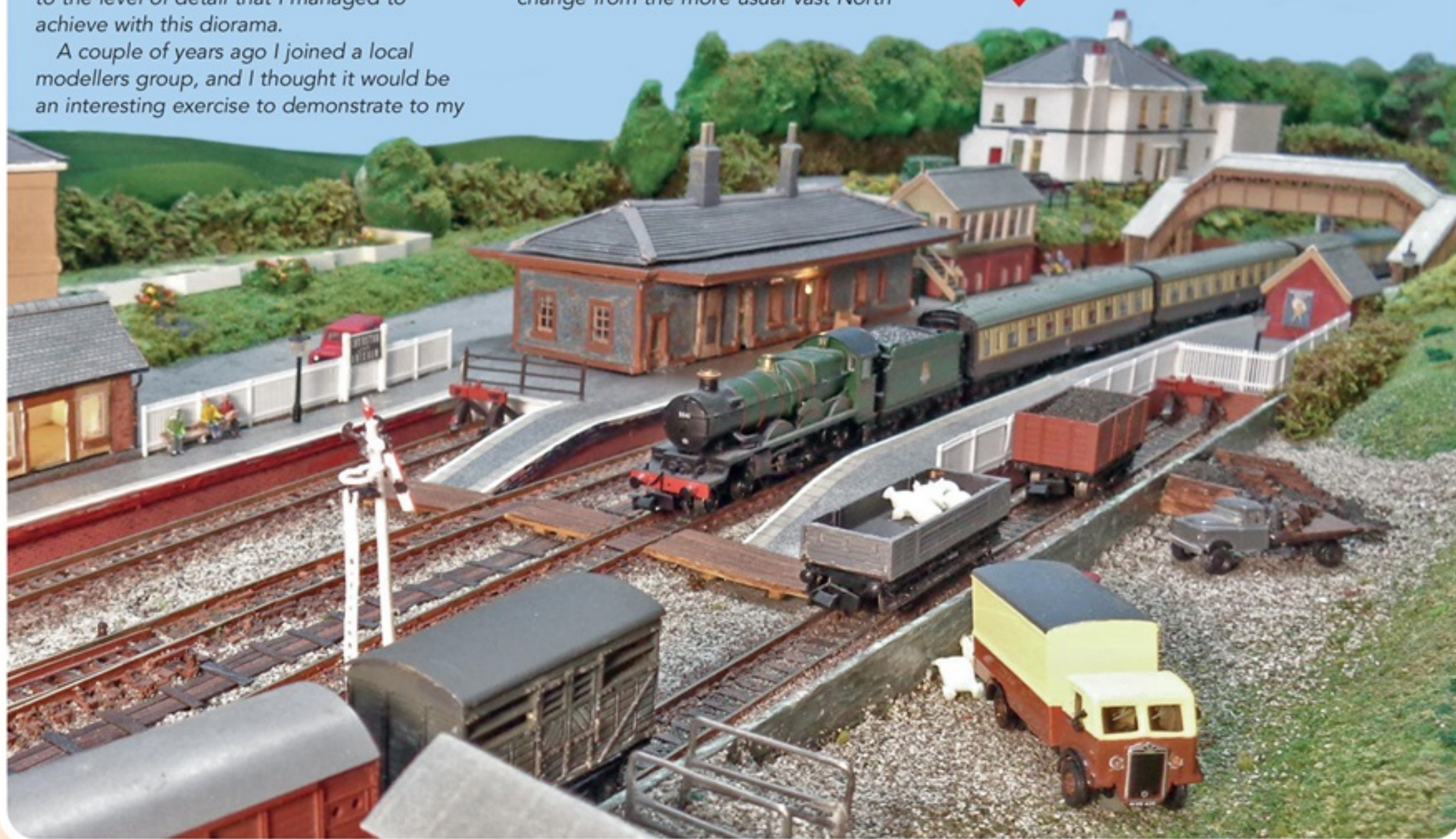
A couple of years ago I joined a local modellers group, and I thought it would be an interesting exercise to demonstrate to my

Canadian counterparts how the British model with such little available space. In my mind were the layouts that I had seen in *RM*, together with the forays into North America that Iain Rice had taken to introduce smaller layouts in *Model Railroader* magazine and his books. The idea presented a refreshing change from the more usual vast North



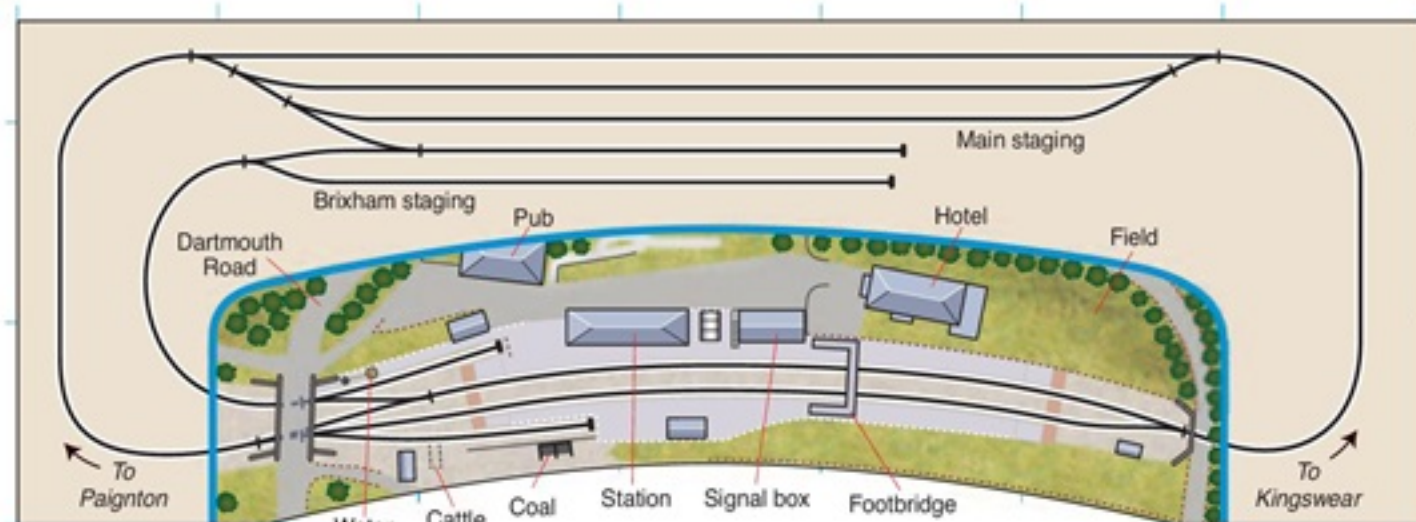
▲ The White Horse Hotel was a prominent feature behind the station (see archive photo on p825). Like most of the structures on the layout, the model of the hotel was scratch-built.

Collett 4-6-0 Castle Class No.5041 *Tiverton Castle* heads though Churston with an Up passenger service composed of BR Mk.I stock.





▲ Setting a sense of place is very important and, in this case, adding a red hue to the ground immediately suggests a South Devon landscape.



Churston Overall layout size 7' x 2' 6". Each grid square = 1' x 1'.

American 50' x 30' basement empires, and so I made a start.

Location choices

South Devon, my home soil, was a natural choice. Ashburton has provided the subject of seemingly countless layouts, and so Churston for Brixham became the logical choice. BR diesels do absolutely nothing for me so steam it had to be. During the 1960s the station still had the branch to Brixham, passenger trains still ran, as did fish and coal traffic. There's a good supply of proprietary models and stock for that era so that settled it.

For years I had passed Churston station on my way to work. The station was used by students travelling to the nearby grammar school, thus the sight of a steamer on weekdays at 0845 passing over Broadsands Viaduct was commonplace. The station is now

part of the Dartmouth Steam Railway, which continues to operate tourist trains between Paignton and Kingswear.

Armed with a location, an era, and much inspiration, I opted for a diorama 5' long, curved to follow the track formation, resulting in 18" of depth; sufficient for rakes of five or six coaches without looking too compressed, but short enough to fit into my car.

I sketched out the track plan using aerial satellite images of the station site on Google Earth for reference of the present configuration, which I then backdated to suit using old photos and maps. The Brixham branch closed in 1963, but there are plenty of archive photos available to show how it was integrated into the station layout.

Scaling from the internet

Many of the scenic details are also visible on Google Earth, this information being supplemented with some online reference to determine the route of the old branch line and a number of now-demolished structures.

The major station buildings remain from a century and a half ago, which enabled me to model them at the correct size and position. The back of the station, although not seen on the layout, is visible on Google Street View. This helped me to determine the dimensions of the main station building, using features such as door widths to provide known measurements. I also downloaded a photo of the frontage and used computer software to stretch it to provide a very near approximation of it in plan view; near enough to establish the locations of the doors and windows.

The footbridge is a kit-bashed Ratio model, whilst the signal box, the details of which I had to deduce from photos, was an adaptation of a Metcalfe card kit. All other

Collett 0-6-0PT No.5764 draws a short mixed freight into the Down platform. Trackwork on the layout is from the Peco N gauge range.



structures were scratch-built using dimensions scaled from images on Google Earth.

Foundations

Once I had a full-size sketch to crystallise the diorama size and shape, I could start on making the baseboard. There's a trend on this side of the Atlantic to use 1½" rigid foam insulation on a lightweight wooden framework. By flexing 1/8" plywood to follow the curve of the track formation for the front and rear fascias, and using small-dimension cross-pieces, I had a unit with a firm level top, and space underneath for wiring. I applied a base coat of water-based brown paint to seal the surface.

Next I cut out paper templates for the track formation and platforms and pinned these onto the foam surface. Now I was ready to form the landscape. This is where Google Street View excels; despite being thousands of miles away I could 'walk' around the surrounding area of Churston station and determine the contours and the cuttings required. I used layers of foam and fibreboard to build up the cutting that the station is in.

I created a raised trackbed using a flexible neoprene tape (intended for double-glazed windows). With the track fixed to this, I then sprayed the rails and sleepers with a brown rust-proofing paint from a rattle-can and wiped the top rail heads clean afterwards. Once ballasted, following the usual method of granules secured with a water/PVA mixture, the track was finished.

Modelling in the internet age

Modelling a location that is 4,700 miles away sounds like a challenging prospect, but in reality it was not much different than for someone living much closer. Blessed as we are with the internet, I was able to sketch out a plan based upon enlarged satellite views from Google Earth of the station site and, in conjunction with ground-level images from Google Street View, I obtained sufficient reference with which to build the layout.

I couldn't get everything this way, however, so a certain amount of traditional research was still required – but even then there is a huge amount of archive photos, old maps and information available online.

In addition are the many specialist sites that are available at the click of a button, such as GWR Modelling: www.gwr.org.uk

Any online search can be tailored to suit a specific location, stock and period – right down to finding era-specific adverts. The internet has arguably become an invaluable tool for the railway modeller.

Scenery

The platforms were made from Metcalfe kits, cut to shape and glued in place. Then, after masking everything off, I used plasterboard joining compound to smooth the scenic contours and, once dry, this was painted green. The landscaping consists of ground foam, hedges of lichen and trees mostly of cotton wool sprayed green with ground foam added – all sealed with hairspray.



▲ A view of Churston station taken on a rather damp day in September 1960. An Autotrain hauled by Collett 0-4-2T No.1466 is pictured in the bay, providing the passenger service along the short branch to Brixham. Photo: Colour-Rail

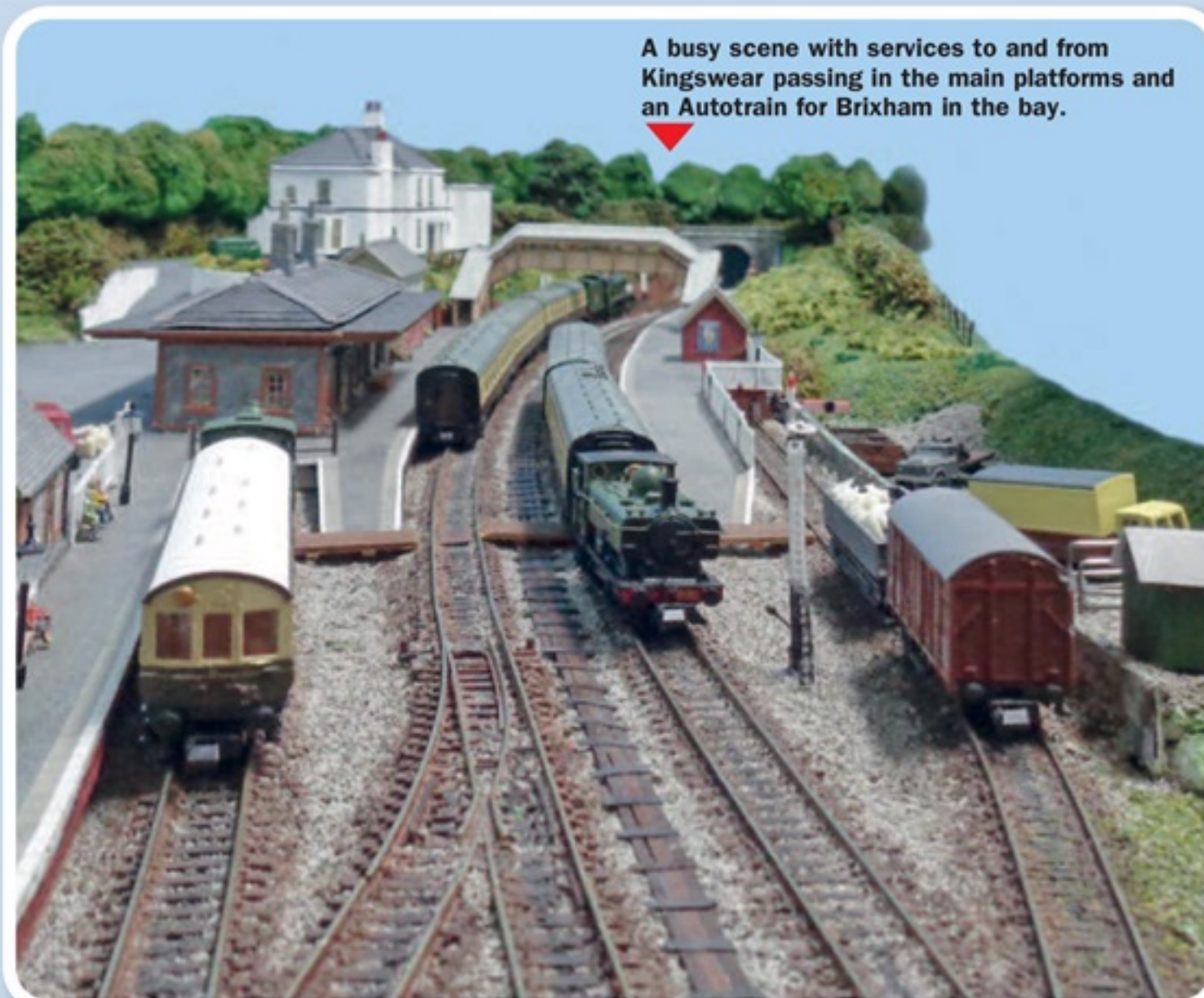
◀ A more recent view of Churston station, the site having changed considerably from its original BR-era appearance. Collett 4-6-0 No.7827 Lydham Manor arrives with a service for Paignton. Photo: Craig Tilley

The roads and bridges were made from card and foam board, with stone-effect paper glued over the surfaces.

Other details were added including the red soil (a distinctive feature of this part of Devon) in the cutting and a ploughed field, plus station lighting, advertising signs and signals. I even added a representation of an interior in the signal box using a section of a comb with painted tips to simulate the levers.

Hidden sidings

Since the model is an operating diorama, there is a series of storage lines hidden behind the backdrop that connect to the tracks at each end. This allows me to assemble trains and run them through the scenic section. It is wired for a standard 12V dc supply with isolated track sections, switched from a panel, and trains operated using an analogue hand-held controller.



▲ A busy scene with services to and from Kingswear passing in the main platforms and an Autotrain for Brixham in the bay.

How to build a laser-cut wooden kit

CALLUM WILLCOX demonstrates how to paint and assemble the laser-cut Highland Railway Signal Box kit from Peco, which is based on a prototype example at Helmsdale. The model has been completed using parts from the Ratio signal box interior kit, together with lighting.

Photography by the author

Laser-cut wood is becoming an increasingly popular alternative to card and plastic mediums for the production of model

railway kits and accessories. The manufacturing method allows for intricate designs with interlocking components to be produced in materials such as plywood or MDF, using artwork developed with the aid of CAD (Computer Aided Design) software.

Over the years Peco has introduced a number of wooden laser-cut kits and accessories to its range, with one such kit being the Highland Railway Signal Box (ref. LK-201), the design of which is based on the signal cabin at Helmsdale, on the Far North Line running from Inverness to Thurso and Wick.

The kit – which comprises a combination of wooden and plastic components – contains everything required to complete a finished model, with only a basic set of modelling tools needed for



▲ The completed model, which has been painted to match the prototype example at Helmsdale, on the Far North Line running from Inverness to Thurso and Wick. Note the inclusion of interior detailing and lighting.

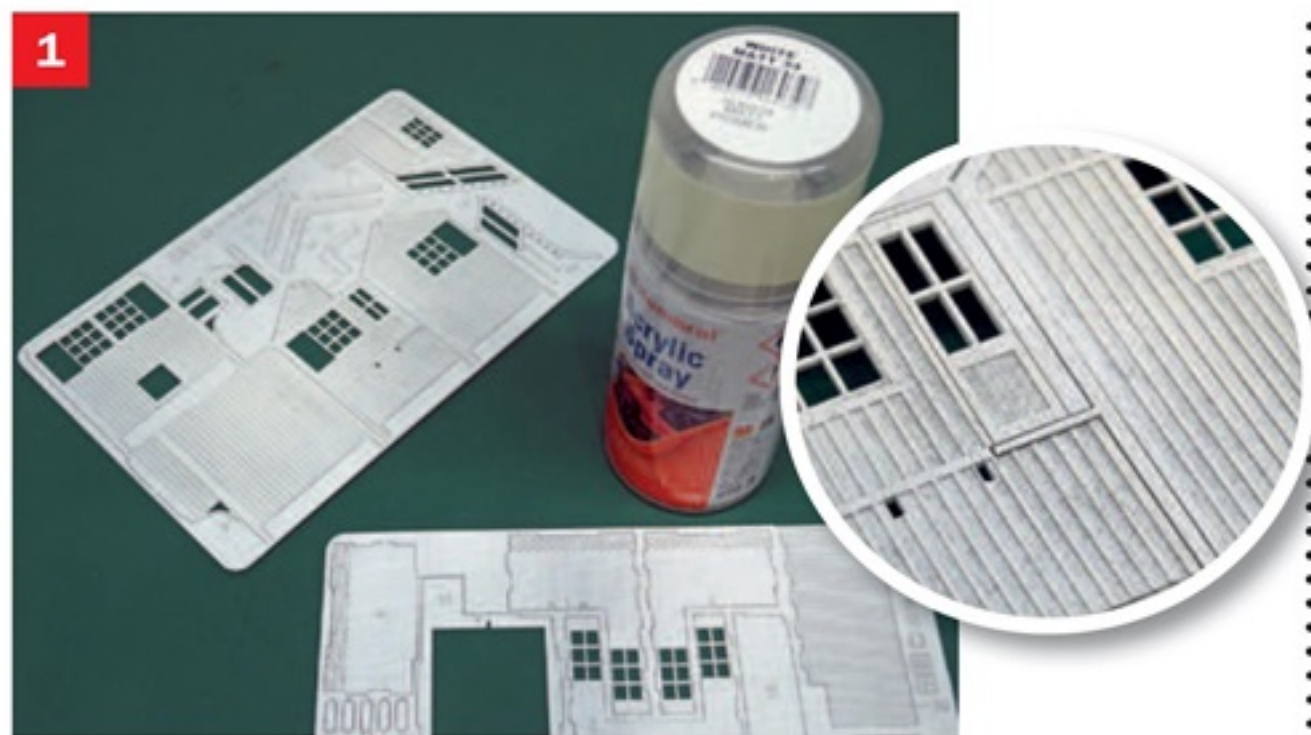
assembly, together with a small selection of paints and powders. This makes it an ideal starter project for those of lesser experience, or trying their hand at kit construction for the first time.

