

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

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VOLUME 73 No 856

RAILWAY MODELLER

Craiglang

A Scottish urban scene in O

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**2022
PLANS REVEALED**

HORNBY®
**REPORT
INSIDE**

Bovington Junction

N gauge BR steam with
an armed forces theme

Building a tank wagon kit in OO

Constructing the latest
release from Parkside Models

Furness Railway Rail Motor Car

Drawn and described
in 4mm scale

Brookwood – a layout of a lifetime!

BR Southern Region main line
action in OO

Reviewed inside ...

New Hornby 'Hush Hush' in OO
Collett large Prairie from Dapol in OO
New multi-scale Flexi Loco Lift from Peco

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RAILWAY MODELLER

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Cover photography: Arran Aird

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A second opportunity for readers to vote for their three favourite articles from those published in 2021 and be entered into a prize draw competition. The closing date for entries is 31 January 2022. The results of the RM Cup competition and prize draw winners will be announced in the April 2022 issue.

44a Societies & Clubs

A number of events are listed for February, but we advise potential visitors to contact the organisers or check the respective websites before travelling to the venue. Notices of known cancellations have been included.

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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	
PN960 - Tower Block.....£10.20	
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	M0051 - Cobblestones.....£5.80
PO206 - Low Relief Cinema & Shops.....£9.35	M0052 - Dressed Gritstone.....£5.80
PO210 - Paving Slabs.....£5.95	M0053 - Engineers Blue Brick.....£5.80
PO216 - Platform Kit.....£11.05	M0054 - Brick Sheets.....£5.80
PO226 - Parish Church.....£13.60	M0055 - Paving Sheets.....£5.80
PO228 - Coaching Inn.....£9.35	M0056 - Tarmac Sheets.....£5.80
PO232 - Goods Shed.....£12.75	
PO233 - Signal Box.....£9.35	

OO Gauge Building Papers



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

M0051 - Cobblestones.....£5.80	M0057 - Cut Stonework.....£5.80
M0052 - Dressed Gritstone.....£5.80	M0058 - Semi Cut Stonework.....£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.

RATIO

N Gauge Kits

202 - Cattle Dock.....£16.80	510 - Industrial Fittings.....£3.85
203 - Engine Shed.....£14.45	511 - Wooden Limeside Huts (2).....£6.10
204 - Station Building.....£21.70	512 - Skylights.....£3.85
205 - Station Building Canopy.....£4.25	513 - Provender (Goods) Store.....£18.10
206 - Locomotive Serving Depot.....£16.80	514 - Pack of Assorted Pallets & Sacks.....£4.25
207 - GWR Station Train Shed.....£16.80	515 - Platform Canopy.....£15.30
208 - Apex Platform Canopy.....£8.90	516 - Station Valancing Notice Board.....£4.25
209 - Straight Platform Sections.....£4.70	517 - Concrete Footbridge.....£13.00
210 - Platform Ramps (2 per pack).....£4.70	518 - Concrete Limeside Huts (2).....£6.10
211 - Telegraph Poles (10 per pack).....£4.15	519 - Large Grounded Mess Van/Store.....£9.15
212 - Water Crane & Fire Devil.....£8.50	520 - Platform/Including Ramps.....£8.95
213 - Station/Street Lamps (4).....£4.85	521 - Industrial Window Arches.....£4.25
214 - Yard Crane.....£5.10	522 - Engine Shed Inc. Hut.....£28.50
215 - Square Water Tower.....£8.95	523 - Industrial Windows.....£4.25
216 - Limeside Fencing White.....£4.25	524 - Weighbridge & Hut.....£6.10
217 - Limeside Fencing Wood Brown.....£4.25	525 - Coal/Timber Merchants.....£23.80
218 - Signal Laddering.....£4.70	526 - Coal Sacks (48 per pack).....£4.55
219 - Concrete Fencing Gates.....£4.25	527 - Carriage Shed (320mm x 105mm).....£23.80
220 - Stone Goods shed.....£14.45	528 - Water Tower GW Pillar.....£13.40
221 - Pallets Sacks Barrels.....£4.15	529 - Oil Depot.....£15.10
222 - Concrete Footbridge.....£8.95	530 - Oil Tanks (2).....£11.90
223 - GWR Wooden Signal Box.....£14.45	531 - Yard Crane.....£11.90
224 - Signal Box Interior.....£5.95	532 - Coal Depot.....£10.20
225 - Flat Roof Platform Canopy.....£8.95	533 - Coal Stalithes.....£5.70
226 - Pump House/Boiler House.....£14.05	534 - Stone Goods Shed.....£29.75
227 - Weighbridge hut.....£6.80	535 - Yard Office.....£4.25
228 - Oil Depot.....£7.55	536 - Midland Signal Box.....£23.50
229 - Coal Depot.....£7.30	537 - Retaining Walls.....£8.65
230 - Round Water Tower.....£7.45	538 - Gutters/Downpipes.....£5.10
231 - Carriage Shed.....£14.45	539 - Midland Signal Box Window.....£5.10
232 - Coal/Builders Merchant.....£14.45	540 - Locomotive Servicing Depot.....£23.80
233 - Loading Gauge.....£4.55	543 - Hoist.....£10.05
234 - Level crossing with Gates.....£8.95	544 - Carriage Cleaning Platform.....£8.10
235 - Level Crossing with Barriers.....£8.95	545 - Loco Lifting Hoist.....£22.35
236 - Midland Signal Box.....£14.45	546 - Traversing Crane.....£24.05
237 - Limeside Huts.....£7.05	546A - Rolling Underframe.....£5.55
238 - 2 Concrete Huts.....£7.05	547 - Coaling Tower.....£26.60
239 - Retaining Wall (350mm).....£9.80	548 - Modular Covered Footbridge.....£23.20
240 - Steel Truss Bridge.....£16.40	549 - Fogmans Hut.....£7.45
241 - Steel Truss Span.....£15.30	550 - Water Trough 768mm.....£10.00
242 - 2 Steel Trestles.....£9.60	551 - Large Water Tower.....£19.15
243 - GWR Station Fencing White.....£5.35	552 - GWR Brick Signal Box.....£13.40
244 - GWR Trackside Fencing White.....£5.35	553 - Signal Box Interior.....£15.95
245 - GWR Spear Fencing Black.....£5.35	554 - ARP Wartime Signal Box.....£10.55
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 Stalithes.....£4.70	
317 - Corrugated Roof.....£3.55	

RATIO

OO Gauge Kits

411 - GWR/LMS Joint Gauge.....£4.25	SS40 - Scrapyard Small Stone Built.....£7.25
412 - SR Loading Gauge.....£5.35	SS41 - Feather Edge Board Fencing.....£5.05
413 - Water Crane & Fire Devil.....£9.45	SS42 - Windows & Doors.....£5.65
419 - Concrete Fence Posts gates.....£5.95	SS43 - Concrete Fencing.....£5.65
420 - GWR Station Fencing White.....£4.70	SS44 - Larch Lap Fencing.....£5.05
421 - GWR Station Fencing White.....£4.25	SS45 - Rustic & picket Fencing.....£5.65
422 - GWR Station Fencing Black.....£4.25	SS46 - Buildings pack A.....£8.50
423 - GWR Limeside Fencing.....£4.25	SS47 - Bow Plate Girder Bridge.....£14.25
424 - Limeside fencing White.....£4.25	SS48 - Timber Signal Box.....£8.95
425 - Limeside Fencing Black.....£4.25	SS49 - Decked Girder Bridge.....£5.05
426 - LMS (MR) Station Fencing white.....£4.25	SS50 - Platelayers Hut.....£5.05
427 - LMS (MR) Station Fencing Black.....£4.25	SS51 - Goods Yard Crane.....£5.05
429 - Concrete Fencing.....£4.70	SS52 - Brick Retaining Arches (4).....£13.40
430 - Picket Fencing Green Gates & Ramps.....£4.70	SS53 - Brick Arch Bridge.....£13.00
431 - Picket fencing green Straight.....£4.25	SS54 - Station Canopy.....£8.50
432 - SR Precast Concrete Pale Fencing.....£5.75	SS55 - Brick Arch Overlays.....£5.05
432A - SR Precast Concrete Pale Fencing Gates & Ramps.....£4.70	SS56 - Level Crossing Gates.....£8.50
434 - Spear Fencing (straight only).....£4.70	SS57 - Vari Girder Plate Girder Panel.....£5.65
435 - Spear Fencing (gates & ramps).....£5.35	SS58 - Garden Sheds Timber Type.....£8.10
436 - Security Fencing.....£11.50	SS59 - Brick Tunnel Mouth & Wing Wall.....£8.50
437 - Wooden Fencing.....£5.35	SS60 - Station Platform Shelter.....£5.65
451 - Signal Laddering (4 lengths).....£4.25	SS61 - Station Platform Sections 264m.....£5.65
452 - Telegraph Poles (16 per pack).....£4.85	SS62 - Station Platform Ramps (pair).....£5.65
453 - Swan Necked lamps (9 per pack).....£4.85	SS63 - Goods Yard Store Timber Built.....£8.50
454 - Concrete Lamps.....£4.85	SS64 - Abutments with Wing Walls.....£8.50
455 - Modern street lights.....£5.75	SS65 - Small Gents Toilet.....£5.65
456 - Station Barrow Crossing.....£5.35	SS66 - Public Toilets.....£8.50
460 - GWR Home.....£11.05	SS67 - Wayside Station Timber.....£11.90
461 - GWR Distant.....£11.05	SS68 - Platform Accessories Nameboard.....£5.65
462 - GWR Home & Distant.....£13.05	SS69 - Stone Type Retaining Arches.....£12.15
465 - Ground Signals (4 per pack).....£4.05	SS70 - Corrugated Iron Chapel.....£7.15
466 - GWR Square Post Signal.....£8.95	SS71 - Round Top Windows.....£7.15
467 - GWR Round Post Signal.....£4.05	SS72 - Village Scene.....£5.65
468 - GWR Round Post Signal.....£11.05	SS73 - Timber Yard.....£13.85
469 - GWR Junction/Bracket Signal.....£12.35	SS74 - Pill Box.....£5.05
470 - LMS Home Signal.....£11.05	SS75 - Bus Shelter.....£5.05
471 - LMS Distant Signal.....£11.05	SS76 - Quoins/Corner Stones.....£5.65
476 - LMS Round post Signal.....£8.95	SS77 - Period York Paving.....£5.65
477 - LNWR Square Post Signal.....£8.95	SS78 - Timber Island Platform Shelter.....£13.00
478 - Pratt Truss Gantry.....£4.05	SS79 - Parapet Bridge Walls.....£5.65
486 - LNER Lattice Post Signal.....£8.95	SS80 - Three Arch Viaduct.....£27.00
493 - SR Rail Built Signal Upper Quadrant.....£14.05	SS81 - Extra Arch & Pier.....£11.05
500 - GWR Signal Box.....£18.10	SS82 - River Canal Bridge.....£11.05
501 - Grounded coach Body.....£6.10	SS83 - 2 Stone Piers Plastic.....£11.90
502 - Cattle Dock.....£18.10	SS84 - Water Wheel & Sluice Gates.....£8.00
503 - Platform/Ground level Signal Box.....£18.10	SS85 - Relay Boxes (set 1).....£4.15
504 - Station Building.....£29.75	SS86 - Window Doors Gates & Porch.....£5.05
505 - Coaling Stage.....£9.15	SS87 - Concrete Trunking.....£5.05
506 - Water Tower.....£18.10	SS88 - Relay Boxes (set 2).....£4.15
507 - Grounded Van Body.....£5.70	SS89 - Point Rodding.....£11.30
508 - Pump House/Boiler House.....£18.10	SS90 - Point Rodding Extension.....£8.50
509 - Occupation Crossing.....£5.75	SS91 - Lever Ground Frames.....£8.50
	SS92 - Garden Buildings & Accessories.....£13.60

510 - Industrial Fittings.....£3.85	SSAM100 - Farmyard Junk.....£9.60
511 - Wooden Limeside Huts (2).....£6.10	SSAM101 - Village Blacksmiths Set.....£9.60
512 - Skylights.....£3.85	SSAM102 - Workshop Set Tools.....£9.60
513 - Provender (Goods) Store.....£18.10	SSM300 - Industrial/Retail Unit Base.....£24.65
514 - Pack of Assorted Pallets & Sacks.....£4.25	SSM310 - Supermarket Frontage.....£10.45
515 - Platform Canopy.....£15.30	SSM311 - Out of Town Unit Frontage.....£8.10
516 - Station Valancing Notice Board.....£4.25	SSM312 - HGV Loading Bays.....£10.45
517 - Concrete Footbridge.....£13.00	SSM313 - Extra Roller Shutter Doors.....£5.05
518 - Concrete Limeside Huts (2).....£6.10	SSM314 - Extra Window & Doors.....£4.80
519 - Large Grounded Mess Van/Store.....£9.15	SSM315 - Industrial/Retail Unit Extension.....£10.45
520 - Platform/Including Ramps.....£8.95	SSM316 - Modern Palisade Fencing.....£10.20
521 - Industrial Window Arches.....£4.25	SSM317 - Modern Palisade Fencing.....£9.35
522 - Engine Shed Inc. Hut.....£28.50	SSM318 - Modern Level Crossing.....£25.10
523 - Industrial Windows.....£4.25	SSM319 - Modern Level Crossing Road Bed.....£7.90
524 - Weighbridge & Hut.....£6.10	SSM320 - Modern Level Crossing Equipment Building.....£5.75
525 - Coal/Timber Merchants.....£23.80	SSM321 - Modern Level Crossing CCTV Posts.....£4.25
526 - Coal Sacks (48 per pack).....£4.55	SSM322 - Modern DPD Distribution Depot.....£25.50
527 - Carriage Shed (320mm x 105mm).....£23.80	SSM323 - Modern Security Gate.....£7.25
528 - Water Tower GW Pillar.....£13.40	
529 - Oil Depot.....£15.10	
530 - Oil Tanks (2).....£11.90	
531 - Yard Crane.....£11.90	
532 - Coal Depot.....£10.20	
533 - Coal Stalithes.....£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.....£13.40	
553 - Signal Box Interior.....£15.95	
554 - ARP Wartime Signal Box.....£10.55	
558 - Nissen Hut.....£10.55	

OO Gauge Kits

CK10 - Farm Cottage Scene.....	£16.15
CK11 - Semi-detached Houses.....	£16.15
CK12 - Two Road Engine Shed.....	£16.15
CK13 - Black Horse Inn.....	£16.15
CK14 - Single Road Engine Shed.....	£16.15
CK15 - Stone Goods Shed Bank & Crane.....	£18.30
CK16 - Country Station Brick Built.....	£32.30
CK17 - Country Station Building.....	£34.00
CK18 - Semidetached Shops.....	£16.15
CK19 - Goods Shed Brick Type.....	£16.15
CK20 - Post Office.....	£16.15
CK21 - Semidetached Stone Cottages.....	£16.15
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.....	£7.45
SS35 - Pagoda Building Iron Type Hut.....	£5.05
SS36 - Dressed Stone Type Wall.....	£5.05
SS37 - Market Stalls.....	£5.50
SS38 - Castle Creep Stone Type Arches.....	£5.05
SS39 - Crossing Keepers Cottage.....	£7.25
SS40 - Scrapyard Small Stone Built.....	£5.05
SS41 - Feather Edge Board Fencing.....	£5.05
SS42 - Windows & Doors.....	£5.65
SS43 - Concrete Fencing.....	£5.65
SS44 - Larch Lap Fencing.....	£5.05
SS45 - Rustic & picket Fencing.....	£5.65
SS46 - Buildings pack A.....	£5.65
SS47 - Bow Plate Girder Bridge.....	£8.50
SS48 - Timber Signal Box.....	£14.25
SS49 - Decked Girder Bridge.....	£8.95
SS50 - Platelayers Hut.....	£5.05
SS51 - Goods Yard Crane.....	£5.05
SS52 - Brick Retaining Arches (4).....	£13.40
SS53 - Brick Arch Bridge.....	£13.00
SS54 - Station Canopy.....	£8.50
SS55 - Brick Arch Overlays.....	£5.05
SS56 - Level Crossing Gates.....	£8.50
SS57 - Vari Girder Plate Girder Panel.....	£5.65
SS58 - Garden Sheds Timber Type.....	£5.65
SS59 - Brick Tunnel Mouth & Wing Wall.....	£8.10
SS60 - Station Platform Shelter Timber.....	£8.50
SS61 - Station Platform Sections 264m.....	£5.65
SS62 - Station Platform Ramps (pair).....	£5.65
SS63 - Goods Yard Store Timber Built.....	£8.50
SS64 - Abutments with Wing Walls.....	£8.50
SS65 - Small Gents Toilet.....	£5.65
SS66 - Public Toilets.....	£8.50
SS67 - Wayside Station Timber.....	£11.90
SS68 - Platform Accessories Nameboard.....	£5.65
SS69 - Stone Type Retaining Arches.....	£12.15
SS70 - Corrugated Iron Chapel.....	£12.15
SS71 - Round Top Windows.....	£7.15
SS72 - Village Scene.....	£5.65
SS73 - Timber Yard.....	£13.85
SS74 - Pill Box.....	£5.05
SS75 - Bus Shelter.....	£5.65
SS76 - Quoins/Corner Stones.....	£5.65
SS77 - Period York Paving.....	£5.65
SS78 - Timber Island Platform Shelter.....	£13.00
SS79 - Parapet Bridge Walls.....	£5.65
SS80 - Three Arch Viaduct.....	£27.00
SS81 - Extra Arch & Pier.....	£11.05
SS82 - River Canal Bridge.....	£11.05
SS83 - 2 Stone Piers Plastic.....	£11.90
SS84 - Water Wheel & Sluice Gates.....	£8.00
SS85 - Relay Boxes (set 1).....	£4.15
SS86 - Window Doors Gates & Porch.....	£5.05
SS87 - Concrete Trunking.....	£5.05
SS88 - Relay Boxes (set 2).....	£4.15
SS89 - Point Rodding.....	£11.30
SS90 - Point Rodding Extension.....	£8.50
SS91 - Lever Ground Frames.....	£8.50
SS92 - Garden Buildings & Accessories.....	£13.65

UK Mainland Standard Postage Rate £4.00 per shipment

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PECO

OO Gauge Accessories

LK1 - Water Tower.....	£4.35
LK2 - Water Crane.....	£2.70
LK3 - Coal Stairthes.....	£3.40
LK4 - Platelayers Hut.....	£2.90
LK5 - Coal Office.....	£2.90
LK6 - Bookstall.....	£4.05
LK7 - Subway Staircases.....	£6.45
LK10 - Plate Girder Bridge Sides.....	£4.35
LK11 - Truss Girder Bridge Sides.....	£4.35
LK12 - Country Station Building	
Brick.....	£18.70
LK13 - Country Station Building	
Stone.....	£18.70
LK14 - Station Houses Brick.....	£16.40
LK15 - Station Houses Stone.....	£16.40
LK156 - Inspection Pit Code 75.....	£8.50
LK16 - Platform Shelter & Hut.....	£16.40
LK200 - Wooden Station	
Building.....	£15.75
LK201 - Highland Railway Signal	
Box.....	£18.10
LK20X - Overall Roof (2 Units).....	£25.50
LK21 - Chocolate Machines.....	£2.15
LK22 - Weighing Machines.....	£2.15
LK23 - Milk Churns.....	£2.70
LK24 - Packing Cases.....	£2.70
LK25 - Green Platform Seats.....	£2.90
LK26 - Red Platform Seats.....	£2.90
LK31 - Single Track Tunnel	
Mouth.....	£5.75
LK32 - Double Track Tunnel	
Mouth.....	£7.20
LK33 - Single Track Bridge Sides.....	£8.45
LK34 - Double Track Bridge	
Sides.....	£9.00
LK35 - Goods Yard Crane.....	£13.50
LK40 - Stone Walling.....	£4.60
LK50 - Level Crossing Gates.....	£5.10
LK51 - Level Crossing Barriers.....	£4.85
LK55 - Turntable Kit.....	£47.60
LK56 - Inspection Pit (Code 100).....	£8.50
LK60 - Platform Edging Brick.....	£5.10
LK61 - Platform Edging Stone.....	£5.10
LK62 - Platform Edging	
Concrete.....	£5.10
LK66 - Platform Edging Ramps	
Brick.....	£2.70
LK67 - Platform Edging Ramps	
Stone.....	£2.70
LK68 - Platform Edging Ramps	
Concrete.....	£2.70
LK80 - Train Shed Unit.....	£33.40
LK81 - Office Buildings.....	£17.65
LK82 - Goods Depot.....	£12.35
LK83 - Signal Box.....	£12.15
LK85 - Flexible Field Fencing.....	£4.35
LK86 - Field Gates.....	£4.85

PECO

N Gauge Accessories

NB3 - Signal Box.....	£12.35
NB5 - Engine Shed.....	£11.00
NB6 - Wooden Goods Shed.....	£8.50
NB7 - Subway Staircase.....	£6.10
NB9 - Small Bungalow.....	£8.00
NB12 - Country Station	
Building.....	£15.80
NB14 - Railway House &	
Extension.....	£15.10
NB16 - Wooden Platform	
shelter.....	£13.50
NB26 - Brick Platform Edging.....	£3.35
NB27 - Concrete Platform	
Edging.....	£3.35
NB28 - Stone Platform Edging.....	£3.35
NB31 - Single Track Tunnel	
Mouth.....	£4.70
NB32 - N Double Track Tunnel	
Mouth.....	£5.05
NB33 - Single Road Bridge Sides.....	£4.70
NB34 - Double Road Bridge	
Sides.....	£5.05
NB38 - Truss Girder Bridge	
Sides.....	£3.90
NB39 - Plate Girder Bridge Sides.....	£3.90
NB40 - Gauge Stone Walling	
Sheets.....	£4.15
NB44 - Brick Walling Blue.....	£3.90
NB45 - Flexible Field Fencing.....	£3.35
NB46 - Gates & Stiles.....	£3.35
NB50 - Level Crossing Gates.....	£4.15
NB51 - Level Crossing Barriers.....	£3.90
NB55 - Turntable Kit.....	£16.95
NB56F - Inspection Pit.....	£7.10

NB66 - Platform Edging Ramps	
Brick.....	£2.70
NB67 - Platform Edging Ramps	
Stone.....	£2.70
NB68 - Platform Edging Ramps	
Concrete.....	£2.70
NB80 - Train Shed.....	£13.95

PECO

Static Grass

Applicators

PSG1 - Micro Applicator.....	£53.55
PSG2 - Pro Applicator.....	£121.55
PSG3 - Precision Applicator.....	£62.05

Glues

PSG10 - Basing Glue (500g).....	£11.90
PSG13 - Adhesive With Pump	
Spray.....	£11.90

1mm Static Grass

PSG101 - Spring Grass.....	£4.05
PSG102 - Summer Grass.....	£4.05
PSG103 - Autumn Grass.....	£4.05
PSG104 - Winter Grass.....	£4.05
PSG105 - Patchy Grass.....	£4.05
PSG106 - Dead Grass.....	£4.05

2mm Static Grass

PSG201 - Spring Grass.....	£4.05
PSG202 - Summer Grass.....	£4.05
PSG203 - Autumn Grass.....	£4.05
PSG204 - Winter Grass.....	£4.05
PSG205 - Patchy Grass.....	£4.05
PSG206 - Dead Grass.....	£4.05
PSG212 - Scorched Grass.....	£4.05
PSG213 - Snow.....	£4.05
PSG214 - Summer Flower.....	£4.05

4mm Static Grass

PSG401 - Spring Grass.....	£3.40
PSG402 - Summer Grass.....	£3.40
PSG403 - Autumn Grass.....	£3.40
PSG404 - Winter Grass.....	£3.40
PSG405 - Patchy Grass.....	£3.40
PSG406 - Dead Grass.....	£3.40
PSG407 - Pasture Grass.....	£3.40
PSG408 - Straw.....	£3.40
PSG411 - Golden Wheat.....	£3.40
PSG415 - Summer Alpine.....	£3.40

6mm Static Grass

PSG601 - Spring Grass.....	£4.05
PSG602 - Summer Grass.....	£4.05
PSG603 - Autumn Grass.....	£4.05
PSG608 - Straw.....	£4.05
PSG609 - Hay Field.....	£4.05
PSG610 - Wild Meadow.....	£4.05

PECO

Tool Sets



PT-100 - Track Layer's Set.....	£68.00
Contains	
- Xuron track cutters	
- Snipe nose pliers	
- Snap-off knife with 10 spare blades	
- Set of 4 needle files	
- Pin vice	
- Drill bits: 0.5 to 2.5 mm	
- A4 cutting mat	
- Sharpie marker pen	
- Track pin pusher	
- Peco track pins	
- Peco rail cleaner	
- Show you how guide: Laying the track	



PT-200 - Kit Builder's Tool Set.....	£34.00
Contains	
- Sprue & plastic cutters	
- Fine tweezers	
- Snap-off knife with 10 spare blades	
- Set of 4 needle files	
- No.0 size brush	
- No.4 size brush	
- A4 cutting mat	
- 150mm/6" steel rule	
- Show you how guide: Kit construction for beginners	

PECO

Flexi Loco Lift



This new versatile system features the ability to directly drive the locomotive on and off the track and can be adapted to all scales from N through to EM, including OO-9 (HOe), HOm3, TT, HOm and OO/HO.

Simply select the gauge that you want by sliding the two halves together until the right gauge has been selected (there are guide marks on the mouldings to help with that) and then self-tapping screws secure things in place. When placed on the track, the metal plates that act as the track ensure that locomotives can be driven on and off with ease. Each Flexi Loco Lift is supplied with two sliding shutter doors, provided to make sure nothing falls out whilst being transported, and these are trimmed to suit the gauge selected. It is as simple as that! No gluing required.

PT-60 - Flexi Loco Lift.....	£9.95
PT-61 - Flexi Loco Lift Double	
Pack.....	£16.65

PECO

Show You How Booklets



SYH1 - No.1 - Layout Planning	
and Design.....	£1.00
SYH2 - No.2 - Building	
Baseboards.....	£1.00
SYH3 - No.3 - Laying The	
Track.....	£1.00
SYH4 - No.4 - Wiring The Layout	
Part 1.....	£1.00
SYH5 - No.5 - Wiring the Layout	
Part 2.....	£1.00
SYH6 - No.6 - Making a Start in	
OO Gauge.....	£1.00
SYH7 - No.7 - Making a Start in N	
Gauge.....	£1.00
SYH12 - No.12 - Modelling	
water.....	£1.00
SYH13 - No.13 - Modelling the	
Landscape.....	£1.00
SYH14 - No.14 - Detailing The	
Landscape.....	£1.00
SYH15 - No.15 - Adding the	
Background.....	£1.00
SYH16 - No.16 - Creating the	
Backscene.....	£1.00
SYH17 - No.17 - Introducing	
DCC.....	£1.00
SYH18 - No.18 - Railway	
Modelling Outdoors.....	£1.00
SYH19 - No.19 - Railway	
Modelling Outdoors in the Larger	
Scales.....	£1.00
SYH20 - No.20 - DCC Decoder	
Installation.....	£1.00
SYH21 - No.21 - Wiring the Layout	
(Points).....	£1.00
SYH22 - No.22 - Signalling the	
Layout (Semaphores).....	£1.00
SYH23 - No.23 - Signalling the	
Layout (Colour Light	
Signals).....	£1.00
SYH24 - No.24 - Operating Points	
& Signals.....	£1.00
SYH25 - No.25 - Introducing DCC	
Sound.....	£1.00
SYH26 - No.26 - Modelling Over-	
head Catenary.....	£1.00
SYH27 - No.27 - Building Wills	
Craftsman Kits.....	£1.00
SYH28 - No.28 - Customising R-T-	
R Locomotives in OO Gauge.....	£1.00
SYH29 - No.29 - An Introduction	
to OO-9 Modelling.....	£1.00

Latest Releases And Due Soon

dapol

OO Gauge GW Large Prairies In Stock Now



4S-041-001 - 51xx Large Prairie	
Tank 5109 Great Western	
Green.....	£119.60
4S-041-002 - 61xx Large Prairie	
Tank 6126 Great Western	
Green.....	£119.60



4S-041-003 - 51xx Large Prairie	
Tank 5108 GW Shitbutton.....	£119.60
4S-041-004 - 51xx Large Prairie	
Tank 5150 GWR Green.....	£119.60
4S-041-005 - 51xx Large Prairie	
Tank 5190 Black British Railways.....	£119.60
4S-041-006 - 41xx Large Prairie	
Tank 4134 BR Lined Green Early	
Crest.....	£119.60



4S-041-007 - 61xx Large Prairie	
Tank 6167 Lined Green Late Crest.....	£119.60

dapol

N Gauge Mk3 Sleepers Latest Liveries



2P-006-001 - BR Mk3 Sleeper BR Blue	
And Grey No.10510.....	£26.35
2P-006-006 - BR Mk3 Sleeper FGW	
Dynamic Lines No.10601.....	£26.35



2P-006-007 - BR Mk3 Sleeper First	
Scotrail Caledonian	
No.10666.....	£26.35

HOBBY
BRAND

OO Gauge Class 47s In Stock



35-410 - Class 47/0 D1565 BR Two	
Tone Green Small Yellow	
Panels.....	£203.96
35-410SF - Class 47/0 D1565 BR	
Two Tone Green Small Yellow Panels	
DCC Sound Fitted.....	£288.96



35-411 - Class 47/0 47012 BR	
Blue.....	£203.96
35-411SF - Class 47/0 47012 BR	
Blue DCC Sound Fitted.....	£288.96



35-418 - Class 47/0 47004 BR	
Railfreight Construction	
Sector.....	£203.96
35-418SF - Class 47/0 47004 BR	
Railfreight Construction	
Sector Sound Fitted.....	£288.96



35-419 - Class 47/3 47375 'Tinsley	
Traction Depot' BR Railfreight	
Distribution.....	£203.96
35-419SF - Class 47/3 47375 'Tinsley	
Traction Depot' BR Railfreight	
Distribution Sound Fitted.....	£288.96

BRITAIN'S
RAILWAYS

OO Gauge LNER V2s Due January/February



35-200 - LNER 2-6-2 V2 4791 LNER	
Lined Green.....	£195.46



35-201 - LNER V2 2-6-2 60845 BR	
Lined Black Early Crest.....	£195.46
35-201SF - LNER V2 2-6-2 60845 BR	
Lined Black Early Crest DCC Sound	
Fitted.....	£280.46



35-202SF - LNER V2 2-6-2 60847 'St	
Peter's School' BR Lined Green Late	
Crest DCC Sound Fitted.....	£280.46

HORNBY

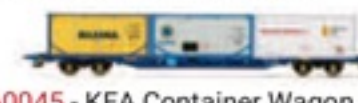
R8161 - Hornby 2022	
Catalogue.....	£10.99
Pre order now for	
despatch as soon as it	
arrives from Hornby	

The Hornby 2022 range will be available to pre order via our website from 11th January! Pre ordering is highly advised due to limited numbers being produced. We don't take any money at the time of placing a pre order and we will contact you when the item is due to arrive.