As demonstrated in this article, the kit can be further enhanced with the addition of parts from the Ratio (ref.RO553) Signal Box Interior kit, together with a signaller figure and interior lighting.



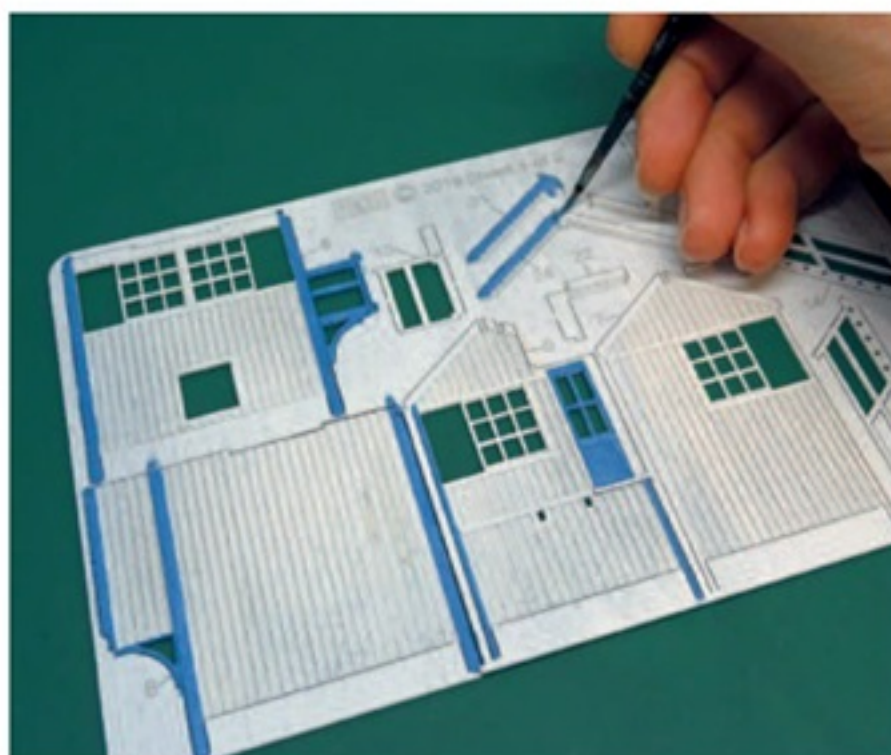
▲ The kit comprises a combination of wooden laser-cut and plastic moulded components. Only a basic set of modelling tools is needed for construction.

Building the kit



1 Prior to starting assembly, the wooden and plastic components were primed and painted. This was undertaken whilst the parts were still attached to the fret/sprue, making them much easier to handle. After applying a coat of Humbrol light grey primer, the wooden components were then sprayed with Humbrol No.34 Matt White – this forming the main base colour for the box. A few layers were required to build up an even coverage, however a convincing aged/weathered look can be achieved with fewer passes (*inset*).

2 With the white paint fully cured, details such as the corner beams, banisters, guttering and latticework were picked out in Humbrol No.109 WWI Blue, while the wooden floor sections and individual steps received a coat of No.110 Natural Wood, and the exposed brickwork No.70 Brick Red. Don't worry too much about an even coverage, as this can be addressed at a later stage.

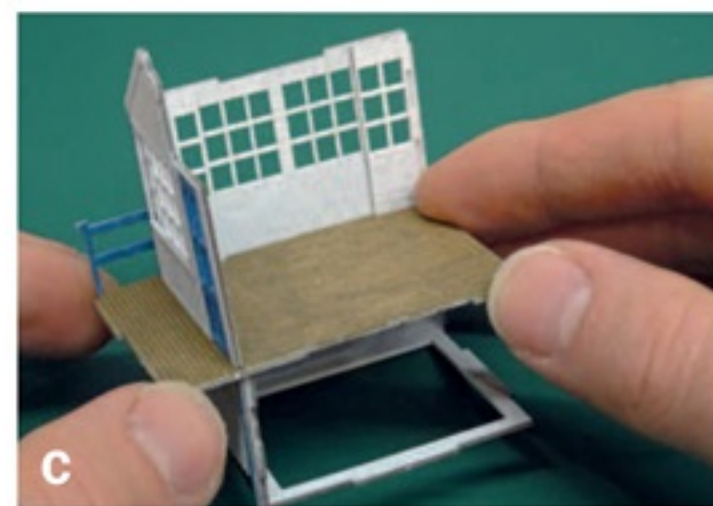
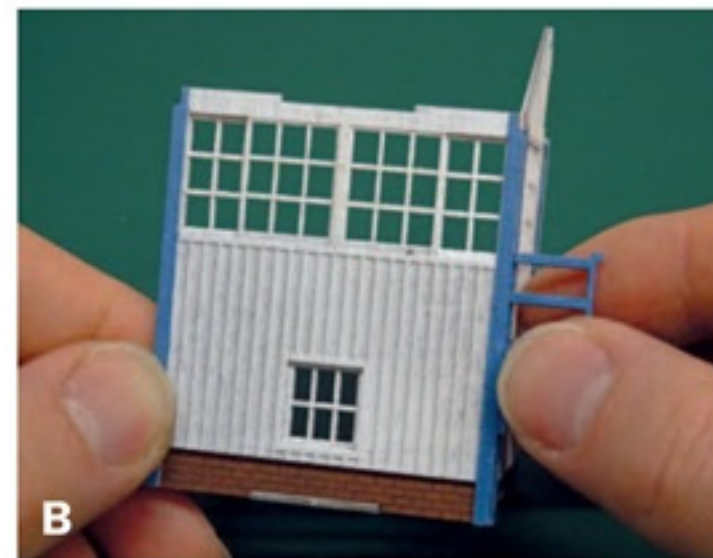




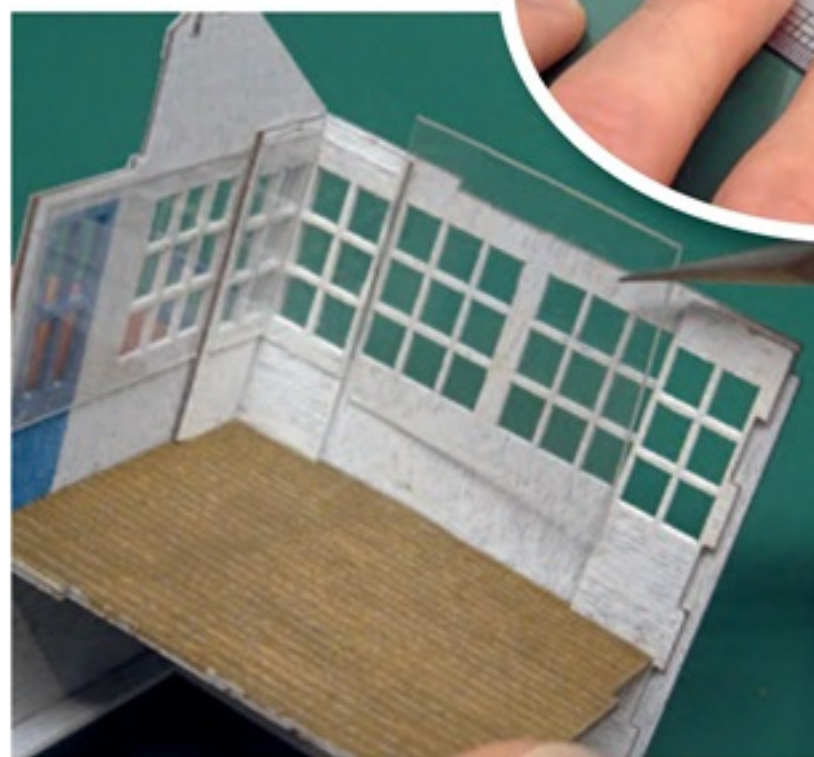
The wooden laser-cut components are held to the fret via a number of small connecting pieces located around the outer edges. Each part was released from the fret by applying light pressure with a craft knife to these connecting pieces, before cleaning the edges of the components with a fine sanding block or nail file (*inset*).



The main structural components have been designed with a slot and tab arrangement for assembly. Starting with the base strengthener plate, the front and the first of the end interior walls were fixed into position using Deluxe Roket Card Glue (photo A). Once cured the corresponding outer walls were fitted using the same method – ensuring that the joining edges were flush (B), followed by the cabin floor which was slid into position using the locating slot provided (C). The remaining wall parts were then attached.



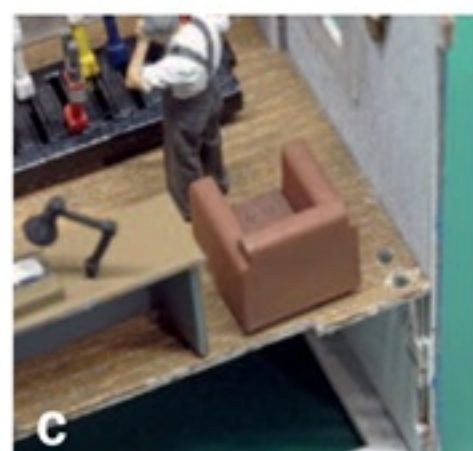
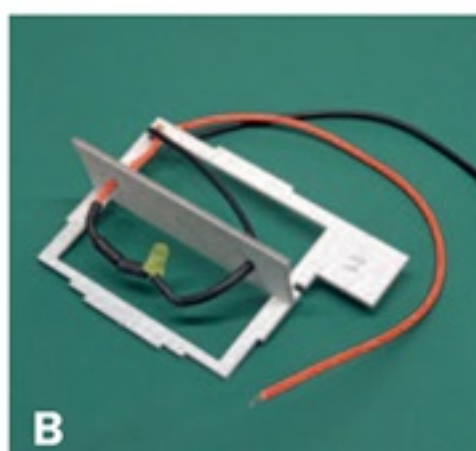
5 The clear recyclable plastic packaging in which the kit is supplied can be used to provide glazing material. Using a steel ruler and a sharp craft knife, a number of strips were cut; as per the instructions these were cut



slightly oversize in order to avoid marks on the visible areas when fitted (*inset*). A single strip can be used to glaze multiple windows, however I chose to cut and fit each piece of glazing individually. Once in position they were secured in place using small amounts of PVA glue.

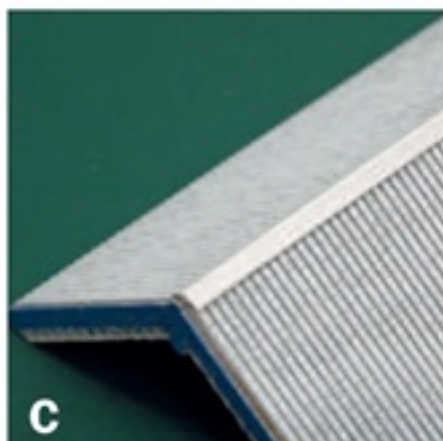
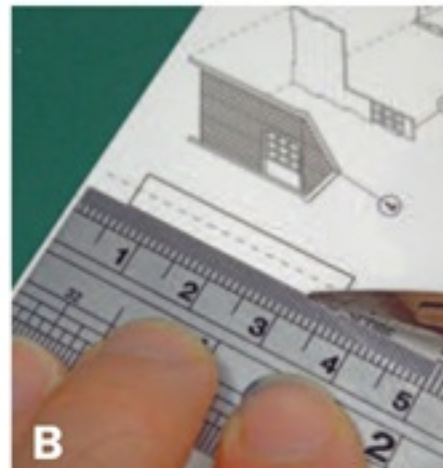
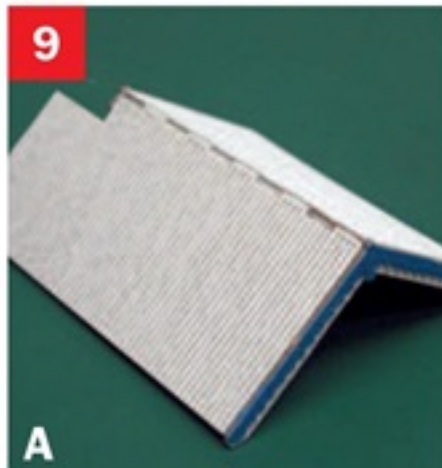
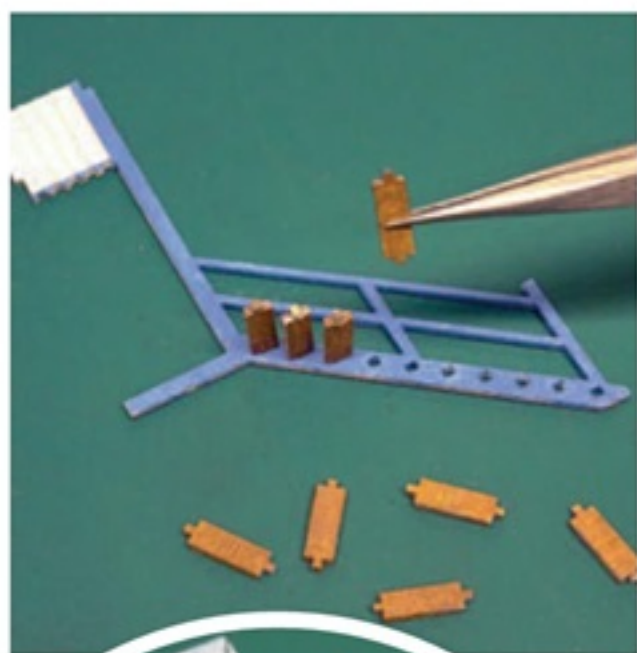


Prior to assembling the rear of the cabin, the opportunity was taken to add some interior detail, for which a Ratio (ref.R0553) Signal Box Interior kit was utilised. Due to the size of the box, the lever frame and associated instrument shelf were shortened prior to painting and assembly (*inset*). Suitable figures for signalmen are available as laser-scanned 3D-printed figures produced by ModelU, one of which was used here, painted to suit.



Provision for interior lighting was made by installing a pre-wired (resistor fitted) diffused yellow LED into the roof cavity. Using a 1.4mm drill bit two holes were opened up at each end of the roof strengthener (A), into which the wires for the LED were threaded. This was then attached to the horizontal roof strengthener, before two further holes were opened up in the rear corner opposite the porch roof section (B), followed by two corresponding holes in the cabin floor through which the associated wiring could be routed (C). The complete assembly was then attached to the main cabin structure (D), followed by the rear wall sections. On a layout, holes would need to be drilled through the baseboard to connect the lighting to a 12V dc supply.

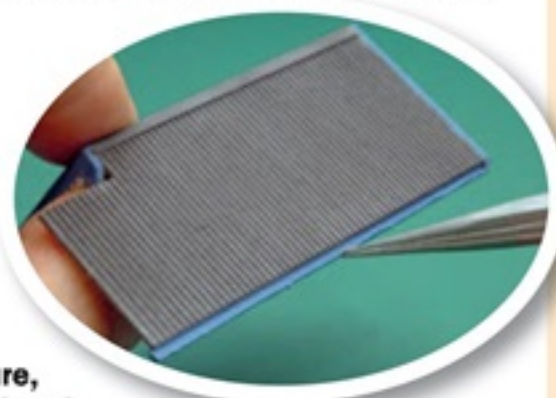
8 The staircase assembly is created from a number of individual steps that are sandwiched in between two side pieces. With one side piece laid flat, each step was positioned using Rocket Card Glue, allowing for small adjustments to be made before gluing the other side into position. Once cured, the sub-assembly was attached to the main structure, using the corresponding locating points and taking care to avoid damaging fine banisters (*inset*).



To allow for future access to the lighting and interior, I opted to make the roof removable. This was achieved by gluing roof selections directly to the bargeboards; care was taken to ensure the joining edges were flush in order to achieve the correct pitch, allowing for a snug fit (A). The ridge was created from part of the card packaging/instructions sheet using the template provided (B), before being fitted along the joining edge (C). With the bargeboards masked off, the roof received another coat of grey primer, followed by a dusting of Humbrol Smoke weathering powder, sealed with a quick mist of matt varnish spray.



Gutters and downpipes are supplied in the form of plastic mouldings. Once trimmed to size, the gutters were mounted to the underside of the removable roof section using contact adhesive. With the roof fitted into position on the main structure, the downpipes were trimmed and aligned, before being fixed to the corner beams of the box. Finally, the remaining bargeboards were added to the porch ends, before finishing the paintwork.



▲ A January 1980 view of Helmsdale signal box. It was drawn and described in the August 2009 issue. Both photos: Steve Flint



▲ This view from a passing train, taken in 1982, shows the west elevation of the box. Earlier photos show three end window frames.



The completed model, demonstrating the interior lighting that illuminates the details fitted inside.



Supplier information

Peco

www.peco-uk.com

Humbrol

www.humbrol.com

ModelU

www.modelu3d.co.uk

Railroom Electronics

www.railroomelectronics.co.uk

Comment

Observations and opinions on railway modelling

Les Fordham



Are you ready to downsize?

“I happened to be looking through the programme for this year's British Railway Modellers of Australia convention in Adelaide and I noticed two presentations dealing with subjects many of us will have to consider one day: downsizing and disposing of our models. Many of us modellers will seldom give much thought to either of these subjects, fully engrossed as we usually are in completing our current projects, whatever these may be. However, when you see large layouts in the pages of magazines or at exhibitions, often surmounted by vast display cabinets of locomotives and rolling stock, the scale of the task that many modellers will eventually be presented with is clear to see.

If you do have a large layout, it raises certain questions: if you had to downsize, and have no way of accommodating your current model railway setup, would you be content without having somewhere to run a few trains? Alternatively, could you be satisfied with a layout that is much more compact than what you have currently?

Generally speaking, if you enjoy the scenic aspects of the hobby, then a tremendous amount of fulfilment can be found with developing small, highly detailed scenes. However, if you prefer to build locomotives and rolling stock, then there is often a greater emphasis on having somewhere to run them in a meaningful manner.

Here in Australia, large permanent home-based layouts are perhaps more common than in Britain, but they are far from

universal. Over the years I have never had a large space to build a permanent layout; in our present home it was intended that the garage would house the layout and the car, though that never quite worked in practice and the car rarely entered the garage...

The garage is home to what I would consider to be a large layout – my South Australian Railways HO model *The Mallee Lines*, which was featured in the August 2013 issue of *CONTINENTAL MODELLER*.

The layout was built on a shelf about 400mm wide, constructed in sections and extending around three walls, with a fiddle yard built on a baseboard that fits across the main door that can be removed if required. Each station or yard was built as a separate module to allow the boards to be placed on their sides and provide ease of access for wiring etc.

The end-to-end system is operated to a timetable by our Monday night running group. As a result of this, I have become quite accustomed to not running trains continuously on a circular layout, which for me makes the prospect of downsizing to a smaller system far less daunting.

Indeed, one of our local modellers has built a number of folding layouts based on C J Freezer's fabled 'Minorities' concept – ideal if you want to downsize, as they are small and easy to store, but also possess considerable operating potential.

In a similar vein, I have myself built a small 'Inglenook' type shunting layout, together with a small diesel depot, *Sulzer Lane*.

The pleasing thing about the 'Inglenook' was how well my young grandchildren (aged five and seven at the time) were able to operate the layout and understand what had to be done. They spent a good deal of time

operating, and were soon coping with calling up locomotives on the DCC controller, changing direction, and mastering the use of Kadee couplers.

Every year we visit Hay in outback New South Wales to attend the annual model railway show that takes place there. For one of the most recent events I decided to put together a display of typical trains that formerly ran to Hay, so I retrieved what NSW models I still had to see what would make a suitable presentation. Enthusiasm overtook the idea and soon I was building a small

layout to operate the models on, with a scenic section 1,600mm (5') long plus a fiddle yard that attaches to one end. The result was *Yanga*, described in the July 2020 edition of *CM*.

In fact, it proved so successful that I have since built an improved version!

This layout could be used equally well for British or even European prototypes; a Fowler 3F or Collett 0-6-0 could take the place of the NSW 30T, while a Class 20 could be used in place of the NSW 48 class. Similarly, the NSW diesel railcar could become a Derby Lightweight, and the CPH railmotor a Class 121 single unit or a GWR railcar. Equivalents could be found for the rolling stock.

From this you might gather that I am a 'railway muddler' who enjoys (too?) many interests and a number of prototypes. However, I have enjoyed building these small layouts, which serves to reassure me that I am indeed ready to downsize when the time comes.

However, disposing of models is quite a different proposition altogether...

Les Fordham lives in Australia and has built several British-outline OO gauge layouts.

...could you be satisfied with a layout that is much more compact than what you have currently?



▲ Examples of compact OO gauge layout schemes referred to above by Les Fordham: from left to right – *Sulzer Lane*, a small diesel depot built by the author; *Great Moor Street*, an urban terminus inspired by the 'Minorities' concept, which was built by Gavin Thrum and featured in the April 2015 RM; and the author's 'Inglenook' model which is operated using DCC, as demonstrated here by Les' granddaughter Poppy. All photos by the author

Readers' Letters

A third generation in *Dentdale*

As with many other grandparents we help out with babysitting to assist our working children. I find it so heartening when our two grandsons say, "Can we go into Grandad's shed?"

Eldest granddaughter Olivia began operating, under my watchful eye, when she was seven, but I gave Rafa his first go when he turned six just a few weeks ago. For several years he has wanted to come in and watch the trains work, but now he is proving increasingly receptive and responsible and can drive a train safely round the graded looped-eight

circuit of my *Dentdale* layout, control the points and, to his delight, switch the station lights on and off, requesting that Grandad turns off the main shed lights.

Younger grandson Romeo will have to wait a while to control the trains as he has only just turned three, but I can trust him not to lean on the layout, or cause some three year-old's mayhem.

I won't force any of them into my hobby, but I will sow the seeds of this wonderful pastime which can give everlasting joy.

IAN NUTTALL



▲ Grandsons at the ready. Left, Rafa at the *Dentdale* control panel whilst, right, Romeo keeps a watchful eye on the trains. Photos: Ian Nuttall

The Stanier railcar now graces Sandy

Here's an update to my layout *Sandy*, which was featured in the March 2021 issue. It's now September 1938 and LNER A4 *Mallard* is seen hauling the dynamometer car a few weeks after its recent record-breaking run. As it passes through the station it meets the LMS Stanier railcar travelling from Cambridge to Oxford.

Despite Gresley's achievement, it is perhaps Stanier who is here showing the way of the future. Unfortunately

Stanier's promise of brilliant progress was soon brought to an end by war, and not revived until the era of the Deltics, HSTs and Pendolinos.

I built the Railcar from Shapeways' 3D printed version of the coach bodies. It runs well with a Tenshodo motor bogie modified for DCC.

I am very grateful to Simon Dawson for drawing my attention to his 3D design in the July edition of RM.

MICHAEL BOURKE



Peco and peculiar railway terminology

The October issue's special supplement celebrating 75 years of Peco was especially interesting.

I have followed the developments at Peco for all but the first 10 years and remember well the original premises which were not far from the iconic Southern Railway station in Seaton.

When I left school in 1955, I joined the Bristol Railway Circle and, as the youngest member, was offered the club's free ticket for the 1956 Model Railway Exhibition at Central Hall, Westminster.

I travelled up from Bristol with the senior members, one of these being Maurice Deane, a regular contributor to RM in those days with his somewhat quirky layouts – *Culm Valley*, *Rye & Camber*, and *Welshpool and Llanfair*.

He introduced me to Cyril Freezer, to whom I showed my recently-completed model of a GW diesel railcar, which used laminated plywood sides made specially by the Websters of Ratio and streamlined ends made by a friend who had worked with Perspex building aircraft during the war.

Cyril invited me to submit an article, which appeared in the November 1956 issue, so this year must be my own 65th anniversary as an RM contributor.

I remember being introduced to Michael's father on a later visit to the editorial offices when I offered to print some souvenir Edmondson tickets for a forthcoming gala on the miniature railway – which I overprinted boldly with

7¼". One of these used to be on display in Pecorama alongside a piece of Edmondson ticket racking I provided.

Over the years I have printed (entirely by hand) many thousands of tickets for preserved lines and even for BR and the privatised railway companies.

My other tenuous connection with RAILWAY MODELLER was that I joined the Bristol printing and publishing firm of John Wright in 1967 which, at that time, printed the magazine – and sometimes included my articles about the Isle of Man Railways.

Often the company's proofreader would come up to the general office with a machine-sheet and a query on the text – but I was generally able to explain that it was indeed correct – just peculiar railway terminology!

Occasionally Cyril would drive up to Bristol to sign-off proofs, in which case he was brought to my office for a chat... possibly to the annoyance of my very strict boss.

Congratulations on your anniversary and thank you for continuing to be at the forefront of creating new products and rolling stock. I have recently joined the Dartmoor 009 Group whose members are working on a modular layout featuring many aspects of the Lynton & Barnstaple line, so you can imagine how useful those Peco L&BR products are going to be for the group.

Every good wish to the firm for the next 75 years.

MICHAEL FARR



▲ Maurice Deane's *Rye & Camber* Tramway layout from the February 1955 issue of RAILWAY MODELLER, the year in which Michael Farr joined the Bristol Railway Circle.

Developments at Brickmakers Lane

Thank you for publishing the plan of my new N gauge layout *Brickmakers Lane* in the October issue. Unfortunately it was printed the other way round to how I described it, and hence my remarks about left- and right-hand ends were probably rather confusing.

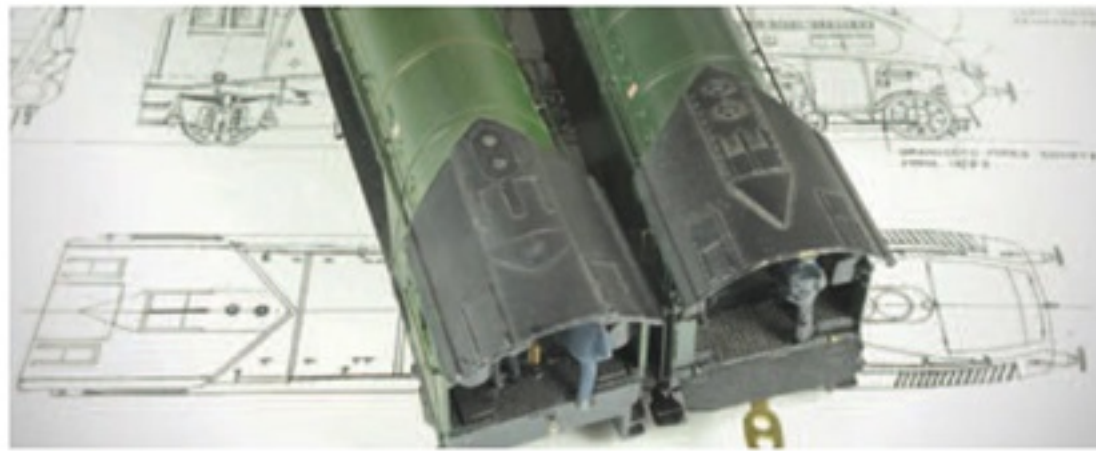
However, I have now been able to build a new room in the garden to house the layout and my work area, with the result that the layout has a bit more

room. I have decided to add 300mm to each end and 150mm to the rear, all of which will be behind backscenes that will be fitted to the edges of the existing boards. It will also aid the transition from on-view to offstage lines and the minimum radius will also be increased from 12" to 15".

DAVID COOPER

[Ed. Apologies to everyone for the confusing orientation of David's plan]

A4 cab roofs – the last word?



▲ Wills and Pro-Scale A4 models showing the V-front cab roof, set upon the Isinglass plan (note: the drawing is affected by camera lens distortion). Photos: Tony Wright

May I please thank Tom Kirtley for his comments regarding the V-front on A4 cab roofs in response to Mr Cox's letter in the previous issue.

I've looked through my library, and the best prototype shot I have found is on p109 of *Mallard and the A4 Class* by David McIntosh (published by Ian Allan, 2008, ISBN 978071103297). This shows an elevated view of *Kingfisher* on the turntable at St. Margarets, clearly illustrating the V-front to the cab roof.

You might be interested in some model interpretations set against the Isinglass A4 drawing which also shows the V-fronted cab and the radius to the front end in plan view (my locos are all painted by Ian Rathbone).

The other photo (below) shows the Hornby and Bachmann versions of the

model and the Hornby one (on the left) does show a slight curved front to the cab roof – curiously.

With regard to Mr Cox's comment about full-width P2 tender tanks, all the P2s had narrow tender tanks, either the two which were the new high-sided non-corridor type (Nos.2001/2 – with No.2001's being, uniquely, welded) or the A4-style streamlined non-corridor type (Nos.2003-6).

I hope this draws a line under the topic and proves once and for all that the A4 drawing by Ian Beattie was incorrect.

TONY WRIGHT

[Ed – I think it most certainly does bring the matter to a close.

We shall never know why the late Ian Beattie may have got the roof wrong in his drawing, though the comments in Mr Cox's previous letter do provide a plausible reason: that Ian was, in his time, not able to carry out the sort of thorough survey which our hobby has come to expect in modern times.

Nevertheless the Hornby model (left), does prompt further enquiry. But for now, no further questions M'Lord.]

Sincere thanks from Ellis Clark Trains

I don't think I've ever felt so optimistic, so proud, and so touched by the incredible response to our recent open day. The attendance was double what I expected under pandemic conditions.

After 18 months of no shows, the event carried a special buzz in the air.

I simply cannot put into words, no matter how many big words I try to use, just how grateful I am for all those exhibitors, customers and friends who showed up and approached me to share their gratefulness, enthusiasm and passion for the hobby.

I've never been so humble in the presence of such genuine, gracious and thankful people.

ELLIS CLARK

Images from the first 'post pandemic' open day held at the Ellis Clark Trains premises in Skipton during August.



Not quite Jurassic Park

The last 18 months have been horrible, the world has changed in so many ways and nothing in the future is certain. So I decided to do something rather wacky; to try and bring a smile to everyone's face. My idea is not new but it is whimsical, so here goes.

What if dinosaurs had not died out and were alive in modern times as tamed beasts of burden, hauling heavy loads and only needing one person to guide them. They could be put to work on building railways, much as horses were in Victorian times.

So, I took a 3' x 5' piece of insulation board and laid an oval of Peco track with one passing loop. The trees and scenics are not permanent, but can be added or removed as the mood takes me.

A selection of toy dinosaurs were purchased and each was mounted on a piece of clear plastic that allows them to glide over the track. Each creature is pulled by a motor bogie disguised as a feeding tray, and a flat wagon supports the tail: then you add as many wagons as you feel is right. The dino riders were sourced from the HAT range.

So, a light-hearted piece to exercise my railway modelling imagination. I hope it'll raise a smile – not a snarl!

DARRYL FOXWELL



Bossington bliss

When I opened the October RM and saw the *Whatever happened to Bossington* article, I couldn't believe it was the layout by Leslie Eden, but it was!

The Oxford MRC was formed in June 1966 following an insertion by me in the Oxford Mail seeking interested people to form a model railway club. A meeting in St. James' Hall Cowley followed and the club was duly formed.

John Peverel-Cooper was elected as Chairman, I became Secretary, and Leslie was elected Treasurer.

Perhaps rather foolishly we decided to hold an exhibition six months later. Les said he would build a layout and I can still vividly remember him working on the fiddle yard in the early hours of the day. His great innovation though was to operate the layout to a strict sequence of movements described in a tape recorded commentary.

There was considerable pressure on operators not to make mistakes. I know, as I was on his operating team and if a mistake was made the tape had to be stopped... and that was frowned upon by Les. I still remember the opening words of the commentary: 'There really is a place called Bossington....'. I am really looking forward to seeing *Bossington* revived, and hope that some day I may get a chance to be an operator again.

NIGEL ADAMS

Snippets...

Peco at 75

Congratulations on reaching a very successful 75th year of trading. Please pass on my good wishes to all your wonderfully supportive staff.

I do, of course, remember very well the company's founding father Mr Sydney Pritchard, who I last met when he was unloading a visiting locomotive for a special weekend on The Beer Heights Light Railway.

I wonder just how many of today's modellers are aware of his original patent coupling and its adoption for Hornby Dublo way back in time?

MICHAEL WATTS

Congratulations to all at Peco on its 75th birthday, long may the adventure continue. In that same issue I was drawn to Julian Andrews' comment which struck a familiar chord. Although I began my own 'Magnum Opus' after retirement, other interests have drawn me away and I have now built a 7mm scale box file diorama, thanks to the issue in which Colin French described his own fine work in that genre!

SIMON JAMES

With reference to your 75th anniversary, I wish to congratulate Peco for its belief in British manufacturing.

As you know this country was at one time renowned for its manufacturing prowess, and you have proved the point that we can still make things to the highest of standards, at the right price, and provide local employment. Peco, I applaud you.

JOHN MAUGHAN

I have just read the Peco at 75 booklet and I am so pleased that you included pictures and names of some of your staff in the manufacturing section. It makes for a more informative and interesting read. As such, I would also like to mention and thank the staff in the Peco shop who have kept me supplied via mail order with kits and bits during the lockdown periods.

Very much appreciated.

TONY COOPER

Curved roofs

With reference to Steve Flint's article on making curved roofs in the September issue: it does of course become more challenging the larger the scale. On a recent visit to the Isle of Man therefore, it was good to see how it is done on the real thing. Volunteers are currently carrying out renovations to the roof of one of the goods vans of the Manx Electric Railway. As can be seen below, this is a painstaking task whatever the size of the project!

IAN GURR



FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

LNER Gresley V2 2-6-2

New tooling from Bachmann in OO



See this model in action on our website!
bit.ly/4791BachV2

The latest steam outline model to be released from all-new tooling by Bachmann covers what is widely regarded as one of Sir Nigel Gresley's most successful locomotive designs – the LNER V2 Class 2-6-2.

The original Bachmann V2 model (which dated from 1992 and was amongst the firm's earliest releases) received a new DCC-compatible chassis in 2012. New body tooling was then announced as part of the manufacturer's 2015/16 programme, however, it was decided to revise these plans, Bachmann instead electing to retool the model completely from the ground up – allowing for various boiler, tender and cylinder options to be catered for, as well as incorporating features such as a pre-fitted speaker for DCC sound, firebox flicker and (where appropriate) etched nameplates.

Three versions have been produced, these joining the manufacturer's Branchline range. Supplied DCC ready, these comprise No.4791 in LNER lined apple green (ref.35-200), No.60845 in BR lined black with early emblems (ref.35-201) and No.60847 St Peter's School in BR lined green with late crests (ref.35-202). Each of these versions are also available DCC Sound Fitted. In addition four retailer exclusive versions have also been produced, which comprise No.4843 *Kings Own Yorkshire Light Infantry* in LNER lined apple green (ref.35-201Z) and No.60964 *Durham Light Infantry* in BR lined green with late crests (ref.35-203Z) both of which have been produced exclusively for Rails of Sheffield, whilst two versions of class pioneer *Green Arrow* (in LNER and BR guises) with 'as preserved' finish are exclusive to Locomotion Models. DCC Sound-Fitted versions of these exclusive models are also available.

Our sample in detail

For review we received a sample of No.4791, one of the second batch of locomotives constructed in 1937 at Darlington Works – noted by the green panels on the cylinders, a feature that is believed to be unique to pre-war locomotives constructed at Darlington. Allocated from new (according to the website www.brdatabase.info) to New England shed on 23 November 1937, in November 1943 it moved to King's Cross, gaining the number No.720 in 1946. It was renumbered again just over a month later, however, becoming No.820. The locomotive subsequently moved to Woodford Halse in November 1948, before returning to New



England in January 1951 – now having acquired its BR identity of No.60820. From there the locomotive returned briefly to Woodford Halse on 8 February 1953, this being followed by spells at various locations including Leicester (GC), Neasden and King's Cross, before finally returning to New England on 20 September 1959. Withdrawal came in June 1962, with the locomotive cut up at Doncaster Works.

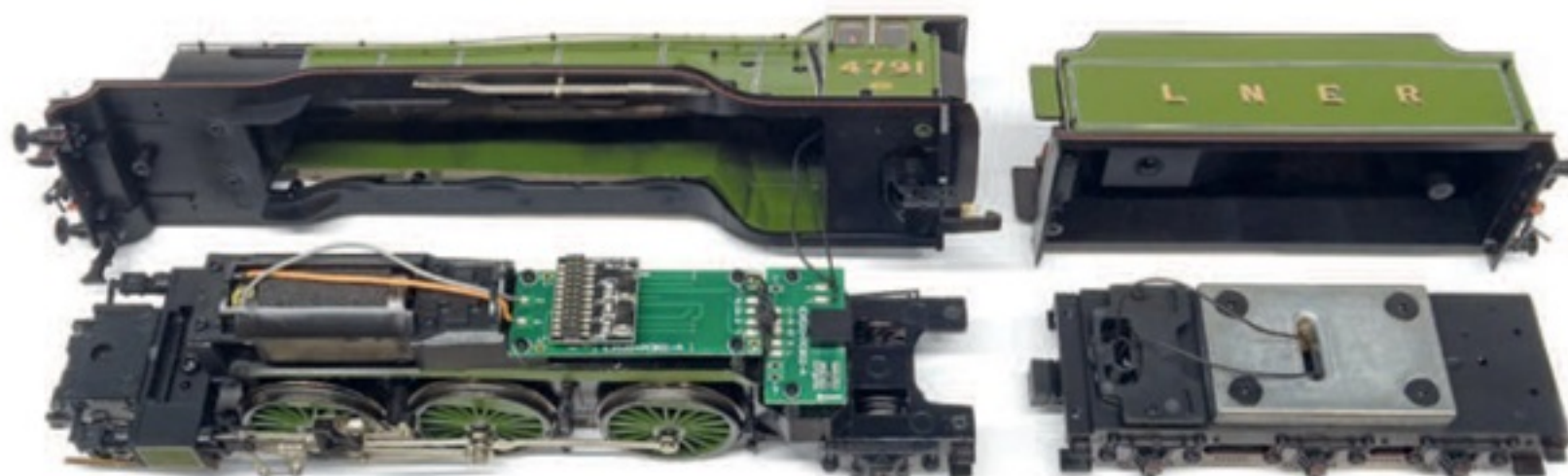
The model is correct for the period from when the loco was new up to the war years, whereupon it is presumed that the locomotive would have been

repainted into plain black. The construction of the model takes the form of cast metal for the wheels and chassis, with plastic mouldings forming the boiler, cab and tender body.

The running plate is also a plastic moulding, which is in difference to other recent steam locomotive releases from the manufacturer, such as the Midland Railway '1532' class 0-4-4T (see reviews, RM December 2020) and Hawksworth '9400' 0-6-0PT (RM January 2021). However, the curving profile of the running plate is nicely replicated. Handrails are metal

wire, and the metal buffer heads are sprung. The etched locomotive fallplate is also sprung, whilst the firebox doors are posable. The cab roof ventilators are moulded in the open position.

Supplied as separate details for the purchaser to fit are vacuum pipes (front and rear), steam heat pipe (rear only), dummy screw-link couplings and hooks, coupling bash plate, guard irons, cylinder draincocks, cab doors, tender tool rest and tools, as well as brake rigging for both the loco and tender; many of these details are a





snug push-fit while others will require a small spot of glue to hold them in place. Four dummy lamps are also provided, which slot neatly onto the locomotive's lamp irons.