OO Gauge KFA Container Wagons Available Now



R60046 - KFA Container Wagon with 3	
x 20' Tanktainers.....	£41.63



R60045 - KFA Container Wagon with 3	
x 20' Tanktainers.....	£41.63

OO Gauge Class 91s Due January/February

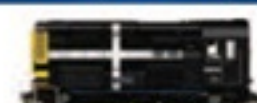


R3891 - Class 91 91118 'The	
Fusiliers' LNER.....	£178.19



R3890 - Class 91 91002 'Durham	
Cathedral' Intercity Swallow.....	£178.19

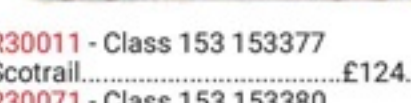
OO Gauge Class 08 Due January/February



R3900 - Class 08 Shunter 0-6-0	
08645 'St. Piran' GWR.....	£144.44



OO Gauge Class 153 Due Early	
2022	



R30011 - Class 153 153377	
Scotrail.....	£124.64
R30071 - Class 153 153380	
Scotrail.....	£124.64



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'O' BR CLASS 56

- 5600 BR Blue Class 56 (unnumbered)
- 5601 BR Large Logo Blue Class 56 (unnumbered)
- 5602 Railfreight Large Logo grey Class 56 (unnumbered)
- 5603 Railfreight Red Stripe grey Class 56 (unnumbered)
- 5604 Trainload Freight Sector grey Class 56 (unbranded)
- 5605 Railfreight Coal Sector grey 56101 Mutual Improvement - WEATHERED
- 5606 Railfreight Construction Sector grey 56110 Croft
- 5607 Loadhaul black/orange Class 56 (unnumbered)
- 5608 BR Large Logo Blue 56099
- 5609 BR Blue 56071



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'OO' CLASS 86/4



- 8640 InterCity Executive 86404
- 8641 Railfreight Distribution grey 86634 University of London.
- 8642 Res red/grey 86416
- 8643 BR retro blue SYP 86426/E3195

- 8644 Railfreight Distribution European grey 86622
- 8645 Caledonian Sleeper blue 86401 Mons Meg
- 8646 Freightliner green/yellow 86609

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SRP **£219.95**

'O' BR CLASS 47



- | | |
|--|-------------------------------------|
| 4850 BR two-tone green Class 47 - (small yellow panel) | 4862 BR Railfreight Red Stripe |
| 4851 BR two-tone green Class 47 - (full yellow ends) | 4863 Railfreight three-tone grey |
| 4852 BR Blue Class 47/0 Full Yellow ends | 4864 BR Civil Engineers grey/yellow |
| 4853 BR two-tone green Mammoth | 4865 BR Parcels red/grey |
| 4860 BR Blue Class 47/4 | 4866 InterCity Executive |
| 4861 BR Large Logo Blue | 4867 Network SouthEast |

SRP **£699.00**

'O' BR CLASS 50



- 4021 BR Large Logo Blue Class 50 (grey roof)
- 4029 BR Large Logo Blue Class 50 (black roof)
- 4030 BR Large Logo Blue 50036 Victorious - WEATHERED
- 4034 HANSON & HALL grey 50008 Thunderer
- 4037 BR Large Logo Blue 50046 Ajax (black roof)
- 4038 NSE light blue 50032 Courageous - WEATHERED
- 4039 Revised Network SouthEast (dark blue) 50033 Glorious

SRP **£699.00**

Weathered versions SRP: £719.00

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OO Gauge Steam Locos

Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Dec 21 / 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor

FR Small England 0-4-0TT
Stage: Deco Samples Due: Q2 2022
Price: £135 Digital: Yes - no socket
hattons.co.uk/pecosmallengland

Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q1 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor

Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet

Class 15xx 0-6-0PT
Stage: CADs Due: TBC 2022
Price: from £127.50 Digital: NEXT-18
hattons.co.uk/rapido15xx

OO Diesels & Electrics

Class 33/2 Re-Tool
Stage: Announced Due: 2022
Price: from £152.96 Digital: 21-pin
hattons.co.uk/heljanoo33

Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37

Class 45
Stage: Early Sample Due: Q2 2022
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45

Class 47
Stage: Prototype Due: Mid-2022
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47

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

Class 86/4 & 86/6
Stage: Painted Samples Due: Jan 2022
Price: from £186.96 Digital: 21-pin
hattons.co.uk/heljan864

APT-E Gas Turbine Unit
Stage: Announced Due: TBC 2022
Price: from £322.96 Digital: 21-pin
hattons.co.uk/rapidoapte

GWR AEC Railcar (Parcels Variant)
Stage: Announced Due: 2022
Price: TBC - Wishlist Digital: 21-pin
hattons.co.uk/heljanoorailcar

Class 104 DMU
Stage: CADs Due: 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

Genesis 4 & 6 Wheel Coaches
Stage: Deco 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: Q1 2022
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard

GPV Gunpowder Vans
Stage: Engineering Samples Due: 2022
Price: £28.01 Digital: N/A
hattons.co.uk/rapidogpv

Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron

MGR Hopper Wagons & CDAs
Stage: Deco Samples Due: Q4 21 - 22
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemgr

MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q1 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemha

N Gauge Steam Locos

LSWR Class M7 0-4-4T
Stage: Prototype Due: Q2 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locos

Class 28 Co-Bo
Stage: CADs Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo

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

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 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljano37

Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljandeltic

Class 66
Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin
hattons.co.uk/dapolo66

Class 73
Stage: Engineering Sample 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: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar

Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

Class 121 'Bubble Car'
Stage: Painted Samples Due: Q1 2022
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q1 2022
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley

Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2

Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
Price: from £152.15 Digital: N/A
hattons.co.uk/heljanccct



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OO Gauge (1:76 Scale)

Dapol - Steam locos

4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 BR lined green early emblem NEW... £119.60

NEW



4S-041-003 Class 5101 'Large Prairie' 2-6-2T 5108 in GWR green shirtbutton emblem NEW... £119.60

NEW



4S-041-001 Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering NEW... £119.60

NEW



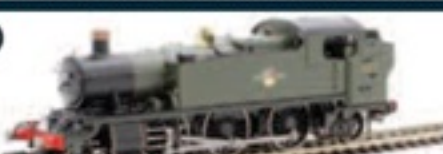
4S-041-004 Class 5101 'Large Prairie' 2-6-2T 5150 in GWR green GWR lettering NEW... £119.60

NEW



4S-041-005 Class 5101 'Large Prairie' 2-6-2T 5190 in BR black BRITISH RAILWAYS lettering NEW... £119.60

NEW



4S-041-007 Class 61xx 'Large Prairie' 2-6-2T 6167 in BR lined green late crest NEW... £119.60

NEW



DMUs

4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (RRP £129.95) BARGAIN... £89

Hattons Originals - Diesel locos

H4-66-036 Class 66 66623 in Freightliner/G&W orange (RRP £1150) BARGAIN... £119

Wagons

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

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

Heljan - Wagons

BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 (RRP £75) BARGAIN... £45

BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 (RRP £75) BARGAIN... £45

BOC17 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0019 (RRP £75) BARGAIN... £45

BOC12 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0032 (RRP £75) BARGAIN... £45

BOC15 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0034 (RRP £75) BARGAIN... £45

5115 IGA Cargowagon bogie flat barrier wagon twin pack concrete panel weights in RailAdventure grey... £110.46

Hornby - Train sets - analogue

R1167 'Flying Scotsman' starter train set 4472 'Flying Scotsman' loco in LNER green and three Gresley teak coaches... £157

R1214 East Coast Express starter train set... £157.50

R1234 Starter train set - 'Hogwarts Express' - Harry Potter range... £180

Coaches

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

OO9 Narrow Gauge

Heljan - Steam locos

9963 Lynton & Barnstaple 2-6-2T 190 'Lyd' in Southern Railway green - as preserved (RRP £219.95) BARGAIN... £154

9960 Lynton & Barnstaple 2-6-2T E188 'Lew' in Southern Railway green (RRP £219.95) BARGAIN... £154

9984 Lynton & Barnstaple Baldwin 2-4-2T E762 'Lyn' in SR olive green 1929 - 1932... £203.96

Peco Products - Wagons

GR-240B0 8 ton L&B bogie goods brake van 14 in Lynton and Barnstaple brown NEW... £31.50

GR-240A0 8 ton L&B bogie goods brake van 5 in Lynton and Barnstaple grey NEW... £31.50

GR-241AC 8 ton L&B bogie goods brake van 56039 in Southern Railway brown NEW... £31.50

N Gauge

Dapol - Coaches

2P-006-001 Mk 3 SLEP sleeper pantry 10510 in BR blue and grey Intercity Sleeper branding NEW... £26.35

2P-006-007 Mk 3 SLEP sleeper pantry 10666 in ScotRail 'Caledonian Sleeper' NEW... £26.35

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)

Hattons Originals - Coaches

LNERTeakPackC Gresley Teak 3-pack in BR carmine and cream (includes 2 x H7-TC186-003-GA and 1 x H7-TC186-004-GA) (RRP £747) BARGAIN... £509

LNERTeakPackA Gresley Teak 4-pack in LNER teak (includes H7-TC175-001, H7-TC115-001, and 2 x H7-TC186-002) (RRP £996) BARGAIN... £599

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

H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - 'Record Breaker' (RRP £750) BARGAIN... £579

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (RRP £750) BARGAIN... £579

H7-A4-007 Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (RRP £750) BARGAIN... £579

Diesel locos

2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (RRP £395) BARGAIN... £259

1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (RRP £549) BARGAIN... £350

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

4851 Class 47 in BR two-tone green full yellow ends - unnumbered... £594.15

4866 Class 47 in Intercity Executive - unnumbered... £594.15

4867 Class 47 in original Network South-East original - unnumbered... £594.15

6006 Class 60 60021 'Pennyghent' in GBRl blue and orange... £551.65

6007 Class 60 60059 'Swinden Dalesman' in Loadhaul black and orange - weathered... £568.65

6004 Class 60 in DB Cargo traffic red - unnumbered... £551.65



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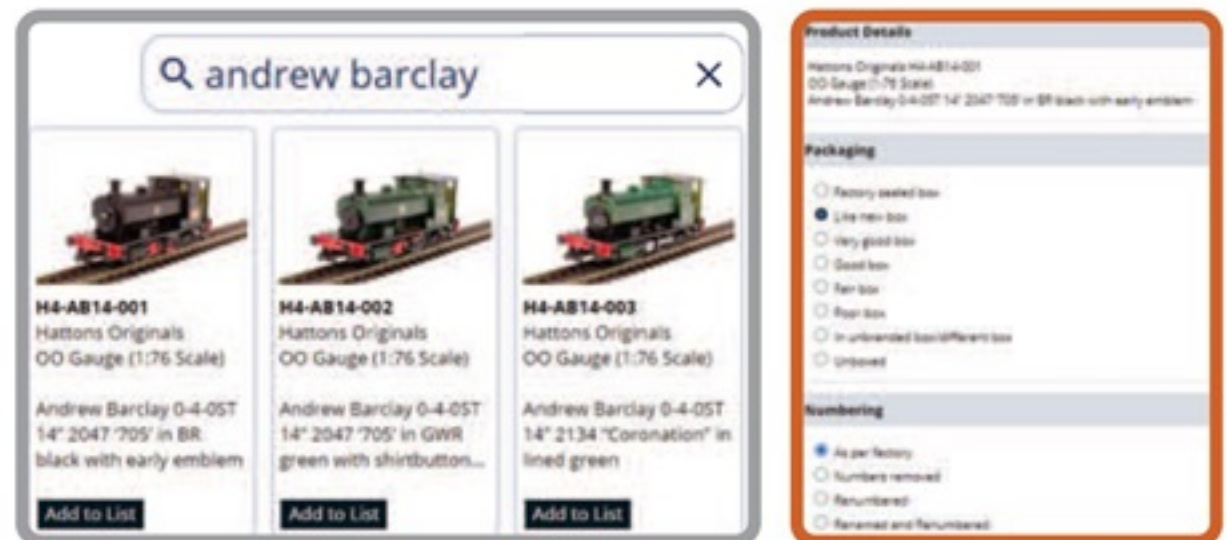


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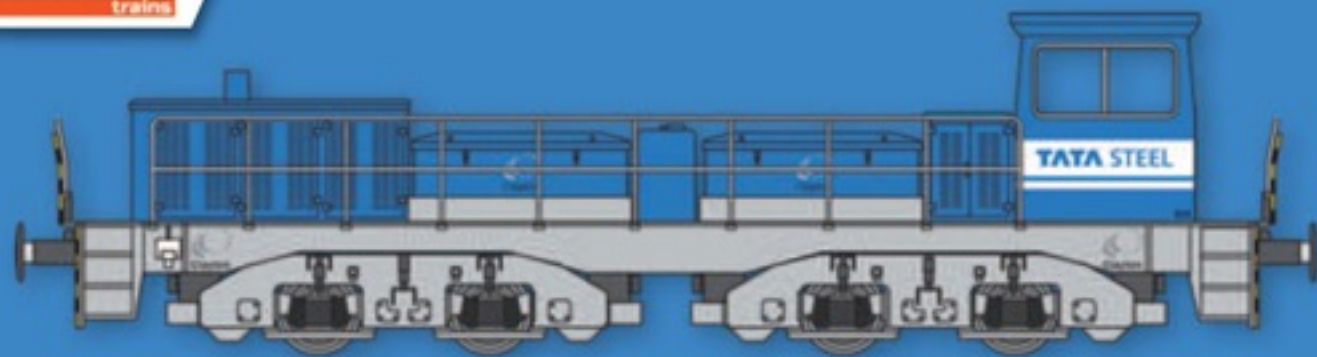
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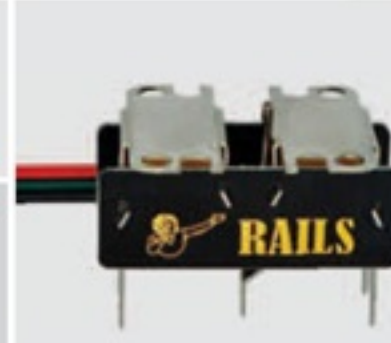
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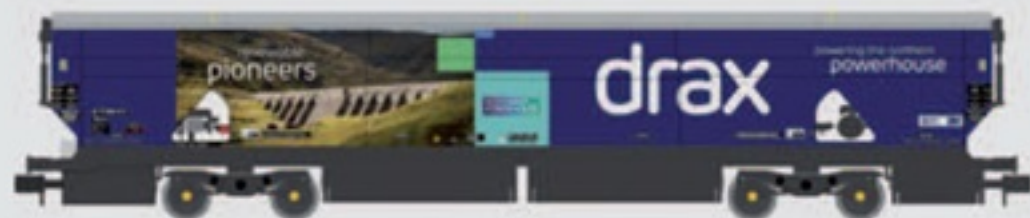


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GMC-T5	Three Track Controller with Simulation	£225.00
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See the GM365 Gaugemaster Catalogue (£5.00) for more details

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GMKD21 Level Crossing with Hut GMKD24 Water Tower GMKD29 Modern Station GMKD30 Modern Waiting Rooms GMKD31 Station Master's House GMKD38 Steel Footbridge GMKD41 Wide Platform (2) GMKD42 Wide Ramps (2)

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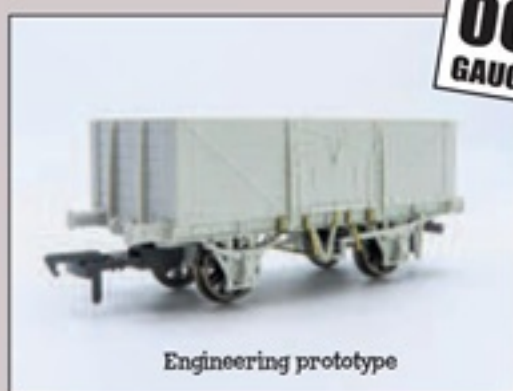
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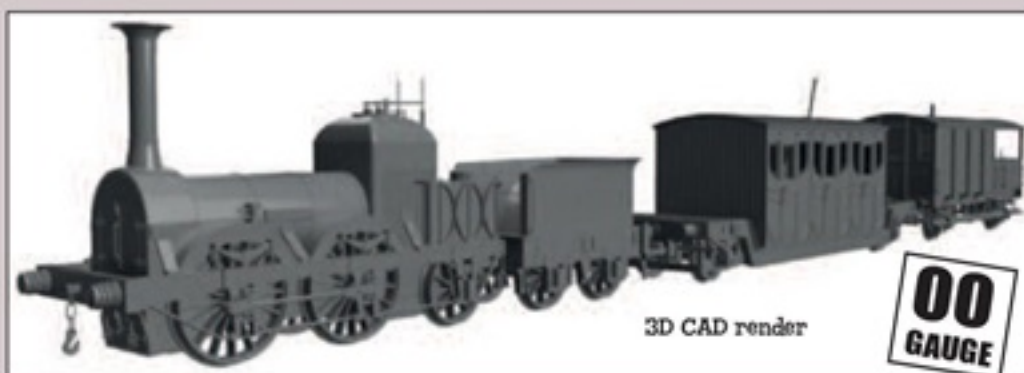
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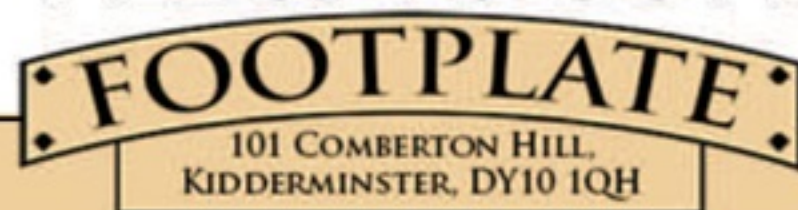
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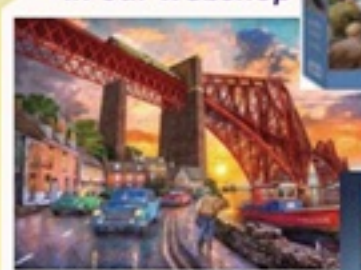
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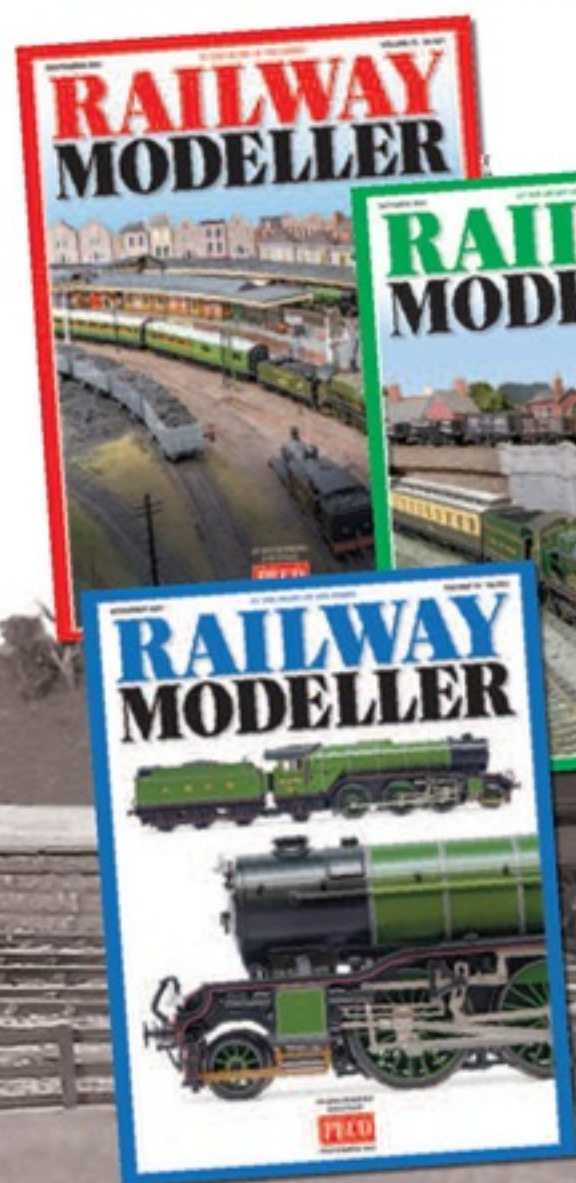
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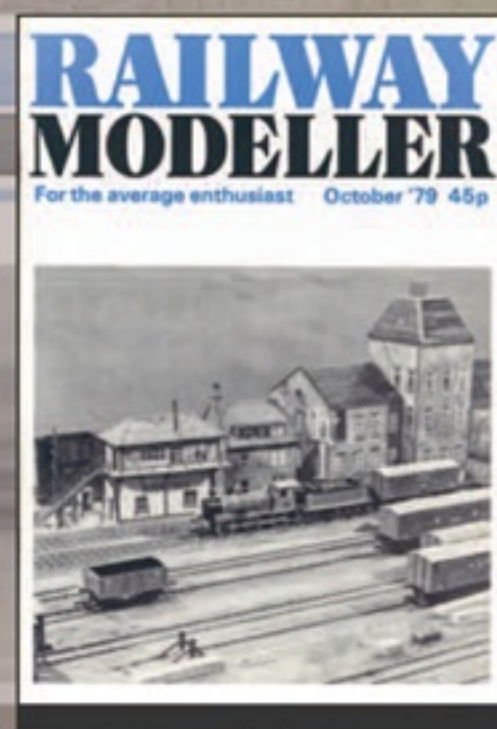
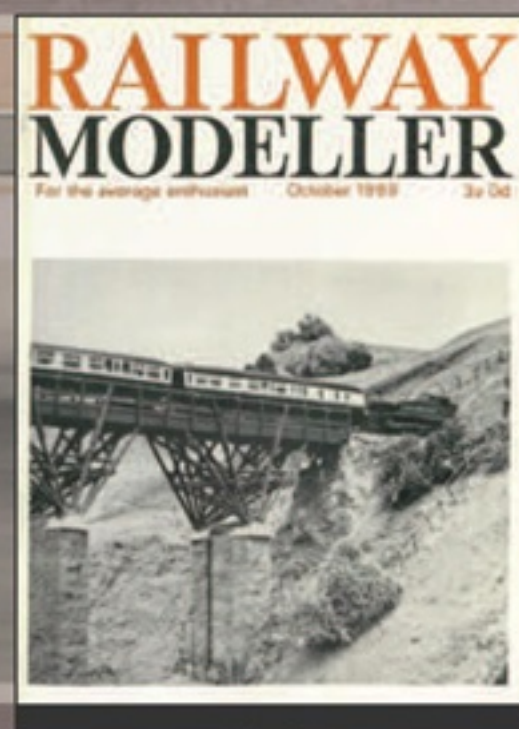
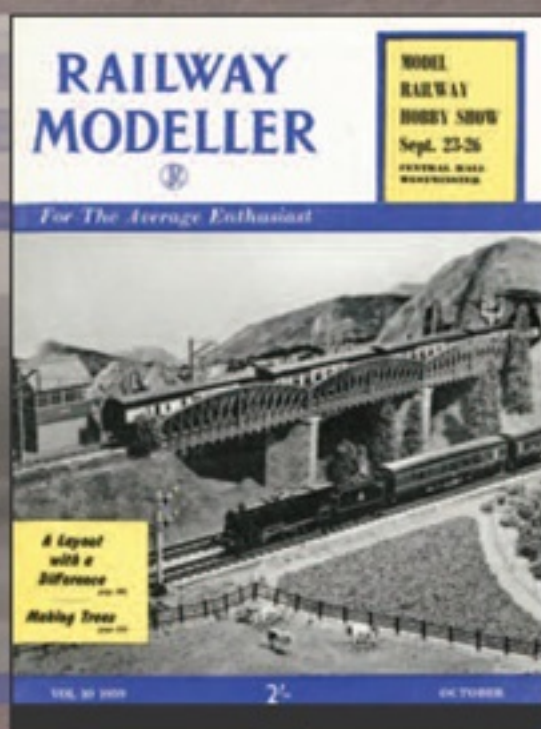
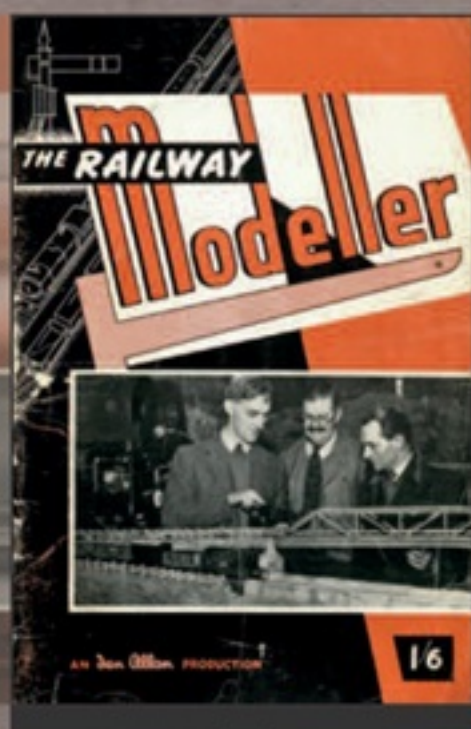


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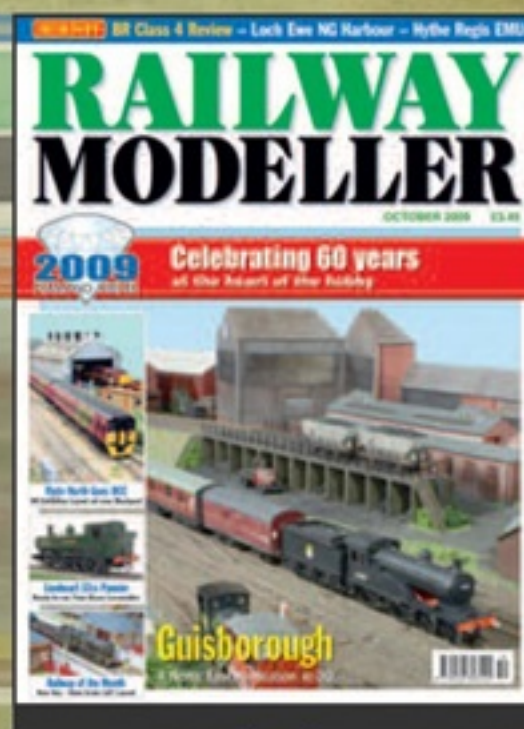
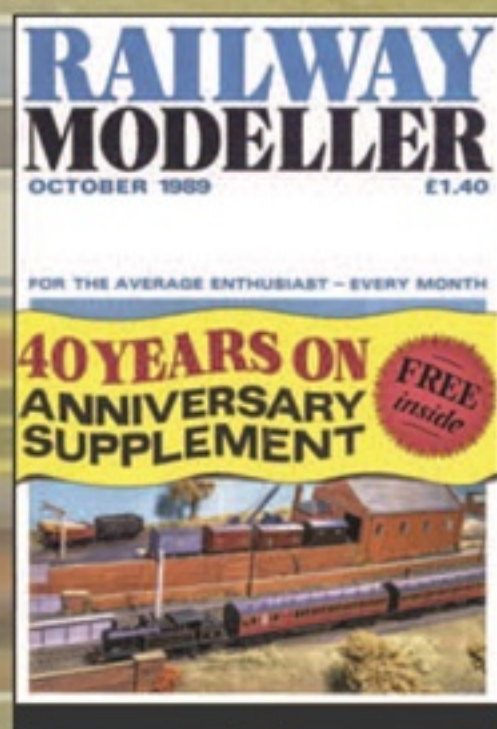
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Welcome from the Editor

Where it all began

We have a special gift for readers included free with this issue - a reprint of the very first RAILWAY MODELLER. This is an exact facsimile of the original publication from 1949 and retains all of the advertisements and articles exactly as they appeared when RM No.1 first hit the news stands more than 70 years ago. We have even left some minor typographical errors uncorrected - to have done otherwise would have impinged upon the publication's authenticity!

It is fascinating to read through this first issue and discover just how much the hobby - and the magazine - has evolved over the ensuing 70 plus years. The onus back then was very much on the modelmaker's craft, with little in the way of commercial support - certainly for those pioneers working to finescale standards. That said, there is an advert printed on the inside back cover from a certain Devon-based manufacturer producing parts for EM gauge trackwork...

One particular article that caught my interest described the construction of an extensive multi-level O gauge layout for the 1949 film *Obsession* starring Robert Newton. The layout (which is also pictured on the cover of RM No.1) features in a number of sequences in the film, which I was surprised to find is available to view on YouTube. It's worth a watch!

Digital versions of all issues of RM - including No.1 - have of course recently been made available to subscribers, who now benefit from access to the complete online RAILWAY MODELLER archive. You can find out more about this veritable treasure trove of information by referring to our Talking Points feature on p108, where we explore

the RM archive in closer detail. You can also discover which articles members of the RM editorial team selected when asked to pick their favourites - no small task with 855 issues to choose from!

If you would like to find out more about taking out a subscription to RM, which will enable you to explore the full archive at your leisure, then turn to page 40a for further details. Various subscription options are available, all of which represent a

significant saving over the normal cover price. There has in fact been an increase to the cover price, enacted as of this issue, which is a result of significant recent increases for paper and printing costs. However, prices for subscriptions have been held, meaning that these represent even better value for money.

RM Cup competition

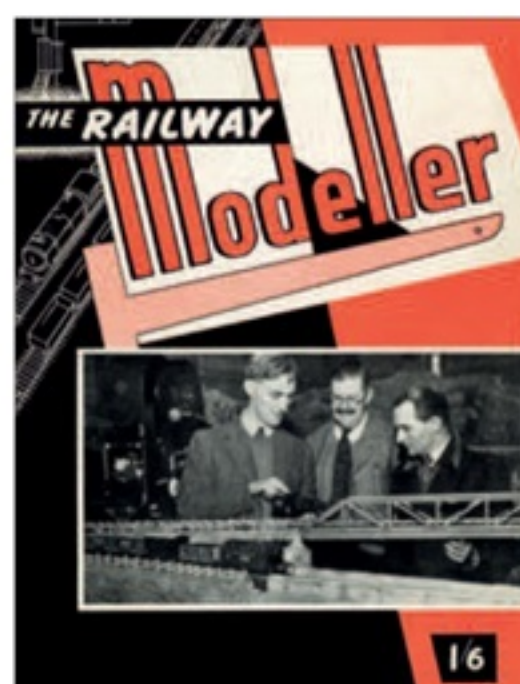
As per long standing tradition, in our January issue we launched the annual Railway Modeller Cup competition. As in previous years we are inviting you, the readers, to vote for your three favourite articles (in order of preference)

from those that were published in RAILWAY MODELLER during the course of 2021.

Entries received will be entered into a prize draw competition, for which there's £1000 worth of prizes to be won. See p43a for full details, including a form for postal entries. Photocopies of the form are acceptable (if you wish to keep your copy of the magazine intact) and votes can also be submitted by email. The closing date for entries is 31 January 2022 and winners will be announced in the April issue. Good luck!

Craig Tiley

You can keep up to date between issues by visiting our new website at www.peco-uk.com and our Facebook page. You can also follow us on Twitter: @RailwayModeller



The cover of RAILWAY MODELLER No.1, which has been specially reprinted as a free gift for readers with this issue.

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Contributing to RAILWAY MODELLER

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

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

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Geoff Helliwell



A 'layout of a lifetime' in OO

Brookwood

*Childhood memories of standing on the platforms at Clapham Junction in the 1960s led **PETER CHASTON** to create this extensive BR Southern Region system, which measures 30' in length and is housed in a purpose-built space above a garage.*

Having lived in the vicinity of Clapham Junction for most of my early life, I suppose it was inevitable that I developed an interest in railways. From my bedroom window I had a view of the four-track London & South Western and London to Brighton main lines coming away from the capital and I could identify most of the locomotives, carriages, and electric units. I often visited the station and could gain access to the platform to view the passing trains, as well as the shunting being performed in the adjacent large carriage sidings. Because I lived near to my school, I used to come home for lunch just in time to see the 1230 Down 'Bournemouth Belle' pass by. Often, later in the day, I would also watch the 1635 Down 'Royal Wessex' pass by. This interest soon developed into building a model railway with the purchase of a Hornby Dublo train set and various layouts that were constructed over the years that followed.