The manufacturer advises that certain details, such as the guard irons, draincocks and cab doors are for static display purposes only – all of which have been fitted here for photography.

The locomotive and tender are connected together with a non-adjustable four-pin push-fit drawbar, which is similar in principle to the design featured on recent diesel multiple units from the manufacturer (such as the Class 117 and Class 158); the coupling is designed to extend outwards when the model negotiates curved track, with second radius being the minimum recommended. On straight track the gap between the locomotive and tender was measured to be in the region of 5mm when stationary, this increasing to approximately 7.5mm when running forwards under load.

The rear Cartazzi truck has been manufactured as a fixed unit with a flangeless wheelset, which comes factory fitted; a flanged wheelset along with an uncoupling tool for the loco/tender connection, is also supplied in the accessory pack.

The elegant LNER lined Apple green livery with semi-gloss finish is applied crisply throughout, including neat representations of the black and white lining which extends to the buffer-beams, driving wheels and front pony wheelset, along with the fine red pin-striping applied along the length of the running plate, rear Cartazzi truck and tender chassis. The valve gear is presented with a 'high-polish' finish.

The numbers and lettering are also well applied, whilst the cabside works plates are fully legible. Cab backhead detail is very impressive with fittings picked out in appropriate colours,

including printed dials on the gauge glasses.

Mechanism and performance

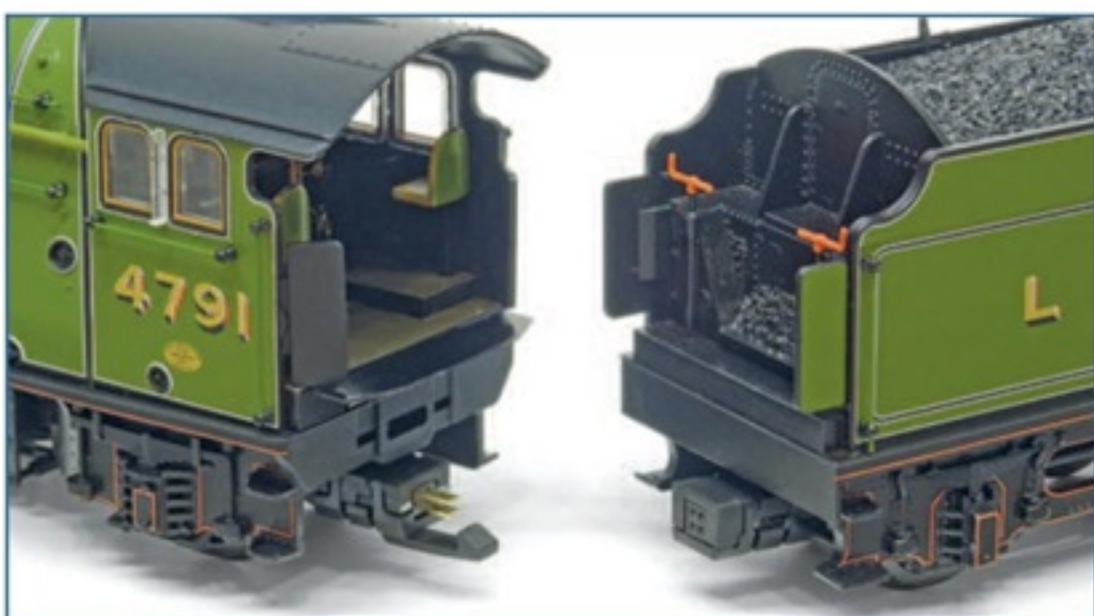
The model is equipped with a five pole motor housed in the front of the boiler driving the centre coupled axle, with electrical pick-up from all driving wheels, and the front and rear tender axles via wiper pick-ups.

The model is equipped with a firebox glow, which is becoming a standard feature on Bachmann steam locomotives. Under analogue control, the LEDs illuminate only when power is applied (the brightness will depend upon the controller setting), whilst the fitting of DCC will enable a constant glow to be achieved (even when stationary) and for settings to be adjusted to create variations in the flicker effect.

The 21-pin DCC decoder socket (fitted with blanking plate) is located behind the motor – within the firebox area of the locomotive body – whilst the pre-fitted speaker is sited below the printed circuit board.

Detaching the body is achieved by removing five screws; three located at the front of the chassis (the guard irons, if fitted, will need to be removed to access two of these), and two under the cab. The body is connected to the chassis via two wires at the cab end. Removal of the tender body requires three screws (one in each corner at the front and one located behind the rear axle) to be removed.

Weighing 402g (the tender accounts for 74g of this) on test the model proved to be a smooth and quiet runner through the speed ranges. In haulage tests the model managed 13 Pullman cars around the Pecorama loft



VINTAGE VIEW LNER Gresley V2 2-6-2



▲ Gresley V2 2-6-2 No.4791 is pictured at Doncaster in LNER lined apple green livery, this mirroring the condition of the model illustrated here.
Photo: Colour Rail

Prototype history

The V2 class, introduced in 1936 with its 2-6-2 wheel arrangement and wide firebox, represented an innovative design for a mixed-traffic locomotive; at this time the other railways of the Big Four relied largely upon 4-6-0s for the vast majority of their express passenger and express freight trains. The order for the V2s was made in response to increasing competition from road haulage and a perceived need for accelerated fast freight services.

The first engine of this new design – No.4771 Green Arrow – was used to promote the regular Scotch Goods service between London and Glasgow. The new locomotive proved to be an immediate success and production continued at both Doncaster and Darlington Works until 1944, by which time there were 184 locomotives in the class.

The first five engines were allocated to sheds widely separated on the LNER system in order to assess the capabilities of the new design. As a result they were soon found working services as varied as express fish trains out of Aberdeen and the 'Yorkshire Pullman' to Leeds and Bradford.

Throughout their careers the V2s fulfilled motive power needs on the fast freight and express passenger trains for which they had been designed.

Class pioneer Green Arrow now forms part of the National Collection and is on static display following various spells of mainline and heritage railway operation during its preservation career.

A detailed history of the class, together with 4mm scale drawings, was published in the May 2019 issue of RAILWAY MODELLER.

layout, with its 1:48 gradients and 3' radius curves.

A worthy successor

Bachmann should be commended for investing in all new tooling for these celebrated LNER mixed traffic locomotives, with the resultant model being a worthy successor to the manufacturer's previous iterations of these machines. Added to the many other Eastern region models that have been released (or announced) for OO in recent times, LNER aficionados have arguably never had it so good!

Sample supplied by

BACHMANN EUROPE, Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE

ref.35-200— £229.95



GWR wooden 'Mink' from Minerva Model Railways

0

Minerva Model Railways has delivered its latest ready-to-run O gauge wagon releases, these covering the Great Western Railway wooden-bodied 'Mink' goods vans, plans for which were first announced in the news pages of our December 2020 issue.

Three versions have been produced – Dia.V4 with or without end ventilators, Dia.V12 with original end louvres in closed position and the later V12 with twin ventilator bonnets. Each is available in three liveries – 1903 GW grey, 1923 GW grey and British Railways unfitted grey, with different running numbers for some liveries also being offered.

For review we received a sample of the Dia.V4 variant, finished as No.79338 in c.1923 GW livery.

The model consists of a plastic injection-moulded body and chassis, with metal tyre wheels on shouldered axles fitted in compensated axle boxes, together with sprung buffers and hook draw-gear with three-link couplings. Overall weight is 127g. Equipped with DC3 pattern brake gear, the model includes optional vacuum cylinders, vacuum pipes and tiebars for the W-irons in a separate accessory pack for the modeller to fit if desired.



As with previous releases from the manufacturer, the GW grey livery is finished to a high standard, with crisp application of the white lettering and numbers, along with details such as the roof and brake handles.

All versions are priced £48.00 each (plus £4.50 P&P per order), available direct from Minerva Models via mail and telephone order, the Minerva website and the manufacturer's trade stand at selected model railway shows.

Sample supplied by

MINERVA MODEL RAILWAYS LIMITED,
9 Kingsley Close, Sully, Penarth,
CF64 5UV
www.minervamodelrailways.co.uk

PRICE
(See text)

New tooling BR Mk.I BCK from Hornby

00



Hornby continues to expand its suite of BR Mk.I coaching stock from all-new tooling with the release of a Brake Corridor Composite (BCK), plans for which were announced as part of the firm's 2021 range, as outlined in our February 2021 issue.

Five versions of the BCK have been produced, presented as W21083 in BR chocolate & cream (ref.R40021), E21106 in BR maroon (ref.R40022), W21178 in BR blue & grey (ref.R40023), 21274 in InterCity Executive livery (ref.R40020), and DB 975280 in Network Rail yellow (ref.R40024).

For review we received a sample of the blue & grey version, fitted with BR1 pattern bogies. Construction of the model largely consists of moulded plastic, with the exception of the cast chassis weight and metal wheelsets, giving the model a total weight of 142g. The specification mirrors that seen with the firm's other new tooling Mk.I releases – see our original review in the RM February 2015 issue, with coverage of the RB(R) type in the RM April 2021 edition – with near-flush glazing and moulded (not separate) handrails, door handles and pipework all round.

The model comes factory fitted with slimline tension lock couplings mounted in NEM pockets, which in turn are



fitted to the bogies. Cosmetic buckeye coupling mouldings are supplied separately, which have been fitted here for photography.

The coach interior comprises a single brown moulding, with a basic representation of three standard compart-

ments, two first (noted by the presence of arm rests) and guard's compartment – access to which is achieved by unclipping six retaining lugs. Provision for a lighting bar are provided, with notches located along the top edges of the compartment walls; a future develop-

ment for the firm's battery powered Maglight lighting system perhaps?

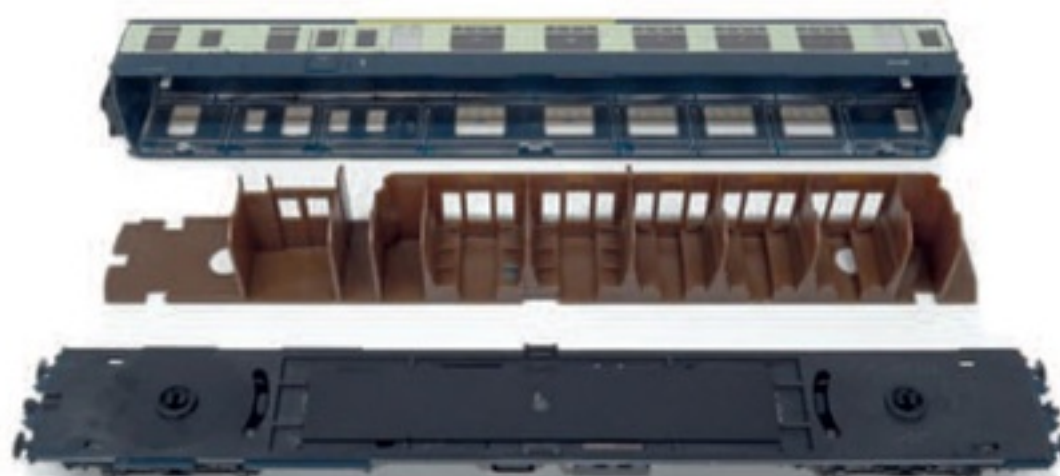
Livery application has been completed to a high standard with clean breaks between the blue and grey shades, complemented by fine white lining, although there was some minor paint bleed noted around the door handles. The shade of BR blue matches that of other recent Hornby blue & grey Mk.I releases; as was noted in our RB(R) review, this colour looks a bit too dark in our opinion. Printing of the small livery details such as the legible end data panels, overhead warning flashes, running numbers, door markings and various window signs are all applied crisply.

All in all, another welcome addition to the manufacturer's growing portfolio of Mk.I coaching stock.

Sample supplied by

HORNBY HOBBIES LTD,
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
ref.R40023 – £38.49





As part of its centenary year celebrations in 2020, Hornby revived the historic Hornby-Dublo brand with the release of a limited edition version of No.6231 *Duchess of Atholl* in LMS crimson livery, produced from the latest tooling but incorporating a diecast body to mirror the construction of the original 1948 release. To follow on from this, the 2021 range saw the Hornby Dublo branding return with a further Coronation Pacific release as No.46252 *City of Leicester* in BR lined green with early emblems, alongside a pair of air-smoothed Bulleid Merchant Navy Pacifics as No.35016 *Elders Fyffes* in early British Railways Malachite green with 'Sunshine' lettering and No.35011 *General Steam Navigation* in BR lined green with early emblems – these also incorporating a new diecast body tooling.

For review we received a sample of No.35011 (ref.R3971). Delivered in December 1944, this locomotive was the first of the second batch of Merchant Navies to be constructed. Officially named on 20 February 1945 at Waterloo Station by Mr R Kelso, Chairman of the General Steam Navigation Company, the locomotive was allocated to Nine Elms from new, subsequently moving to Bournemouth from 28 February 1954, to Exmouth Junction from 12 June 1957 and finally Bournemouth again from 10 March 1960. Having accumulated 1,069,128 miles in service (670,782 of which was prior to its rebuilding in July 1959), No.35011 was withdrawn from service in February 1966.

Purchased from Barry scrapyard in March 1983, the locomotive was stored at various locations, before coming into the ownership of the General Steam Navigation Locomotive

Restoration Society in 2016, which is currently based at the Swindon & Cricklade Railway and has the intention of restoring No.35011 to its original air-smoothed condition.

The model is correct for the period between November 1951 (when it was repainted into BR green) through to its rebuilding.

The model comes presented in period style Hornby-Dublo 'candy stripe' blue packaging. The majority of the locomotive bodyshell is diecast, decorated with numerous separately-fitted plastic and fine metal parts – giving the model an impressive weight of 576g, compared to 436g of the standard model (see reviews, RM July 2021).

Components such as the smoke deflectors, tender frames and tender bodyshell are moulded in plastic. Brake rigging is pre-fitted to both the locomotive and tender, while the buffers are metal and sprung. The rear delta-truck is a fixed unit, fitted with a flangeless wheelset; a flanged wheelset is not provided. Optional details include front footsteps, cylinder

draincocks and front and rear vacuum and steam pipes, which are supplied in an accessory pack for the owner to fit. A front NEM tension-lock coupling is also provided.

On the whole, the livery application is crisp, with neat representations of the lining, numbers and emblems. The BR green is well matched between the metal and plastic components, though it was noted there was a slight fuzziness to the orange and black lining on the metal bodyshell. As with previous examples, the nameplates are printed neatly on separately fitted plastic mouldings; the gloss finish applied to the plates gives them a metallic appearance.

Mechanically, the model shares the same mechanism to that seen on the standard Hornby release, comprising a five-pole motor with substantial brass

flywheel providing drive to the rear coupled axle, with current collected from all driving and tender wheels. There is an eight-pin decoder socket located in the tender, along with provision for a 28mm diameter round speaker for sound.

On test the model handled an impressive load of 21 Pullman cars (eight more than the standard version of the model) around the Pecorama loft layout, with its 1:48 gradients and 3' radius curves.

With this continued revival of the Hornby-Dublo brand, one can only speculate what classic models from the past could return with a modern twist? Possible contenders include the Gresley A4 Pacifics, GWR Castle 4-6-0s and Stanier 8F 2-8-0. Or perhaps we will see a version of the Gresley N2 0-6-2T in GWR green?



Sample supplied by

HORNBY HOBBIES LTD,
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
ref.R3971 – £291.49

Tarpaulin-covered bogie flats new from Rivarossi

HO

Rivarossi has recently released three new versions of its model of the widely used European type Rilns bogie bulk-head flat with hooped tarpaulin cover with British identities, described as ferry wagons which operated in the UK and across Europe.

The trio comprises 'Railfreight Metals' ref.HR6495, numbered 961001, 'Easiloader' ref.HR6496, numbered 33 87 474 6 003-2(P) and 'Cargowaggon' ref.HR6497, numbered 33 87 474 6 025-5(P).

On each the markings are neatly printed, and the top of the cover is lightly weathered.

The models appear to represent the British type BJA dating from the 1990s, but this (and the similar but shorter BGA and BHA) have clipped top corners to the ends, not a smooth curve, and heavier end reinforcing ribs; also, the bogies are well in from the end of the wagon, with handbrake wheels on the bogies, not the main frame. The number of the Railfreight Metals wagon suggests BGA but the length (227mm, equivalent to 19.77m) and the lack of the outer fish-belly girder are more like the BJA. The other two are registered in France.

The BGA/BHA/BJA designs (built by

RFS Doncaster in 1989 and handed over to the Railfreight Metals sector in February 1990) were part of a concerted effort to find air-braked bogie replacements for the ageing BDA fleet, as well as to provide better protection for steel loads.

These new wagons followed the continental practice of full height ends and a retractable canvas hood. Three different lengths were ordered as prototypes: lot 4065 was 13m BGA wagons, numbered 961000-961003; lot 4066 was 16m BHA, 962000-962003; and lot 4067 was 19m BJA, 963000-963003. All three types ran on cast Sambre et Meuse Y25 bogies, and the two shorter variants had deep fish-belly girder solebars behind which was a well in the body to accommodate steel

coils. Fold-down flaps and movable bolsters enabled this to be converted to a flat bed for other loads. The longer BJA had no outer solebars and the bogies were mounted some distance in from the headstocks.

The wagons were painted in black with red hoods upon which was prominent Railfreight Metals lettering.

Although numbered in the domestic series, all the wagons had ferry fittings and indeed had RIV number prefixes (31 70) already painted on.

After testing at Derby, the wagons entered service in April 1990. They were not a success; the retractable hoods were soon completely removed on six wagons, and all but one were out of use within a year of entering service. Following some modifications to the

suspension, the BGAs and BHAs saw use in coil services from Lackenby and Immingham, while the BJAs were allocated to workings in South Wales. The introduction of new BRA and BYA wagons rendered the prototypes non-standard and by 2008 all were back in store or scrapped. The last were sent for scrap in late 2014.

The models are fitted with a one-piece tarpaulin cover that can be removed to reveal a planked floor and eight bolsters, with double locating holes for stanchions (not supplied) at the end of each bolster.

The bogie side frames are excellent, moulded in deep relief, with brake rigging added and brake shoes in line with the wheel treads. The model runs freely on blackened metal disc wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

The couplings are fitted in NEM pockets on close-coupling mounts; the models come equipped with British style tension lock couplers though European hook & loop are also provided.

The minimum radius recommended is 356.5mm.

If used in uniform rakes, the difference in size between HO and OO may not pose a particular problem, but this would be a matter of personal taste.



Samples supplied by

HORNBY HOBBIES LTD,
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
£37.99 each

Axlebox bearing cutting tool from H&A Models

4mm

The Northants based retailer H&A Models has developed a specialised axlebox bearing cutting tool, suitable for OO/EM and P4 gauges.

The tool is designed to drill out and enlarge axlebox holes on plastic or white metal 4mm rolling stock, allowing 2mm top hat or plain bearings to be inserted for pin point axles. Consisting of a brass tool with 2mm drill bit, Allen key and spanner,

the tool slots between a pair of axleboxes (see photos) with a locating point at one end and the drill bit at the other. Holding both axleboxes tightly, the supplied spanner is then used to turn the nut on the tool head, which enlarges the opening – once the desired depth is reached, the process is repeated for the other axleboxes, before fitting your bearings of choice.



Sample supplied by

H & A MODELS,
H N Chapman, 19 Keats Way,
Higham Ferrers,
Northants, NN10 8DQ
www.hamodels.net

PRICE
£14.95



In our April 2013 issue we reviewed one of the all-new Heljan Class 31 models in O gauge. This original release reflected class members in their 'early' condition, with era-specific details including the distinctive raised horizontal bodyside stripes that were removed from locomotives in latter years. Accordingly, to depict later 'refurbished' class members, Heljan has developed a new suite of body tooling to cater for the 31/1 and 31/4 sub-classes – reflecting prototypes as running from the 1970s onwards.

Detail differences include (as appropriate) the removal of bodyside steps for access to the boiler water filler, the addition of ETH equipment, sealed nose-end doors, nose-end headlight, and marker lights in place of the original four-character headcode boxes.

Four versions of the 31/1 have been produced comprising ref.3120 – Railfreight large logo grey/yellow 31 296 Amlwch Freighter/Tren Nwyddau Amlwch (lightly weathered); ref.3121 – Railfreight 'Red Stripe' grey/yellow, unnumbered (as per our review sample); ref.3122 – Railfreight Sector three-tone grey, unbranded and unnumbered; ref.3123 – BR Civil Engineers grey/yellow, unnumbered.



Five versions of 31/4 have also been released: ref.3140 – BR blue, unnumbered; ref.3141 – InterCity Mainline, unnumbered; ref.3142 – Regional Railways, unnumbered; ref.3143 EWS red & gold 31 466; and ref.3144 Network Rail yellow, unnumbered.

The model consists of a cast metal chassis, with plastic moulded body shell which is detailed with numerous separately fitted components, including metal wire grabrails. Overall weight of the model is 2296g. The etched roof grille affords a clear view of the red engine fan inside, which rotates when the model is under power (above a certain voltage on 12V dc) via its own separate motor.

The model is supplied with various details factory-fitted (including the functional screw-link couplings), with further optional parts included in an accessory bag; these include mobile communication equipment roof pods and spare windows frames.

Transmission is via two vertically fitted motors – each equipped with a large brass flywheel – these driving the outer axles of each bogie; the centre

axles are not powered, as per the prototype – making the model a true AIA-AIA.

The headcodes, headlights and markers all illuminate in the direction of travel under 12V dc. Provision for DCC



is via a screw terminal fitted to the printed circuit board (PCB) – compatible high-power decoders such as the ESU LokSound XL are recommended. There appears to be provision for fitting a speaker in the fuel tanks, however the space is restricted by the presence of four pillars that form the screw fixing points for the access panel.

Livery application has been completed to a high standard throughout, with clean breaks between the red, grey and yellow, which is complemented by the fine orange banding around the roof line of the body. The large British Rail white double arrows have also been applied crisply, along with legible cabside data panels and overhead warning flashes which are applied to the sealed nose-end doors. RailFreight branding is not present. The various bufferbeam pipework has been picked out in the appropriate colours.

In summary, another welcome addition to the Danish manufacturer's stud of BR diesel locomotive models in 7mm scale.

Sample loaned by

HELJAN A/S,
Rebslagervej 6, DK-5471,
Søndersø, Denmark.
www.heljan.co.uk

UK Office for spares and retailer returns – Gaugemaster House,
Ford Road, Arundel, West
Sussex, BN18 0BN.
www.gaugemaster.com

PRICE
£525.00

Fordhampton Model Shop kit from Gaugemaster

Gaugemaster continues to expand its range of OO gauge plastic structure kits with the addition of the Fordhampton Model Shop (ref.GM431).

Comprising of 47 plastic parts moulded in three colours, the kit comes with signage for a variety of model shops (including a window display and representation of a shop interior) although personalised signage and interior details could be created if desired. The completed model measures approximately 120mm(L) x 100mm(W) x 85(H) and is ideal for any bustling high-street scene.

Details of the rest of the range of structure kits marketed under the Fordhampton label can be found on the retailer's website.



Sample supplied by

GAUGEMASTER CONTROLS,
Gaugemaster House, Ford Road,
Arundel, West Sussex
BN18 0BN.
www.gaugemaster.com

PRICE
Ref.GM431 – £16.25

Book Reviews



BR Steam Locomotives – Complete Allocations History 1948 - 1968

Hugh Longworth

For someone to take on the task of compiling a book such as this is worthy of praise even if it had not been published. The fact that this is the third updated and revised edition (of the 2014 print) is even more remarkable. As the title suggests this is a book of detail, chronicling the home sheds of the entire British Railways loco stock across the years 1948, 1951, 1954, 1957, 1960, 1963 and 1966.

The book is split into four base chapters: steam sheds and sub sheds with the relevant codes and changes, the changes to the codes and closures in chronological order and sheds in number order 1A, 1B and so on. The final section and the bulk of the book is the locomotive allocations.

This first point of argument is that much of this information may be available on the internet and searchable. The counter argument is that much of this online information could be unverified and websites will exist for only as long as the owner wants them to. A book like this is yours to keep and is laid out in such a logical and clear way that referencing information is very straightforward.

The locomotive details are entered in number order starting with No.1 of the Ystalyfera Tin Works and run through to the 92xxx numbered BR Class 9Fs. Interestingly there are a brace of narrow-gauge entries near the beginning with the Vale of Rheidol engines; under BR ownership until 1989 and the former Corris Railway saddle tanks which were quickly dispatched to the Tal-y-llyn Railway almost as soon as they were nationalised. As well as the locomotive shed dates there is a handy colour code for each: brown for Western Region, green for Southern Region and so on. Although this may not seem particularly important it is quite useful as a fast visual check, for instance the movement of the Ivatt 2-6-2Ts between Southern and LMR bases.

The use of straight through numbering does however mean that things jump around in places. Because of the slightly random numbering the ex-SECR H Class is not presented as a single list but is interspersed with Classes D, C, P and O1. The use of a small silhouette at the change of each locomotive class, while not necessary, catches the eye and is a visually pleasing addition.

Whether this is a book for the pure modeller is questionable, possibly more for the enthusiast/historian's bookshelf, but that said, it's probably one of those books that you will always be glad that you purchased and will refer to far more than you imagined when you bought it.

CF

Crécy Publishing,
1A Ringway Trading Estate, Shadowmoss Road,
Manchester, M22 5LH.
www.crecy.co.uk

297mm x 210mm 400pp
Hardback £35.00
ISBN 978191080-9723

The East Kent Railway – The Line That Ran To Nowhere

John Scott Morgan

The East Kent Railway is a classic tale of high expectations which were never realised, followed by an unexceptional but surprisingly long-lived existence of quietly conveying goods and passengers around a rural corner of the English countryside over many decades.

Constructed under the Light Railways Act of 1896 and opened in stages from 1911, this less well-known entry in the Colonel Stephens portfolio commenced from a junction at Shepardswell on the Canterbury to Dover line (SECR) and ran in a north-east direction to Eastry, where the main line continued in a westerly direction, with a short branch peeling off to reach Richborough Port on the River Stour.

The EKR had set out with ambitions of tapping into the emerging coalfield near Dover and Folkestone, but these hopes were dashed almost from the very start, as many of the newly constructed pits were deemed not to be viable. Only one, Tilmanstone, produced any significant amount of coal, and this was to provide a lifeline for the railway throughout its existence, whilst the rail connection also supplied a vital link for the agricultural industry in the locality.

Passenger services were modest, reflected in the basic facilities at the stations (practically none in some cases!), and the subtitle to this book pretty much sums up the general state of affairs on the EKR. Plans to reach Canterbury came to nothing, with the railway terminating abruptly a few miles short of the city in a field at Wingham Canterbury Road station, where there wasn't even a run-round loop, trains instead being reversed by gravity shunting using an adjacent siding. The extension to Richborough was also a bit of a failure, mainly because the port owners wanted little to do with such a ramshackle affair as the EKR, and regular passenger services on this stretch of the railway were withdrawn in 1928, just a few years after opening, with only the occasional freight train being operated as required after that.

Overall, the line appeared to have something of a make-do-and-mend air about it, even after the Southern Railway took control and injected some much-needed funding. All the same, it's the way many of these down-at-heel concerns managed to eke out a meagre existence that provides much of their charm and interest.

The author, John Scott Morgan, will be familiar to some readers as an authority on light railway history, having written numerous titles on the subject over the past decades. After giving a brief history of the railway (along with a piece by Graeme Gleaves about the preserved section of the line that still exists today), he takes us on a photographic tour of the route, along with a detailed look at the varied and unusual stock that was utilised over the years, all accompanied by detailed captions for each image. In fact, there's a remarkable number

of photographs (around 180) and we're fortunate that so many enthusiasts ventured out with their cameras in the past to document less well-known railways like the EKR.

The book is in a hardback landscape format with a whole page dedicated to each image, meaning they are reproduced at a good size to capture the smaller details, and overall the print quality and reproduction is good, with only the occasional misprint slightly marring the text.

Although maybe less picturesque than its neighbour, The Kent & East Sussex, the EKR might still appeal to those who like to model these more unusual outposts, and although there are no station plans or other illustrations (aside from a route map), this book certainly supplies plenty of very useful photographic information, along with bucket-loads of atmosphere. Even if you are not interested in recreating part of the EKR, it will still give a good insight into the life and operation of this kind of minimal line, and will be an absorbing and entertaining read for anybody with an interest in light railways, or the rail network of Kent more widely.

SC

Pen & Sword,
47 Church Street, Barnsley, South Yorkshire,
S70 2AS.
www.pen-and-sword.co.uk

248mm x 171mm 208pp
Hardback £25.00
ISBN 9781526726858

The Class 33s – A Sixty Year History

Simon Lilley

The sprightly Sulzer-powered Type 3 diesel electrics of the old Southern Region numbered 98 examples and remarkably a small handful can still occasionally be seen on the mainline today.

Versatile and reliable, and usefully equipped with dual controls and electric train heating equipment, these mid-range locos found plenty of work, not just on the Southern, but further afield. They succeeded the hydraulic 'Warships' on the West of England Main Line in the early 1970s, found use on both passenger and freight turns across the south of England, and latterly stretched their reach further away to the Marches Route to Crewe from Cardiff, and even seeing service around Manchester and the North Wales coast. Probably their most unlikely destination was the northeast of Scotland when a couple members of the class found short term work around Aberdeen for the private operator EWS. Direct Rail Services has used them in Cumbria and with West Coast Railways they have since got to Fort William! Who would have thought it possible?

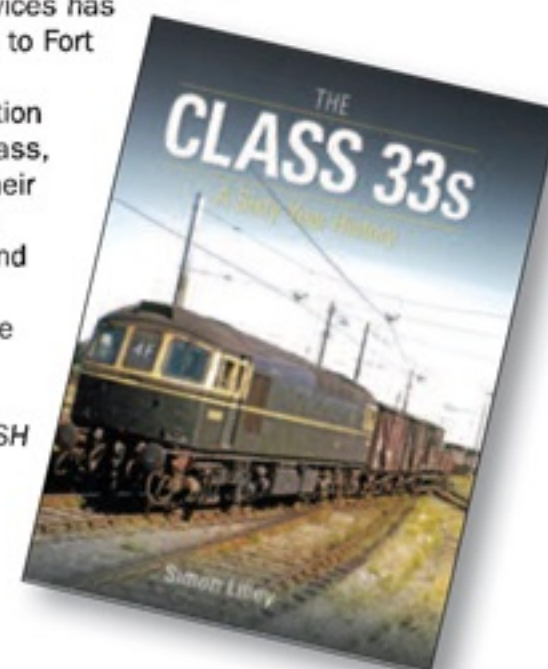
Many examples have since entered preservation and are valuable traction providers for several heritage railways. This is a detailed history of the class, from the early beginnings when they entered service in 1960, detailing their operations around the regions (and country) during the sixties through to the nineties, and culminating in their service with the private operators and heritage railways during the 21st Century.

This is a remarkable history of a very rugged and successful locomotive and this book forms a useful source of reference for historians and enthusiasts alike.

Crécy Publishing,
1A Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH.
www.crecy.co.uk

222mm x 285mm 224pp
Hardback £25.00
ISBN 978-1-91080-9662

SH



LB&SCR Carriages Vol 4 – Bogie stock 1906 - 1924 including Pullmans 1875 - 1922

Ian White

This is the fourth and final volume from the HMRS detailing the coaching stock of what is probably one of the most popular of the pre-Grouping British railway companies. It is split into five sections: arc roof stock, motor train trailers, electric stock, Pullman cars and ambulance trains; the first and fourth of these taking up the bulk of the work. All are carefully detailed with selected drawings in 4mm scale, or 3mm scale where space is tight. The pages include detail and scrap drawings in larger scales, but the majority are the expected side and end elevations along with plan views to illustrate the compartment and seating layouts. Many of the items were rebuilds from earlier six-wheel stock and drawings of these are presented alongside with notes on what could be termed the 'cut and shut' operation.

The book is profusely illustrated using images from the build era through to the preservation period, though most are the former. There are useful tables of train formations, particularly evident in the arc roof chapter, and these include slip-set details. The chapters are mostly split into sub-sections: a) brake

ends, b) second and third class and so on, which makes it very easy to find what you are looking for compared to some stock books which present in build order and can jump around somewhat. The arc electric chapter not only gives a short explanation of the LBSCR's short-lived system and describes the building of the stock, but also its downward trajectory into conversion to loco hauled coaches or to Southern Railway third-rail dc units.

The Pullman section almost comes as a surprise such is the outward body style change, and the photographs of the in-service trains illustrates this

further with the juxtaposition of the grandiose and stylish American coaches against the comparatively drab, panelled British stock. The book wraps up with a short chapter on stock built for war use and the formations of these coaches which were largely used to transport the injured away from the frontline.

This is a worthy and fitting conclusion to the series and will appeal not only to the LBSCR and Southern enthusiast, but also to the modeller who will find the photos and wealth of detailed drawings both fascinating and inspiring.

CF

Historical Model Railway Society,
Butterley Station, Ripley, Derbyshire DE5 3QZ
www.hmrs.org.uk

271mm x 304mm 296pp
Hardback £35.00 (+£5.00 P&P – HMRS members
£23.95 + £5.00 P&P)
ISBN 978-0-902835-39-9



Central Division Miscellany – BR Days

Noel Coates

If it had not been for the traffic needs of the Second World War creating a huge demand for motive power across the rail network, the locomotives of the former Lancashire & Yorkshire Railway may well have been withdrawn from service long before Nationalisation. However circumstances dictated that many former L&Y machines did indeed survive into the BR era, and those based in the Central Section are detailed here.

This new photographic album published by The Lancashire and Yorkshire Railway Society presents the remnants of the old company with a cut off point of 1964 (when the last surviving L&Y locos were scrapped). The opening sections are set during the transition years of 1947-1949 and illustrate the minor livery changes while the LMS/BR sheds wrestled with numbering changes. There is also a useful table containing the allocation and scrapping dates. The following section details the remaining 0-8-0 freight engines then onwards to the Hughes 4-6-0s and 0-6-0 'Ironclads' before moving onto the Manchester-Bury electric units. All the remaining locomotive classes are covered including the 2-4-2T passenger locomotives which will be highly useful for anyone detailing or weathering the recently released Bachmann OO gauge model.

While most of the photographs are of stock (albeit cropped around the main subject to reduce the background detail that modellers find so useful), there are separate sections on stations, signalling, railtours and preservation. Most of the photos are black & white with informative captions and are credited to either the author's or the society's collections. The reproduction is generally good, although some images appear slightly grainy.

Regarding the order of the chapters, once out of the initial transition years sections the book seemingly jumps and lurches from one subject to another. For example, the famous L&Y 0-4-0 saddle tanks are found towards the back of the volume, sandwiched between sections on signal boxes and stationary boilers. There must be a reason for this, but it certainly isn't obvious. Aside from this minor observation, this is a cracking album of photographs that contain a huge amount of information for the modeller and historian.

If you have a new interest in the L&Y then, aside from joining the L&Y Society, this book serves as an excellent primer on the subject at a reasonable price.

CF

The L&Y Railway Society,
Membership Secretary,
11 Waveney Close,
Arnold,
Nottingham NG5 6QH.
www.lyrs.org.uk

217mm x 304mm 193pp
Hardback £18.00
ISBN 978-1-9162551-1-1



Western Times – issue No.1

Andrew Malthouse & Kevin Robertson

This is the first edition of a new bi-annual publication that forms part of the Transport Treasury collection of titles. The two editors of this periodical are seeking to record the 'everyday reality' of the Great Western Railway – not just the popular portrayal of the former railway company, with its "...glittering Castles, Centenary stock [and] Paddington to Bristol race track".

The historical scope of the title extends from 1835 right through to 1977, this latter date being cited as representing the end of 'Western individualism' with the withdrawal from ordinary service during that year of the last remaining D1000 class diesel-hydraulic locomotive. Aspects relating primarily to the preservation of GWR artefacts fall outside of the title's remit, the authors regarding this topic to have been covered comprehensively elsewhere.

The contents comprise a varied selection of illustrated written articles, together with purely pictorial features supported by extended captions. Photos are, for the most-part, generous in the size of their reproduction, with printing to a good standard.

The images – a mix of colour and black & white views – are of good quality and include examples from well-known cameramen such as R C Riley and P W Gray.

Items of ephemera such as tickets and timetables have also been included where appropriate.

Articles published in this debut issue that may be of particular interest to modellers include features on: the Newton Abbot breakdown train; passenger divisions and suburban sets; a study of GWR platform barrows; and station diagrams, including Wargrave, Shiplake and Henley-on-Thames.

The second edition of *Western Times* is planned for publication towards the end of 2021.

CT

Transport Treasury Publishing,
16 Highworth Close, High Wycombe HP13 7PJ.
www.TTpublishing.co.uk

214mm x 272mm 82pp
Softback £12.50 (inc P&P. Cheques payable to
'Transport Treasury Publishing')
ISBN 978-1913251192



Lionheart Trains goes narrow gauge with Lynton & Barnstaple models in 7mm

Lionheart Trains is in the process of developing what is believed to be the first ready-to-run British narrow gauge locomotive in 7mm scale – the Lynton & Barnstaple Manning Wardle 2-6-2T. Appropriately, the announcement of this project was made at Woody Bay station – home of the revived Lynton & Barnstaple Railway – during the line's autumn steam gala on the weekend of 25 & 26 September 2021.

The models – designed for use on 16.5mm track – will cover both early and late cab variants of the locomotives, along with the other numerous detail differences made to the locomotives during their years of service – allowing all class members to be covered.

The specification will include a five-pole motor with pull-out PCB with Next18 decoder socket and provision for sound, diecast construction (including boiler, tanks and chassis), prototypical working Joy valve gear, firebox glow and working headlamps. There will also be provision to adapt the chassis for 14mm track gauge.

Six versions have been confirmed: ref.LHT-7NS-001 Exe in 'as delivered' condition c.1897 (early cab), ref.LHT-7NS-002 Yeo in Lynton & Barnstaple

livery c.1903-1913 (early cab), ref.LHT-7NS-003 Taw in Lynton & Barnstaple Livery c.1913-1924 (late cab), ref.LHT-7NS-004 Exe in Southern livery c.1924-1927 (late cab), ref.LHT-7NS-005 Yeo in Southern livery c.1927-1929 (late cab), and ref.LHT-7NS-006 Taw in Southern livery c.1930-1931 (late cab). Provisional prices are £350.00 for DCC Ready, £385.00 DCC fitted and £500.00 sound fitted.

To complement the locomotive models, Lionheart Trains will also be producing a suite of L&B coaches, comprising an Open Third, All Third, Third Brake and Composite Brake. Model specifications will include; pre-installed lighting with DCC controllable option and wheelsets adaptable to 14mm track gauge.

10 versions are to be offered, covering a selection of Lynton & Barnstaple and Southern Railway liveries – each priced (provisionally) at £110.00 for DCC Ready and £140.00 for DCC fitted models.

Delivery for both projects is planned for Autumn 2022. For full details on all Lionheart Trains products, including details of how to order or to find your nearest approved stockist, go to:

www.lionhearttrains.com
www.dapol.co.uk



▲ A CAD image for the L&B Manning Wardle with early pattern cab.



▲ A part-complete tooling sample for the L&B 2-6-2T with later pattern cab.
Both photos: Callum Willcox



▲ A CAD image for the L&B bogie brake composite.