After retiring in 2010, an opportunity arose to rebuild my garage to incorporate a new space above it measuring approximately 30' x 16' – in which I could build my layout of a lifetime. I spent much time sketching out layout designs on sheets of paper and studying plans in various magazines and books. With a key consideration that this was going to be a one-man operated system and build, I eventually arrived at a plan that incorporated simplified operation whilst replicating a main line scenario – thereby fulfilling all my wishes.

Planning for main line operation

My plan was for a four-track main line set in the period 1960-63, which would be built around the outside of three walls, with the fiddle yard set along the fourth wall. The main station is based on the LSWR's Brookwood, famous for its short branch into Brookwood Cemetery. This station was chosen because, during the period

Left
Bulleid Pacific No.34041 *Wilton* heads through Brookwood station. Much of the local traffic is handled by third-rail electric units, leaving the more long-distance work to the steam.

Right
Bulleid rebuilt 'light' Pacific No.34062 17 *Squadron* passes under the signal gantry with the Up 'Bournemouth Belle'. Attention has been paid to details such as carriage gangway end plates, tail lamps and headcode discs.





Above
Maunsell Q Class 0-6-0 No.30543 waits patiently in the platform, while the 'ACE' flies past with Bulleid Merchant Navy Pacific No.35012 *United States Lines* in charge. The town scene along the rear of the layout is constructed from a mixture of card kits.



Left
An Adams B4 Class 0-4-0T is pictured shunting vans at the branch terminus. All the buildings for this station were constructed from card kits.

represented on the layout, it was served by steam-hauled trains as well as electric units, which used the slow lines.

The lines appear from Woking into Goldsworth Cutting and proceed to Brookwood, after which the outer slow lines diverge at Pirbright Junction, where the electrified branch to Aldershot leaves the main line. Four tracks continue, then disappear on the way to Basingstoke with the outer slow lines electrified. These are for the few electric services that left the mainline at Sturt Lane Junction for Ascot. The fiddle yard needed to match this operation and is divided into five sections: Up and Down Fast, and Up and Down Slow with a reversing section in the middle.

Baseboards and track

The baseboards for the layout are constructed on ½" plywood, except for the Brookwood side which is of an open frame design and is supported from the floor with suitable battens. This method enabled sections of the formation to be modelled on raised embankments and in cuttings as required.

All the trackwork on the visible area was laid using SMP components, with hand-built points constructed on copper-clad sleepers. Peco third rail chairs and code 60 rail were added to the electrified sections. For the fiddle yard I have used Peco code 75 track and points which are powered by Peco point motors.

Analogue control

As I have been adding to my stock over the course of many years, I have not considered converting to DCC.

Right

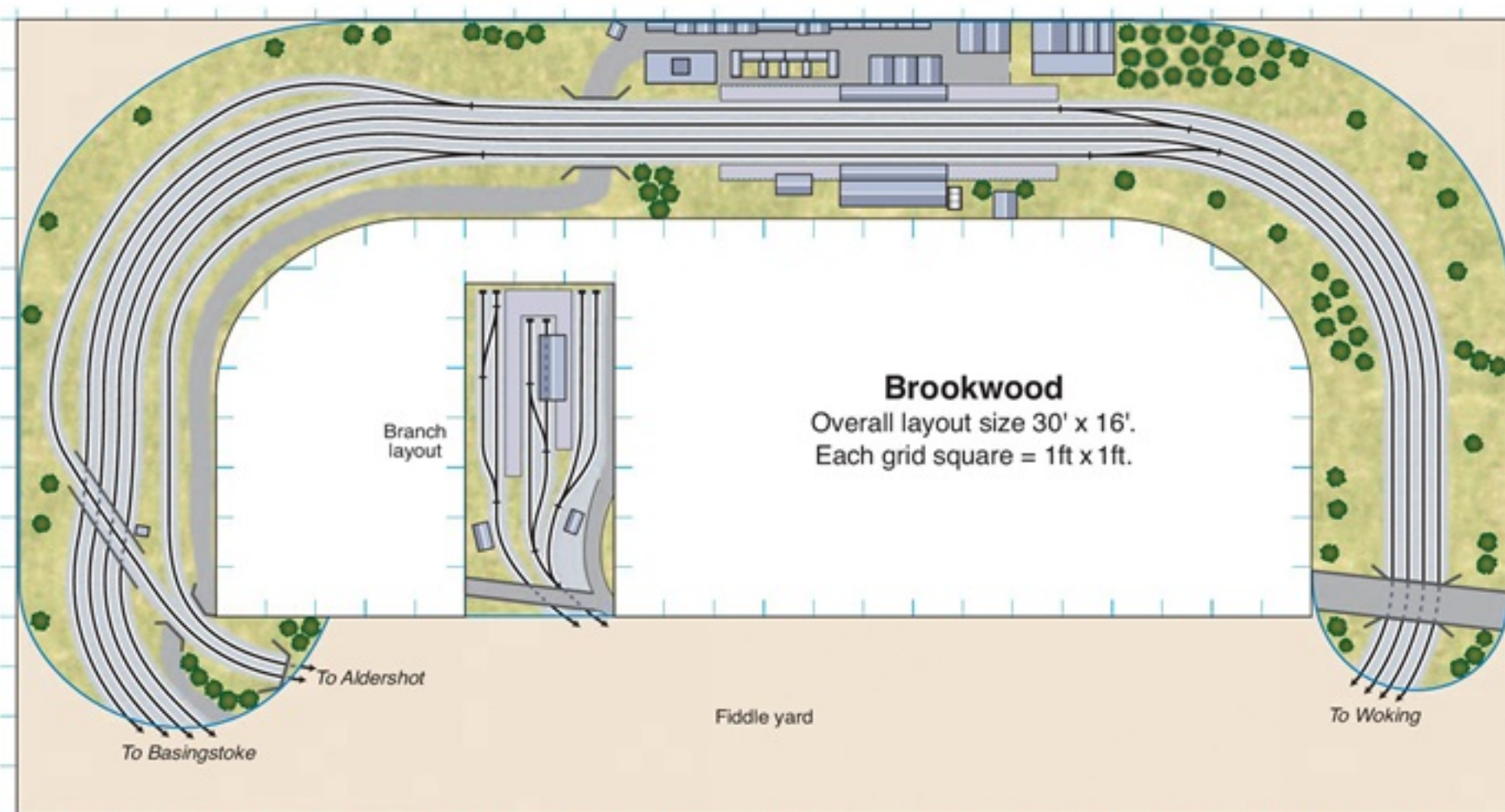
The branch station is based on and named after the LSWR station at Swanage. BR Standard 4MT 2-6-4T No.80120 runs round its train, which is composed of ex-SE&CR Birdcage stock. The locomotive is a Bachmann ready-to-run product.



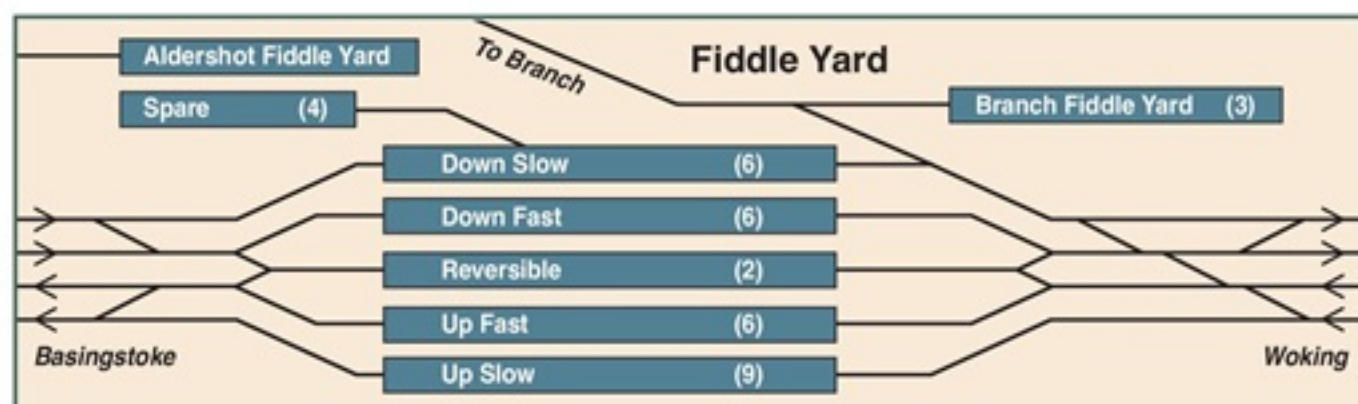
I use traditional analogue 12V dc through a Morley Vesta Zero Ten controller. Each main line (Down slow, Down fast, Up fast and Up slow) is divided into three sections, all of which are powered by four-way switches allowing any controller to operate any section. In this way the layout can be operated as four individual main lines, with separate fiddle yards, but also includes the facility to run into the reversing area or any other lines.

A fleet of named trains

My large collection of steam locomotives and other stock consists of Southern Region outline items manufactured by Hornby and Bachmann, together with some hand-built or kit-built items from producers such as Bill Bedford, Comet Models, Craftsman Kits, Crowline, Jidenco, MTK and Ks – some of which are names from the past! My main interest is in building carriages, and I have many different



A view across the extensive fiddle yard. Note the higher level lines for third-rail services to Aldershot visible on the left.



A brief history of Brookwood station

Brookwood station serves nowadays as a stopping point on the South Western Main Line between London and the South West. However, when the section of line between Woking and Winchfield (west of Farnborough) was first opened by the London and Southampton Railway in 1838, the only intermediate station on this stretch was at Farnborough.

A junction with a branch from the main line serving Brookwood Cemetery was subsequently created (see below). However, it wasn't until 1864 that the London & South Western Railway (which had taken over the LSR in 1839) opened a station on the main line at Brookwood, to serve both the adjacent cemetery and the village. A second branch was built from Brookwood station in 1890, this one running north to Bisley Camp with a station to serve the National Rifle Association; the branch was closed in 1952.

The main line station was rebuilt in 1903, with a new Down platform being built to the south of the original. It was connected to the Up platform by a new subway, the footbridge being removed. This made room for the double-track main line to be quadrupled. New pneumatic signalling



between Woking and Basingstoke was commissioned between 1904 and 1907, this work including construction of a new signal box at Brookwood, this 35-lever structure being situated on the Down side of the line.

The London Necropolis Railway

The London Necropolis Railway was opened in November 1854 by the London Necropolis Company to carry coffins and mourners between London and Brookwood Cemetery (a site away from London being chosen so as not to be affected by urban development of the capital).

The railway used the LSWR main line, but had short branches at London and

Brookwood; trains carried coffins and passengers from a dedicated station at Waterloo. From Necropolis Junction (which later became the site of Brookwood station) the trains ran along the cemetery branch line to two small stations (one for the burial of Anglicans and one for Nonconformists). Initially locomotives did not operate along the branch; instead, the carriages would be uncoupled, and horses would then haul them to the two stations.

The line was not as successful as its promoters had hoped and after 87 years of operation, only 2,300 bodies per annum had been carried. Then in 1941 the Waterloo terminus was badly damaged in an air raid and although the LNC continued to operate to Brookwood station, the full line was never used again. Following WWII the London station was sold and the tracks inside the cemetery were removed; the two stations in the cemetery remained open as refreshment kiosks for a period, but were subsequently demolished.

Below

Rebuilt Bulleid light Pacific No.34108 *Wincanton* heads westwards through Brookwood with the 1900 service from London Waterloo on 24 July 1962. Photo: Colour Rail



Bulleid, Maunsell and BR Mk.I types from a mix of ready-to-run, and Comet and Ian Kirk kits. These are all made up into fixed sets together with the appropriate catering vehicles, including the distinctive rebuilt Tavern Car sets.

My favourite rake is the 13-car 'Royal Wessex', which is made up of a five-car Weymouth set, a two-car Swanage set, and a six-car extended-side Bournemouth set with

separate first and third class dining facilities. A 13-car 'Atlantic Coast Express' is also operated, which includes the rebuilt Tavern cars, together with composite brakes for each of the many destinations served. Both trains are pulled by one of my many Hornby Merchant Navy Class locos. My Southern Electric stock includes 2-BIL and 2-HAL units from both Hornby and Ian Kirk kits. I have a

Right
BR Standard 4MT 2-6-4T No.80120 drifts into the branch station terminus with its three-coach ex-SE&CR Birdcage set. The road bridge in the background acts as a scenic break with the fiddle yard.



Below
A weathered Urie S15 4-6-0 passes clean BR Standard Class 5MT 4-6-0 No.73110 *The Red Knight*. All the signals on the layout are fully operational.

4-Sub made from an MTK kit and a 4-RES made from an old CCW wooden body kit. For operation over the non-electrified lines, I have built two 3Hs (Class 205) and one 3D (Class 207) plus a 6L (Class 201) – all from DC Kits. Non-Hornby units are each powered by a Black Beetle motor bogie fitted beneath the guard's compartment.

Goods stock comprises various R-T-R products and kits, and includes trains of the four-wheel and bogie passenger luggage/CCT vans, and a milk train coming

from the West Country to Vauxhall pulled by a Hornby Drummond T9 4-4-0.

Fully operational signalling

The layout is fully signalled with extensive gantries that span across the four tracks; most are semaphores but those from Brookwood towards Woking have colour light signal heads. The examples on the Aldershot branch are the typical Southern Railway type made from Ratio kits,





whilst the gantries are adapted from Alan Gibson LMS Pratt Truss kits with signal components from Model Signal Engineering (Wizard Models).

All the semaphore signals are operated from underneath the baseboards by Little Jemmy point motors from Fawn Electronics which, I believe, are no longer available. Colour light signals are from Eckon.

Scenic work

The scenery was made from cardboard supports overlaid with papier mâché, which was then painted brown before static grass was applied in varied colours over the top. The hedges were made from horsehair, cut into strips, with green flock powder then added.

The trees are a combination of Woodland Scenics kits and my own examples that use grape stalks for the armatures, covered with green flock powder for the leaf cover. Several of the fields have either a flock of sheep or a few cattle in them and have been populated with groups of hikers, looking at their maps, trying to find the correct footpath!

The town of Brookwood was constructed using Biltzeezi sheets, suitably altered to fit the space. However, the station building was hand-built from card and brick paper, using plans that I had prepared from old photographs. The model includes the side exit and footpath to the Necropolis Cemetery.

The road system features models of cars and lorries sourced from various suppliers. The photographic backscene is made up of sheets obtained from Golden Valley Hobbies and has been altered as required to suit.

Left

A view along the goods yard on the branch section of the layout with an ex-LSWR B4 0-4-0T seen pausing between duties.

Below

3D diesel-electric multiple unit No.1314 (a DC Kits model) heads towards the signal gantry emitting its recognisable 'thump' sound. There's not long left now for Adams 'Jumbo' 0-6-0 No.30566, which has been relegated to pick-up goods duties.





Above
Maunsell 4-4-0 Schools
Class No.30932 *Blundells*
brings holidaymakers
back from the West
Country with a van added
at the head to provide
extra luggage space.

Augmenting the operation

Recently I decided that I wanted a little more 'play factor' from the layout and therefore I created an additional branch section that runs from the fiddle yard and into the middle of the room. This is a small terminus based loosely on Swanage (up to the road bridge at the north of this Dorset coastal station). This allows me to run short trains and to shunt the goods yard independently of the four main running lines as the fiddle yard is separate.

Again, I utilised a similar construction to the main layout: the plain track utilised leftover SMP items, whilst the points are Peco Streamline code 75, some of which are ones from the bullhead range. This time I fitted slow action point motors by DCC Concepts, which I found very easy to fit; I enjoy watching the point blades move slowly across. For ease of construction, I fitted Dapol Southern rail-built home signals.

I needed to obtain some branch line stock, so purchased a Hornby motor-fitted (pull and push) Drummond M7 0-4-4T, a Bachmann BR Standard Class 3MT 2-6-2T and a Dapol ex-LSWR B4 0-4-0T – which I couldn't resist after seeing it in a local model shop! For the branch passenger stock, I built a Jidenco LSWR two-coach Gate Stock set and an LBSCR Roxey Mouldings two-car pull-push set, whilst goods stock comprises a selection of goods vehicles. This enables me to spend many enjoyable hours just operating the branch and shunting the odd goods train.

Although Brookwood is largely complete there is still much to do, including the addition of point rodding on the branch station. In the meantime, I can sit back and relive my childhood as the 'Royal Wessex' speeds by on my very own 'layout of a lifetime'.

Further information

Southern Main Lines – Woking to Southampton
by Vic Mitchell and Keith Smith
Published by Middleton Press
ISBN: 9780906520550

Woking to Alton – including the Bosley, Necropolis and Bordon branches
by Vic Mitchell and Keith Smith
Published by Middleton Press
ISBN: 9780906520598

The Brookwood Necropolis Railway
by John M Clarke
Published by Oakwood Press
ISBN-13: 9780853616559

A short video of the Brookwood Necropolis Railway
can be viewed at:
www.youtube.com/watch?v=Y6FmTlajegA

Furness Railway Rail Motor Car

STEPHEN PHILLIPS presents drawings of the Rail Motor Car and Trailer that were constructed by the Furness Railway for use on Lake District branches during the early part of the 20th Century.

During the early 1900s steam Rail Motor Cars were being adopted by several railway companies as a means of operating urban and branch lines economically, in the face of growing competition from electric trams and omnibuses. The Furness Railway watched closely the developments of the GWR and Taff Vale railmotors before committing to build one itself – the Furness operating several branches in the South Lake District.

Originally designed to work services from Barrow to Lake

Side, the idea was that the motor services would supplement normal services during busy summer months, and handle all the branch traffic during the quieter winter months.

William Pettigrew, the Furness Railway Locomotive, Carriage & Wagon Superintendent, designed the Rail Motor and Trailer and both were built at the Furness Works in Barrow in 1904, emerging from the works in December and making their debut on the Lake Side branch line on 26 December 1904. The Rail Motor Car and Trailer also operated on the Foxfield to Coniston branch from 1905.

The Rail Motor Car

The Rail Motor Car was built on a steel underframe measuring 57'11" long over headstocks, with bogies at 40' centres. The bogies were 8' wheelbase, a carriage bogie one end and an 0-4-0 locomotive at the other. Both bogies had 2'10" diameter wheels; the carriage bogie had Mansell wheels, the loco had solid cast steel disc wheels.

Dealing with the motor unit first, this was encased inside the bodywork, which was of steel, over the locomotive. The loco bogie frame was pivoted to the carriage underframe via a central cross member (indicated on the drawing overleaf by the cluster of rivets on the underframe). The steam from the boiler to the cylinders was fed via flexible metallic tubing, suggesting the frame was

independent of the boiler. The chimney and safety valves projected through holes in the cab roof.

The locomotive was equipped with a handbrake operating on the locomotive wheels only. A vacuum brake was fitted, one cylinder operating the locomotive brakes and another the carriage bogie brakes. It is assumed a vacuum reservoir was located between the frames. The brake ejector was mounted on the boiler backhead, with a corresponding driver's valve in the driving end.

Coal was stored inside the cab in bunkers located at the forward corners, the glass in the cab windows being protected by bars. Water was carried in a well tank between the frames and lifting injectors were fitted on the boiler

FR Rail Motor Car No.1 and Trailer No.123 are pictured at Windermere Lake Side c.1905. Photo: courtesy David J Cannings-Bushell



backhead. The location of the tank fillers is not known, but were possibly inside the cab doorways. Capacity was 300 gallons, whilst boiler pressure was 160psi.

Two 11" (dia.) 14" (stroke) cylinders were fitted outside the frames with single slidebars and outside Walschaerts valve gear. The gear was operated by a lever reverser mounted on the right hand side of the firebox.

The cab doorways on the Rail Motor were originally protected by Bostwick collapsible gates, but these seem to have been replaced prior to May 1905 with hinged steel gates.

A whistle, lying horizontally, was mounted between chimney and safety valves. The dual control was operated by wires; guided by pulleys in the roof and ran the length of the car to the opposite driving end. One wire controlled the whistle, the other the regulator. Turnbuckle adjusters were fitted in the wire runs, approximately half way along the Rail Motor Car roof.

The fireman in the locomotive cab was responsible for firing and for working the reverser, tending to the lubricator and sanding.

The passenger section

The passenger section was built in the traditional Furness style, similar to LNWR carriages. The unusual feature was the clerestory roof running the length of the passenger section, fitted with obscured glass fixed lights.

The car had third and first sections, separated by a vestibule protected by Bostwick collapsible gates, similar to those used by the LSWR. From the vestibule, access to the compartments was via sliding doors. The third class section was 23' long and held 36 passengers on rattan seats. The first section was 9'6" long and held 12 passengers on seats running longitudinally, covered in moquette. Polished brass rails running the length of the car roof were fitted with leather hanging loops.

Both compartments had pull down blinds and torpedo ventilators. Additional ventilation was provided by inward opening top lights. Lighting was electric, powered by a Stones Lilliput dynamo driven from the inner bogie axle.

Located between the locomotive and passenger compartments was a luggage compartment. No details are known for the driving end but



it is assumed this end had three windows as per the trailer. The vehicle was steam heated.

The Trailer (No.123)

The trailer was built in 1904 at Barrow Works, at the same time as the Rail Motor Car and numbered 123. It was a four-wheeler built on an oak underframe 30' long and was fitted with small-diameter Mansell wheels to match the Rail Motor.

Accommodation was originally all-third smoking. In November 1905, it was reported that it had been converted to allow for first class smoking for use on the Coniston branch. From photographs, it is clear the first class end was situated opposite the Luggage end.

The vehicle was later renumbered 193, perhaps to reflect its change from all third to first/third accommodation.

As originally built the luggage compartment doors had no windows. This appears to have been changed by May 1905, when a window was added to each left-hand luggage door. The luggage compartment doubled as a driving end, and control wires were run along the roof as with the Rail Motor.

Torpedo ventilators were fitted and lighting was electric. Lights over the main windows opened inwards for additional ventilation. Lights in the clerestory were obscured glass in teak frames and were fixed.

Seating is believed to have been rattan throughout, as with the Rail Motor third. Some photographic evidence would suggest these seats were of the 'walk-over' type with reversible backs. Internal panelling was

▲ A view showing the consist from the trailer end, recorded at Coniston station c.1910. Photo: courtesy Cumbrian Railways Association

varnished oak. It was fitted with grab rails running the length of the car roof, with leather hanging loops for the convenience of standing passengers. Each end was fitted with a luggage rack and photographs of Lakeland scenes accessible by Furness Railway.

The vehicle was steam heated and vacuum braked. Details of the brake rodding are not known. When built it featured a large handwheel on the underframe, presumably a handbrake. The hand wheels had disappeared by May 1905, suggesting a conventional pillar handbrake had been fitted into the luggage compartment/driving end.

Livery

The livery of both vehicles was white upper panels and Ultramarine blue lower panels. Carriage ends and underframes were also blue.

Roofs and ventilators were white lead originally, quickly dirtying to a dark grey in service. Window frames were varnished dark wood. The panelling at the side of the clerestory would be blue. Lining out was in gold — or gold colour (ochre). Lettering was in gold leaf, outlined blue. Raised mouldings were picked out in blue and lined gold. The interiors were finished with varnished oak planks.

When the clerestory roof lights were sheeted over, the blue was retained, lined out in gold colour. The lower panels carried the Furness Railway device.

Bostwick gates were black. Inner panelling of the vestibule

was varnished wood with, presumably, class designation transfers applied to the doors.

Operation

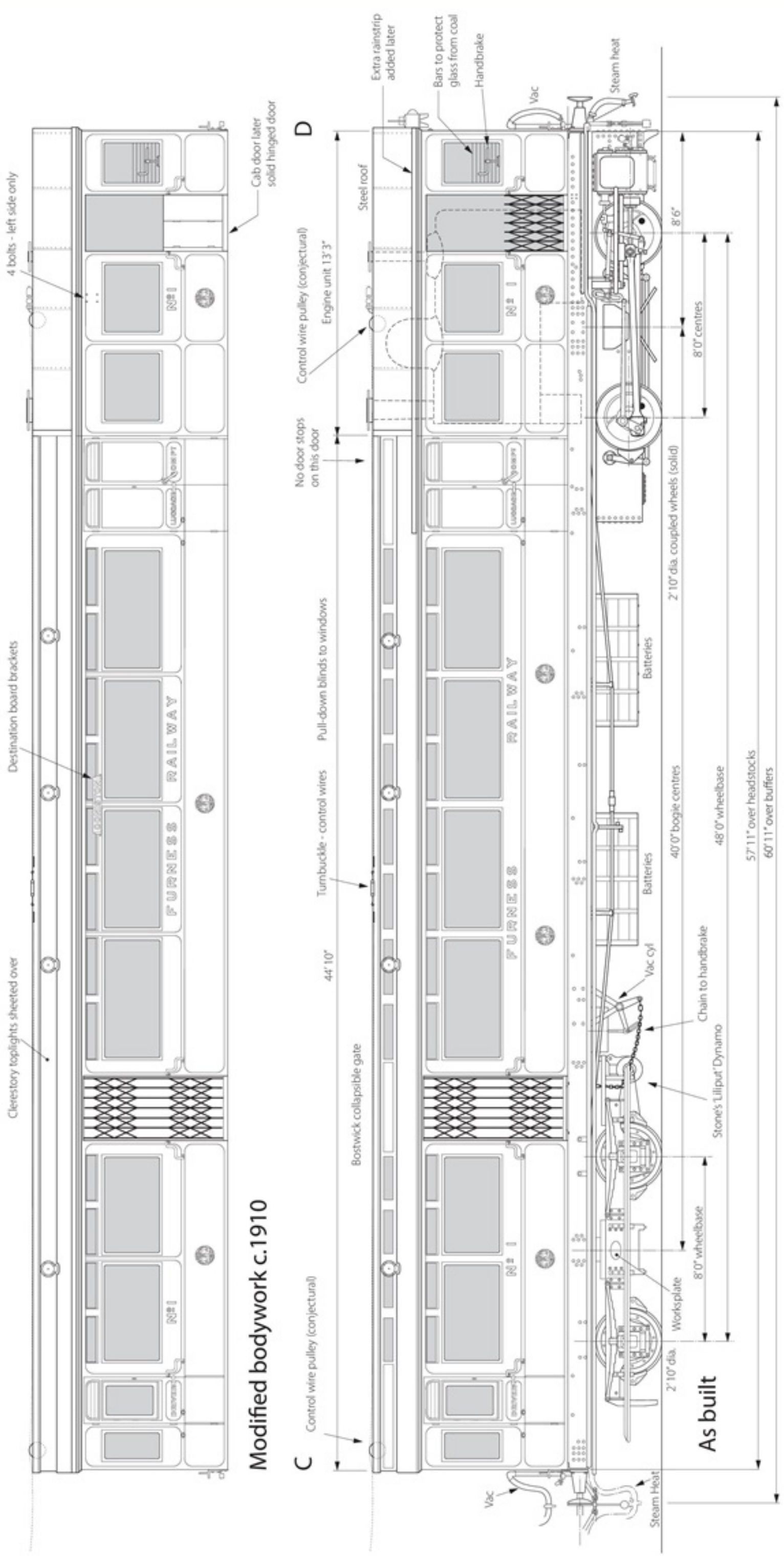
In service, problems with vibration and oscillation were addressed by rebalancing the driving wheels and removing the coupling rods, the latter changing the locomotive from an 0-4-0 into an 0-2-2-0. Another alteration was the relocation of the sandboxes; originally located between the two axles, these were relocated to either side of the now single driving axle.

The Rail Motor Car and Trailer continued operating the Coniston branch until the outbreak of the First World War when they were taken out of service. The Rail Motor was eventually broken up, with the boiler used to power a breakdown crane. The bodies of the Rail Motor and Trailer were sold off for use as dwellings, the latter surviving today in private ownership in Kirby-in-Furness.

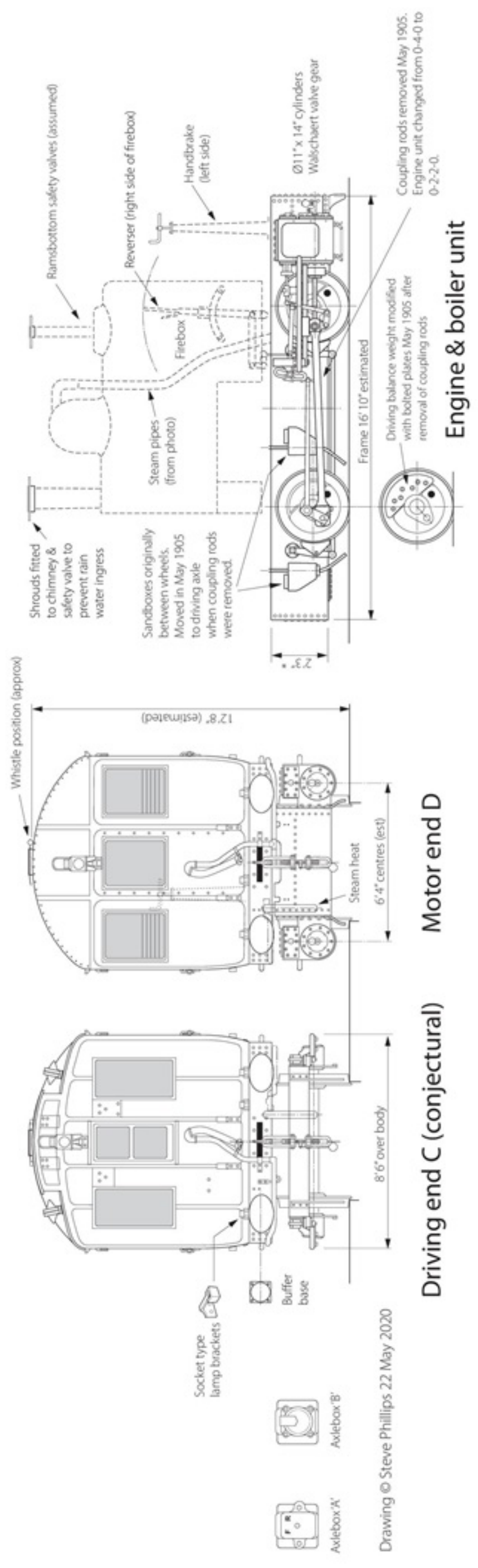
Ed — Our thanks to Mike Peascod and David J Cannings-Bushell for their assistance with providing the archive images published here. This is an abridged version of an article originally published in issue No.178 of Cumbrian Railways, the journal of the Cumbrian Railways Association: www.cumbrianrailways.org.uk

Next month

Peter Osborne describes how he constructed a model of the FR Rail Motor and Trailer in 7mm scale.