Bachmann Europe Plc donates £60,000 to NHS Charities Together

On Thursday 9 September 2021, Bachmann Europe Plc visited the GB Railfreight/EMD Roberts Road Rail Maintenance Depot in Doncaster where Class 66 locomotive 66 731 Capt. Tom Moore was in residence. Earlier this year the Bachmann Collectors Club released its Pride of Britain Train Pack (see News, RM January 2021), celebrating the incredible fundraising achievements of Captain Sir Tom Moore and honouring the outstanding efforts of the NHS and all key workers during the Covid-19 pandemic.

During the visit Bachmann presented a cheque for £60,000 which will be donated to NHS Charities Together. The presentation was conducted by Keith Thomas, Financial Controller for Bachmann Europe Plc (pictured, right) and Paul Matthews, Head of Locomotives for GB Railfreight.

The train packs featured a model of a Class 66 in GBRf livery as 66 731 Capt. Tom Moore (available in N, OO or OO with Sound Fitted), accompanied by two 1:72 scale aircraft – Hurricane LF363 and Spitfire MK356 – these portraying the two aircraft that performed a flypast for Captain Tom on the occasion of his 100th birthday.

A limited number of each pack remains available, priced at £189.95 for N gauge DCC Ready, £199.95 OO DCC ready, and £279.95 OO DCC Sound fitted. These can be purchased directly from the Bachmann Collectors Club – for further details, refer to the manufacturer's website:

www.bachmann.co.uk



▲ The cheque presentation Photo: Bachmann





New TV series will take viewers behind the scenes at Hornby

The model railway manufacturer Hornby, which is home to other well-known model brand names including Airfix, Scalextric and Corgi, is set to be the subject of an all new 'behind the scenes' television series – due to be broadcast on the Yesterday channel during October.

The series – consisting of 10 one-hour long episodes – will observe the process of bringing models to market, with each programme following the design and development from drawing board through to finished product. The show will feature members of staff at

Hornby (including Marketing & Product Development Director Simon Kohler, pictured) together with a number of dedicated enthusiasts who will share their passions for their hobbies.

The first episode of *Hornby: A Model Railway World* is due to be broadcast on the Yesterday channel a few days prior to the publication of this issue – on Monday 11 October at 2100 (Freeview 26, Sky 155, Virgin 129, Freesat 159, BT/Plusnet/TalkTalk/YouView 26 – with all episodes available on UKTV Play).

www.hornby.com



Progress with Rapido Hunslet 16" 0-6-0ST in OO

Rapido Trains UK has revealed the first engineering prototypes of its forthcoming OO range of models covering the Hunslet 16" industrial 0-6-0ST – plans for which were first announced in our January 2021 issue.

Eight versions covering a wide selection of industrial and preserved livery schemes have been announced, including Naylor Benzon & Co Ltd No.1982 *Ring Haw* produced exclusively for the 3D printed figure and accessory retailer Hardy's Hobbies. The tooling has been developed to cater for a multitude of detail

differences including two types of chimney, sandbox filler lids and lubricators with associated pipework. Models will include a Next18 decoder interface and factory fitted speaker.

Models can be pre-ordered via the manufacturer's website or from Rapido Trains UK stockists, priced £129.95 DCC ready or £229.95 DCC sound fitted.

Gunpowder van update

Rapido Trains UK has also received tooling samples for its forthcoming suite of OO gauge gunpowder vans

(plans for which were originally announced in 2017).

The models will cater for the RCH, GWR Diagram Z4 and BR Dia. 1/260 types, with key variations including different W-irons, GWR and RCH-style doors; GWR, BR and Oleo buffers; and optional vacuum brake cylinder and associated pipework.

10 different liveries are planned covering BR, GWR, LNER, LMS and Royal Ordnance Factory liveries – priced £32.95 each. To find out more on both projects go to the manufacturer's website:

www.rapidotrains.co.uk



▲ An engineering sample for the forthcoming 16" Hunslet 0-6-0ST in OO.



▲ A tooling sample for the under-development range of gunpowder vans in OO.

Cheltenham Model Railway Exhibition 2021

The Cheltenham Model Railway Exhibition is scheduled to return on the 30 & 31 October 2021, taking place at the St. Margaret's Hall, Coniston Road, Hatherley, Cheltenham, GL51 3NU.

The show's organiser Mike Walker has been staging model railway exhibitions in Cheltenham since 1987 and, since 1997, the events have raised more than £43k for charitable causes. This year, however, the proceeds from the event will go towards the upkeep of the event venue, St. Margaret's Hall.

A total of 14 layouts will be in attendance; including Gerald Maher's *Queens Street Yard* (pictured) which featured in the RM May 2019 issue. Trade support and refreshments will also be available on the day.

Doors will be open from 1000 – 1700 Saturday and 1000 – 1630 on the Sunday. Tickets are priced at £5.00 for adults and £2.50 for children, or £10.00 for a family (two adults and two children aged under 14). Tickets can be purchased on arrival at the venue. For further information see Societies & Clubs or visit the event website:

www.cheltmodrail.org.uk



Revolution goes underground with 1938 tube stock in N

Revolution Trains has announced development of the first ready-to-run underground trains to be made available for the N gauge market – 1938 tube stock.

More than 1,100 cars of this type were built with additional cars built/converted during the 1950s to supplement the original batch. The 1938 stock was primarily designed for 'deep' tube lines on the Bakerloo, Northern, Piccadilly and Central lines though it was also used on the East London sub-surface lines during the 1970s. The stock also regularly ran above ground – particularly at the northern ends of the Northern and Bakerloo lines alongside sub-surface and mainline stock. The final 1938 stock was withdrawn from service by London Underground in 1988 following 50 years of service with a four-car set preserved by London Underground.

In addition, examples of redundant 1938 stock were sold to BR for use on the Isle of Wight, where they saw a further 30+ years of service, with the final sets withdrawn in January 2021. Several of these sets have been preserved, with sales of the models planned to help support these projects.

The model specification includes flush-glazing and working head, tail and saloon lighting, with the proposed liveries/identities covering original LT red, Network SouthEast and Island

schemes. The project is currently at the CAD stage, with the order book expected to open later in 2021. Prices and a scheduled delivery date are still to be confirmed.

K-type Pullmans in N

Revolution Trains has also revealed plans to produce models of all-steel K-type Pullman coaches in N.

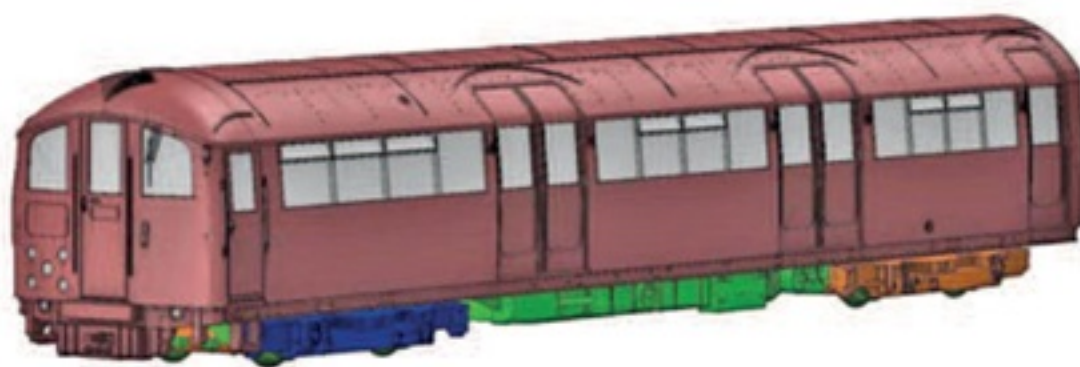
Exact specifications are yet to be finalised, however the level of detail is expected to mirror that of the firm's forthcoming Mk.V coaches, with features such as interior lighting and working table lamps.

Tooling will cater for the five different body types constructed by Metropolitan Cammell in 1928 comprising Kitchen Firsts and Thirds; Parlour First and Thirds; and Parlour Brake Third – and if feasible car Nos.81-84 as built in 1931 for the 'Bournemouth Belle'. All five body types will be offered as train packs to allow prototypical formations to be assembled.

The project is currently in the final stages of research before CAD work starts, with the order book for the K-type Pullmans expected to open during late 2021/early 2022. Prices and delivery schedules are to be confirmed.

For further information on both projects, including details of how to order, go to:

www.revolutiontrains.com



▲ A CAD image of a driving trailer for 1938 tube stock in N.



▲ K-type Parlour First Zena. Photo: Hugh Llewelyn/Creative Commons licence

Hornby Class 91s – now in colour!



Hornby has received decorated samples for its forthcoming ready-to-run models of the British Rail 25kV ac overhead electric Class 91 Bo-Bo locomotive in OO, plans for which were first outlined in our February 2020 issue.

The initial batch comprises four liveries; 91 002 *Durham Cathedral* in InterCity 'Swallow' livery, 91 117 *Cancer Research UK* in GNER livery, 91 111 *For the Fallen* in VTEC 'remembrance' livery and 91 118 *The Fusiliers* in LNER red livery – samples of which are illustrated here. It should be noted that the samples pictured are currently under review, and not fully representative of the finished models.

All versions will be priced £197.99 DCC ready, with an expected delivery of late 2021/early 2022.

▲ A trio of decorated samples for new tooling Class 91 models in OO.

Gresley A1/A3 – revised tooling

Samples from the firm's revised tooling for its Gresley LNER A1/A3 Pacifics have been revealed. The modifications to the tooling – as referred to in our February 2021 issue – include a new diecast running plate (this component was plastic on previous models) and firebox flicker.

Four versions are planned, which will be presented as – A1 Class No.2564 *Knight of the Thistle* in LNER lined green, A1 Class No.2547 *Doncaster* in LNER lined green, A3 Class No.45 *Lemberg* in LNER black, and A3 No.60103 *Flying Scotsman* in BR green with early emblems.



▲ An undecorated tooling sample for the Gresley A1/A3 with metal footplate.

All versions are priced £229.99 DCC ready, with delivery expected during late 2021 /early 2022.

Maunsell dining saloon samples

The Margate-based manufacturer has also received engineering samples of its forthcoming Maunsell dining saloons, plans for which were announced as part

of the Hornby 2021 range (see news, RM February 2021).

Four versions are planned, available as a composite in BR green and as an all-third in Southern Railway green, each with a choice of two running numbers – priced £54.99 each. For further details see the manufacturer's website:

www.hornby.com



▲ Tooling samples for the forthcoming Maunsell dining saloons in OO.

Howzat! New cricket team figures in N

Osborn's Models continues to expand its range of N gauge 3D-printed accessories with the addition of a cricket match figure set; featuring 11 fielders, two batsmen, two umpires, and two laser-cut wickets. The 17-piece sets are available unpainted priced £12.00 or hand painted and ready to use priced £17.50 per set. For further details:

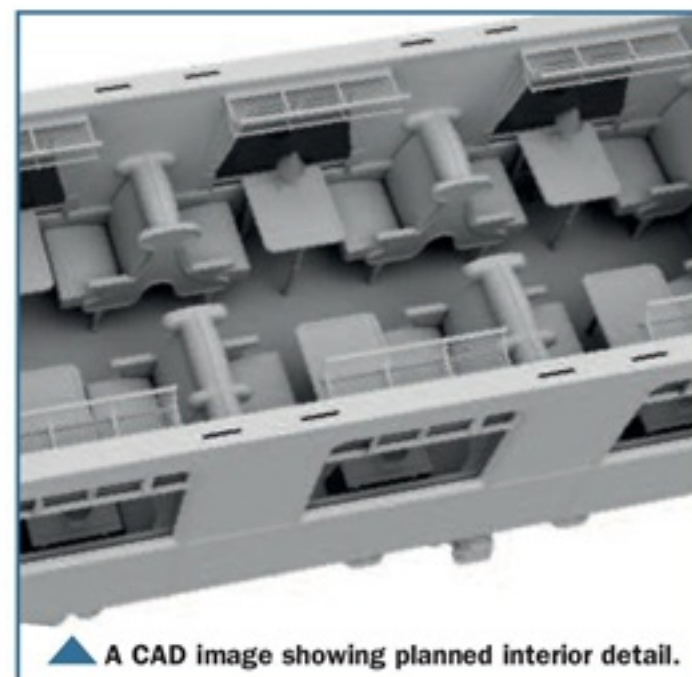
www.osbornsmodels.com



Ellis Clark Trains announces K-type Pullmans in O



▲ A CAD image for the K-type Brake Third.



▲ A CAD image showing planned interior detail.

Ellis Clark Trains has announced that the subject of its next 7mm scale ready-to-run model project will be the all-steel K-type Pullman cars, which are being produced in conjunction with the manufacturer Darstaed.

Entering service in 1928, a total of 33 vehicles were constructed with 20 cars allocated to the LNER for its prestigious

'Queen Of Scots' service, while the remaining 13 saw operation of services such as the 'Bournemouth Belle', 'Harrogate Pullman' and 'Yorkshire Pullman'.

The project is currently at the design stage, with examples of the Brake Thirds, Parlour First and Parlour Thirds, Kitchen First, and Kitchen Thirds being developed

– images from the early CAD artwork for the Brake Thirds are illustrated here.

The specification is set to include brass sides, working table and ceiling lights, metal bogies, riveted roofs with coach destination board slots, hand-painted finish and detailed interiors.

A total of 37 versions are planned, covering all 33 named and numbered

vehicles, together with a selection of unnamed/unnumbered models. Various coach packs will also be available.

Pricing is expected to be between £300.00 – £400.00 per vehicle. Delivery is expected in 2023. See the retailer's website for further information, including details on how to pre-order:

www.ellisclarktrains.co.uk

Dapol Adams B4 takes shape in O

Dapol has revealed the first engineering prototype (EP) for its forthcoming London & South Western Railway B4 0-4-0T in O gauge – plans for which were first announced in our May 2021 issue.

The specification will include a slide in PCB – with 21-pin DCC socket and provisions for two sugar cube speakers, together with a removable cab roof, fire box glow and five-pole motor. Tooling will cater for four cab types, two different boilers, two forms of chimney, as well as different patterns of water injectors and buffers.

Six versions have been confirmed – No.96 *Normandy* in black with 'sunshine' lettering (as preserved), No.90 *Caen* in Southampton Docks lined brown, No.88 in Southern black, No.30084 BR black with early emblems, No.30096 in BR black with late crests and No.91 in L&SWR lined green, each priced at £230.00 DCC Ready, £260.00 DCC fitted and £360.00 sound fitted. Delivery is planned for the second quarter of 2022.

O&K JHA hoppers in N

Dapol has also revealed plans to produce a suite of O&K JHA hoppers in N. This follows the revival of the firm's N gauge Class 59 project as reported in our September 2021 issue.

The hoppers were built by Orenstein & Koppel to coincide with the introduction of the Class 59s in the UK for aggregate haulage by Foster Yeoman. They remain in service to date with Mendip Rail Ltd. Rakes of these wagons consist of two outer wagons (with buffers and screw-link couplings on the outer ends) and a number of inner wagons (equipped with buckeye couplings).

Dapol plans to produce four outer and six inner wagons, all in Foster Yeoman livery – priced £39.95 each. The specification includes a diecast chassis, NEM compatible dummy buckeye coupling drawbars, and a removable (non functional) tail lamp for the



▲ Engineering sample of an Adams B4 0-4-0T in O.

outer-most end of the rake.

Tooling is underway with the first samples expected in the coming months. A delivery date is to be confirmed.

New brake vans and hoppers in O

The manufacturer has also announced the development of a suite of BR 20-ton brake vans (see Reviews, RM January 2019) this time covering Diagrams 1/506 and 1/507. Seven versions are planned, covering a variety of BR grey, bauxite, Engineering yellow and Railfreight liveried examples. Delivery is expected during the first quarter of 2022 with models priced £84.00 each.

Dapol has also announced new tooling allowing the production of the canopy-fitted variant of the HAA 'Merry Go Round' hoppers (see also RM January 2019). Three versions have been announced, finished in Railfreight silver with red cradle – priced £64.99 each, alongside a selection of non-canopy fitted hoppers, covering red, blue and brown cradle variants. The models will include functioning instant couplings, a diecast chassis, sprung metal buffers and pin-point brass bearings – these will be priced £59.95 each. Delivery is expected during the first quarter of 2022.



▲ BR 20T brake van with roller bearings in O.



▲ Tooling sample of canopy-fitted HAA in O.

More Fowler 3F 0-6-0Ts in O

Dapol is to release further versions of its Fowler 3F 0-6-0T model (see Reviews, RM December 2017), with seven new liveries being produced that cover some of the more unusual schemes worn by the class. These comprise No.19 in Irish Northern Counties Committee (NCC) black with red and yellow lining, No.47569 in early BR black with both 'BRITISH RAILWAYS' lettering and early emblems, No.47406 in BR black with early emblems, BR early emblems (unnumbered), No.47482 in BR black with late crests and numbers on side tanks, No.47680 in BR black with late crests, and BR late crests (unnumbered). Prices are £232.88 DCC Ready, £263.93 DCC fitted and £355.60 sound fitted. www.dapol.co.uk



▲ CAD image of O&K outer hopper wagon in N.



▲ Livery sample of NCC 0-6-0T in O.

PGA hoppers in N from Rails of Sheffield

Rails of Sheffield is working in conjunction with model manufacturer Cavalex Models to produce a suite of PGA hopper wagons in N. This follows the OO versions of these prototypes that were released previously by Cavalex (see review, RM March 2019).

Development of the project is well underway, with the first livery samples currently under review. The specification for the models includes provision for close coupling, together with etched walkways, handrails and ladders.

Planned liveries for the PGA include three variants of the Redland branding, Lafarge Aggregates, plain white, and plain white with patches. Each livery is available in a selection of triple-packs, each with different numbers, priced at £89.95 per pack. Delivery is expected later in 2021. For further details:

www.railsofshffield.com

www.cavalexmodels.com



Heljan receives Class 56 livery samples in O

Heljan has received the first factory decorated samples of its forthcoming Class 56 locomotives in O, plans for which were first announced in our October 2018 issue.

A total of 11 versions of the class are to be produced, covering BR blue (including small and large logo variants), BR Railfreight grey (with and without red stripe), BR Sectorisation grey (including coal, construction and unbranded) and Loadhaul black/orange liveries. A limited run in Transrail grey is also being produced exclusively for the Blackpool-based retailer Tower Models.

The specification includes directional and cab interior lighting (with switchable cab and tail lights), powered roof fans, provisions for a smoke unit, a DCC compatible PCB with screw terminals, and twin five-pole motors with flywheels.

Refer to a copy of the manufacturer's website, or a copy of its 2021 catalogue, for full details of the liveries, finishes and identities being produced.

Old favourites return in OO

New production runs of four OO gauge models are currently in preparation for release in 2022 – the Waggon & Maschinenbau diesel railbus, Class 07, Class 14 and Class 17.

The new W&M diesel railbus models will incorporate a number small improvements over their predecessors

(see review, RM May 2012), including a new LED lighting system. Seven versions are planned, covering a selection of BR green (with speed whiskers or small yellow panels), departmental, and preservation liveries.

Eight new variants of the Ruston & Hornsby 0-6-0DE/BR Class 07 are also set to be produced (see review, RM October 2018), with a selection of BR green, BR blue, industrial and military liveries planned.

The BR Class 14 0-6-0DH is also set to return (see review, RM May 2010), with seven new liveries announced, covering a selection of BR green, NCB, BP, and preservation liveries. A Western Region ballast train pack which includes



▲ O gauge Class 56 livery sample.



▲ Livery artwork for OO gauge Class 17 in 'what if' BR Railfreight scheme.

a locomotive and four Dogfish hoppers is also to be produced.

Rounding off the quartet is a further run of the Clayton Type 1/BR Class 17. Five BR liveries, covering a selection of BR green and BR blue liveries (both

available with either small or full yellow ends) are planned. A sixth version in a just-supposing Railfreight 'Red Stripe' grey is also to be produced. For further details on all projects, go to:

www.heljan.co.uk

Lots to see at virtual Gauge O Guild exhibition

The Gauge O Guild has confirmed that it plans to resume traditional face-to-face events in 2022. However, it also intends to continue with its successful programme of monthly and annual virtual activities.

The Guild's next virtual show will take place on Saturday 6 November 2021 between 0930 – 1700. There will be a range of model railway layouts to see via YouTube video, some of which are home-based systems that have not been seen before. Amongst the layouts featured will be *Seven Mills Sidings* by Andy Peters (pictured), which was featured in our August issue.

In addition, there will be at least a dozen 'how to' video demonstrations, a modelling competition and various Q&A sessions with layout owners, traders and Guild personnel. Several sessions will be

presented live via Zoom but others will be recorded. There will also be a virtual trade show.

The virtual show and the O gauge modelling competition are open to members and non-members and is free of charge. Access is via the front page on the Guild's website (see below) and access to all recordings from the event will be available until 30 November.

New Guild wiki launched

A new online resource developed by the Guild will be open for viewing by both members and non-members on 6 & 7 November via the Guild website.

The wiki (which refers to a website or database developed collaboratively by a community of users, allowing any user to add and edit content) brings together the plethora of information hosted on



the Guild's website in one flexible, searchable place. This information comprises the archive of the Guild's quarterly magazine, which now stretches back 65 years; a members' forum where much useful information is exchanged; the Guild Manual; a video streaming library; and a YouTube channel. The wiki is intended as a members' only resource but will be available for viewing by non-members on these two days only.

Free one month trial membership

Non-members are being invited to sample the full range of Guild membership benefits, free of charge, so that they can see exactly what the organisation has to offer; a one-month trial of membership benefits will start at the virtual show, after which guests will be invited to join. For further details refer to the Gauge O Guild website:

www.gaugeoguild.com

Rainbow Railways shows off TUA tank wagon sample in OO

Revolution Trains has received the first engineering samples of its forthcoming TUA caustic soda tank wagon in OO, which is being produced exclusively for the Scottish-based retailer Rainbow Railways. Plans for these models were first announced in our August 2021 Issue.

The models will feature NEM couplers, sprung buffers, separate plastic, wire and photo etched parts, whilst the tooling will cater for two different designs of manlid and versions with or without solebar placards. The samples are currently being reviewed, with some minor amendments being made, including the addition of rivet detail. 19 models are currently planned for the first run; nine in the original ICI



livery; four with ATO branding, four in ECC blue, and two in de-branded china clay use. All versions are now available to pre-order from Rainbow Railways. For more details visit the retailer's website:

www.rainbowrailways.co.uk
www.revolutiontrains.com

British and Irish Mk.IIb stock from Accurascale and Irish Railway Models in OO

Accurascale in conjunction with its sister company, Irish Railway Models, have announced the development of Mk.IIb series coaching stock in OO.

Built at Derby in 1969, 111 vehicles were built for British Rail to three designs; Tourist Second Open (TSO), Corridor First (FK) and Brake Corridor First (BFK). A further eight examples were constructed for Northern Ireland Railways for its new 'Enterprise' service between Belfast and Dublin.

The specification for the models includes B4 and B5 pattern bogies with provision for re-gauging to EM or P4 (British 18.83mm or Irish 21mm) gauges, together with fully detailed interiors, different buffers for retracted and non-retracted positions, and full lighting packages – including magnet 'wand' controlled interior lighting with 'Stay-Alive' capacitor (in all coaches) and directional lighting with DC or DCC control (Driving Trailer only).

Expected during the third quarter of 2022, each Accurascale BR outline coach will be sold individually priced at £59.95 each, with the first run covering a variety of BR blue & grey, Network SouthEast and Trans-Pennine liveries, while NIR coaches will be sold in triple packs – priced €199.99 – in original



▲ A tooling sample for the forthcoming BR Mk.IIb stock in OO.



▲ Livery diagrams for Northern Ireland Railways versions.

silver/grey and blue livery, silver/grey and blue with Intercity branding and post-1987 Intercity liveries.

The Accurascale coaches can be pre-ordered from Accurascale stockists

or direct via the Accurascale website, whilst the IRM coach sets are available direct via the IRM website:

www.accurascale.co.uk
www.irishrailwaymodels.com

Minehead club invites new members

Exmoor Coast Railway Modellers will be hosting a special open day on Saturday 30 October 2021 at The Sainsbury Community Hall, Sainsbury Road, Minehead TA24 8JZ.

There is planned to be six layouts on display, together with demonstrations and further information about joining the club. Admission will be £1.00 for adults, with free entry for accompanied children.

It is hoped that the open day will encourage new members to join this small group of modellers, which currently meets every Wednesday evening from 1930 at the same venue. Pictured here is the group's under-construction OO gauge layout, which



will be on display at the open day.

The group also plans to stage its 10th anniversary show on 6 August

2022, which will take place at the West Somerset Community College in Minehead.

In brief

Great Eastern online showcase

The Great Eastern Railway Society (GERS) has created an online model railway showcase of models and modelling inspired by the railways of East Anglia and East London. The GERS was founded by modellers seeking to establish a common resource group. In January, the society revised the modelling part of its website, launching its dedicated Modelling Forum (for members only) and its online 'Showcase' publication for East Anglian and East London modelling; currently this comprises 26 layouts, together with a plethora of modelling projects. To find out more: www.gersociety.org.uk

New home sought for Wimbledon club

Wimbledon Model Railway Club – believed to be the second oldest model railway club in the world – is seeking a new premises. The group, which will be celebrating its centenary in 2024, is currently based at St Marks Family Centre, Mitcham in Surrey, but is looking for a new home to carry on developing its modelling activities, preferably within three miles of Wimbledon. The group is appealing for anyone who might have a suitable space available. Contact can be made via the website or by emailing the club's secretary at: [email: info@wimbledonmrc.org](mailto:info@wimbledonmrc.org) www.wimbledonmrc.org

2021 Manchester show postponed

Manchester Model Railway Society has taken the decision to cancel plans for its Christmas Model Railway Show, which was due to take place on 11 & 12 December 2021. The 83rd MMRS exhibition is now due to take place on 10 & 11 December 2022 at the Sugden Centre, M1 7HL – a new and spacious venue in central Manchester. The exhibition will feature approximately 30 layouts, along with a wide variety of traders and other attractions. For further information: www.mmrs.co.uk

October opening at Pendon Museum

Pendon Museum is due to be open every Saturday during October, and on Wednesday 27 (during half term). Tickets can be booked online via the website or purchased on arrival. Trains will be operating on the Dartmoor and Vale Scenes, whilst amenities including the tearoom and shop will be open. Some restrictions remain in place; the museum has some narrow galleries and therefore all visitors over the age of 12 are requested to wear a mask. www.mmrs.co.uk

Coming next month

**Dec. 2021 –
Out Thursday 11 Nov.**

Downborough
BR steam in Wiltshire in OO

**Railway
of the
Month**

Warphampton
Back to the '80s in N

Blakey Rigg
A North Eastern branch –
modelled in S scale

inside

- **RAINFORD STATION**
A layout scheme based on this former L&Y junction in Merseyside
- **PENMAENBACH**
A Micro Marvel by Chris Hopper in OO
- **A BESPOKE LOCO FLEET IN EM**
The motive power on Mick Payne's East Derbyshire Mineral Railway

**plus all the
regular features**

Rails announces BR 18100 gas turbine in OO

Rails of Sheffield has revealed its plans to develop ready-to-run models of the unique British Railways gas turbine locomotive No.18100, including the later rebuilt incarnations of the prototype as E1000 and E2001. As with the retailer's models of the gas turbine locomotive No.18000 (see News, RM January 2020), the OO gauge models will be manufactured by the Danish company Heljan.

Originally ordered by the GWR during the 1940s, No.18100 was eventually delivered to BR in 1952 by the builder Metropolitan-Vickers of Manchester. Delivered in black livery with silver trim, it spent the first phase of its working life on the Western Region, operating express passenger services from London Paddington to the West of England.

In December 1953, No.18100 was withdrawn from service and was subsequently rebuilt as Britain's first 25kV ac overhead electric locomotive, E1000. In this form it acted as the test bed for a new generation of high-voltage electric locos for the West Coast Main Line. After these duties were completed in 1961, the locomotive (by now renumbered E2001) was used for further test purposes until



▲ Metropolitan-Vickers gas turbine locomotive No.18100 is pictured outside Swindon Works on 8 November 1953. Photo: Railphotoprints

final withdrawal in 1968. The locomotive was scrapped in 1972.

The model is set to feature a centrally-mounted five-pole motor driving both bogies; a 21-pin DCC decoder socket; separate wire handrails and sand pipes; spoked wheels; etched grilles; sprung OLEO pattern buffers; switchable directional and

cab lighting, together with separate engine room lights.

Design work has been completed and the models will be priced £225.00 each. They are available to order for a £30.00 deposit. A timeframe has yet to be confirmed, but delivery in 2022 is targeted. For further information:

www.railsofsheffield.com

New releases from Noch

The German scenic specialist has released a new range of market themed figure sets in HO. Supplied in packs of six, each consisting of a selection of figures, with stalls and accessories included, these include – ref.16225 Vegetable Stall, ref.16226 Fruit Stall, ref.16227 Flower Stall, ref.16228 Fish Stall, ref.16229 Ice Cream and Hot Dog Van, and ref.16230 Coffee Stall.

Noch has also expanded its range of ground cover foliage with the addition of eight new varieties, each sold as 12cm x 18cm sheets – ref.07250 medium green, ref.07251 olive green, ref.07252 dark green, ref.07253

green/beige, ref.07254 green/brown, ref.07255 meadow yellow, ref.07256 meadow white and ref.07257 meadow red.

For more details about the firm's range of scenic materials and accessories:

www.noch.com



Donald Peter Rowland

The name Don Rowland will be familiar to many as a noted authority on many prototype railway matters, particularly BR wagons. He was also an accomplished railway modeller and staunch enthusiast for the steam era of Britain's railways.

Don joined the Historical Model Railway Society in 1959 and, as well as serving as the organisation's BR Wagon Steward, he was elected to the post of President at the AGM held in March 1996, which he held for five years until 2001. Such was his enthusiasm for the humble goods wagon, that he remained in the post of Wagon Steward, answering enquiries and dealing with assorted points and observations for many years of his life.

Don was also one of the founder members of the LMS Society, attending this organisation's first official meeting at the Clarendon Hotel, Derby, in 1963. In addition to being a regular attendee at the twice-yearly meetings of the

society, he was a keen proponent of the society's work and aims, serving as Chairman for many years.

The book *British Goods Wagons* was co-authored by Don, in conjunction with Bob Essery and Bill Steel and was published by David & Charles in 1969. At a time when most steam railway enthusiasts were more concerned with three-quarter front views of express locomotives hauling rakes of luxurious coaches, it was regarded as a ground-breaking work. He also carried out the necessary research work for the book *British Railways Wagons* published by David & Charles in 1985.

Don was a member of the East of Scotland 4mm Group – affiliated to the Scalefour Society – which constructed *Bonnybridge Central*. This layout was described by Don when it was featured as 'Railway of the Month' in the May 1991 issue of *RAILWAY MODELLER*.

Don was also prominent in the Scalefour Society itself. This was

recognised by the society when he was awarded the Beth Evans Award in 1995, established in her memory to recognise persons who have embodied her ideals of service to the Scalefour Society, furtherance of its aims and helpfulness to its members. He went on to become Scalefour Society President from 2003 – 2006.

He was also involved within the railway preservation movement, being an active participant and volunteer on the Strathspey Railway in Scotland.

Don was a true gentleman and every conversation with him, along with the many amazing snippets of railway information which he could provide, were to be treasured. The world is so much the poorer for his passing.

Donald Peter Rowland. 25 March 1930 – 9 August 2021.

Ed – Our thanks to Arnold Tortorella for his assistance with preparing this obituary. Our condolences to Don's family and friends.

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.

JANUARY 2022 issue deadline: NOVEMBER 1st

CANCELLATIONS

Saturday 23 and Sunday 24 October TAUNTON, Somerset

Organiser: Rail-Ex Taunton organised by Somerset Railway Modellers Club
Website: www.somersetrailwaymodellers.uk

Saturday 27 and Sunday 28 November BIRMINGHAM, NEC

Organiser: Warley Model Railway Club
Venue: National Exhibition Centre
Website: www.thewarleyshow.co.uk
As an alternative the club is planning to host a local Warley Show at its headquarters in Oldbury. Limited to 250 entrants per day, tickets will be available via the club's website from mid-October. See opposite.

LIVE EVENTS

The following live events have been notified to us, but are subject to all changes in Government restrictions which may alter without notice. Visitors should check with the organisers before travelling to the venue.

**Saturday 16 October
WOMBOURNE, Wolverhampton**
Organiser: Elizabethan Railway Society
Venue: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA
Contact: 07927 059930

**Saturday 16 and Sunday 17 October
CORBY, Northamptonshire**
Organiser: Corby and District MRS
Venue: St. Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northants NN18 0EH

**Saturday 16 and Sunday 17 October
DARLINGTON, Co. Durham**
Organiser: Darlington Model Railway Club
Venue: Darlington Railway Museum, North Road Station, Darlington, Durham DL3 6ST
Contact: 07484 211670

**Saturday 16 and Sunday 17 October
UCKFIELD, East Sussex**
Organiser: Uckfield Model Railway Club
Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Contact: Adrian Colenutt 01903 745759
Website: www.uckfieldmrc.co.uk

**Saturday 16 and Sunday 17 October
WARRINGTON, Cheshire**
Organiser: Warrington MRC
Venue: Warrington and Vale Royal College, Winwick Road, Warrington WA2 8QA
Contact: 01925 815092
Website: www.warringtonmodelrail.co.uk

**Saturday 23 October
ICKENHAM, Greater London**
Organiser: Ickenham & District Society of Model Engineers
Venue: Ickenham Village Hall UB10 8DG
Contact: Graeme Vickery 01895 676282

**Saturday 23 and Sunday 24 October
CAISTOR, Lincolnshire**
Organiser: Caistorail MRC

Venue: Town Hall, Caistor, Lincolnshire
Contact: 01790 754020 or 07733 414866

**Saturday 23 and Sunday 24 October
LEEDS, West Yorkshire**
Organiser: Leeds Model Railway Society
Venue: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS
Contact: 07900 338215
Website: www.leedsmrs.org

**Saturday 23 and Sunday 24 October
NORTH SHIELDS, Tyne and Wear**
Organiser: Blyth & Tyne Model Railway Society charity event
Venue: Christ Church, Preston Road, North Shields NE29 0LW
Contact: trevor3489@hotmail.com
Website: www.btmrs.co.uk

**Sunday 24 October
KIDDERMINSTER, Worcestershire**
Organiser: Wyre Forest MRC
Venue: Club rooms, First Floor, 101 Comberton Hill, Kidderminster DY10 1QH
Contact: David Rook 01902 843760

**Sunday 24 October
WEXFORD, Ireland**
Organiser: Wexford MRC
Venue: Open Day at St Joseph's Community Centre, Newline Rd, Wexford, Ireland
Contact: Philip Parslow 0035 3851 313858
Website: Wexfordmodelrailwayclub.ie

**Saturday 30 October
HINCKLEY, Leicestershire**
Organiser: Hinckley MRC
Venue: St. Peters RC Church Hall, Leicester Road, Hinckley LE10 1LS
Contact: 07805 078720

**Saturday 30 October
MINEHEAD, Somerset**
Organiser: Exmoor Coast Railway Modellers
Venue: Sainsbury Community Hall, Sainsbury Road, Minehead, Somerset TA24 8JZ
Contact: 01643 706736

**Saturday 30 October
TRIMLEY ST MARY, Suffolk**
Organiser: Felixstowe Area N Gauge Group
Venue: The Welcome Hall, High Road, Trimley St Mary, Suffolk, IP11 0NT
Contact: Chris Shum 01394 277211

**Saturday 30 and Sunday 31 October
ABERDEEN, Aberdeenshire**
Organiser: Aberdeen Model Railway Club
Venue: Aberdeen Airport Dyce Hotel, Sure Hotel Collection by Best Western, Farburn Terrace, Dyce, Aberdeen AB21 7DW
Contact: Visit the Facebook page of the club at: [AberdeenModelRailwayClub](https://www.AberdeenModelRailwayClub)

**Saturday 30 and Sunday 31 October
CATHCART, Glasgow**
Organiser: Clydeside MRC
Venue: Pollokshaws Burgh Hall, 2025 Pollokshaws Road, Glasgow G43 1NE
Website: www.clydesidemrc.com

**Saturday 30 and Sunday 31 October
CHELTENHAM, Gloucestershire**
Organiser: Cheltenham GWR Modellers Group
Venue: St. Margaret's Hall, Coniston Road, Hatherley, Cheltenham GL51 3NU
Website: www.cheltmodrail.org.uk

**Saturday 30 and Sunday 31 October
GAYDON, Warwickshire**
Organiser: Publishing Works Ltd
Venue: British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ
Contact: 01507 499081
Tickets: 01926 649649
Website: www.gbmr.co.uk

**Sunday 31 October
CASTLE BROMWICH, West Midlands**
Organiser: Birmingham Model Railway Club
Venue: Arden Hall, Water Orton Rd, Castle Bromwich B36 9PB
Contact: 07766 923361

**Sunday 31 October
MILLAND, Hampshire**
Organiser: Milland Valley MRG
Venue: Milland Valley Memorial Hall, Iping Road, Milland, Liphook GU30 7NA
Website: www.millandvalleyrailway.co.uk

**Saturday 6 November
SHEFFIELD, South Yorkshire**
Organiser: Sheffield MRS mini-show
Venue: Carterknowle Methodist Church Sunday Schoolrooms, Edgedale Road, Sheffield, S7 2BQ
Contact: 07768 513880

**Saturday 6 and Sunday 7 November
ELGIN, Morayshire**
Organiser: Elgin Model Railway Club
Venue: Elgin Town Hall, Elgin, Moray IV30 1UL
Contact: enquiries@elginmodelrailwayclub.co.uk

**Saturday 6 and Sunday 7 November
GRAVESEND, Kent**
Organiser: Gravesend Model Railway Show
Venue: Northfleet School for Girls Hall Road, Northfleet, Kent DA11 8AQ

**Saturday 13 November
THEYDON BOIS, Essex**
Organiser: Epping Railway Circle
Venue: The Village Hall, Theydon Bois, Essex CM16 7ER
Website: www.eppingrailwaycircle.com

**Saturday 13 November
WESTBURY, Wiltshire**
Organiser: West Wiltshire Gauge O Group
Venue: The Paragon Hall, Haynes Road, Westbury, Wiltshire BA13 3HA
Website: www.wwg0g.co.uk

**Saturday 13 and Sunday 14 November
HULL, East Yorkshire**
Organiser: Hull Miniature Railway Society
Venue: Walton Street Leisure Centre, Goathland Close, Walton Street, Hull, East Yorkshire HU3 6JB
Website: www.hullmrs.org/hullshow/

**Saturday 13 and Sunday 14 November
TOLWORTH, Greater London**
Organiser: Tolworth Showtrain 2021
Venue: Tolworth Recreation Centre, Fullers Way North Tolworth Surrey KT6 7LQ
Contact: 020 8949 3413
Website: www.tolworthshowtrain.co.uk

**Saturday 20 November
BARRY, Vale of Glamorgan**
Organiser: Barry and Penarth MRC
Venue: Highlight Park Community Centre, Stirling Road, Highlight Park, Barry CF62 8NX
Contact: 07900 857719
Website: www.bpmrc.club

**Saturday 20 November
PORTSMOUTH, Hampshire**
Organiser: South Hants Model Railway Club
Venue: The Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
Website: www.shmrc.org.uk

**Saturday 20 and Sunday 21 November
BRIGHTON, East Sussex**
Organiser: Brighton Model Railway Club
Venue: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8TA
Contact: 01273 771929
Website: www.brightonmrc.wordpress.com

**Saturday 20 and Sunday 21 November
BROADSTAIRS, Kent**
Organiser: Crampton Tower Museum
Venue: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB
Contact: 07803 229235
Website: www.cramptontower.co.uk

**Saturday 20 and Sunday 21 November
THORNBURY, Gloucestershire**
Organiser: Thornbury and South Glos. MRC
Advance tickets ONLY via the website
Venue: The Chantry, Castle St, Thornbury, South Glos BS35 1HB. The venue's narrow corridors make it unsuitable for wheelchairs.
Website: www.tsgmr.co.uk

**Sunday 21 November
SLEAFORD, Lincolnshire**
Organiser: Sleaford and District MRC. In support of Lincs and Notts Air Ambulance
Venue: Ruskington Village Hall, Parkfield Road NG34 9HT
Contact: 07821 618718

**Saturday 27 and Sunday 28 November
OLDBURY, West Midlands**
Organiser: Warley Model Railway Club
Venue: Warley Model Railway Club, Pearsall Drive, Oldbury, West Midlands
Features: Warley Local Model Railway Show hosted at its HQ in Oldbury. Limited to 250 entrants per day, tickets available via the show website from mid-October.
Website: www.thewarleyshow.co.uk

ONLINE EVENTS

Saturday 9 to Sunday 17 October
Organiser: Oxford & District MRC
Website: www.oxfordmrc.org.uk
Open: No times given
Admission: Free via website

Sunday 6 November
Organiser: Gauge O Guild Virtual Show
Website: www.gaugeoguild.com
Open: 0930 – 1700
Admission: Free via the front page of the Guild's website. All recordings from the event will be available until 30 November
Contact: email: jackiegogevents@gmail.com

GAUGE O GUILD

Tuesday 26 October
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 September. Visit the front page of the Gauge O Guild website to secure your place.
Features: An Evening With Thomas Hoy and Colin French. Find out about designing and building small layouts in O gauge
Contact: email: jackiegogevents@gmail.com

Friday 26 November
Organiser: Gauge O Guild via Zoom
Website: www.gaugeoguild.com
Open: Starts 2000hrs BST
Admission: As above. Booking opens 27 Oct.
Features: An Evening With Jeff Langham and Peter Reynolds. Prototype signalling and how to apply it to a model railway.