Modified bodywork c.1910



Driving end C (conjectural) Motor end D

Engine & boiler unit

Drawing © Steve Phillips 22 May 2020

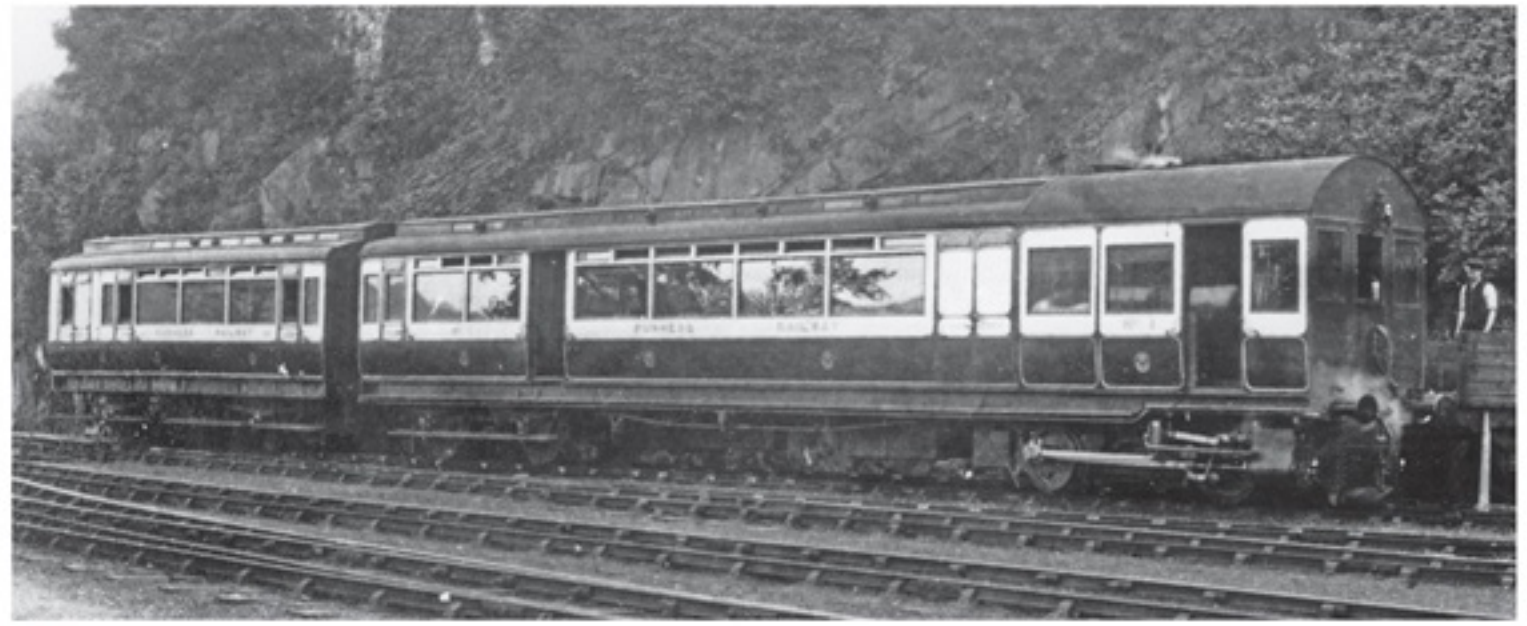
Notes on the drawings

Various sources were used in the preparation of the drawings presented here, including photographs and surviving documentary material and notes held by the Cumbrian Railways Association.

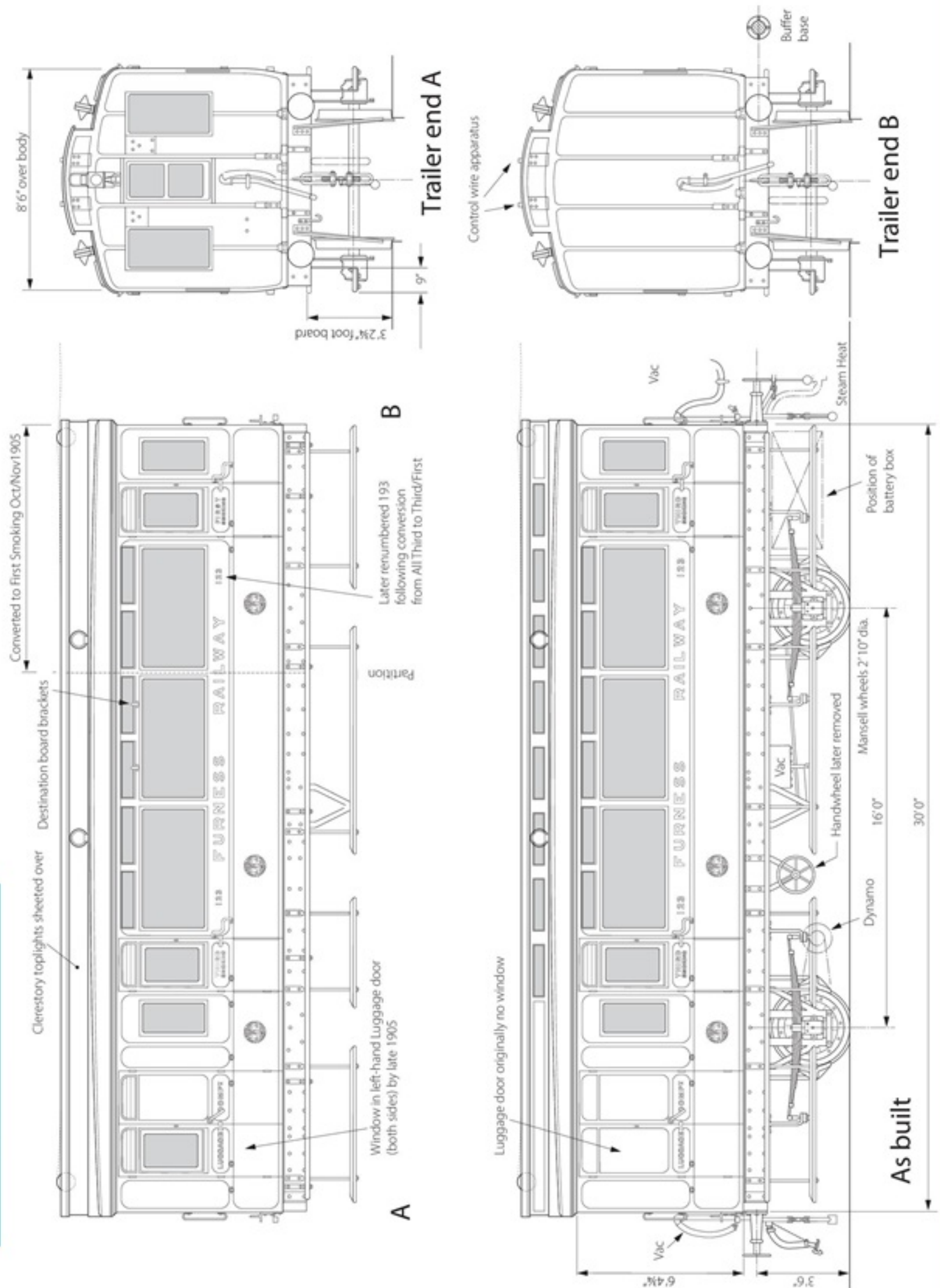
Few official drawings survive, but one, a dimensioned sketch signed by William Pettigrew, was discovered by Mike Peascod in the archive of the Institution of Mechanical Engineers. It includes several key dimensions, allowing a reasonably accurate framework to be established.

The trailer body was also drawn by A M Gunn in 1958, from a measured survey of the surviving body. His detailed drawings have enabled the body of the trailer to be drawn with a degree of certainty. The trailer was built to match the Rail Motor and so details from the trailer have informed the drawing of the body of the Rail Motor.

Limited information is available for the locomotive unit and this has been drawn from a close study of photographs. Fortunately, several clear photographs have survived, which enabled the detail to be transferred to the drawing with a fair degree of confidence.



▲ The Rail Motor is seen (without coupling rods) receiving coal from an adjacent wagon at Coniston station c.1907. Photo: courtesy Cumbrian Railways Association



FURNESS RAILWAY RAIL MOTOR No. 1 & TRAILER No. 123

Drawing © Steve Phillips 22 May 2020



Rail Motor seating arrangement

Trailer No. 123

A Scottish urban scene in O

Craiglang

WILLIAM TAYLOR set out to build a portable layout in 7mm scale that could be set up at home. What he didn't expect was an exhibition invite just as he'd started – all of a sudden he had to get a move on!

Photography by Arran Aird

Following several decades of building various O gauge models – including a less than successful attempt at maintaining a garden railway that was exposed to the Scottish weather – I decided to construct a portable 7mm layout. Initially it was proposed to set this up in my attic or, in good weather, to assemble the layout in my garden for operating sessions. However, these initial proposals soon changed...

An exhibition invitation

Word soon got around about my plans, and at an East Fife O Gauge Group meeting in 2017, Chris Smith of Invertrain asked if I could help fill a space at that year's SCOTGOG O gauge exhibition following a stand cancellation. The event was due to take place at Linlithgow in the October – only a few weeks away. As my layout was still in the gestation period and required considerable work to reach a satisfactory exhibition standard, I initially declined the invitation. However, following some further gentle persuasion from Chris, I relented. This prompted a considerable acceleration of the build process!

Layout concept

The theme for the layout was a representation of a fictitious railway junction



▲ A busy street scene is squeezed in at the back of the station. There is still evidence of one horse power at Craiglang! *Dr No* was released in UK cinemas in October 1962.

in Scotland, set during the 1950s and 1960s period. A wide variety of locomotives and coaching stock would be used (making use of the many models I had constructed over the years) with designs from the pre-Grouping era through to BR steam and diesel transition period. As often happened to branch lines, passenger services were

BTH Type 1 D8243 can be seen underneath the bridge whilst a noticeably cleaner Clayton Type 1 awaits further instructions. Both of the locomotives are ready-to-run models.





withdrawn with the line surviving as a freight only operation; this traffic shift is represented on *Craiglang* with the old branch from the junction now supposedly serving a tar works and bauxite plant which are out of view.

The track plan was devised to have the main station area and throat set out on four baseboards, each measuring 4' long by 2' wide. The baseboards were constructed of

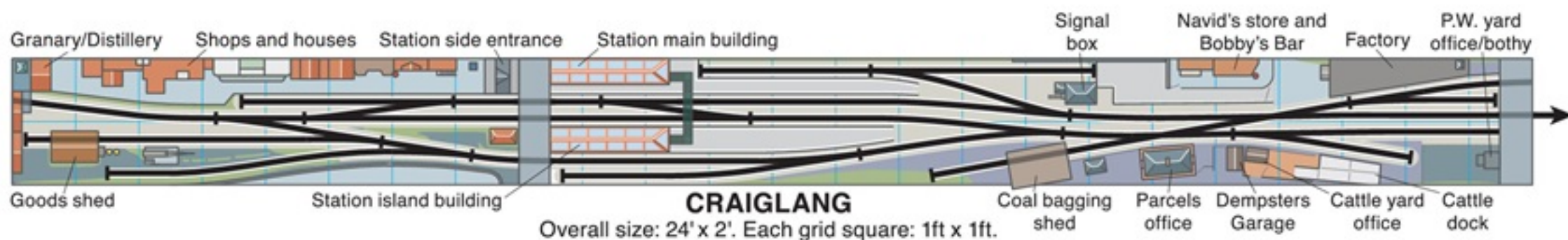
9mm plywood for the surface and frameworks. Assembly was straightforward, although, because of the show deadline, I took more shortcuts than I otherwise would have done had more time been available.

I decided to have one bay platform (that would have formerly served the branch) and three main line platforms. Originally, these three main platforms, although modelled to

▲ Ivatt 2MT 2-6-0 No.46464 pulls away with a local train. All the trackwork pictured in this area is from the Peco bullhead range. Despite the boards only having a depth of 2', the station comprises a complex track arrangement.

The RAF are on leave as a Derby Type 2 waits for a clear road. Much care has been taken to ensure that all the stock is correct for the early 1960s period depicted.





▲ A W&M railbus makes a hasty departure. The signal box is based on a prototype from Kelvin Bridge station but is built in mirror image.

entrance/exit lines; handy for the storage of locos and items of rolling stock.

Replacement trackwork

The trackwork on the layout comprises Peco code 124 items for the bullhead plain track, two double-slips and eight two-way points. Originally, the two-way points on the layout had been constructed from code 125 rail with copper clad sleepers, these items of trackwork being recycled from the dismantled garden railway.

Ballasting took the form of grey granite granules of a size scaled from samples that I measured in a real disused freight yard. Weathering was undertaken by simulating a warm track colour, with oil stains sprayed on with an airbrush. Locations where diesel or steam locomotives would stand were liberally sprayed with a mixture of black and rust colours.

The layout electrics presented the main challenge when it came to readying the layout for the show because, like the rest of the build, this aspect was still evolving. I had also learned that electrics on an installed permanent layout are a world away from a portable layout!

appear as through lines, actually terminated at the end of the scenic section underneath a simulated steel road bridge; this was to allow for the option of extending the layout to a goods yard or a second fiddle yard in the

future without too much modification. Provision was also made for a coal bagging shed, a cattle dock and a mixed height loading facility.

The 6' x 2' fiddle yard boasts six tracks, but because it takes the form of a swivelling sector plate with three exits, a 2' square interface board was necessary between the layout and fiddle yard to align the various tracks. This interface board also provides three short extra storage lines between the

The luggage doors are open on AEC Class 122 Sc55005 while the porter takes a breather after dragging the full barrow along the platform. In an adjacent platform a Derby Type 2 Bo-Bo is pictured standing underneath the intricate cast iron footbridge.





▲ With the platform starter arm pulled to 'Off', BRCW Sulzer Type 2 Bo-Bo D5328 departs with its train of three maroon liveried coaches. In the background a diesel railcar can be seen lurking in the bay platform.

The hand-built points on the layout were in fact subsequently replaced with Peco items, with five of the displaced points used as part of an 8' extension to the layout that was completed during the past year. This extension, which takes the form of a freight yard, enabled the aforementioned main platform lines to become true through lines, which act as release roads for passenger and parcels traffic. The extension also features a goods shed and an additional street scene with shops.

Scratch-built structures

All of the structures on the layout are scratch-built; these were constructed using foam board shells suitably clad in appropriate materials and are representative of Scottish examples. The signal box is an approximate mirror image of the structure that served Kelvin Bridge station on the Caledonian Railway. The station buildings are styled on those currently at Arbroath (Joint) station, whilst the parcels office is created from my own measurements of Dalmeny parcels office (taken before architects moved in and added another level to the structure). The canopies on the platforms were created from Perspex offcuts and plastic extrusions that I had salvaged from recycling bins.

All the aforementioned structures had been created over the last two or three decades, finally finding a home on this layout. In contrast, all of the structures on the

extension board are new: the houses and shops are based on several buildings in and around the town of St Andrews, both past and present, whilst the modified tower house is modelled on that at Culross, West Fife.

The granary attached to the distillery accepts my own resin kits of Leith General Warehousing and Distillers Company grain wagons, whilst the wooden goods shed was based on Highland Railway practice.

The Highland Railway passenger footbridge was the subject of an article I penned for the Gauge O Guild Gazette titled *A footbridge for a Tenner*. Using a suitable

drawing, the metalwork was fabricated from plastic strip (cut from plain styrene sheet) and fitted with cut-down Peco lamp posts.

The coal bagging shed was also featured in another article that was published in the Gauge O Guild Gazette and is based on my own memories of just such a structure that existed at Arbroath.

The side entrance to the station has been created to fit the space available and features

▼ Clayton Type 1 Bo-Bo D8554 passes Bobby's Bar with a rake of parcels vans. Many of the buildings are inspired by scenes and characters from the BBC TV programme *Still Game*.





as a set of lattice gates that were fabricated using a computerised cutter.

Finally, a large low relief factory adorned with an ornate double-faced wall clock occupies the right-hand side of the layout behind the exit to the fiddle yard.

Television inspiration

The layout takes its name from the fictitious Craiglang area of Glasgow, which was the setting for the Scottish TV comedy series *Still Game*. Accordingly, some of the characters and places featured in the show have been

▲ The Dempster Motors garage is complete with lighting and a fully detailed interior that includes shelving and tool racks.





incorporated into the layout, such as Jack, Victor, Tam and Winston – who can be found outside Bobby's Bar. However, I wasn't enamoured by the many modern buildings featured in the TV series and so the layout is perhaps better described as Craiglang 'Old Town'. Aside from Bobby's Bar there is also Navid Harrid's Convenience Shop next door, together with Dempster's Garage where some remedial welding work is being performed on an old Ford Popular.

Stock through the eras

Although much of the rolling stock is scratch- or kit-built, there are also examples of ready-to-run locomotives and rolling stock that are used on the layout as well. I also have many items in my collection that are not strictly correct for the Scottish theme of the layout, but in my book, enjoyment and entertainment comes before accuracy!

Looking to the future

Following the layout's attendance (in its original format) at the SCOTGOG event in 2017, it also subsequently appeared at shows in Cupar and Perth. The cancellation of several planned exhibition appearances

▲ Hunslet 0-6-ODM D2585 shunts a rake of wagons, taking care to make sure the contents are not shaken or stirred! The engineer's department plough is seen in readiness of the first heavy falls of winter.

▲ Cattle are seen awaiting collection whilst Clayton Type 1 Bo-Bo D8554 (a Heljan model) passes in the background with a parcels train, which includes in its formation an ex-LNER pigeon van.

during 2020 provided the opportunity to extend the layout as already described, together with configuring for DCC operation. In this new format the layout is booked to attend a number of shows in 2022.

See Craiglang in action

The layout will be appearing at **Model Rail Scotland** on 25-27 February 2022. Refer to the event website for further details:
www.modelrail-scotland.co.uk

It is also booked to appear at the **Warley National Model Railway Exhibition** at the NEC in Birmingham in November 2022:
www.thewarleyshow.co.uk

The layout can be displayed in its original format with a total length of 24' or with the extension, at 32' 4". Enquiries for exhibition bookings can be made through Cupar & District Model Railway Club:
www.cuparmrc.co.uk

Highland lines that could have been

Photography as credited

Railway routes that were proposed to serve the North West Highlands of Scotland, but which were never built, have long been a source of stimulus for layout builders. **MARK HORNSEY** reviews a selection of them, accompanied by a suitable layout plan derived by **STEVE FLINT**.

The Scottish Highland regions have long been parts of the UK that modellers have chosen for their layout settings. The main reason, perhaps, is the abundance of spectacular scenery through which the trains run. Impressive scenic railways can be visited in both England and Wales of course, but for sheer grandeur and remoteness nothing compares to Scotland and in particular the North West Highland areas covering the historic counties of Sutherland, Ross and Cromarty and Inverness.

Here I have chosen four might-have-been railways in that region which, if built, would have served some very remote towns and villages. All four lines were branch lines, although long branch lines – ranging in distance from 33 miles to 42 miles.

Garve to Ullapool

Of the proposed schemes in the region, the Ullapool branch was the most viable. The planned 33-mile route left the Highland Railway's Kyle of Lochalsh line at Garve, before heading north-west towards Ullapool.



▲ A Class 26 waits in the bay platform with a single Mk.1 BCK on Ian Futers' compact O gauge imagining of Ullapool. Photo: Ian Futers

At the end of the 19th Century Ullapool was the largest settlement for miles around; it retains that title even today, with a present day population of around 1500. Ullapool was established in 1788 as a herring port by the British Fishery Society as an attempt to encourage industry on the coast for Highland people who had been moved off the land during the clearances.

An Act of Parliament was passed authorising its construction, but in the end the company couldn't raise the necessary capital. The biggest expense would have been the steep and difficult descent from Braemore to sea level along the valley of the River Broom. Ullapool is now the terminal for ferries to and from Stornoway and the Western Isles.

The Kyle of Lochalsh line, being included in the Beeching report, was set to close in the 1960s. It survived luckily, so it is reasonable to assume that a line to Ullapool would have survived too, meaning that it could conceivably be portrayed in any era.

A layout built by Henry S Orbach was featured in the May 1976 issue.

The present day doyen of Scottish-themed layouts, Ian Futers, built an O gauge version which featured in the April 2010 RM.

Achnasheen to Gairloch

A 35-mile branch from another staging post on the Kyle line, Achnasheen, was proposed in 1893 to the small settlement of Aultbea on the coast, running via Kinlochewe and Gairloch. Not surprisingly, it was decided that a railway would not be commercially viable, and the proposals were abandoned.

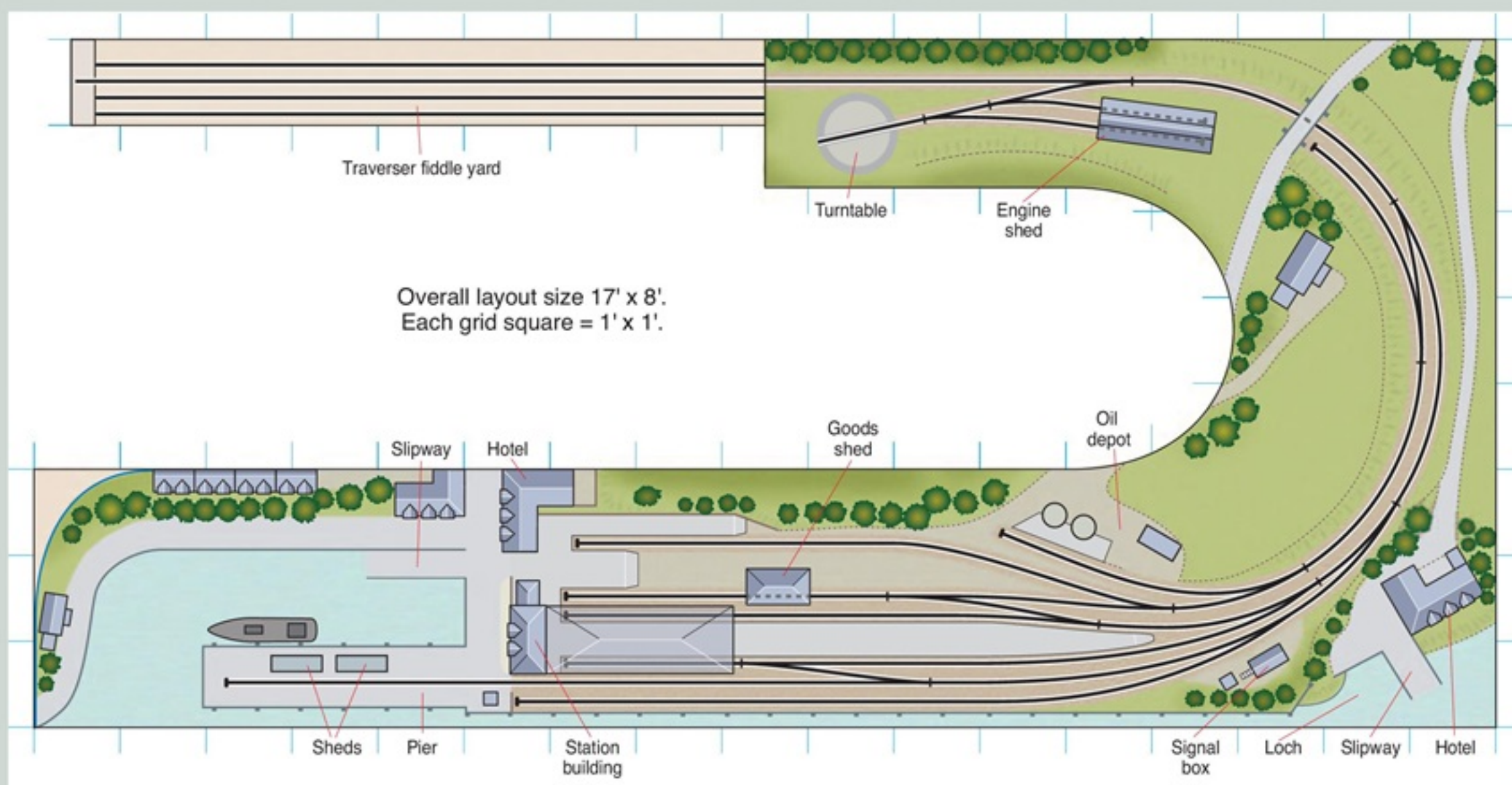
Gairloch itself comprises 12 or more crofting townships spread along the shores of Loch Gairloch, with a total population of 950. Aultbea is smaller.

In the 1890s the harbour in Gairloch would have been full of fishing boats, many of them being used to catch lobsters and other crustaceans using traditional Scottish creels. A railway would have meant the catch getting to the markets more quickly.

Culrain to Lochinver

This railway, like the Lairg to Laxford Bridge route described below, was part of the





Highland Railway's ambitious programme to construct 250 miles of new railways, following the passing of the Light Railway Act in 1896. This 40-mile long route would have left from a junction with the Highland's Far North line at Culrain.

Lochinver has a current population of 650 and is the chief village in Assynt, a rocky moonscape-cratered terrain with hundreds of hill lochs and lochans. It has long been a fishing harbour, but a railway would have helped the fishing industry grow faster than it did in reality.

These days Lochinver is a tourist centre, especially popular with hill walkers and anglers and there have been several interpretations by modellers of this destination in recent years, including a micro version from Adrian Walby that featured in the October 2006 issue of RAILWAY MODELLER.

Lairg to Laxford Bridge

It is hard to see how this railway would have ever paid a return, even given its light railway status. The aim was to open up north-west Sutherland, though by the end of the 19th Century most of the population had been evicted from the rural areas under the notorious clearances.

The actual (road) bridge at Laxford was built by the Duke of Sutherland in the 1830s as part of his road improvement scheme on his extensive estates. The nearest settlement is the hamlet of Rhiconich, some three miles away.

The railway would have been 42 miles long and followed the route of the present day A838.

An O gauge interpretation of this would be branch terminus was built by Dave Walker, which appeared in the February 1982 issue.

A pre-Grouping supposition of the planned branch terminus at Laxford Bridge was built by Dave Walker in 7mm scale that occupied an area of only 12' x 3'. Photo: Brian Monaghan

Other proposed routes in the region

In addition to the above, schemes put forward by the Highland Railway included destinations of Cromarty, Portnahomack, Dunbeath, Portskerra and Gills Bay. A visualisation of *Portskerra* in EM gauge by Tim Tincknell appeared in the December 2008 issue of RAILWAY MODELLER.

Narrow gauge systems were also drawn up for the Isles of Skye and Lewis and photos of a portrayal of the Isle of Skye proposal called *Isle Omsay*, built by Tom Dauben, appeared in my article *The Hebridean Light Railway* in the April 2021 issue

Interested readers can find some further details about all these historic proposals in

The Highland Railway by H A Vallance (published by David & Charles, ISBN 0-946537-23-2).

Notes on the plan

The scheme is a mix of elements from the HR stations at Thurso, Kyle of Lochalsh and the WHR terminus at Mallaig. As presented, it requires a garage-sized space of 17' x 8' in 4mm scale, though with some selective compression and a shorter harbour section the plan could be made to fit a spare room or garden shed. It is also suitable for any historical period from Highland days through to BR in the 1970s, and with locomotive haulage being authentic throughout.



Passenger trains for Dentdale–3

Photography by the author

IAN NUTTALL reveals the lengths he went to in researching the 'other express' for his Settle & Carlisle layout and explains the methods, kits and components he used to construct the train in 4mm scale.



Sitting at the table in our conservatory I am running through what I would like to include in this story of how I uncovered all the information I needed to replicate another main line service through *Dentdale*. By my side are two considerable stacks of books and reference documents; these are crucial pieces of material, both for achieving accurate models, and for writing about them.

Having modelled the Settle – Carlisle Railway for over 50 years, some folk might suggest I ought to know all there is to know by now but, sadly, that is far from the case. Whatever project occupies me I always turn to my reference library; quite simply I wouldn't be without it. It is utterly indispensable, and is the key to achieving realism in my 4mm scale modelling.

The first pile consists of six reference tomes on coaches. Those on top of the pile focus on Midland Railway carriages; the two volume work by Lacy and Dow, and the single parallel offering by David Jenkinson and the now sadly late Bob Essery. Rather bizarrely these books were published at almost the same time... bringing the story of waiting for London buses to mind!

The other three are the recognised triple volume treatise on LMS coaches also by

▲ **No.5538 Giggleswick takes a breather on the one level section between Settle and Ais Gill; the climb is not called The Long Drag for nothing! This is the Down Kettering – Glasgow mentioned in the text.**

Messrs. Jenkinson and Essery. All four gentlemen are recognised as experts in their field, and I am privileged to be able to dip into the vast mountain of information they have made available.

I'm sure followers of other railways have their 'go to gurus'. We, of a Midland/LMS persuasion, are well blessed. Critical facts from these books will be mentioned later.

The second pile is a mass of timetable information in several forms. The one readily available book is *Operation Midland* by P Webb and W S Becket, published by Xpress Publishing (ISBN 978-1-901056-28-0) which includes everything you need to know, including the actual carriage formations, of all main line trains running in the area – including the S&C – in 1955.

It is perfect for enthusiasts of the British Railways era, yet still fascinating reading for me. I suppose, being selfish, I would have loved it to include the more local, less glamorous, services, yet I must be thankful for the gems that are there. Do treat yourself to a copy; it can only encourage you to run

more authentic trains.

Other documents, of which there are four, fall into two distinct groups. Relatively recently via eBay, I have acquired the LMS Passenger Timetable books for both 1941 and 1946 – accurate, irrefutable information at my fingertips and I feel privileged to own



▲ **Evidence of my official LMS Timetable for 1946, truly an historic document. Being over 70 years old it is looking a tad careworn and battered round the edges.....a bit like me really!**

Table 1

1941 Timetable

DOWN:

Leeds (1030).....Glasgow (1635)¹ *
 Hellfield (1720).....Carlisle (1935)

UP:

Carlisle (0805).....Leeds (1233)
 Carlisle (1624).....Leeds (2130)

1946 (May-October)

UP:

Carlisle (0805).....Bradford (1207) *
 Glasgow (0905).....Sheffield (1541)² *
 Carlisle (1040).....Skipton (1339)
 Glasgow (1210).....London St. Pan. (2050) *

DOWN:

Hellfield (0810).....Carlisle (1050)
 Manchester (0915).....Glasgow (1551) *
 Nottingham (0708).....Glasgow (1611)³ *
 Leeds (1030).....Glasgow (1620) *
 Hellfield (1150).....Carlisle (1423)
 Kettering (1125).....Glasgow (2034)² *
 St. Pancras (1200).....Glasgow (2235) *

1939 (May-July)

UP:

Carlisle (1035).....Hellfield (1316)
 Glasgow (1015).....St. Pancras (2110)⁴ *
 Carlisle (1624).....Hellfield (1906)
 Glasgow (1531).....Leeds (2248)⁵

DOWN:

Leeds (1020).....Glasgow (1505)⁵
 Hellfield (1138).....Carlisle (1413)
 St. Pancras (1200).....Glasgow (2038)⁵
 Hellfield (1710).....Carlisle (1946)

1938 (May-September)

(I don't have departure and arrival times for these services, so the times quoted are when the trains passed the signal box at Blea Moor.)

UP:

Carlisle.....Hellfield(1247) 4 coaches min
 Glasgow..Manchester(1752) 6 coaches min *
 Carlisle.....Hellfield(1835) 4 coaches min
 Glasgow..Sheffield(1925) 6 coaches min *

DOWN:

Hellfield...Carlisle (0946)
 Leeds.....Glasgow (1151)⁵
 Hellfield...Carlisle (1240)
 Leeds.....Settle⁶
 Hellfield...Carlisle (1755)

Notes:

- 1 Advertised as an 'Express', this was a wartime substitute for the Thames-Clyde?
- 2 Runs Monday, Friday, Saturday Only, as a relief train to the Thames-Clyde.
- 3 Runs Saturdays Only.
- 4 Carries through coaches for Manchester.
- 5 Restaurant carriages in the train.
- 6 A Saturdays Only walkers' special, timed to reach Settle at 1419, sometimes going as far as Dent.