MEETINGS

Tuesday 9 November, 1930hrs
Wells Railway Fraternity
My life in Transport by Jonathan Jones-Pratt
Venue: Wells Town Hall, Wells, Somerset
Contact: Andrew Tucker 01749 830695

Full listings to return from Jan 2022 issue: rm-clubs@btconnect.com

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This section is reserved for the use of traders only.

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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

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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

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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 3QJ. Email: claireclarke@aol.com Tel: 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

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WRENN W2234 CLASS 08 DIESEL 0-6-0 WITH ORIGINAL BOX £37 + £3 P&P. Also a Lima King class blue with original box £40 plus £3 P&P. Please telephone: 07932 052 918.

FOR SALE. 6233 D. of Sutherland (Post war black) Langley kit on Minitrix Britannia chassis £75. Rebuilt Scot 6116 Irish Guardsman, modified Peco Jubilee, not detailed as it would have spoilt Mr Bak's paint job. Post war black £60. Stanier 8F. 8012 detailed, tender pickups, with a BHE Fowler tender, boxed. 8045, detailed, tender pick-ups, just been overhauled by Bob Russell, boxed, £65 each. 50ft Gangwayed Brake x 5, Third Corridor x 2, Corridor Composite 65ft First Open, these are original Ultima/ Cavendish kits. £20 each. 3 Bill Bedford kitbuilt Midland Bain Coaches, DG couplings, £25 the set. Postage to be arranged. Alastair Knox. Contact on either 07812 848649 or kathall@scotland1145.plus.com

O GAUGE LEE MARSH PRINCESS ROYAL BR LATE MAROON 46204 PRINCESS LOUISE, DCC sound, mint boxed, test run only, by Lee Marsh – cost £2,850 accept £1,950. Tel: 07599 642 940, Leigh, Lancs.

500+ RAILWAY MODELLERS FOR SALE. 1970'S TO PRESENT – best offer however small by end of month. Buyer to collect from East Yorkshire. 07495 878 964.

OO GAUGE EXHIBITION LAYOUT – NEPTUNE STREET YARD AS FEATURED IN FEBRUARY 2008 RAILWAY MODELLER. 36 ins x 15 ins main board plus 25 ins two track traverser. Both boards fully scenic. Power controller and stock not included. Can operate as DC or DCC £150. Telephone: 01708 507 649, email: gandl168@ntlworld.com

OO GAUGE FINESCALE LAYOUT, HARBOUR WITH PASSENGER AND GOODS FACILITIES. Will include trestles, lighting, rig control panel and controller, ready to use, pictures available. £250. Tel: 01536 522 114, some stock available separately.

OO GAUGE LAYOUT AS ILLUSTRATED IN RAILWAY MODELLER OCTOBER 2021. 12ft x 4ft 3 sections. Email: john.haward@empingham.org.uk telephone: 01780 460 502.

EXLEY O GAUGE SOUTHERN - 2 COACHES, 1 all 3rd corridor, 1 guard coach – both in southern green and good condition, unfortunately no box, but will be packed, good bargain £275 the pair + £8 p+p. Tel: 07932 052 918.

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. **JOHN TURNER**, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

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

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

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FULGEREX SLOW ACTION SWITCH MACHINE FOR CHANGING POINTS NEEDED URGENTLY to replace expired motors on my model railway. New or slightly used would be fine. Phone **NICK GILL** on 07946 532 407.

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.

October 2021

24 October (Sun) 9.45am-1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

31 October (Sun) 10.30am-3pm
READING - TOYFAIR AND EXHIBITION (INCORPORATING READING VINTAGE), Rivermead Leisure Complex, Richfield Avenue RG1 8EQ. Approximately 160 sales tables offering vintage, new & pre-owned toys & models, also model railway layouts and displays. Admission £5, accompanying Children under 16 free, early entry 8.30am £10, 9.30am £7. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323.

November 2021

7 November (Sun) 10.30am-3pm
BUXTON - 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

7 November (Sun) 10.30am-3pm
EXETER (WESTPOINT) TOY AND TRAIN COLLECTORS FAIR, Westpoint Arena, Clyst St Mary, Exeter. One mile from the M5. Up to 300 stalls selling model railway items, obsolete and new. Hot and cold refreshments and free parking for thousands of cars. For more information and Stall availability contact: BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641. www.bulldogfairs.com

7 November (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

13 November (Sat) 10.30am-3pm
SANDOWN PARK - 500 STALLS, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre,

Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £6.50, Senior Citizens £6, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show. Tel: 01604 846 688 www.bpfairs.com

14 November (Sun) 10.30am-3pm.
LLANELLI/LLANGENNECH TOY & TRAIN SALE. Llangennech Community Centre, Llangennech, Nr Llanelli, Carmar. SA14 8TH. One mile from J48 of M4. 45 tables. Parking, Cafe. Details at www.chrisdyerfairs.co.uk Tel: 07966 694579.

14 November (Sun) 10.30am-3pm
MEGA MALVERN - THREE COUNTIES SHOWGROUND WR13 6NW. 200 Stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641. www.bulldogfairs.com

14 November (Sun) 9.45am-1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

14 November (Sun) 10am-2pm
POTTERS BAR TOY & TRAIN FAIR, Elm Court, Mutton Lane, EN6 3BP. Admission £2. Telephone Colin on 01279 301 407 or Joe 07866 641 215.

14 November (Sun) 10.30am - 2.30pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET. Adults £3, Seniors £2.50, First Child £2.00. Catering and Free Parking. J & J Fairs. Tel: 01522 880383 www.j-jwebbtoyfairs.com jandfairs@virginmedia.com

21 November (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.

21 November (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

27 November (Sat) 9.45-1.15pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

27 November (Sat) 10.30am-3pm
NORTH BRISTOL TOY & TRAIN SALE, BAWA Health and Leisure Centre, 589 Southmead Road, Filton, Bristol, BS34 7RG, (close to M4 and M5). BUY*SELL*EXCHANGE. Massive free car park, café, 60 tables. Many top dealers. Admission £2.50. Enquiries CHRIS DYER FAIRS. Tel: 01643 702 or 757 07966 694 579 www.chrisdyerfairs.co.uk

28 November (Sun) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

28 November (Sun) 10.30am-2.30pm
ST IVES, One Leisure, Burgess Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU. Adults £3, Seniors £2.50, First Child £2.00. Catering and Free Parking. J & J Fairs. Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandfairs@virginmedia.com

December 2021

27 December every year - 10.30am to 3.30pm
LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £2.50, concessions £2.00, Accompanied Children £1.00. Contact: Jim/Vicci Ricketts. Tel: 01492 517004 email: vicci.ricketts1tf@gmail.com proceeds to Llandudno Transport Festival.

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for January 2022 issue is 18th October.

Please insert the following advertisement under the section headed:

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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.

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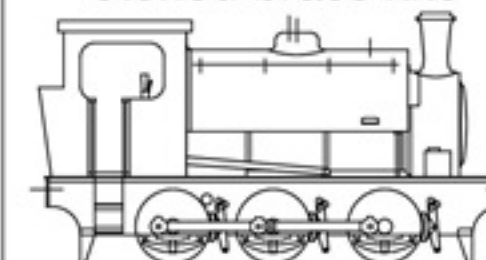
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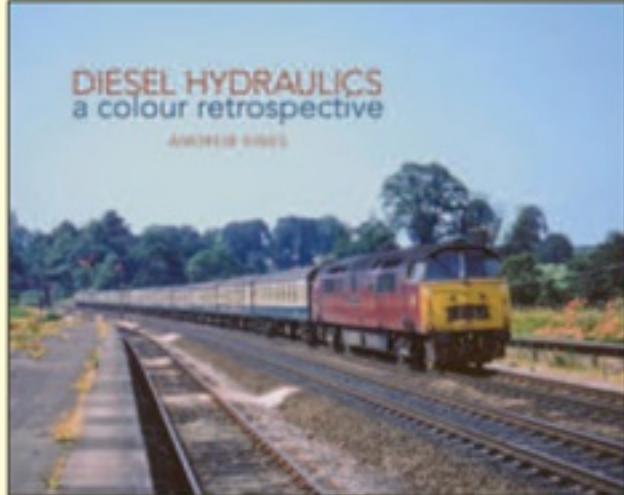
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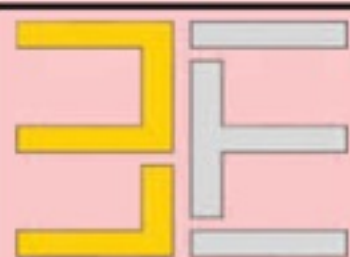
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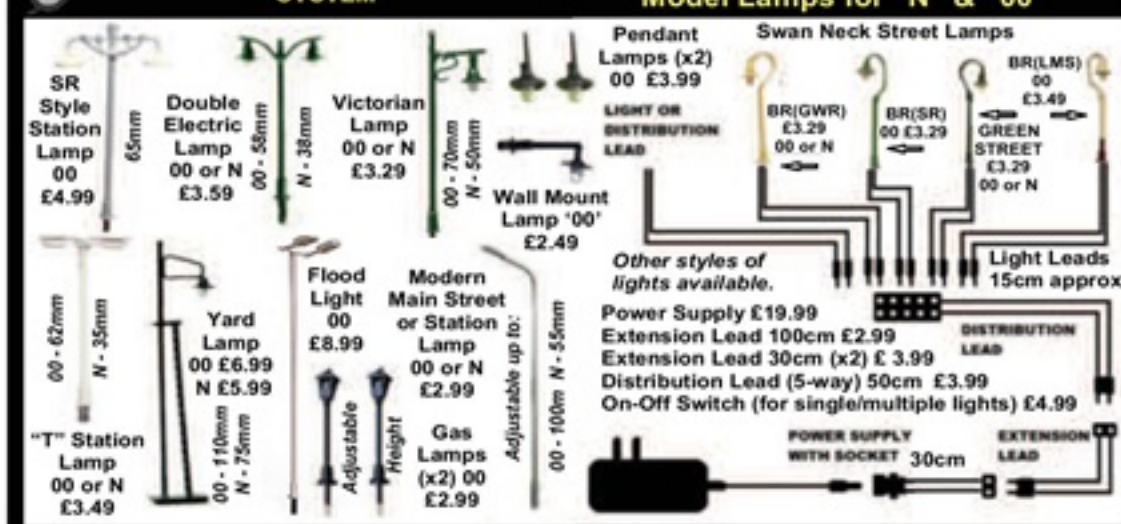
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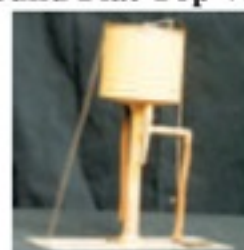
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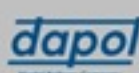
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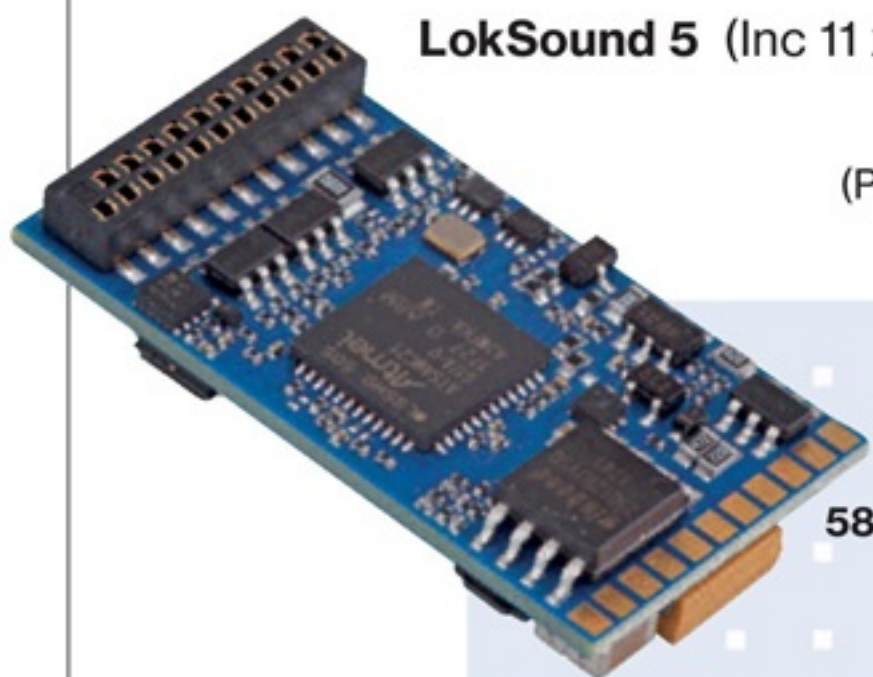
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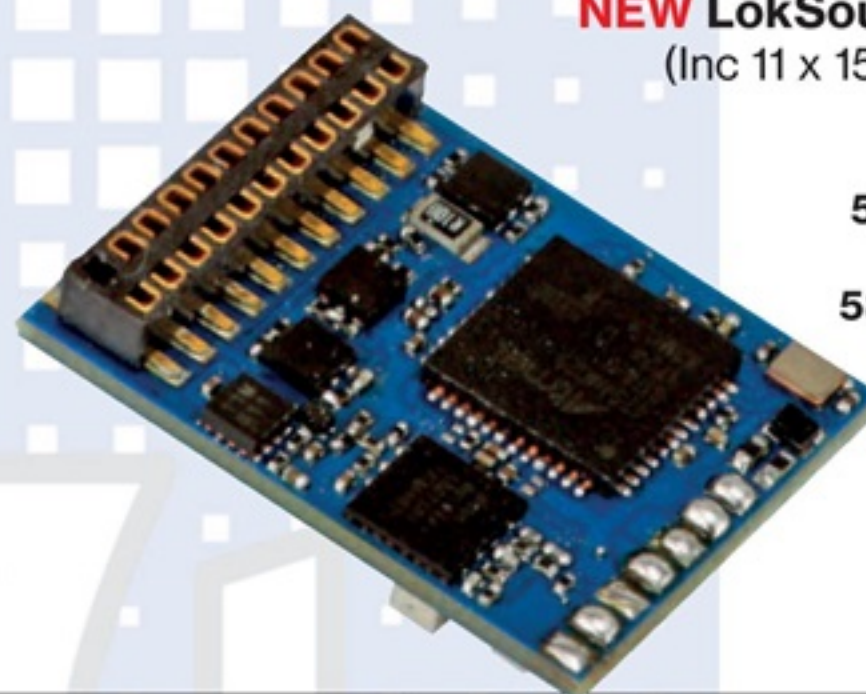
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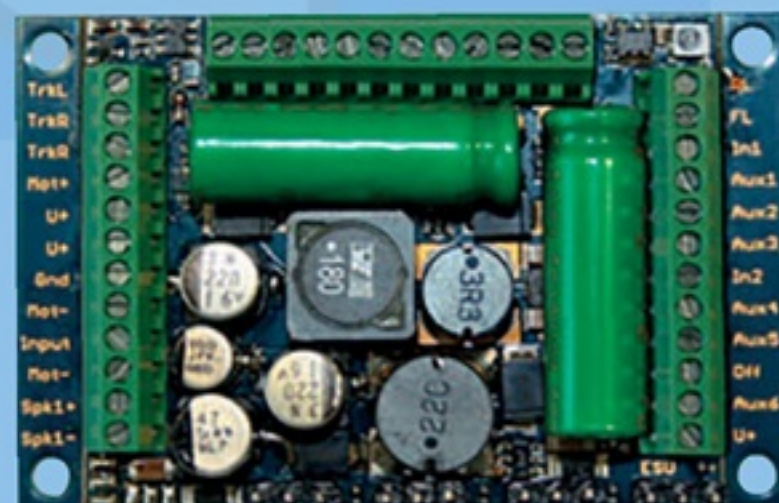
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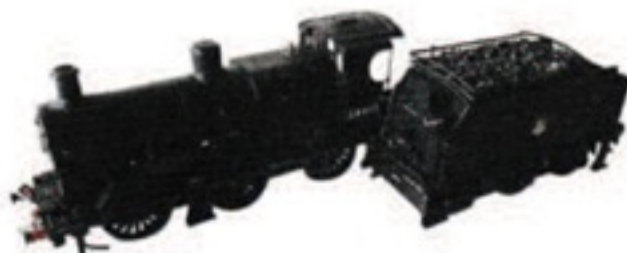
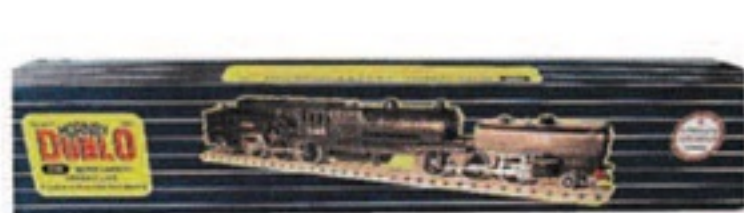
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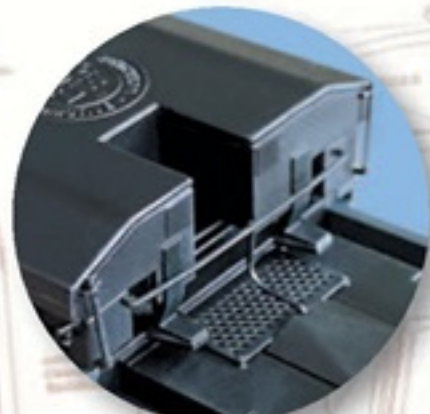
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