*Possible train to match my requirements.

Note 6 is particularly intriguing: the Saturdays Only walkers' special, with the addendum 'Sometimes works through to Ribbleshead or Dent.' Suddenly I became very interested in this service, although it couldn't possibly make up my eight coach 'other express', but I had discovered a service which could, and occasionally did, terminate at my lonely Pennine outpost of Dent.

The prospect had never crossed my mind, but here was the evidence: after all Dent did have facilities for a loco to run round its coaches and then wait in the Up layby until it was due to return.

You learn something new every day!



▲ Stanier Period III 57' Corridor Brake Third No.5820, which was built at Derby in 1936 to Dia.1905 as one of the 25 in Lot 899. This would have received the LMS simple lined livery from new, and represents one my two 'extra add-on coaches' to the basic six-coach rake (Table 1). The model is courtesy of Airfix and is enhanced by bars behind the windows in the brake section and replacement metal wheels with brass bearings. With the windows removed the inside edges of the frames were painted matt black to reduce the prismatic effect off the glazing, which was a decent attempt at being flush. Missing pipework was added to the roof and ends, whilst a total repaint was deemed in order, plus re-lining and numbering courtesy of HMRS transfers... Pressfix for the former, and Methfix for the latter. The end corridor connection has been blanked off and lettered LMS. Screw couplings plus vacuum/steam heating pipes adorn the outer end as they are clearly visible.

such historic documents. I feel the same about all the others, which are photocopies.

Having read my Thames-Clyde article (RM January 2021) Oliver Hall contacted me offering the official LMS freight timetable for 1947, and the passenger version for 1939. The former is not pertinent to this article, yet will be put to good use, whilst the latter I have scoured for useful info; thank you Oliver.

The final photocopies are the result of research conducted by my much missed mentor, Ron Smith, as he sought accuracy for his own S&C project in the 1960s. He gained access, officially, to the LMS working timetable for 1938 via Catalogues No.22-43 held at the BR Archivist's Office and Library at Royal Oak Paddington. Thus I have details

of all the trains travelling up and down the S&C in 1938; Ron's findings have proved a veritable gold mine.

Hence with no shortage of reference material to hand I had a decision to make.

Choices

Over the years I had tended to focus my modelling more on freight and parcels vehicles rather than passenger stock. It was purely a preference of mine.

The previous two express rakes I wrote about in parts 1 and 2 were essentially the work of Ron Smith which I had inherited and updated. However I had built, over a period of many years, around nine coaches myself, six of which were appropriate for main line



▲ Stanier Period III 57' Corridor Third No.1579 to Dia.1899, which, at the time was the largest single batch of the same coach built by the LMS...totalling 324 examples. This one was from a group of 34 built to Lot 732 in 1934, around the end of the fully lined era. I was attracted to this MAJ kit for its fully lined livery, and the flush glazing aspect as provided by its vinyl overlays. After a few years it began to lose its tumblehome as the glue lost its tackiness, so I needed to apply some remedial treatment. As with all my coaches I've fitted scale metal wheels and brass bearings, and added all necessary roof and end pipework. The transverse roof strapping is from 10 x 30thou lengths of plasticard. The black strip down the end of each side is just too wide, or should I say the vinyl overlay was just too short. I hope it doesn't detract too much.



▲ Another MAJ kit, only adorned with the simple LMS lining, and this time a Corridor Brake Third, No.5943, from a batch of 44 built as Lot 911 to Dia.1905 at Wolverton in 1936. The usual extras are provided, and I must say that MAJ coaches run smoothly and freely.



▲ LMS Period III Stanier 57' Open Third No.9012 to Dia.1904, one of the 50 constructed in Lot 805 by The Birmingham Carriage & Wagon Company in 1934. Being an etched Perseverance kit with equalised bogies this ranks as the most hi-tech of the eight coaches in this rake. It was also the most challenging... No doubt because I found myself entering new territory regarding structural technique at times, but it has turned out as a neat model not available (at the time of writing) from any of the major ready-to-run manufacturers. Precision Paints and HMRS lining, logo and number transfers complete the model.



use. More recently I had made use of the pre-painted etched sides, available from Malcolm Binns, trading as 'Sidelines', thus I had two more corridor coaches (Photos 5 and 8) in my somewhat eclectic collection, all of which would have to form the basis of the other express.

I searched through the various timetables to come up with options for what my mixed selection could represent. Although my rake was anything but matching, I was aware that, particularly in the 1930s, all but the named expresses ran with an indisputable hotch-potch of coach styles, company origin and periods. Perusing photographs in albums featuring trains of the era will bear this out: indeed David Jenkinson was at pains to point out this useful tactic in his most readable book, *Modelling Historic Railways* (published by Patrick Stephens Ltd in 1985).

The accompanying Table 1 on the previous page lists the possible services from which I could select. The 1941 offering, being in the middle of WWII, was, understandably, more skeletal, but it shows there were two potential trains each way. The remainder of the table covers my other 'non-war' year, 1946 (May-October) and the possibilities are seen as far greater:

You may think I was spoilt for choice, yet several of the services could be ruled out immediately. Firstly I dispensed with the Hellifield-Carlisle and Skipton-Carlisle trains as both Ron Smith's research and photographic evidence suggested these were made up of between three and five carriages – too short for my needs. Next, several were listed as having Restaurant Cars, so these could be discounted as there wasn't one available in my mix of vehicles.

Decision time

Having discounted several options for the reasons stated, I still had plenty of services available (those with an *). I was swayed by the narrative of Roderick Fowkes when reading his book, *The Last Days Of Steam on the LMS and BR* (Halsgrove 2009).

Roderick spent his entire working life on the railways, his formative years being at Trent station and its immediate environs. During his time passed in signal boxes and the control office he became intimately familiar with traffic flows. One service he

◀ LMS Period I panelled Brake Third No.5267, one of a batch of 50 built to Dia.1696 at Derby to Lot 148 in 1926. The basis of this coach is the Mainline model to this very diagram. Why bother putting on new sides you might ask? Ah well, I had spotted the exquisite fully lined etched Comet sides hand painted by Malcolm Binns. He sold them under the Sidelines label, so I invested in three different sets, a move I haven't regretted for a moment, for the finish is seriously top drawer and well beyond my capabilities. To match the quality of the sides I added extra detail to the underframe, replaced the roof vents and also fitted Bill Bedford lost wax brass couplings which include representations of the inter-coach pipework. A matching rake of these would look magnificent, but there is a limit as to how many times you can re-mortgage your house.

And now a change of tack, for this is a far more venerable beast, a Midland Bain 54' Corridor Lavatory Third built in 1907 to Dia.547. If my reference books are correct, and I do have faith in them, some of these coaches stayed in operation until 1951. This coach is a PC Models kit, the same firm who first brought out the excellent Methfix transfers as marketed by the HMRS today. Like MAJ kits these rely on pre-printed sides, thus the potentially tricky task of replicating the full lining is taken out of our hands, although the sides can tend to look too flush and flat. To create some depth I don't rely on the printed hand rails and door handles, but use 0.33mm brass wire which is firstly crushed flat in a pin vice. Although time consuming, a further improvement is to cut out the window glazing from the printed sides before fixing in place, leaving the clear plastic upper body to provide the slightly recessed window glass, as per the prototype. The printed sides can be bonded securely with a thin layer of five-minute epoxy, whilst the tumblehome comes as a pre-formed length of metal, thus easing this potentially tricky hurdle. I have used various diameters of brass wire to create the underframe trussing etc., whilst the Bill Bedford coupling with pipework can be seen.

Another PC offering, although this time the less common 54' Corridor Brake Composite to Dia.559 introduced between 1904-1906: one or two of the seven built survived until 1950. I have added similar extra features and level of detail to match the previous Midland Clerestory Coach. An interesting observation is that, although the two PC coach kits were bought at the same time, there was well over 30 years between their respective build dates. Hopefully you can't tell which is which, and a sign that despite my advancing years I seem to have retained the precision of my youth!

Bringing up the rear is a second fine example of the skill of Malcolm Binns; an LMS Period I panelled 50' Full Brake constructed at Wolverton in 1925/6 to Dia.1778. My example, No.30451, was one of a batch of 75. The donor coach is a Mainline Stanier Period III 50' Full Brake, backdated to Period I status. All window openings were enlarged so that none of the originals could be seen once the etched Comet overlay was in place, thus allowing the windows to be flush glazed. Window bars from 0.33mm brass were added as appropriate. Roof vents were removed, with the transverse ribs filed off and a new 10thou plasticard roof overlay was fixed in place, plus a new cantrail strip to hide any imperfections in the join with the etched overlay. New rain strips (10 x 25thou plasticard) and better defined roof vents were then fitted. Comet etched or cast parts were utilised below decks to raise the all-round specification to nearer that of the sides. Even the corridor connections received strips to represent the scissors gangway and tissue to replicate the canvas covering on top. Oh so carefully I added door handles and handrails. I hadn't the heart to weather Malcolm Binns' fine artistry and can't even claim it has just had a repaint, as it would have been turned out in LMS simple livery.

recalled was the Up Thames-Clyde relief. It was used to avoid overcrowding on busier days and ran as far as Sheffield. I worked out it equated to the 0905 from Glasgow in my 1946 timetable, and again in my 1938 version supplied by Ron Smith. It was balanced by the Kettering-Glasgow service.

Ron's notes had this Glasgow-Sheffield as a basic six coach formation. I could augment this with an extra brake third and a full



brake, both perfectly feasible. I could then utilise all the coaches I had available, and they would fit in the storage loop I had set aside for it. Thus my 'other express' became the Glasgow-Sheffield and Kettering-Glasgow and you will see from Table 1 that note 2 applies to this service, hence it will always be a Monday, Friday and Saturday on *Dentdale*!

Featured in Foxline Publishing's *Scenes From The Past No. 7: The Railway From Buxton*,

are many pictures courtesy of top historic railway photographer E R Morton: plate 86 is a wonderful shot of an Up express near Monsal Dale Viaduct headed by Jubilee No.5616 *Malta*, sporting one of the ten Stanier straight sided 3,500 gallon tenders. It hauls a train virtually identical to mine – clerestory coach leading, followed by a melange of LMS Period I/II/III carriages; and the year is 1938... Spot on!

Bovington Junction

*Signals Model Railway Club has its headquarters at the Midsomer Norton shop of the same name, situated in the heart of former Somerset & Dorset Joint Railway country. **ROB HOPEGOOD** presents the club's recently-completed N gauge project, which has been designed for exhibition display with the accent on intensive operation.*

Photography by Callum Willcox

Although the club's nucleus, comprising Mike Burstone, Ken Bowen-Jones, and myself, came together in late 2018, real work on this layout project didn't commence until the early spring of 2019. The aim was to develop interest in the hobby around the Somerset area and to build a layout that we could take to exhibitions across the West Country. Based at the premises of Signals model shop in Midsomer Norton, we have subsequently doubled our core membership with the addition of Lee Oliver, Dave Bester and Jake Waller.

Like many projects in recent times, our initial progress has been slowed but, following lots of hard work over the last few months, we now have an exhibit that we are delighted to share.

Establishing a theme

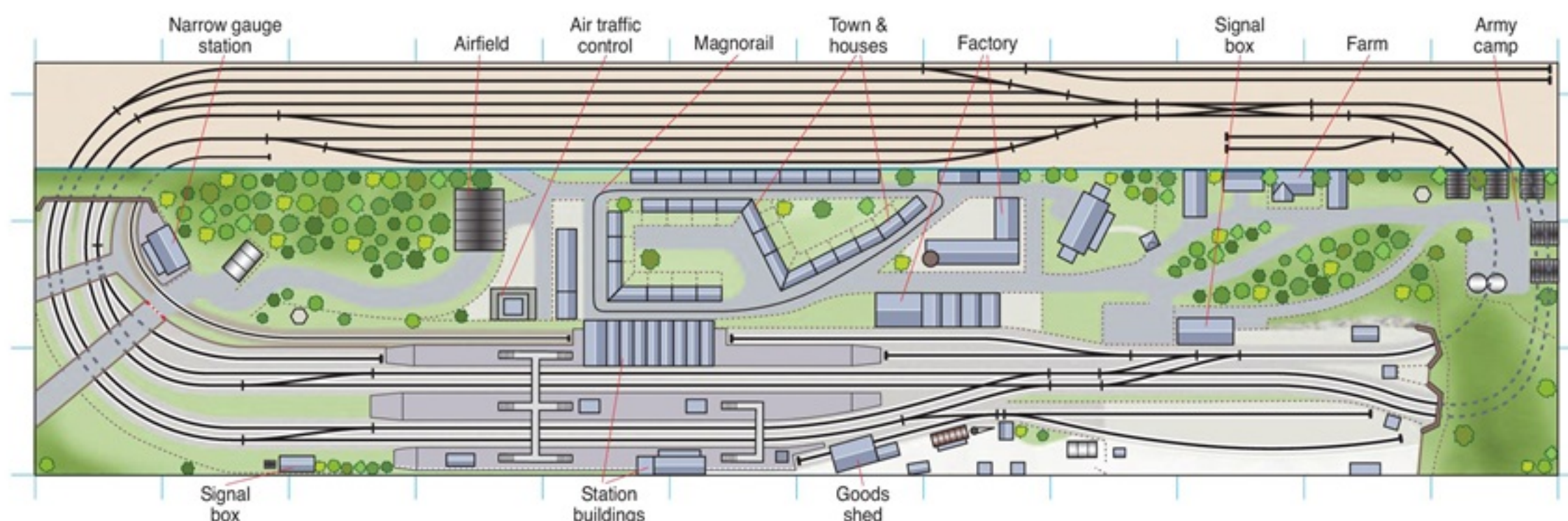
Whilst the track plan is almost a replica of Broadstone, at the junction of the southern end of the Somerset & Dorset where it met the London & South Western Railway, the scenery, buildings and other numerous additions are purely fictitious. We considered seven different plan options before selecting this one, due to its operational qualities, which allow for through running, switching tracks across the junction and a shuttle service in and out of the bay platform, as well as shunting movements in the goods yard.

The trio of modellers that created the layout, from left to right: Mike Burstone, Ken Bowen-Jones and Rob Hopegood.



Fowler 0-6-0 4F No.44044 passes slowly through the station with a loaded coal train, whilst heading the other way is BR Standard 4MT 2-6-0 No.76053 on a local passenger service. Both locomotive models are from the Graham Farish (by Bachmann) stable.





Bovington Junction Overall layout size 12' x 3'3". Each grid square = 1' x 1'.



◀ The overhead lighting unit is bracketed from the back of the layout to afford an unimpeded view of the scenic section. Note the access cut-out in the end board.

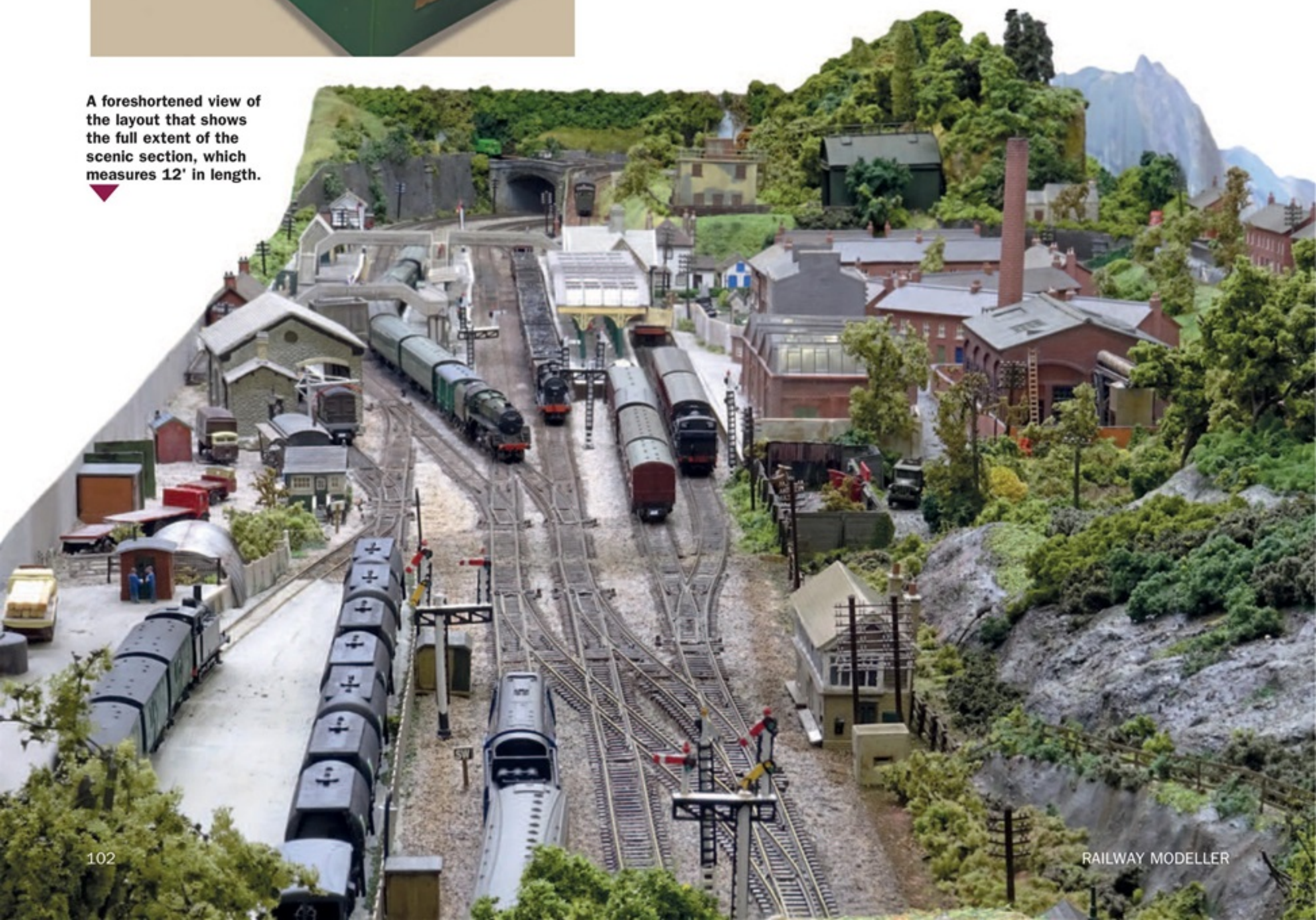
There is a specific focus on military activities, including an airbase with an aircraft animation and a small army base, supported with appropriate rolling stock. Additionally, we have

a narrow gauge branch line and an operational road system, which means that the layout operators are kept very busy whilst on duty! The era represented covers the period from the end of WWII through to the early 1960s, which allows for a variety of locomotives and rolling stock to be utilised.

Robust baseboards

The layout measures 12' x 3'3" and is built on a beechwood frame with a surface of 12mm plywood; whilst this provides a very solid structure, each board requires two people to

A foreshortened view of the layout that shows the full extent of the scenic section, which measures 12' in length.





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



▲ The narrow gauge passenger train approaches the station to connect with the waiting local passenger service that can be seen in the adjacent standard gauge platform.

carry it. However, we thought that having such a robust base to work from will improve durability and extend the life of the layout, especially in the context of regularly taking it to exhibitions. Furthermore, as we only have three boards to move, we decided that we can cope comfortably with this minor inconvenience.

The whole layout separates into three pieces, which slot together using metal dowels and are secured with coach bolts. This is all supported on trestle legs which are height adjustable. End plates of 9mm ply are fixed to the frame to avoid damage to the boards during transit.

▶ A brace of BR Standards in the form of 5MT No.73068 and 3MT No.82005 appear simultaneously through the Peco road bridges. The Peco code 55 track has been weathered subtly with track colour paint.





▲ Oil tanks are seen in the yard as tanks of a different kind are hauled through on Warflats by 9F No.92226. A local train leaves Bovington with a Collett 0-6-0PT in charge.

Track is Peco code 55 throughout, with the storage yard containing a scissors crossover, which allows for ease of operation. A narrow gauge line was built using Peco Z gauge track. Pointwork on the layout is operated using SEEP motors.

Layout operation

The layout is wired for DCC, with trains controlled using a Digikeijs DR5000 system, which was obtained from the retailer DCC Train Automation. Operation follows a pre-prepared sequence, which takes around an hour to complete; it shows this normally coincides with the shift changeover between operating crews.

At exhibitions, we aim to always have one club member at the front of the layout to

engage with the public, thus allowing the crew to concentrate on operating the layout.

The narrow gauge branch line operates on a shuttle basis, arriving and departing regularly, using a Gaugemaster unit.

The road vehicles are operated using the Magnorail system, which takes the form of a motor-driven chain set beneath the road surface, with magnets used to 'pull' cars and bicycles along. We have found that once the mechanism has been installed carefully, the



▲ The Hurricane slowly lifts! The fighter is supported by an unseen locomotive running on an inclined track underneath which suggests the plane is taking off. A pure crowd pleaser. The control tower is one of the few card kits on the layout.



▲ To add further operational interest to the layout a narrow gauge line running on Peco Z gauge (6.5mm) track has been added on a higher level. The Glyn Valley Tramway style locomotive is pictured hauling its single coach into the small station.

system works very well, although some vehicles have had weight added to prevent them from completing unexpected handbrake turns! In keeping with the military theme, many of the operational vehicles are RAF and army based, augmented by suitable civilian options.

Time for take-off!

One of the key features of the layout is the animation showing a Hurricane taking off. Designed and delivered by our resident engineer, Ken Bowen Jones, the whole thing is an optical illusion, using a section of track that runs beneath the baseboard, with the model aeroplane attached to a vertical shaft that is mounted on a locomotive. The track rises out of sight underneath the baseboard, which creates the illusion that the aircraft is taking off; simple, but very effective. The hanger is scratch-built and is positioned so that it hides the aircraft's return to ground.

The control tower is a card kit, which has been supplemented by a variety of 3D printed supporting vehicles.

Traditional scenery

Scenery construction is of polystyrene and Modroc with top cover achieved using a selection of Woodland Scenics products. Much use has been made of Peco tunnel and bridge portals, together with plasticard to form some bridges and retaining walls for

The army moves slowly down the hill towards the station as BR Standard Class 5 4-6-0 No.73158 rushes through with a train of maroon Mk.I coaches. Most of the buildings on the layout were built from plastic kits, some of which have been adapted to fit the location.

cuttings. The station footbridge is a tour de force of 3D printing that has produced a made to measure structure with three staircases. The many trees are from a variety of sources, all suitably spruced up. The backscene is by ID Backscenes.

Plastic and resin buildings

This topic was the subject of much discussion over a long period, as we realised that we would need many suitable houses, shops, a factory, farm, and church as well as all the necessary railway buildings. Eventually we decided upon a mix of plasticard and resin constructions, together with a few card items, with the exception of the station canopy, aircraft control building and one or two low relief structures. The upshot is that we have a mix of Kestrel, Knightwing, Graham Farish, Ratio, P&D Marsh, Peco, 3D printed, scratch-built and kit-bashed products, many finished by Mike Burstone.

S&D rolling stock

While we have some club-owned items, most of the stock is supplied by members and currently includes Bulleid Pacifics, BR Standard Classes 2, 3 4, 5 and 9, Fowler 4F 0-6-0s, Stanier Class 5MT 4-6-0s, Stanier 8F 2-8-0s, plus a range of Western Region Pannier tanks, and the occasional railcar. We do need to add more Southern Region stock.

These are all supported by various period coaches and goods vehicles, plus a large amount of Warflats, Warwells and Parrots which carry a variety of military vehicles, both tracked and wheeled, all of which are 3D printed and again painted by Mike Burstone.

Signals Model Railway Club

Formed in late 2018, Signals Model Railway Club is a relatively new group based at the premises of Signals Model Shop in Midsomer Norton, Somerset. Prospective new members are always welcome.

Enquiries from exhibition managers relating to future show bookings for the layout can be made via the club's Facebook page (search for Signals Model Railway Club).

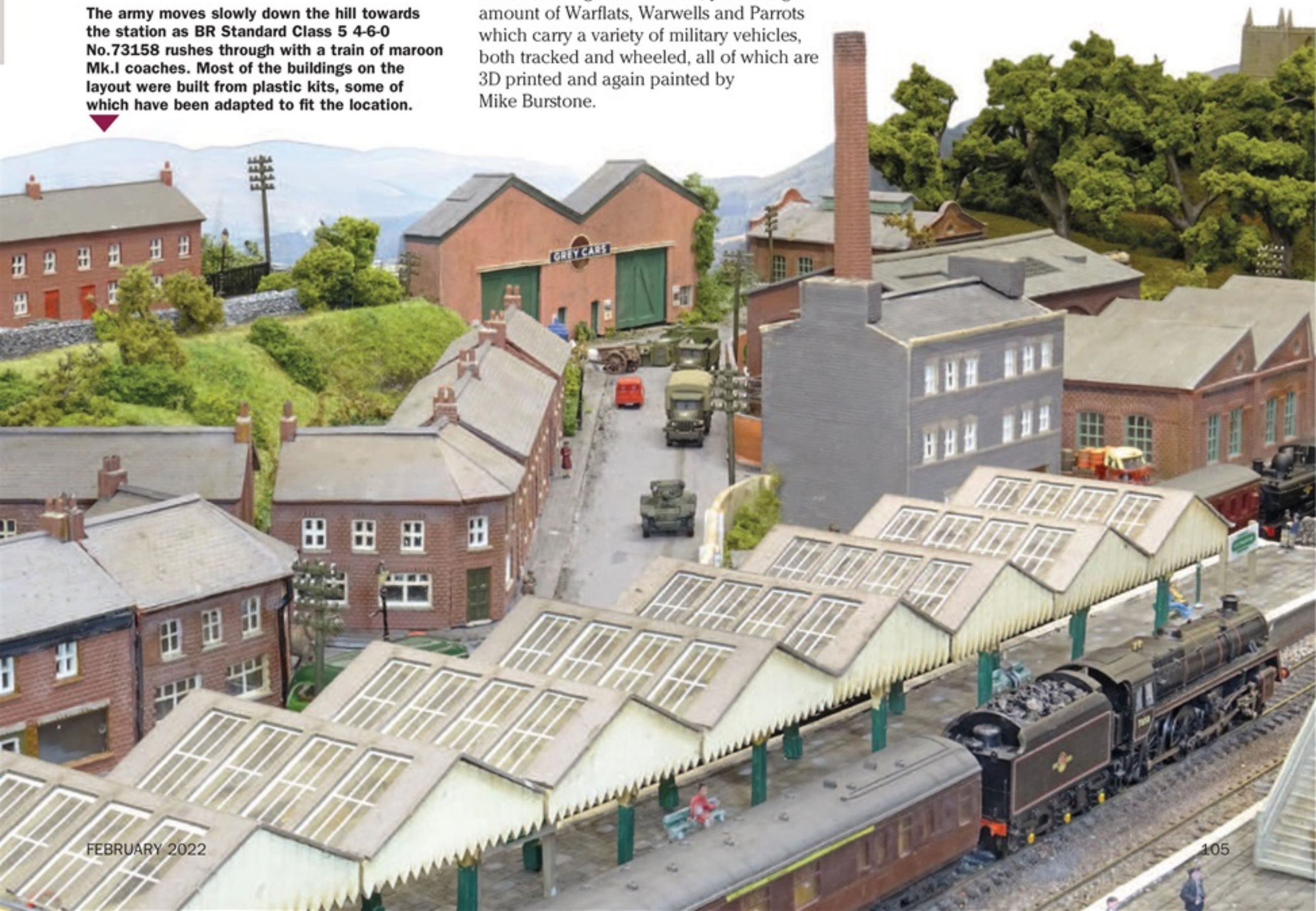
Signals Model Shop

Open Mondays to Fridays 1000 – 1700, Saturdays 1000 – 1600 (closed Sundays).

10 High Street, Midsomer Norton, Radstock Somerset BA3 2LE.
www.signalsmodels.com

Conclusions

We have all thoroughly enjoyed constructing *Bovington Junction* and look forward to sharing it with as many people as possible at exhibitions over the next few years. While this will take up some of our time, however, we are already planning our next project, which we look forward to revealing soon!



A just-supposing narrow gauge station in 009

Nant Gwernol – as it might have been

This unusual design of station, which was once proposed for the eastern terminus of the preserved Talyllyn Railway, is described by **MICHAEL FARR** and modelled in 4mm scale.

Photography by Jolyon Sargent
except where stated

The noted Welsh architect Clough Williams-Ellis is perhaps best known for the Italianate village of Portmeirion which he designed and built on the shores of the Cambrian Bay not far from the Ffestiniog Railway's Minffordd station. Sadly his design for a station for the FR's near neighbour, the Talyllyn Railway, did not see the light of day.

Williams-Ellis had been invited by the BBC to take part in the corporation's ground-breaking 1957 live broadcast from a Talyllyn train, being interviewed by Wynford Vaughan Thomas as the train journeyed through the Fathew Valley. Discussing the Talyllyn project with Tom Rolt he was told that Tom's dearest wish was to extend the passenger service along the mineral line to the foot of Alltwyllt incline.



▲ The author's completed model of the proposed Nant Gwernol terminus, presented as a small diorama with Peco 009 track and rolling stock, together with a model of TR No.1 which was created by David Malton from a Bachmann (US) 'Skarloey' model (see RM April 2016).



▲ Talyllyn Railway 0-4-2ST No.4 Edward Thomas is pictured at Nant Gwernol after arriving with a passenger service. This view gives some indication as to the confined nature of the valley-side station site, demonstrating why an overhead station building, such as that proposed by Clough Williams-Ellis, may have presented certain advantages.
Photo by the author

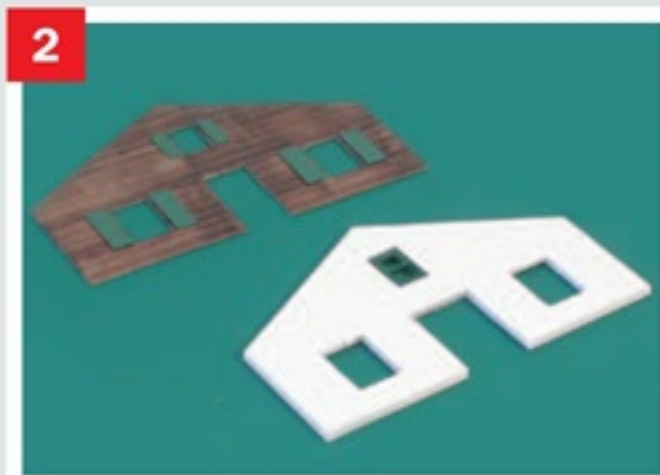
The tracks had never been intended for passengers and so the clearances were sufficient only for slate wagons; accordingly the site of the proposed terminus was on a very narrow shelf at the foot of the incline.

Swiss style

Faced with this challenge, William-Ellis drew up a proposal for a Swiss chalet style building perched on stilts over the tracks. Having in the past purchased from the Narrow Gauge Railways Museum Trust a print of his sketch (photo 1), when I subsequently saw the Swiss station at Chamby I was struck by the similarity. Chamby was in fact the subject of the very first Swiss station building that I constructed a model of (see CONTINENTAL MODELLER, June 2008)



▲ The proposed design for the station at Nant Gwernol, as drawn by the noted Welsh architect Clough Williams-Ellis.
Photo: Author's collection



2 The walls for the upper part of the building were formed of 3mm foam board covered with a skin of planked plasticard.

The café interior was modelled using square section plastic tube for the seat squabs, together with H-section of different dimensions for the tables and counters.

and with my renewed interest in 4mm narrow gauge I was looking for an unusual idea for a Welsh terminal station.

Making a start

Before embarking on my model I needed to calculate the key dimensions as the Williams-Ellis drawing is clearly marked 'Not to scale'. Furthermore, the original sketch shows only one end and there is no representation of the sides, although the plan view does indicate his proposed positions for windows, doors and interior furnishings.

With some basic measurements determined, I started by fabricating a mock-up of the supports for the overhead building to establish the clearance required for the rolling stock to pass through. The resultant arched pillars were faced using Redutex Dry Stone Grey self-adhesive material sheet (ref.087PL111).

The upper level

I made the flooring deck for the upper level from two layers of 3mm foam board laminated together. The top one was made slightly smaller than the bottom one (measuring 145mm square) to allow for the safety fencing to be fitted around the edge – for which I used Ratio GWR station fencing (ref.421/431) with the top and bottom parts trimmed back to the horizontal bars.

The building itself was formed of a carcass of 3mm thick foam board, overlaid with planked plasticard which had been rubbed horizontally with coarse glass-paper and then coloured with a wide brown ink marker pen (photo 2). I have used this method to represent the grain on timber surfaces with several Swiss buildings.

Windows and doors

The sizes of the apertures for the windows and doors was dictated by the use of components from the Peco Building Components pack (ref.LK-78), which contains

windows, doors, gutters and downpipes etc.. The window apertures in the foam board were cut such that the plastic mouldings fitted tightly (large windows – 19mm x 14mm, small windows – 15mm x 11mm), with the holes in the overlaying pieces of plasticard made slightly smaller to cover the gaps around the window frames (large windows – 17mm x 12mm, small windows – 13mm x 9mm).

Detailing the interior

For the building interior I first glued sheets of glazing material and then lined the walls with corrugated card to represent the assumed rough-hewn planking that could have been used had the structure been constructed. I built the proposed café interior using square section plastic tube for the seat squabs and H-section of different sizes for the tables and counters (photo 3).

A made-to-measure roof

For the roof of the building I intended from the outset to use Wills Material Sheets Plain Tiles (ref.SSMP211). Therefore, when I was calculating the dimensions, the building was designed so that I would not need to cut these sheets down from their supplied size of 130mm x 75mm; I simply rubbed away the projections around the edges. To make the roof removable I first made a smaller false roof using foam board (sized to fit inside of the building walls) and then affixed the Wills sheets to this (photo 4).

The gutters were sourced, like the windows and doors, from the Peco ref.LK-78 pack. However, there is only one gutter of sufficient length supplied in the pack, but there are two shorter gutters (of different lengths) which I was able to join together to suit. To fix the gutters securely in place underneath the pitched roof, I attached a length of L-shape plastic strip to the flat flange of each gutter, which in turn was attached to the roof.



4 A view showing the underside of the false roof formed of foam board, onto which the main roof sections were attached using full size (uncut) Wills Material Sheets (ref.SSMP211 Plain Tiles).

A single stairway

For the stairs up to the main door I used the lowest set of steps from the Dapol (ex-Airfix) footbridge kit and adjusted slightly the height of the platform to fit. Williams-Ellis proposed only a single set of steps but I'm sure that building regulations would have insisted upon a second set for evacuation in case of a fire.

Solving a problem

Anyone who knows the Tallylyn Railway will see the same flaw in

Clough Williams-Ellis' design as our son Andrew: with coach doors on only one side the trains would only have been able to use one of the platform faces!

When I eventually install the model on my next layout I will assume that there is a renewed demand for roofing slates that has prompted the Bryn Eglwys Quarry to be reopened. Furthermore, Alltwyllt Incline has been reinstated but with an eco-friendly state-of-the-art water-powered 'cliff railway' similar to that at Lynton and Lynmouth and the Alternative Technology Centre in the adjoining Dulas Valley. As with the L&LR in the early days, the passenger cabins will be removable so that slate trucks can be conveyed – modelled using the Peco slate wagons of course, acquired second-hand from the Ffestiniog. Then I'll have an excuse to use the other platform!

The completed model, showing the single stairway providing access to the upper level. Signage was created on computer.



Talking Points

Topical issues from the world of model railways

Exploring the past through the RAILWAY MODELLER archive

Peco Publications has recently added the entire 72 volumes of RAILWAY MODELLER to its digital edition platform, access of which is available as a free add-on to any of our print or digital subscription packages. Steve Flint previews the resource, accompanied by some noteworthy favourites from the archive put forward by Craig Tiley, Chris Ford and Callum Willcox.

As enthusiastic railway modellers we can often get totally wrapped up with the latest state-of-the-art developments in the hobby. Such pre-occupations might be over an eye-catching loco release, an intriguing scenic product, or a new digital cutting or moulding technique.

Naturally, it's good to know what's on offer in the market place for our acquisition, use and deployment, or simply just to fill a gap in our ever growing collection of models, but in some ways, being eagerly consumed by all that's brand new and exciting can lead to a tendency to sweep aside – and forget – all that went before...

True, new manufacturing technology has given us more authentic and accurate models, as well as more speedy and efficient model-making techniques, but the collective knowledge that has accumulated within this 120 year old hobby is a tremendous resource for us all and should not be overlooked.

Digitising

Previously, access to that constantly growing knowledge base used to mean acquiring a library of books and periodicals and having to possess the space to contain it. Moreover, it often took a lifetime and a deep pocket to collect it all.

Of course, a large amount of that vast knowledge base is still amassed in thousands of printed books, but here at Peco Publications we have taken steps to digitise the entire 72 volumes of RAILWAY MODELLER, and make it available to modellers as part of a subscription purchase, either for the paper magazine, or for the digital only version.

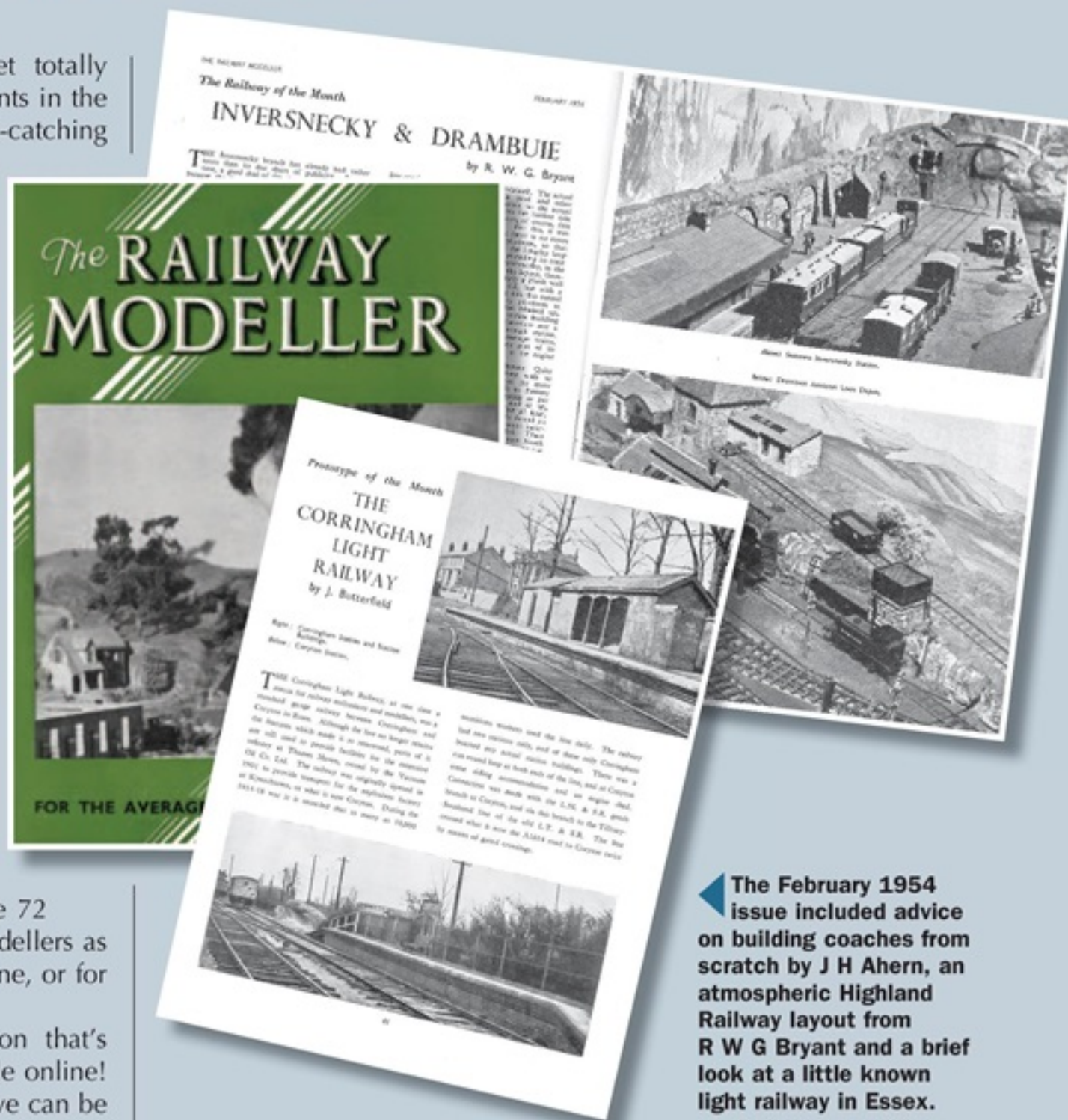
Although we haven't counted them exactly, we reckon that's somewhere in the region of 60,000+ pages all now available online! Details of how to subscribe and access the RM digital archive can be found in the panel on page 110.

Enchanting

It is quite remarkable how engrossed you can become when viewing an old issue of RAILWAY MODELLER. The modellers of yesteryear were not blessed with the multitude of amazing products we have access to today, yet their model masterpieces can be as inspirational as anything built decades later. It seems that our mind's eye readily accommodates for the lack of modern day expectations, allowing us to become just as absorbed as we might do when reading a much more recent edition.

Take for example, viewing the February 1954 issue. The lead article describes R W G Bryant's *Inversnecky and Drambuie* layout, a Highland Railway branch terminus and harbour scene. Yes, I have a particular penchant for such layouts, but here is an exquisite example of how the genre was tackled in the days when modellers needed to be truly resourceful, and long before I was old enough to read a real copy.

The standard of finish is rudimentary by today's benchmarks, but it oozes atmosphere, and in his article he describes how, amongst other snippets, he represented corrugated iron using the silver paper from certain brands of cigarette packets... Oh well! We would prefer



to use kitchen foil or an old food tray now, but his technique of marking it out was much the same as described by Callum Willcox in his Railway Modelling Explored feature about making corrugations in the February 2021 edition.

Elsewhere amongst the pages of that February 1954 copy of RM, J H Ahern – one of the hobby's founding grandees – explains how he made models of light railway coaches from thin ply, card, perspex and strip wood.

It all may seem a trifle needless, given that such coaches for OO9 can now be bought ready-to-run, but the style of Ahern's writing is sufficiently enticing to persuade you to have a go with the old methods yourself. You may be surprised.

Towards the end of the issue a one page article by J Butterworth is found with brief notes and a couple of photographs of the Corringham Light Railway in Essex.

Now that's a light railway I have no previous knowledge of: in fact it's a discovery that could well send me off on a new path of research and exploration, and that's just one of 855 issues: exploring old editions of RAILWAY MODELLER can be truly enchanting.

My earliest memories of reading RAILWAY MODELLER are from when, as a junior member of Swindon Model Railway Club, I spent many an evening poring over the collection of back-copies that occupied one corner of the clubroom; a jumbled miscellany of editions dating from the 1960s through to the early-1990s. As a young modeller, the pages of these magazines provided me with a veritable feast of enticing possibilities – ideas for layouts and modelling projects that I could, one day perhaps, aspire to emulate.

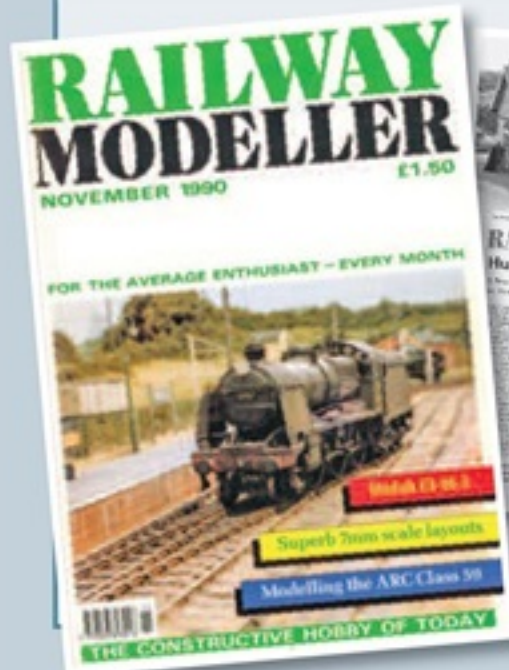
The scale drawings features were always of particular interest and I recall referring to several during my early modelmaking efforts. Amongst these were my attempts to create examples of Stanier 57' bogie passenger stock in 4mm scale by cutting coach sides from 10thou styrene sheet and grafting them onto donor Airfix coaches – this was before the current Hornby and Bachmann models of course.

One particular issue that made an impression on me was the November 1990 edition with Martyn Welch's seminal 7mm scale

layout *Hursley*, a branch terminus scheme set in rural Hampshire. To my young eyes I simply couldn't believe that it was a model, so realistic was the modelmaking – all beautifully captured by the camera of Barry Norman. I didn't fully appreciate it at the time, but this layout article cemented the foundations of three key aspects that I later adopted as part of my active involvement in the hobby, namely – modelling in O gauge; always striving to make models appear as convincing as possible through weathering; and approaching layout photography in the same way that I take photos of the real thing.

Three decades have elapsed since the publication of that issue, but the passage of time has done little to diminish the impact of what Martyn achieved with *Hursley*. In the same issue there is a tantalising preview for that year's MRJ Exhibition, held at Central Hall, Westminster from 1 – 3 November. Not only did this event provide a rare opportunity to see *Hursley* first-hand (if you could fight your way through the crowds!) but also brought together a whole host of other notable modellers and their layouts. The preview carried the prophetic wording, 'Miss it, and you've missed it for good.' That's certainly true in my case. If only I had a time machine...

Craig Tiley



After being featured in the November 1990 RAILWAY MODELLER, *Hursley* went on to be crowned winner of that year's RM Cup competition.

My connection with RAILWAY MODELLER began during the early-2000s, when my grandparents purchased a copy for me from a newsagents during a day trip to Weymouth. Having then only recently started out on my first layout project – and being of an impressionable age – I was captivated by the many wonderful and inspirational layouts and models that were featured inside. I immediately set about looking for ways – with the help of my family – to incorporate ideas that I had seen and read about into my embryonic project.

As my interest grew in the hobby, so did my desire to try out new modelling skills, such as kit-building and weathering; for this the Railway Modelling Explored series of articles and 'how to' guides by various modellers were a great help. One such set of articles was published as booklet No.28 of the 'shows you how' series titled *Customising R-T-R Locomotives in OO*, which was included free with the April 2018 issue of RAILWAY MODELLER. The guide was a compilation of several basic modelling techniques including weathering, renumbering and adding etched parts – all assembled into one handy booklet. It's thanks to these clear and straightforward step-by-step articles, that I was encouraged to pluck up the courage to tackle my first model customisation project – and I have not looked back since!

Since I began working at RAILWAY MODELLER I too have been able to contribute to this ever-growing series of projects and modelling guides, and I hope they inspire others in the same way that they did for me. It is worth noting that many of the free booklets that have been included with printed issues of RM over the years (such as SYH No.28 *Customising R-T-R Locomotives in OO*) can also be viewed as part of the digital archive.

One of my particular passions is the Somerset & Dorset Joint Railway – for which there have been many layouts and topics featured in the pages of RAILWAY MODELLER over the years. One stand out piece for me is the 4mm scale might-have-been S&DJR terminus *Chewton Mendip* by Tim Tincknell, which featured in the February 2012 issue. Tim's work neatly combines my key modelling interest



Tim Tincknell's 4mm scale might-have-been S&DJR branch terminus was featured in the February 2012 issue (top), whilst the 'Shows You How' booklet (above) was included with the April 2018 issue.

into a single layout that oozes character and charm! Notable features include standard and narrow gauge running lines, and the option for alternative periods/location of operation (such as S&DJR and BR-era rolling stock – something which I hope to do in due course on my own under-construction S&D themed layout *Lyncombe Vale*). And all this within the footprint of 7'6" x 1'10". Truly inspirational stuff.

Callum Willcox

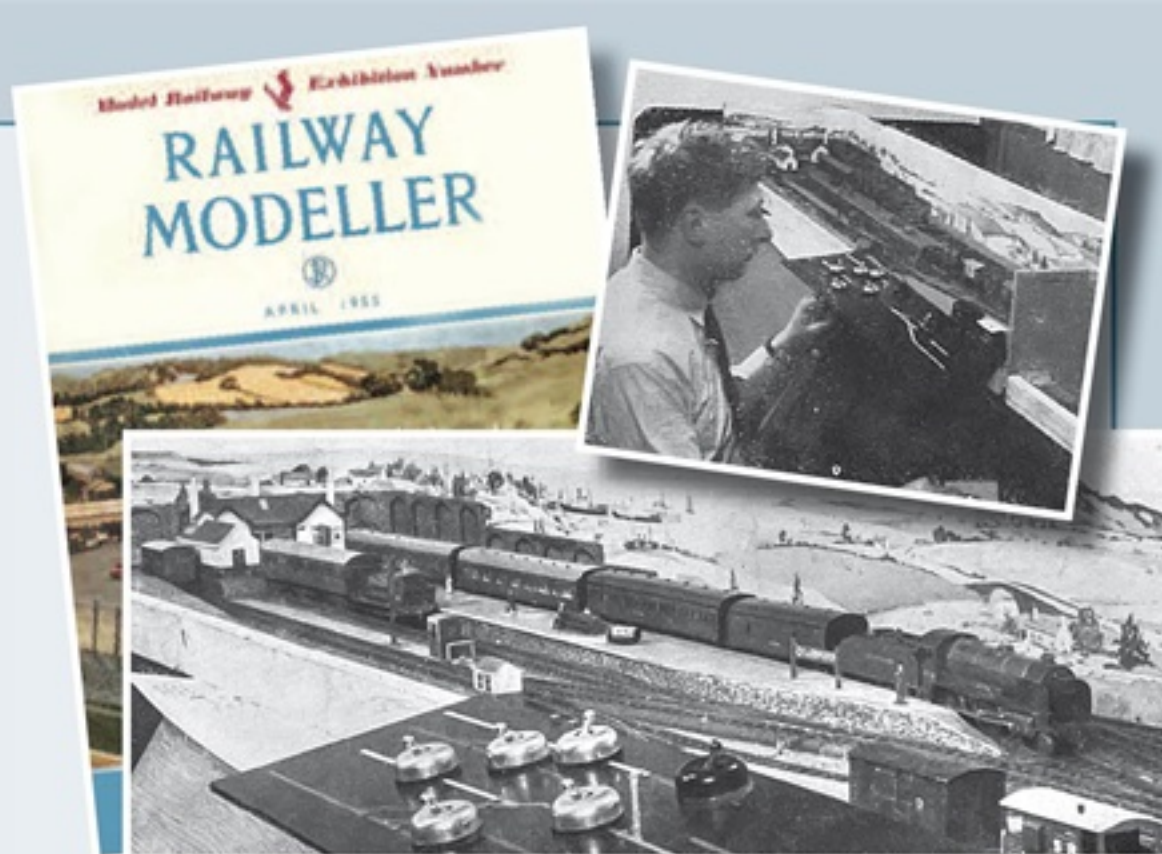
It's certainly a tough choice, selecting just a few memorable examples out of all the articles I've enjoyed over the many years that I have been reading RAILWAY MODELLER.

Not that I've read them all of course, but I was assisted, about 25 years ago, by a friend who turned out all his old pre-1970s RMs. Amongst the pages I discovered much in the way of classic layouts tucked away. Glossing quickly over Peter Denny's *Buckingham GC* and the modelling accounts of P D Hancock – as obvious examples – along with the Roy Link plan pages, and everything Ian Futers has written; I've plumped for some less celebrated exemplars.

Firstly, the late John Charman worked on his *Charford* layout for over half a century without wavering, starting with a tiny terminus built in a caravan during his RAF service days. The layout took the 'Railway of the Month' slot in the April 1955 issue (illustrated). Most inspiring was his on-going commitment to modelling style, period and gauge. He began by representing the late-1940s SR & GWR, using OO equipment and Billezzi card kits, and staying true to those parameters throughout the various iterations of the layout into its final phase this century. Slightly in the shade of the Revd Denny's work, *Charford* had a similar longevity and development to *Buckingham GC*, but John used just enough off-the-shelf equipment to demonstrate its



When on display in the Pecorama exhibition this 6'6"x4' layout inspired a young Chris Ford by showing what could be created by expanding the contents of a traditional boxed OO gauge train set.



John Charman's story of his *Charford* layout began in the April 1955 edition and continued throughout the 1960s.

achievability to the 'average enthusiast'.

Up next is *Simply for Pleasure* by C F A Collins, a finished layout which was the 'Plan of the Month' in June 1974. The issue date is critical for I would have been a 10 year old just discovering the joys of the hobby. The layout ended up on display in the Pecorama exhibition, and that is where I first saw it. Out of all the exhibits, it was the one that captivated me the most and I can now understand why: it's an exquisite example of how one might extend an out-of-the-box train set – like the one I had, but more so. It showed me how the models I had could be arranged to make my train set look like a real model railway, even though it was only an oval set cleverly divided into two scenes by a small tunnel. People often talk about the lack of youngsters entering the hobby: maybe we should take a step back and build a few more of these layouts?

I must also mention Ian Nuttall's *Dentdale*. Ian's long running series began in 2013 believe it or not, and his layout could be construed as the natural successor to David Jenkinson, who himself fills many an archive issue from the 1960s onwards. Ian is both skilled and pragmatic, and also a great raconteur with his eminently readable mix of articles covering modelling methods old and new, diligently combining a traditional finescale ethos with the inclusion of modern R-T-R when appropriate. His *Dentdale* series is thoroughly engrossing and enough to push me towards modelling the LMS!

Chris Ford

How to view the RAILWAY MODELLER digital archive

Access to the archive is available on a subscription basis. It is included as a free added extra when you purchase one of the subscription packages of the printed magazine. It is also part of the digital only subscription package we offer – see the present subscription packages in our advert on page 40a.

If you are not already a subscriber then you will need to purchase one of the available packages - visit www.peco-uk.com and follow the links to the subscription page, or telephone our subscription hotline on 01297 626 203. Once you have an active subscription, to view all digital issues including the full archive via an internet browser on a desk top computer, lap top or tablet, you must first visit the registration page of our digital service partner, Exact Editions, at: www.exacteditions.com/print/railwaymodeller

On this screen you enter your customer subscription number (you will find this on your welcome letter or address label), your email address, and then create a password.

Upon confirmation that you have successfully registered, you will see the issue icons appear and ready to view (see photo right). Scrolling down that page will reveal the entire archive in decade order. To locate a particular issue simply click the icons in turn until you find it. Navigation icons then appear at the bottom of the screen

for you to 'flick' through the pages. If you don't know the date of the issue, a search bar is available at the top right of the screen in which to enter your search criteria.

Once registered, to return for subsequent viewings and new issues, you need to either visit the Peco website or www.exacteditions.com and enter your email and password. Additionally, should you forget the procedure, when a new issue is published, subscribers receive an automatic email from Exact Editions which includes a 'Read Now' link that directs you to the login page where you again use your email address and password to re-gain access.

There is also an app available from the Apple Store or GooglePlay (for Android devices) which enables you to view the archive on tablets and mobile phones and includes a facility for reading off-line, should internet access be unavailable.





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Gracetown Bank

GRAHAM MORFOOT was keeping his eyes peeled for a new layout idea when the suggestion of a rope-worked incline came up. Combining this with a yard serving a set of mills provided the basis of this atmospheric 1960s set micro layout.

Photography by Tony Wright



I am always looking for ideas for new exhibition layouts which are a little different from the norm, and a visit to the site of the Middleton Top rope incline on the Cromford and High Peak line made me think that a rope-worked incline fitted the bill. My first thought was an incline like Middleton Top, but realising that the operating potential would be limited, I decided on an urban industrial site which included the incline.

The layout's geographic location is somewhere in northern England at a fictitious mill town. It takes the form of a small goods yard with a rope-worked incline that serves a mill and factory on a higher level. The yard is situated close to a main line with an interchange siding and yard out of view. Wagons are brought into the yard for loading or unloading with various cargoes on the lower level, and there's the occasional transfer of through wagons to industry off site, all set circa 1960 using steam and diesel locomotives.

Swindon 204hp 0-6-0DM shunter D2011 pauses alongside the yard crane at the small wooden platform. Note the driver's bicycle, which is being carried on the running plate of the locomotive.

Foundations

The 1,240mm x 460mm baseboard is all made of 4mm birch plywood, including the supporting framework, all of which was glued together. I have found birch plywood to be the strongest and lightest type of wood to use, which is a must for exhibition layouts. I have never had any problems with warping or distortion since using it, although it is more expensive. The layout board is supported on

▲ Ivatt Class J6 0-6-0 No.64231 brings a train of wagons loaded with scrap metal through the yard from behind the Grace Works building and under the incline. The 1:10 incline level is shown to good advantage in this view.

trestles and stands 1.24m from ground level with small fiddle yards on each side, each 0.5m long and with a backscene board which is 0.3m high.





◀ An English-Electric 350hp 0-6-ODM shunts a wagon containing packed new machinery for one of the mills. An AEC Mammoth flat-bed lorry waits patiently for the locomotive to finish shunting before departing the yard.

wagons and tranship to road transport. One is covered with a simple wooden canopy; the other is open with a crane for heavier loads. The inset trackwork was created using Slater's embossed Plastikard.

Permanent way

The track is Peco code 100 with medium radius points. Point tiebars are operated by a rod mechanism using wooden dowels; the runs are short, and dowel does not 'flex' and in my experience gives a more positive contact.

Locomotive control is via 12V dc analogue handheld controllers. Each section of track or siding is wired to a switch to allow control from either of the two controllers. This is indicated on the control panel with LEDs.

The two fiddle yards each have two tracks that run off of the scenic section. All the tracks in the fiddle yards are also switched to allow individual control and indication lights show which tracks are 'live' on the control panel, which is important for the operating procedure.

Alphabetical operating

All the track sections on the layout are allocated letters. This allows each siding or part of a siding, and the four exit points to the fiddle yards to be identified. Two sets of cards are used, one gives 'exit points', the other has shunting instructions. For example, in an operating sequence the first card drawn could be labelled 'Exit A'. The next card indicates the operation, such as 'Add wagon to E' or, 'Take wagon from J'. The fiddle yard operator chooses which fiddle yard track to use as an entry point, and which loco and wagons to send into the layout. He then energises the



Mill architecture

It was always going to be difficult to create an industrial northern town scene that compares with the scale of the real thing. The models of the mill buildings are all freelance designs with inspiration taken largely from photographs, many of which were sourced online. The buildings along the backscene are DPM and Walthers factory units that I salvaged from a previous American outline layout project.

The buildings on either side were scratch-built using a foam board base covered with Slater's embossed stone effect Plastikard. Laser-cut windows and slates for these buildings are from Stoneybridge Structures. The same stone effect embossed Plastikard was used for the retaining walls. By using different shades of grey paint, and weathering with washes, the stone looks different for each building. Two small platforms are used to load and unload



◀ The buildings at the rear of the layout were 'recycled' from the author's American HO scale layout and are from the Walthers and DPM ranges.

The rope-worked incline

The construction of the incline is a simple strip of wood (a recycled slat from wooden window blind) with ballast and track, set at a 10% incline. Power for the rope haulage is provided by a small 3-12V electric motor and gearbox that drives a shaft at right angles to the motor. The shaft has cotton thread attached to simulate the wire rope. A panel-mounted controller is used to control the speed and direction of the incline rope. In hindsight I should have wired this motor so that one of the handheld locomotive controllers could be used.

Because I use Kadee couplings, and I wanted a hands-free operation, I needed to use a 'buffer wagon'. This is a wagon bogie that has a Kadee coupling on one end, with



▲ The rope-worked incline is operated using this small electric motor and gearbox.



the rope permanently attached at the other. The top of the incline is hidden behind the buildings, so the wagon can sit without being seen.

To take a wagon up the incline, a loco will position it at the base, the buffer wagon then runs down on the rope and couples up to it before drawing the wagon up the incline. To bring a wagon down, it is lowered down to a set point at the base of the incline with the rope where there is an under-track permanent magnet that uncouples the wagon. This allows the buffer

▲ A heavily weathered Andrew Barclay 0-4-0ST moves through the yard with loaded wagons from the engineering works. In the background a loaded box van is being hauled up to the top of the incline.

car to then be pulled back up the incline. A loco can then couple up and take the wagon off into the yard. It took a lot of trial and error to get the correct location of the under-track magnets to allow hands-free operation and to mark the magnet position for the operator.

fiddle yard track, and it indicates on the control panel for the loco operator.

This system provides an entirely random approach to layout operation, which creates interest for the operator and viewer alike. The freight traffic is general merchandise, coal, timber, cotton or wool bales, together with iron and steel products from an off-scene engineering works.

Proprietary rolling stock

All the rolling stock is ready-to-run from Hornby, Bachmann and Dapol. The wagons and locomotives are all weathered using a light acrylic spray and weathering powders. Kadee couplers are fitted, and under-track magnets are set at strategic points to facilitate uncoupling. Some extra details have been added, such as a shunter's pole, lamps, and crew. Open wagons have loads made from matchsticks, rail sections, copper pipe, and tarpaulin covers.

Lights and sound

Overhead lighting is provided by 12V LED ribbon lights. The strips are attached to an aluminium bar that runs across the full width of the layout. I have found that to get the best lighting effect a mix of bright white and soft white LEDs should be used and need to be positioned as far forward on the layout as possible.

Despite the layout being analogue 12V dc, I do have sounds generated by a sound pad from Big Train Sounds, which comes complete with a bluetooth speaker that is hidden inside one of the buildings. The basic

background sound is a bespoke track which is played continuously, featuring sounds that you would expect in this environment; these include a mill engine running, factory whistle, steam hammer, a passenger train running past in the background and workers shouting. Additionally, there are steam and diesel engine whistles, shunting sounds and other environmental sounds that can be played on demand. The effect is very realistic adding an extra dimension to the layout.



▲ A rare visitor from Boston shed is Ivatt J6 0-6-0 No.64231, which is seen bringing a train through the yard. More common is the British Railways Morris J type van pictured on the right, which is used for small local deliveries.

In conclusion

This layout might be small, but I have derived a great deal of pleasure from building and operating it. Ideally it is a two-person operation, but it can just as easily be operated solo. This has been my first venture into building a layout that is based on a location set outside of Lincolnshire – I hope that those who live 'up north' will forgive my mistakes!

Incidentally, the layout name, together with the factory and industry names are all derived from those of family members, including grandchildren.

My thanks to all of those who have advised and encouraged me with this and my other layout projects. Railway modelling is a wonderful and fulfilling global hobby that has no borders of friendships and interest. Long may it be so.

Further information

The layout is available for exhibitions. For further details go to:
www.grahamsrailways.com/gracetown-bank

There are also two videos available showing the layout in action, the second detailing the working incline:
www.youtube.com/watch?v=hoSikeVhy5s
www.youtube.com/watch?v=os-2ZHrQx1w

A new bridge for Little Bytham

DAVID WAGER

describes some of the advanced modelling techniques, including photo-etching and resistance soldering, which he deployed when building a replacement M&GNR truss girder bridge for use on Tony Wright's 4mm scale East Coast Main Line layout.



I have always had a particular fascination with bridge design, so when the opportunity arose to build a replacement for the M&GNR bridge on Tony Wright's *Little Bytham* layout (see RM Jan 2020), I jumped at the chance. The new model was needed to replace the temporary example in place on the layout which had been kit-bashed from Dapol plastic bridge kits. I didn't realise just what I was letting myself in for, but thankfully all the effort was to be worthwhile in the end!

By way of a starting point for the project, I discovered that a fellow modeller, Jamie Guest, had previously completed a CAD design for the bridge and that some initial photo-etches had been produced from them by the custom etching specialists Grainge & Hodder Ltd.

With photo-etching it is usual to have several iterations – or test shots if you like – before the final

'production' etch is derived. As this was the first design and production etch for the bridge parts, and with Jamie working from poor quality copies of the original drawings, there were some issues to overcome and corrections needed.

Essentially this involved the redesign of some parts and the creation of extra detail parts in order to complete the model. The prototype bridge that I was aiming to reproduce is shown in photo A (*below*) and I had a copy of one of the original drawings to hand (marked in feet and inches) to get me off to a good start.

The extra etches

Producing the artwork for the extra etches was a learning curve for me and I produced the designs using Draftsight CAD software.

A set of rules for photo-etch design has to be adhered to,

▲ The completed M&GN bridge in place on *Little Bytham*.
Photo: Tony Wright

otherwise the etches may not form properly. For example, the width of the fold lines must relate to the material thickness. There are numerous other 'rules' associated with the process and anyone wishing to have a go at preparing artwork for etching purposes themselves would do best to seek advice from the etching firm they intend to use.

I also included a few test pieces on my additional photo-etch artwork (see photo B) which hopefully would aid the design and construction of future bridge (or other) projects. This included gaps in the fold line so that the narrow beam flanges with a length of 385mm could more easily be folded in short sections

without distortion. In addition, the fold line width for the half etch was set at 0.2mm; the same as the material thickness.

Construction challenges

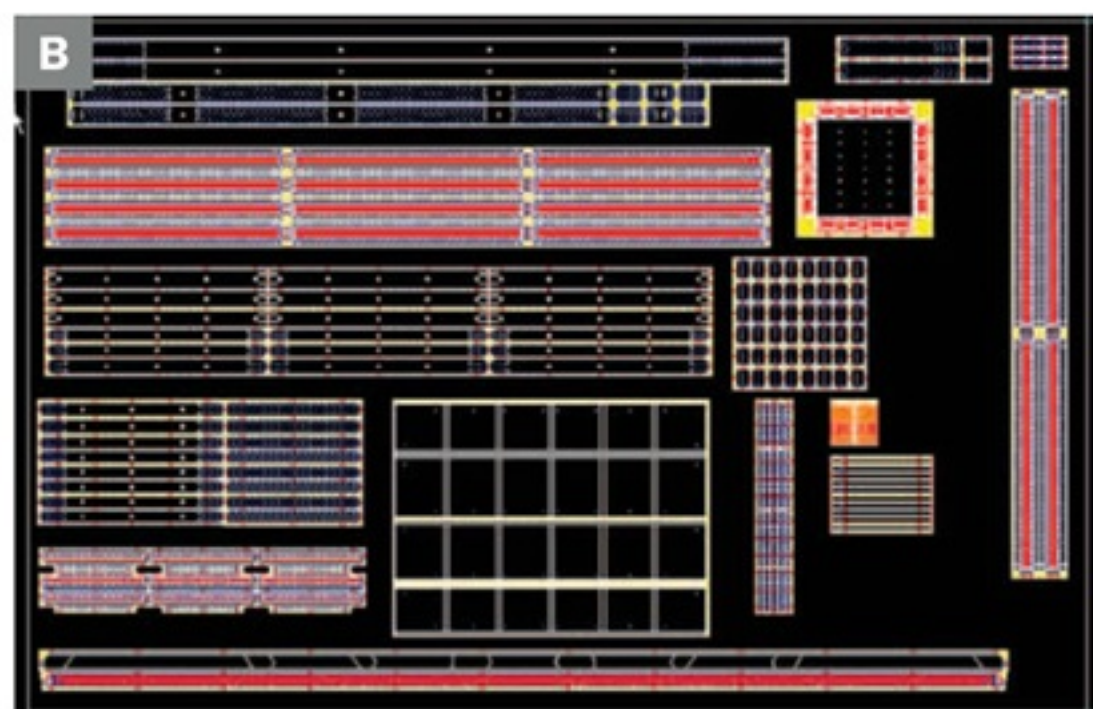
The long, thin etched parts with long fold lines and narrow flange widths proved to be a challenge at the construction stage as did the soldering of 'curvy' parts.

Furthermore, the two main trusses are composed of several layers of etchings, thus creating the potential to accidentally unsolder work already done. And what a lot of rivets to punch!

To overcome the soldering challenges I used a combination of standard soldering and resistance soldering. With time it



▲ The M&GN bridge at Little Bytham. Photo: author's collection.



▲ A copy of my CAD artwork for the extra bridge parts. A matching flat piece of etched brass 0.2mm thick comes back from the etching firm.

Riveting and folding the long thin strips which will form the girders

The truss girders and cross ties that make up the bridge are a mix of Box, H and U profiles. Each profile was built up from two long etched strips that were folded to make the required flange shapes and then soldered back-to-back.

The first task was cutting the strips from the photo-etch and punching the rivet relief (half etches for rivet positions were included in the design at the CAD stage).

With the strips cut, I widened the half etched fold lines using an Olfa PC-L cutter (photo 1). This helped the resultant fold but lacked uniformity of depth down the length.

I discovered as I went along that leaving the two parts of each beam attached to each other helped during the riveting process (or even on the fret which enabled multiple strips to be riveted with flange and rivet detail on the front, and witness lines for flitch plate positioning on the back). I carried out the riveting with a simple gravity rivet punch (see photo 2) that applies just enough pressure to make a dimple in the brass (see photo 3). The huge number of rivets caused a great deal of curl in the brass strips and once each part was separated the curl had to be removed, especially on the inlay parts which are mostly half etched to 0.1mm thickness.

Having spent so much time on punching the rivet detail, I thought that it would be counterproductive to then partly flatten it by using a steel rolling bar to reduce the curl. Instead I used a piece of 5mm diameter Balsa wood dowel rolled over a foam bed to gently recover the shape (see photo 4).

For ease of folding, ideally, there should be small full-etch gaps in the fold lines so that the folds are made in shorter sections. I included the gaps in the artwork and a 'test beam' was included on the additional etches sheet so that this could be practiced. Thanks to Ian MacDonald for his advice on this particular point.

Even then some of the strips had to be shuffled along the length of the 'Hold-n-Fold' tool I used during the bending. There was very little distortion in the finished part (photo 5).

Once the beam flanges were formed by the folding process, the inlay sections could be soldered in place, but more of that in the next panel.

Folding the flanges of the curved top cross brace girders was not possible with the Hold-n-Fold jig, so clamps had to be set up with the finish of the fold achieved by using a rolling bar (photo 6)



became second nature to employ either of the techniques depending on the task. Tinning followed by resistance soldering was much cleaner, and coupled with reference to micro-solder articles by David Brandreth, clean-up was kept to a minimum.

Two solder temperature ratings were used; 179° and then 145° to further reduce the risk of de-soldering.

The following panels describe some of the techniques I deployed in the building and finishing of the bridge, including adding the rivets, bending and soldering

the very fine etches, assembly of the structure and some final painting.

The bridge is essentially a scratch-built model, and instead of the old way of marking and cutting out the metal parts with a piercing saw, I made use of CAD artwork and photo-etching to obtain the components – a much quicker exercise.

My thanks to both Tony Wright and Jamie Guest for giving me the opportunity to learn new skills throughout the process of constructing this bridge, and thanks to fellow modeller and etching expert Ian MacDonald for his advice.

Further information

A video of the layout including the new bridge can be viewed on YouTube at:

https://www.youtube.com/watch?v=RpaFCwRcl_Q

CAD design articles have appeared in *Model Railway Journal* No.190 pp93-99 & No.228 pp18-25.

An article by David Brandreth on micro-soldering was published in *Scalefour News* No.205 pp28-29.

Construction panels continued overleaf

Assembling the various girder sections using a resistance soldering technique

To solder the inlay strip and the outer strip together, the inlay was first tinned and then the two were attached using a resistance soldering technique (see info panel).

For this project I used a metal baseplate as one electrode, and a soldering probe as the other electrode. You will note the small magnets holding the inlay in place on the steel baseplate (photo 7) during the process. The soldering probe can be seen bottom right and the tweezers (left) have ceramic tips which are used to hold the hot parts in position whilst the solder action takes place. They were used edge-on (not the tips) to hold the inlay down at the position of the probe contact. The probe position was progressively

moved along the beam length allowing short sections to be soldered in turn.

The riveted vertical channel sections were made from two folded etches soldered back-to-back. Instead of the metal baseplate and probe method, the backs of each piece were firstly tinned and then set up back-to-back in a small vice with wood spacers within the flanges (this both clamped the parts firmly without damaging the flanges and electrically isolated the brass parts from the steel vice).

Two probes were then used in steps down the length of the section with short bursts to achieve the bond. NO-CLEAN flux DCS-SFNC available from DCC Concepts was used throughout (photo 8).

Once all the main beam sections and vertical channel sections were completed, assembly of the two main trusses could begin. Truss halves were assembled with flitch plates, diagonal braces and risers first (photo 9), then the two half trusses were combined on the baseplate electrode with weights



Painting and weathering

I began the painting after the assembly of the three top cross braces onto the two truss sides, all accomplished with additional soldering using an iron. The remaining sub-assembly parts, consisting of below deck cross members, smoke deflectors and hangers would later be glued into place following painting.

For this finishing process I used a lot of different paints, primers and pigments to achieve the realistic results. My choice of brands included; Life Colour (LF), Abteilung (Ab), HMG Model Paints (HMG), Vallejo (Va), Phoenix Precision (PP), Railmatch (Rm), Ultimate (UL), AK Interactive (AK) and numerous others (photo 13).

To begin with all the bare metal parts were sprayed with a grey etch primer using a mix recommended by professional painter Ian Rathbone. This is; two parts PQ2 thinner (PP), one part cellulose thinners (HMG), one part PQ31A grey paint primer (PP). Note

that I did not use my 'best' airbrushes for this work.

Once priming was complete and thoroughly dry, painting of the trusses and sub-assemblies was then carried out. An ordinary primer coat was then applied, followed by a top coat mix to get the desired colour. The ordinary primer was an acrylic based application made up of neat primer plus surface primer Grey 74.601 (VJ). The top coat mix consisted of eight drops of airbrush thinner (UL), 12 drops of Battleship Grey paint (AK 2284), and 2½ brush-fulls of Flint Grey paint (Rm 2245).

The main assembly in the grey finish is seen in photo 14.

The deck of the original bridge was reused but needed to be painted and weathered, and some additional parts from styrene sections added to enable a realistic join between the deck and the bridge trusses. These were made to represent painted steelwork (possibly coated with pitch) on either side of the deck plates. Firstly the underside of the deck was sprayed with Weathered

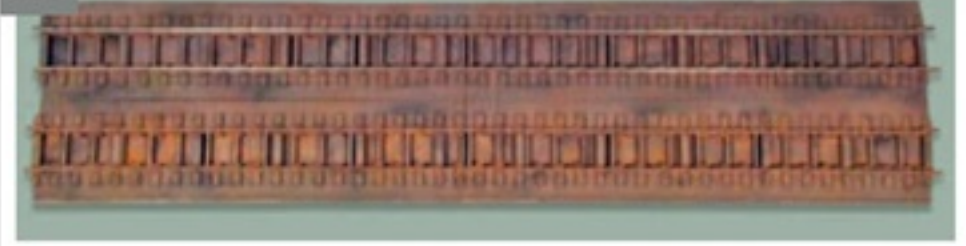
14



Black (LF UA723). Then pigments were applied to represent rust and coal dust using Black Smoke pigment (Ab 502 ABTP023) and Track Rust pigment (Ab 502 ABTP414). The sleepers were hand-painted using Sleeper Grime paint (LF UA701). The surface was then toned down and the colours blended using Urban Industry Dirt pigment (Ab 502 ABTP039). That completed the initial deck weathering and you can see that one track was not in use, hence its heavily rusted appearance relative to the other one (photo 15).



15



10



and clamps to hold the parts in place (photo 10).

The curved top cross bracing pieces were assembled with some parts still attached to the fret (photo 11). Soldering this way on the base plate stiffened up the sub-assembly before it was cut from the fret.

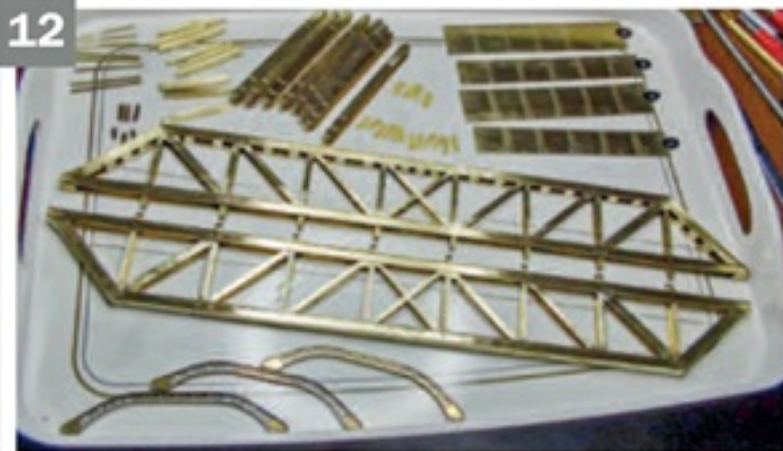
After a lot of careful work the various sub-assemblies for the bridge were completed. The project now looked more like a kit-build, rather than a scratch-build. Before any further construction commenced, all the parts were cleaned up

11



using Flory Models' sanding sticks, various gravers, and finally a good clean with Bar Keepers Friend stain remover: the parts were then placed on a tea tray ready for the next stage (photo 12).

12



Resistance soldering

Resistance soldering is a process for joining metal. In this form the heat that melts the solder is generated through the application of an electrical current to both the solder and soldering tool. Heat can be generated by applying a current to any resistive material, but materials of higher resistance generate more heat. Resistance soldering takes advantage of this to melt the solder. The current is passed through a step-down transformer to provide a low voltage, but high current output which generates a high amount of heat in a very small area, which is perfect for delicate soldering of small adjacent parts.

There are several advantages to using this method as the heat is concentrated in a small area and dissipates quickly, thus reducing the chance of unsoldering adjacent pre-soldered parts.

The cost of the equipment is higher than that of traditional soldering irons and it is less portable. The resistance soldering 'station' generally includes a power supply to generate the necessary current as well as soldering probes and in many cases a foot pedal to control the power flow.

I then painted the additional white styrene connector pieces with a preparation of the surface with Testors Dullcote, followed by a neat application of surface primer Grey (VJ 74.601) and a neat topcoat application of Dark Grey Blue (VJ 71.054).

Recreating rust was tackled next. This was dealt with using a variation of the 'chipping fluid' technique, with each area treated slightly differently depending on the amount of rust effect required. Smaller components, such as the underbridge smoke deflectors, were first fully painted in various rust colours and patches applied in sequence as follows; Old Rust (MIG 0042) airbrushed all over, then Dark Rust (MIG 0041) airbrushed in patches, followed by Medium Rust (MIG 0040) and Light Rust (MIG 0039) mixed on a palette and applied by hand in smaller patches.

The 'chipping' effect used two thin coats of Klear matt varnish airbrushed over the rust colour layer to protect the rust coating during the chipping process and left overnight to dry. I then airbrushed three medium coats of MIG Heavy Chipping Effects AMIG 2011 fluid over base coats, leaving it to dry for up to an hour after which a top coat of grey acrylic topcoat was airbrushed all over. This was left to dry partially for between 30 and 40 minutes before a stippling brush dipped in water was used to 'chip' away at the topcoats until the desired rust effect showed through (photo 16). With several of the components and on

the larger areas, this process had to be done in stages before the top coat dried out fully, as otherwise it would have been impossible to remove it.

16



Assembly of the entire structure could now be undertaken using strong cyanoacrylate adhesive and final weathering to complete the model.

The bridge deck-to-truss connectors were weathered to represent accumulated dirty rainwater and staining using a PLW Deep Grey (MIG 1602) wash followed

quickly (before the wash was dry) by Interactive Rainwater Marks for Nato Tanks (AK074). Black Smoke and Urban Industry pigments (Ab) was applied to the deck to represent dirt/grime accumulation, and a Slimy Grime Light (AK 027) wash was applied to represent moss and damp areas.

Finally, to give the effect of smoke by passing trains both over and under the bridge, especially around the smoke deflectors and the top cross braces, a light dusting of Weathered Black (LF UA723) paint was misted with an airbrush over the remainder of the steelwork. The finished article, ready for fitting to Tony Wright's layout, can be seen in photo 17.

17



Through the Railway Room Door

Norton Central

Photography by Paul Bason

DAVID STYLES came to railway modelling later in life but has certainly made up for lost time! Here he explains how he used two large sheds to house this ambitious and evolving OO gauge layout project.

My interest in trains began aged eight years old when I used to go spotting on the main East Coast Main Line near Grantham. However, in 1959 I moved to Surrey and, as there was no railway close to where I lived, the interest was lost. Not long

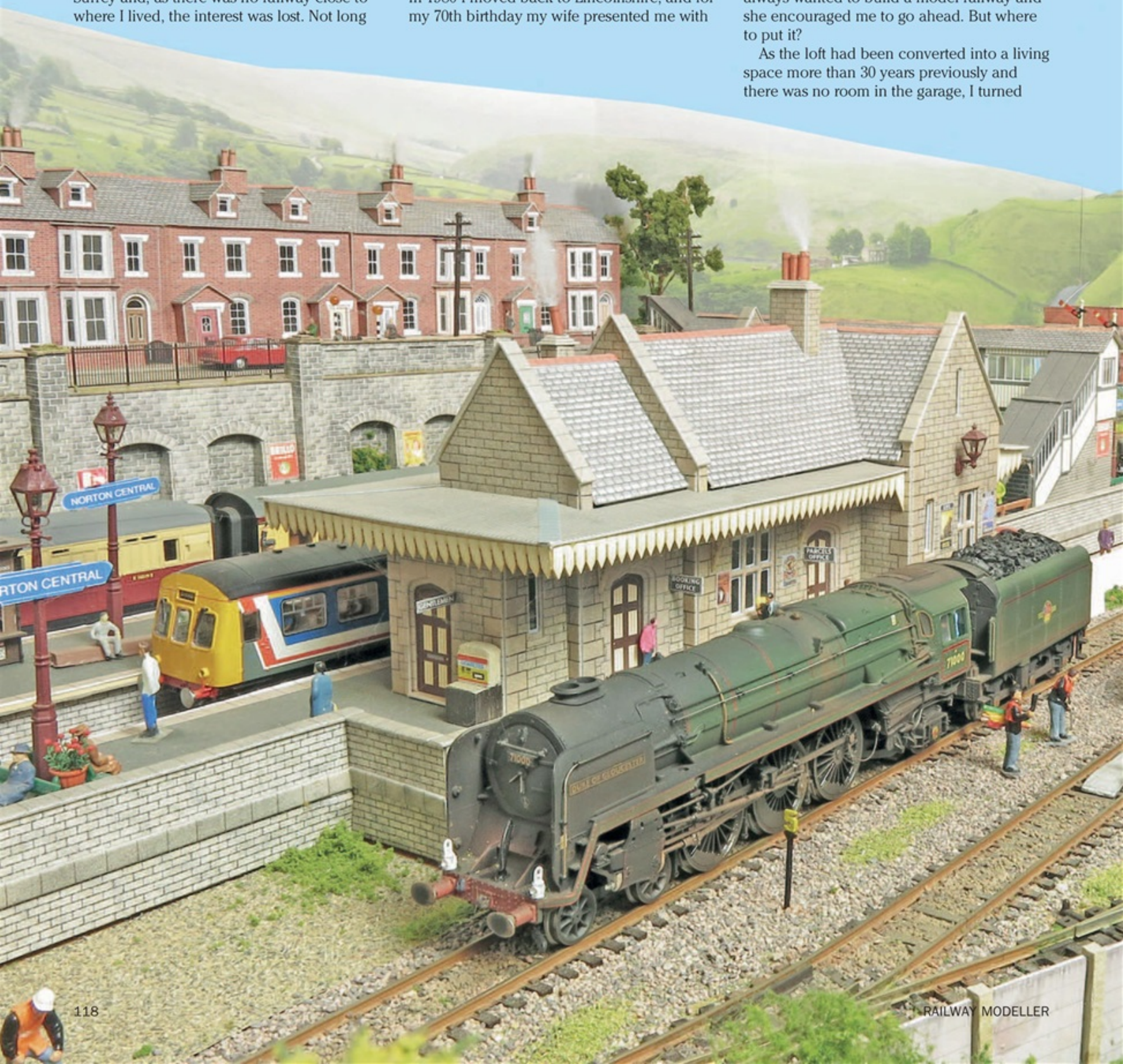
afterwards I started work as an apprentice joiner and other interests took over.

Never too late to start

In 1980 I moved back to Lincolnshire, and for my 70th birthday my wife presented me with

an animated clock which depicted the *Flying Scotsman* – this instantly brought back memories of my childhood trainspotting adventures! I mentioned to my wife that I had always wanted to build a model railway and she encouraged me to go ahead. But where to put it?

As the loft had been converted into a living space more than 30 years previously and there was no room in the garage, I turned





▲ A busy scene at the Norton Traction Maintenance Depot. Adding detail to a simple scene adds life and character to any layout.

▲ BR Standard 8P Pacific No.71000 *Duke of Gloucester* is prepared for service at the small MPD behind Norton Central station. Most of the buildings on the layout are made from card kits.



instead to two fully insulated and lined large wooden sheds which I used as a woodworking shop; one of 15' x 10' and the other 10' x 8'. These are positioned end-to-end with the adjoining walls having been removed to form a large space that was full of woodworking machinery – albeit seldom used since I retired. I decided to use the smaller of the two sheds as a layout space, which I then cleared and decorated in preparation. The large wooden bench was converted into 3" x 1" timber to form the framing for the baseboards, supported on 3" x 3" legs. This was then topped with 9mm ply, glued and screwed to the framing and then covered with 3mm cork sheet.

In at the DCC deep end

I searched the internet and purchased a Homby train set which consisted of two large oval tracks joined together with a crossover. When it arrived, it said DCC on the box. Knowing nothing about model railways I didn't know what this meant. I could not see anything that resembled a controller – just a black box that said 'E link' on it. I had to find a controller! After a bit of research, I purchased the Homby Elite controller and managed to get trains running around the track. I then purchased my first copy of



“ – I thought I was too old to start, but the more I thought about it the more enthusiastic I became. – ”

David Styles



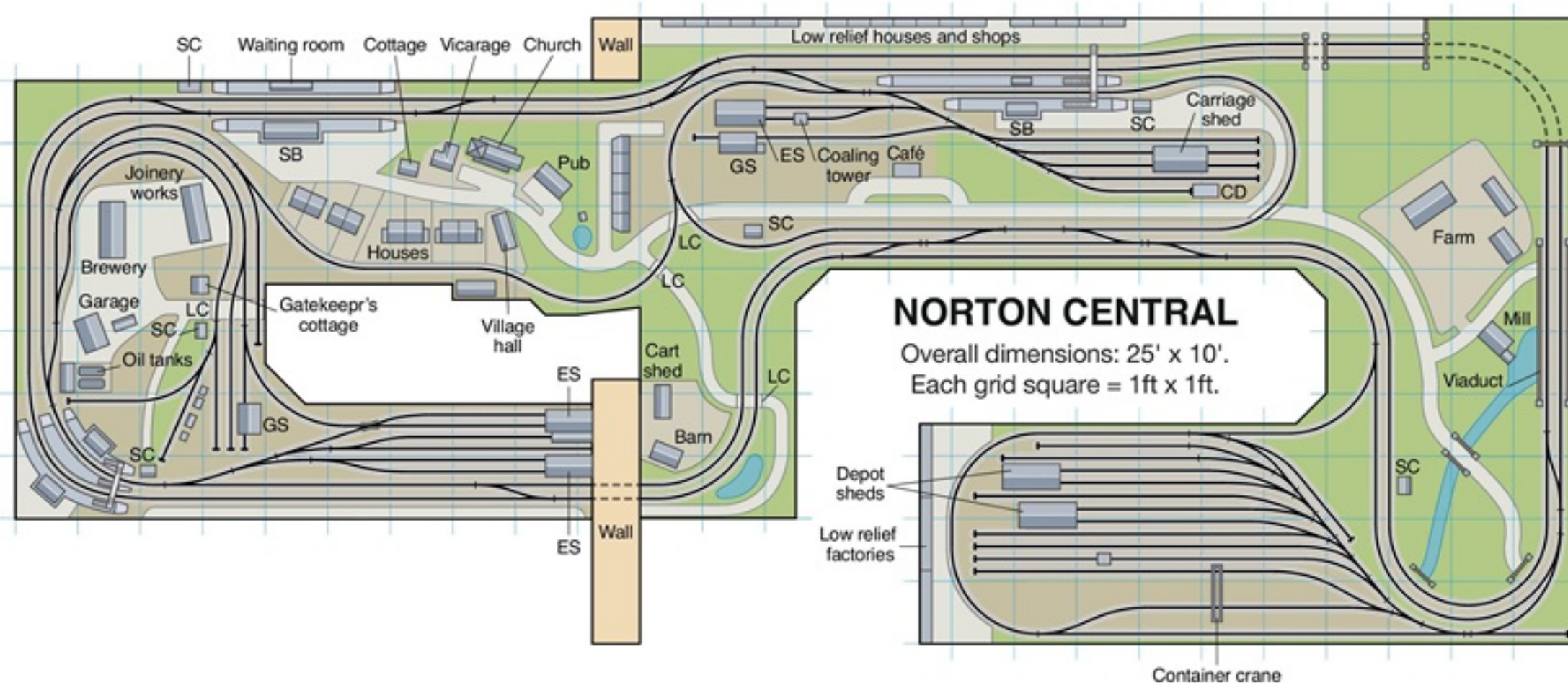
▲ **Stadler Rail Class 68 Bo-Bo 68 006**
Avenger leaves the shed while **Departmental**
liveried shunter 97 800 Ivor toys with a
shunter's wagon.

RAILWAY MODELLER to gain more insight into the world of model railways. I needed a lot more track to fill the L-shaped baseboard. I attended a swapmeet and purchased a large box of assorted second-hand track and

points. However, when it was laid nothing seemed to run; it was not the bargain I thought it was! It transpired that the track was of an old type with steel rail, so I sought advice from a model railway shop and replaced it all using Peco code 100 items with nickel silver rail. This was very successful, with my locos now running smoothly around the layout. The hobby had really taken hold.

The second shed

I decided to extend the layout so that I now had two main lines running all around the 8' x 10' shed. However, to complete this expansion of the layout the track needed wiring up properly for DCC, with a power bus and dropper wires connecting to this from the rails. I discovered the Peco rail joiners with dropper wires already attached and I found that this made wiring the track much



▶ A local DMU service allows passengers to alight while the express headed by Deltic D9010 *The King's Own Borderer* makes ready to leave. The Peco surface mounted point motors were painted to blend them into the scenery.

easier. I extended the dropper wires, connecting these to a terminal strip, after which I looped the terminals together and then connected the bus wire to one end of the strip. Next, I started to wire up the points using Peco surface mounted point motors.

I had learned a lot from reading magazines and researching on the internet and, as I was really enjoying building the layout, I decided to extend my system into the larger shed as well. All the woodworking machinery was duly sold, which helped to finance the next phase of the project.

The baseboards were built in the same way as before, these having a good amount of depth to provide plenty of scope for scenery. This time I took the measurements of the baseboards and then – armed with a rough drawing of the track layout I wanted – I visited my local model shop, which provided a layout design service. CAD software was used to make sure my proposed track plan fitted the baseboards, after which the plan was printed out and I was supplied with all the Peco trackwork items that I needed, which was all numbered and was easily assembled.

I have ended up with more than 60 points, all with motors fitted where possible. These are controlled by Peco switches in four separate banks controlling the different sections. The original Elite controller has now been replaced with an NCE cab and 5A booster as the layout is quite large (measuring 25' x 10'). The original layout in



the smaller end of the shed is accessed by a hinged lifting section.

Back to front scenery

I started on creating the scenery and then realised that I had made a mistake: along two of the walls the sheets were 4' deep and I couldn't quite reach the back. Fortunately, I had over engineered the baseboards, which enabled me to lean across the baseboards and add the scenery along the back first, working gradually forwards to the front

layout edge. After a few weeks of working on the layout almost full time, it was pretty much complete.

A flexible approach to period

The setting for the layout is fictional and does not represent any particular region; this allows me to run any locos and rolling stock

▼ **Gresley A4 4-6-2 No.4469 *Gadwall* leaves the shed area while Fowler 0-6-0T 3F No.16440 positions a Southern Railway box van. In the foreground there is a lot of coal to move!**



A bucolic British view with plenty of patrons at The Railway Arms enjoying the Summer sunshine. The terraced housing that can be seen to the right of this photo was created using Metcalfe Models card kits.

that I like. Half of the layout is set in the late 1950s to the early 1960s period (to the start of diesels), whilst from the valley scene to the Traction Maintenance Depot, the time frame changes to the present day, allowing modern locos and cars to be displayed. These contrasting areas just evolved naturally as I progressed with each phase of the layout build.

Ballasting required some patience to complete using various colours of granules; it was then weathered, with the rail sides painted using a rust colour.

The valley scene was formed by lowering the baseboard to the height of a Metcalfe card viaduct kit, with the embankments each side constructed from polystyrene sheeting carved to shape and covered with plaster bandage. This was then painted to simulate the appearance of rockwork and covered with static grass where appropriate. The river was formed using a Woodland Scenics water kit.

The buildings are mainly card kits, but I've also used some 'ready to plant' resin

A Brush Type 4 with a freight leaves the tunnel, while cows head to the milking parlour at Valley Farm. The baseboard was dropped down here to match the depth of the Metcalfe viaduct kit.



buildings. The roads were made using black artists' paper, cut to shape and glued down with PVA glue. The surfaces were then painted with a mixture of grey emulsion paints from DIY tester pots, whilst the white lines were strips cut from self-adhesive labels.

Onwards

A future task is to complete the signalling; a close neighbour of mine happens to be a retired signalman so I will be seeking advice from him to assist with establishing the

correct arrangements and positions.

Another aspect I wish to develop is the weathering of the buildings and other parts of the layout.

It has taken me five years to get to this stage; the project has given me great pleasure and continues to do so. It proves that age is not a barrier for starting a new hobby. I would like to thank my wife for her encouragement and support with my project, which I hope will give me pleasure for many years to come.





RAILWAY MODELLING *Explored*



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

THIS MONTH • A compact OO layout • Building a tank wagon • A mobile crane

Spirit of the S&D

STAN BAKER was looking to expand his modelling skills and settled on this small OO gauge layout project to act as a test bed. The ultimate aim of this young modeller is to recreate the sights and sounds of his beloved Somerset & Dorset Joint Railway. *Photography by the author*



▲ Ex-Midland Railway 1F 0-6-0T No.41726 leaves the siding and passes a much more modern example of shunting locomotive in the shape of Sentinel 0-4-0DM No.19.

I completed my first model railway layout in 2020 at the age of 14. However, the recent periods of Government lockdown gave me the opportunity to further develop my modelling skills. This led me to embark on a rebuild of the layout and it is this revised version – essentially my second layout project – that is presented here.

The main change is that the revised layout has new backboards, although it still uses the same baseboard as the original layout, which measures 5' x 1' including the storage yard.

The S&DJR Peckett 0-4-0ST is a Hornby model that has been re-liveried using Railtec transfers. Similarly the coaches are from the Hornby stable and have been treated to a complete change into S&DJR colours.

The setting is a fictional terminus station on a heritage railway and consists of a small platform, a fuelling bay for the locos and a short siding for goods traffic.

Cardboard fiddle yard

The storage yard is actually made from corrugated cardboard with Metcalfe printed paper stuck around it to make it look like a brick wall.

The storage yard serves primarily as a single siding to store rolling stock off the

The storage yard was built up from layers of corrugated cardboard packing. When used over a small area this material offers a cost efficient, lightweight and robust way to create a supporting structure for a layout.





▲ A Hornby (ex-Airfix) BR Autocoach provides alternative passenger stock to the rake of S&DJR four-wheelers. The closed-cab 1F 0-6-0T is a Bachmann model.

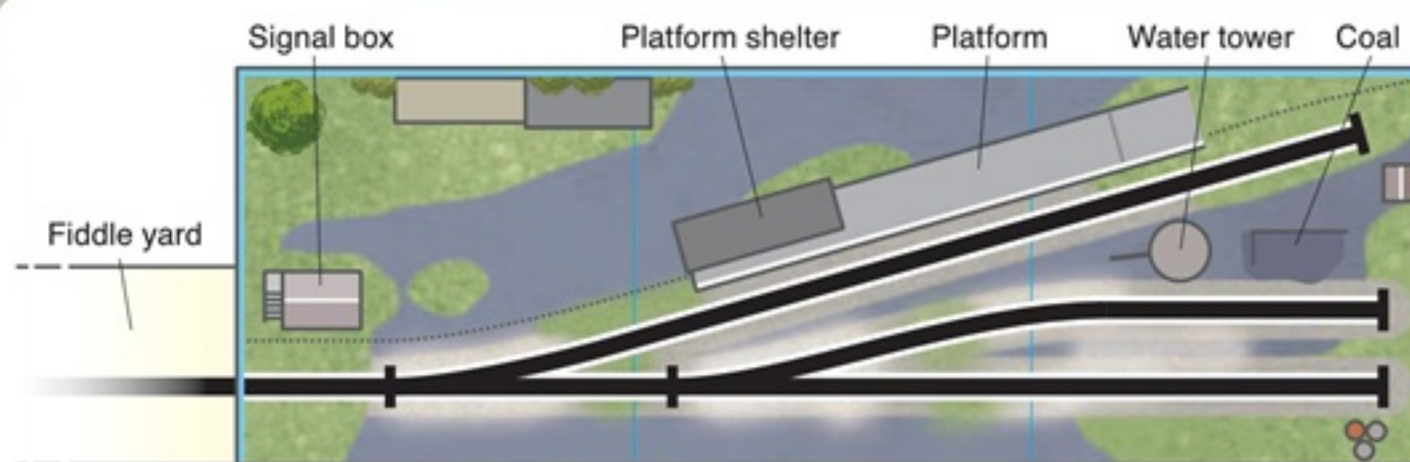
layout, but also provides somewhere for the trains to 'go to', with the idea that there is another terminus station down the line.

Trackwork

The layout uses Peco code 100 track and points. After the trackwork items had been laid and ballasted, I used Humbrol 113 Rust Brown to paint the rails and Railmatch Sleeper Grime along with Humbrol weathering powders to get the desired effect.

Locomotives and rolling stock

The stock on the layout is influenced by the former Somerset & Dorset Joint Railway as this is the area that I live in. My flagship locomotive is an S&D Peckett 0-4-0ST which is a London Dock Authority Hornby model with Railtec S&D transfers applied. Other stock includes a Bachmann Midland 1F 0-6-0T in BR black livery with early emblems,



ISOLATION ROAD

Overall size: 5' x 1'. Each grid square: 1ft x 1ft.

0-6-0T and a Hornby J50 0-6-0T, both also in BR livery. In addition there are a few assorted industrials such as an Oxford Rail Janus 0-6-0DM in National Coal Board livery and a Hornby Sentinel 0-4-0DM to name a few.

Coaching stock consists of the old Hornby four-wheelers which have had a complete repaint into S&D Prussian blue topped with Railtec transfers, and a Hornby BR autocoach

that operates with any of my BR steam locomotives.

The freight stock consists of two Oxford Rail NCB seven-plank open coal wagons, a mixture of Dapol and Bachmann seven-plank wagons, two Bachmann box vans and a Hornby 20-ton brake van. All of my wagons for the layout have been detailed, weathered and have had coal loads fitted if needed.



▲ An overall view of the scenic section on *Isolation Road* showing the 'inglenook sidings' track arrangement (as referred to in the December 2021 issue). The lack of a run-round loop means that two locomotives are required to shunt the layout.



▲ The 2008 Land Rover Defender (an Oxford Diecast model) helps to reinforce the heritage railway theme of the layout.

S&DJR Peckett 0-4-0ST No.74 positions a pair of stone laden wagons. The driver of the Land Rover has parked his vehicle just a bit too close to the tracks on this occasion!

Ex-Midland Railway 1F 0-6-0T No.41726 stands beside the water tower, which was constructed from the Peco plastic kit (ref.LK-1).



Ex-Midland Railway 1F 0-6-0T No.41726 is seen on passenger duty with an autococh. The station shelter is from the Hornby range and is a basic model that is ripe for customisation.

Halfords grey primer and then weathered to look like the example that can be found in the shed yard at Ropley on the Mid-Hants Railway in Hampshire.

Scenics

The backscene was painted with blue emulsion using a Johnson sky paint tester pot purchased from a DIY retailer. I used a range of different 2mm static grasses for ground cover and the large tree was made by Javis. The rest of the greenery is a mixture of Woodland Scenics foliage and some lichen.

In the far corner of the layout there is an array of railway artefacts including an open wagon separated from its chassis being used as a flower bed, and a grounded van body that has been adapted for use as a summer food shack. There are also a number of sleepers and bits of rail dotted across the layout for the Permanent Way team.

The layout also has telegraph poles that are complete with wires (using lengths of cotton) that connect to the signal box on the station platform, this adding an extra level of realism to the layout.

A valuable exercise

The completion of this second layout project has proven to be a valuable exercise that has enabled me to further develop my modelling skills, all of which will be useful when I move on to my grand plan to build a model based on the former S&D. As they say, watch this space...

Useful links

Railtec transfers
www.railtec-models.com

The Somerset & Dorset Railway Trust
www.sdrt.org

Buildings

The station platform is the old Airfix kit, whilst the platform building is the small Hornby item which has been given a bit of a spruce up. Other buildings on the layout include a card signal box from Metcalfe, whilst the little shed is a Wills kit that was supplied free with the January 2020 issue of RAILWAY MODELLER.

The coal staithe is a plasticard structure which has been painted black with crushed coal loaded into a corner. I have plans to upgrade this to a new wooden one that I will make out of matchsticks.

Finally, the water tower is a Peco item (ref.LK-1) which has been sprayed with



Building the Parkside Models 10' wheelbase tank wagon kit in OO

CALLUM WILLCOX assembles the latest addition to this extensive range of plastic rolling stock kits for 4mm scale, which is supplied complete with wheels, couplings and transfers.

Photography by the author

The latest addition to the Parkside Models range of rolling stock kits manufactured by Peco is the 10' wheelbase tank wagon, this release having been developed from the original Peco 'Wonderful Wagons' Mk.IV kit. Previously available with pre-coloured and decorated tanks, the re-launched version is now supplied undecorated with NEM coupling pockets and metal wheels. The kit retains many of the original features such as working axlebox springs and sprung metal buffers. Two versions are currently available, supplied with either a set of milk company decals (ref.PC91) or oil company decals (ref.PC92). The latter forms the subject of this step-by-step article.

Like many other kits in the range, the 10' wheelbase tank wagon is a relatively straight forward kit-building exercise, suited to those wishing to try their hand at a rolling stock



▲ The completed model. Optional details supplied with the kit include step ladders, however I chose not to fit these to my example.

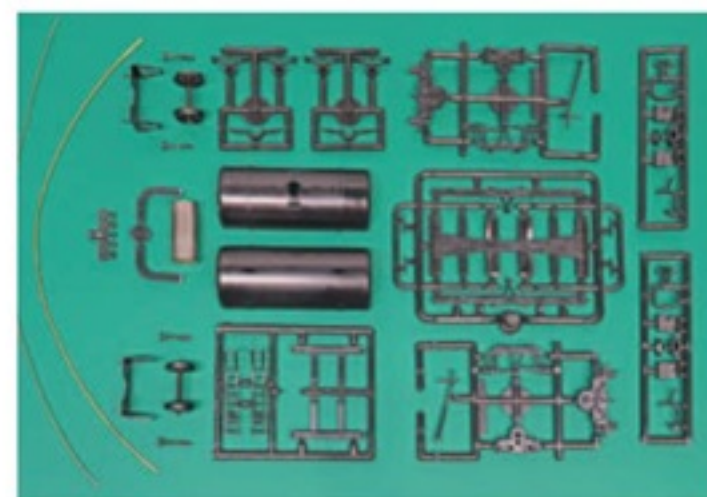
construction project. The kit contains all the parts needed to construct a complete wagon; including wheels, bearings, couplings, brass wire and transfers. The only additional items required are solvent, paint and set of basic modelling tools: a sharp knife, set of needle files, tweezers and a cutting mat.

A video demonstrating the assembly of one of these kits can be viewed on the Peco TV YouTube channel: bit.ly/PecoPC92kit

For further details about the Parkside Models range of kits, in 4mm and 7mm, go to: www.peco-uk.com



▲ Two versions of the kit available, with transfers catering for milk company (ref.PC91) or oil company (ref.PC92) branding.



▲ The parts laid out prior to construction.

Building the kit



Each part was cut from the sprue using a pair of cutters, cutting as close as possible to the components to minimise the amount of clean-up required. Any remaining pips were removed with a file (inset), applying only light pressure to avoid damaging the parts.



The assembly of the kit begins with the buffer beams. First the rubberised buffer spring is slotted into the corresponding recess on the beam moulding – noting the correct orientation. Each of the metal buffers were then pushed into the shanks (not glued) until they clip into place; these should align neatly with the arms of the spring allowing for smooth operation.



The re-launched version of the kit now includes provision for NEM couplings in the form of two pockets, each of which can be glued to the corresponding mounting point on the underside of the respective bufferbeam. Before fitting, two spigots (part of the coupling arrangement on the original kit) were removed carefully with a sharp blade, before each pocket was then glued into position – ensuring that the opening was perpendicular to the bufferbeam face. Medium tension-lock couplings are provided, however these can be swapped with your NEM couplings of choice if desired.



The assembly of the chassis begins with the addition of the metal guard brackets; these are attached to the main chassis moulding by means of bending two tabs into the recesses on top – I found using the edge of a file ensured a tight and flush fit (a). The two bufferbeam assemblies were then fixed into position using the four locating holes on the chassis; Plastic Weld was then applied with a brush along the join to create a strong bond – care must be taken to avoid contaminating the sprung buffers (b). This was followed by the two solebars, which were also fixed in place with solvent applied by brush (c).



Underframe details including the brake hanger assemblies were next to be attached; these were first prepared by removing the innermost sets of brake shoes from the mouldings (the mouldings catering for wagons with either a 9' or 10' wheelbase). A swan neck blade was used for this process to pare away the unwanted parts. The brake levers were then glued into position.



The main tank assembly consists of two sections. Before joining, the provided metal weight was fixed into the lower portion; a cradle for which forms part of the moulding. This was secured in position using contact adhesive (a). The two sections were then joined together using solvent applied with a brush (b); once cured, some light sanding was undertaken to make the join less visible (c). Smaller details including the top filler cap were then added.



Before joining the tank assembly to the chassis, it is advisable to apply the paintwork and transfers. Both assemblies were primed with Humbrol light grey primer, before applying a number of coats of satin black spray. The paint was then left to harden for 24 hours.

8 A selection of optional transfers are supplied, consisting of Shell/BP or Esso branding, each with a small selection of different running numbers. Whilst the transfers were soaking, the surface of the model was prepared with a watered-down mix of Micro Sol – this helps to soften the transfer, encouraging it to adhere to the model. Each transfer was then applied in accordance with the livery diagram provided. Once satisfied with the positioning, a thin layer of Micro Set was brushed carefully over the transfers to secure them to the surface; a cotton bud was used to remove any creases or air bubbles.



A feature of the kit is the working axlebox springs. Each axlebox was first prepared by inserting a bearing into the provided opening; secured with a small drop of cyanoacrylate (a). The units were then inserted at a 90° angle into the axle guards (b), before being twisted into place (c) – first making sure that the lugs are in position behind the guard brackets; some minor fettling may be required if the fit is too tight. The wheelsets were then inserted by easing the axlebox guards outwards; this was undertaken on a flat surface (such as a cutting board or a piece of glass) to ensure all four wheels were level and free rolling.



The tank is mounted via two locating lugs on the chassis. Once in position the two end supports were added; these line-up with two locating holes at either end of the chassis. With the tank secured, details such as the four turnbuckles were added next.



Two gauges of brass wire are supplied for the tension rods; these require some straightening before use. The thicker of the two lengths is utilised for the horizontal rod on each side; this was threaded through the holes in the end support and secured before being cut to length – leaving approximately 0.5mm protruding at each end to represent the retaining nuts (a). The angled tension rods are formed using the thinner wire. This was cut into four lengths – each measuring approximately 30mm (double check against the model before cutting) and then glued into position, with one end fixed into the recess on the tank support and the other behind the angled projection on the solebar. Once secured, these were painted black (b).



A small mobile crane

GILES BARNABE required a yard crane for his layout that could be readily repositioned. He found the answer in a Ransomes & Rapier example, which he scratch-built in 7mm using an assortment of items from his scrapbox.

Photography by the author

One thing that had been missing from my layout, up until recently, was any method of loading/unloading freight. Accordingly, I constructed this model of a mobile crane which can be posed on the layout as required.

This project began by searching the internet for a suitable prototype; I discovered some publicity material for Ransomes & Rapier. This showed the firm's range of mobile cranes that were built to a variety of sizes; even more useful were two video clips showing a still-working example in action at Hampton Waterworks (see panel). This machine is the largest version in the range, weighing in at 6-tons.

I also found a set of outline diagrams that were published in issue No.101 of Model Trains International. This gave me just about enough information to make a representation in model form.

A look in the scrap box

I turned out my scrap box and found several useful items including the chassis from a Gnomy delivery van toy, a crane jib (possibly an old Jouef spare part) and some styrene girders and U-beams. For the solid-centre wheels I sourced these from a Teamsterz die-cast 1:50 scale coach model.

Comparing the chassis with the photographs suggested that the chassis was, in fact, too long and so a 15mm section was

removed from the centre. More chassis work was then needed to make a hole to accommodate the closely-spaced rear wheels which steer the vehicle.

A change of body to the more open style was also decided upon, with the driver seated below the A-frame supporting the jib, rather than up front, despite the fact that this would mean having the various winches at the rear fully exposed. This brought with it the need for some quite complicated pulley rigging as there are four lines of cable to raise the jib and another cable (or a pair on some versions) to work the lifting hook.

The jib and bodywork

The recycled crane jib needed some modification to incorporate a pivot at a point roughly a quarter of the way along its length, the housing for this being fabricated from styrene. Strips of card were used to reinforce the jib assembly, with superglue used to strengthen the joins.

The next job was to fit the rear deck to carry the winches, and then to make the A-framed jib pivot. This attaches to the inside of the mudguards at the front and is let into the rear floor – a small departure from the design of the real vehicle.

The winches were tackled next. Another trawl through my supply of miscellaneous parts unearthed a pair of N gauge driving



▲ A prototype photo as used in publicity material by Ransomes & Rapier c.1930.

wheels and some plastic caps (intended to hide surface-mounted wood screws), plus an assortment of useful-looking washers.

Following close study of the video of the prototype, I established how the pulleys were rigged and what the rear platform looked like. It took only a short time to make up the winches and fit the cables using linen thread.

For now, this is where matters stand, and the fitting of the hook and its pulley will be left until it has been decided what work the crane will be performing on my layout.

Further information

There is a video and a set of photographs of the Hampton Waterworks crane that can be accessed via these two links:
www.youtube.com/watch?v=R3SNh4sKAIU
www.flickr.com/photos/hkwr/albums/72157681206094303



1 The modified chassis with the Teamsterz wheels. The balsa support for the rear deck was later hidden by the casing round the motor compartment.



2 Modification was carried out to the jib, with the addition of an off-centre box to provide the pivot point.



3 Here the bodywork is under construction, with work starting on the pulleys.



4 The finished crane, just waiting for the hook to be rigged up.

Comment

Observations and opinions on railway modelling

John Rodway



The accurate modelling of railways

“There was a cartoon published a while back in the pages of this magazine that showed a pair of ‘rivet counters’ scrutinising tiny details on another modeller’s layout. It was a light-hearted commentary on the uncompromising expectations that are seemingly held by some contingents within the hobby.

Although this was presented in a satirical manner, it did prompt me to consider the accuracy of layouts and models, and why some choose to pursue it – or not as the case may be.

There is a distinct contrast of attitudes when it comes to models that exhibit minute levels of detail: some will ridicule the modellers for taking accuracy to the Nth degree, while others, seeing the very same models, will admire the

attention to detail and regard the creators with great reverence.

Those modellers who seek to replicate in miniature as much of the original as possible often derive great personal satisfaction from knowing that a component is present and in the correct position, even if it isn’t ordinarily visible to anyone else. In effect they are documenting a coach, wagon, locomotive or building in as much detail as they can. This can be deemed especially important when the original no longer exists. In which case, are they creating an historical record as important as any museum exhibit? That is perhaps a separate discussion altogether.

More pragmatic modellers may choose not to add internal and underframe details that cannot be easily observed when the trains are running on a layout, while others may choose to omit small and delicate items that could be vulnerable to damage – these groups being more concerned with the overall look of their trains and how they perform in service.

Of course, choosing to create models that are accurate to the Nth degree isn’t an arbitrary choice. Making such models has implications for minimum track radii, the length of pointwork, the space between parallel tracks, and the gap between carriage sides and platform edges etc. Put simply, no matter what the scale, the more closely that a model replicates the prototype, the larger the space that is required to run it.

Although there are different approaches and attitudes with regards to levels of cosmetic detailing and prototype fidelity, there is one aspect of railway modelling where accuracy, or at least consistency, is paramount, and that is in relation to track and wheel standards. A lack of consistency within any model system can have a detrimental effect on running qualities and reliability. Over the decades, scale and gauge societies have sought to establish practical universal standards so that trouble-free running can be achieved. But even today, there can be subtle variations between the standards of different mainstream manufacturers, such as wheel back-to-back measurements and coupling heights and lengths.

As well as the aforementioned dimensional accuracy, there’s also

the adherence to prototypical operating practices. We’ve all seen examples of layout operation that are at odds with how the real rail system functioned, such as trains of identically loaded wagons from the same colliery passing each other on a layout – in opposite directions! Though there may well have been particular situations where this did occur, it is highly unlikely. Now if the aim of the modeller is simply to watch trains passing by, then this sort of divergence from reality is perfectly acceptable. However, it

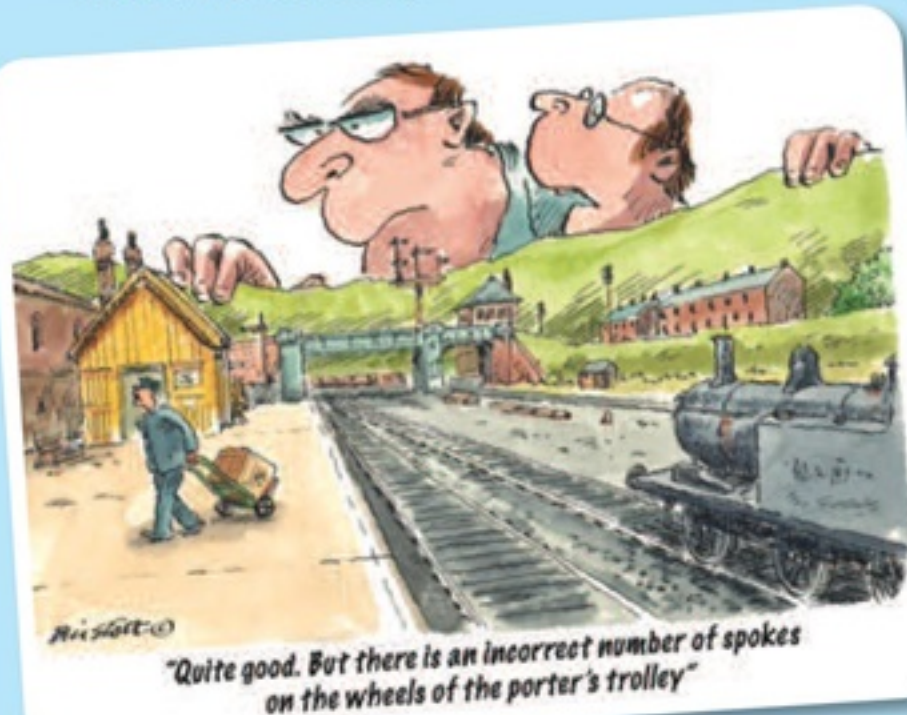
would be an anathema to a modeller who sought to replicate the day-to-day traffic flows of a real railway.

Just as with the level of detail and the degree of accuracy, all approaches are equally valid.

From locos and rolling stock

that are robust enough for heavy usage during exhibition running sessions, to the scenic settings through which they run, to models in glass display cabinets; from erudite to fantasy, from historical past to conjectured future, from precision and accuracy to romantic impressionism, our hobby is made up of a wide variety of interests, as attested by the diversity of content carried on the pages of RAILWAY MODELLER. It all depends on what individual modellers want from their own handiwork. There is no right or wrong approach – just differences of emphasis. Long may this continue. It’s what keeps our hobby vibrant.

John Rodway is a freelance technical editor and models mostly in British outline O gauge.



“Quite good. But there is an incorrect number of spokes on the wheels of the porter’s trolley”



“Well, I have to say that, in terms of livery detailing, this engine is nowhere near as accurate as my model of it...”



“Well it’s quite nice I suppose, but I do note the representation of bituminous coal which, as everybody knows, would never have been used on the GNR”

A tribute to this modelling pioneer

Bob Essery



An appreciation of the life and work of this noted authority on matters relating to the London Midland & Scottish Railway and one of its constituents the Midland Railway, with contributions by **DAVE HUNT** *and* **TONY WRIGHT**.

The world of model railways lost one of its greatest personalities with the passing of Bob Essery on 23 November 2021, the day after his 91st birthday. I think it is safe to say that there are very few Midland or LMS modellers who have not made use of Bob's research and writing in some way, and many of them will have several volumes bearing his name on their bookshelves. However, Bob's extensive knowledge was not restricted to the Midland and LMS and he wrote at some length on how the real railway was operated, plus other topics that many modellers have used for their own benefit as well as contributing towards making a good number of exhibition layouts more realistic.

Robert John Essery was born in the Hall Green area of Birmingham on 22 November 1930 and from his childhood he was interested in modelmaking. His first ventures were in aeromodelling but after seeing his flying creations reduced to matchwood following sudden returns to earth, he tried model boats, only to have his first craft sink on its maiden voyage! Turning to model railways as a safer option, he began on the path he was to take for the next 80 years, albeit gradually at first as his available funds in the 1940s were very limited.

After leaving school, Bob decided that a career on the footplate would be a good idea as his interest in railways had developed from model-making to embrace a fascination with the full sized things, particularly locomotives. Therefore, when he was 16 he applied to the GWR and was accepted as a cleaner at Tyseley in 1947, but shortly after starting he realised that the chances of promotion in footplate jobs there were



▲ **Heckmondwike** – see **RM April 1976**.

limited and discovered that they were better over at Saltley. He thus applied in 1948 to leave what was by then the Western Region of the new British Railways and transferred to the London Midland Region, becoming a cleaner at Saltley, where he remained for the next 10 years or so. He progressed from cleaner to passed cleaner then fireman on the shed and control links, happy in the variety of jobs and locomotive types that the latter entailed. His time on the footplate gave him a rich fund of both knowledge and tales to tell, one such being the experience of running away down the Lickey Incline that was enough to make your hair stand on end!

From steam to sales

But after several years as a fireman, Bob saw the writing on the wall for steam and decided on a change of career, leaving the railway in 1958 to take up what would be his main occupation in sales and marketing. He proved to be a natural salesman with a keen

understanding of marketing and after experience with firms such as Heinz and Prestige, eventually became sales director for the cutlery firm Arthur Price of England. He met and married his wife, Wynne, in 1962 and their children Steven and Sharon were born in 1966 and 1969 respectively.

By the early 1960s, Bob Essery was becoming a well-known figure in model railway circles, writing his first magazine articles in 1962, and was part of a group of like-minded modellers whose main interest was in the LMS, his own allegiance having been formed during his time at Saltley. At the 1963 Easter show at Central Hall, Westminster, several of the group were standing in the coffee queue and discussing how they could overcome what was seen as the bias toward the GWR in the modelling magazines. In front of Bob in the queue was Cyril Freezer, then editor of *RAILWAY MODELLER*, so Bob tapped him on the shoulder and asked whether an issue of the magazine could be devoted to the LMS. Freezer's reply was basically that if Bob and Co. would write sufficient high quality articles he would print them, and thus was born the LMS Society, formed for just that purpose with Bob as its founding member.

Bob Essery's stature as a railway modeller went from strength to strength, with many articles in the modelling magazines as well as other publications, and, always one to embrace finer standards and methods, when he saw what could be achieved in true scale 4mm modelling he readily became a P4 devotee. He approached Cyril Freezer once again to ask whether he would promote P4 in *RAILWAY MODELLER*, the reply being that if a large exhibition P4 layout could be shown to



run as well as the best OO examples he would feature it in the magazine. At a December 1972 meeting of the North London Group, members were in the throes of deciding what to do about their P4 test track, which was in urgent need of repair. Bob, who was a guest at the meeting, suggested that the Group scrap it and start again with a layout that would satisfy Freezer's criterion, and after some discussion his idea was accepted. Thus *Heckmondwike* was born, but how Bob persuaded a London-based group of modellers – who were far from LMS devotees – to produce a layout based on a might-have-been LMS line in the Spenn Valley, must rest as a tribute to his salesmanship.

A change of scale to 7mm

In the 1980s, Bob continued to exert a significant influence on railway modelling and railway publications by producing a veritable flurry of books including his seminal two volume works *An Illustrated History of Midland Wagons* and *An Illustrated History of LMS Wagons*. He then co-authored with David Jenkinson the *Illustrated History of LMS Locomotives* and the *Illustrated Review of Midland Locomotives* series plus *Midland Carriages* as well as producing many other articles in his own right. He also initiated in 1981 the formation of the Midland Railway Society, then went on a few years later to change from 4mm into 7mm modelling, shortly after which he became aware of the small group who were working in and trying to promote Scale Seven.

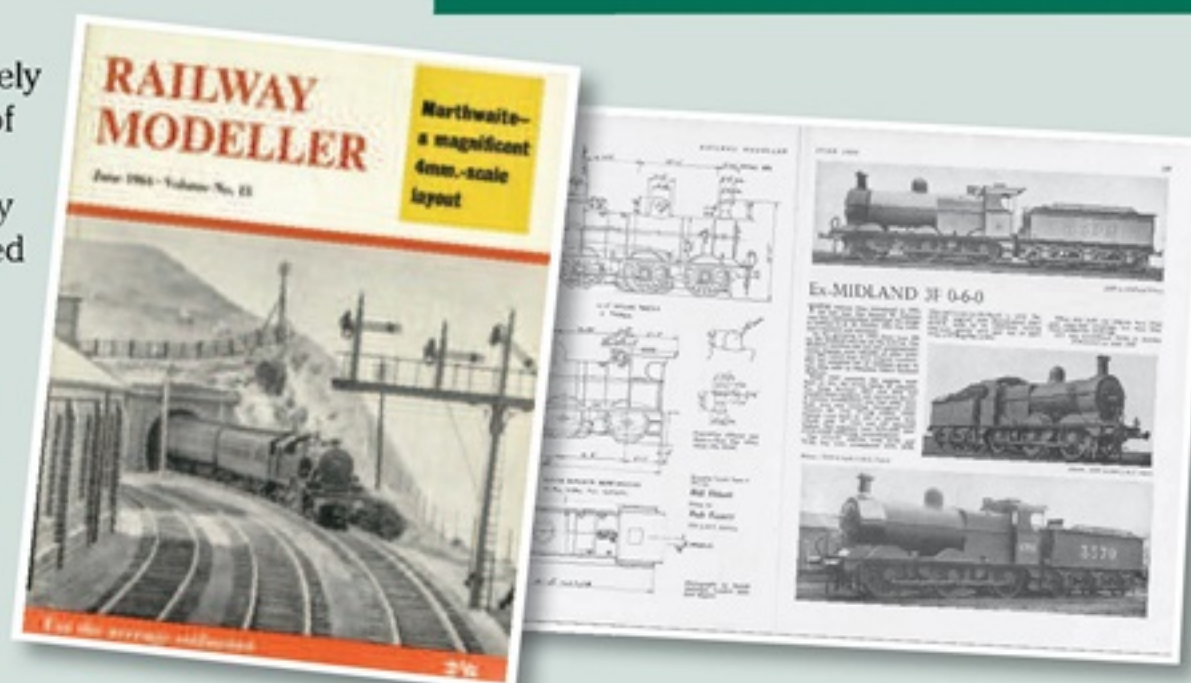
Once again Bob was taken with the finer standards and became closely involved with Ken Cottle and Adrian Tester during the formation of the Scale Seven Group, his salesmanship and reputation providing much of the publicity that the Group needed. He began work altering his own embryonic layout to the new standards then, following a house move in 1991, decided on rebuilding and extending it to be exhibitable as *Dewsbury*. In this he was helped by a team, many of whom used to gather at his house during weekends. For several years Bob and the team took *Dewsbury* to many shows and

in the 1990s it effectively became the flagship of the S7 movement. When once asked why he was getting involved in promoting yet another set of finescale standards, Bob replied that he was minded to refer the questioner to a quote he liked from Thomas Paine that, "A share in two revolutions is living to some purpose."

But far from resting on his laurels as the 1990s wore on, Bob carried on researching and creating and in 1994 edited the first of the *Midland Record* series of occasional magazines published by Wild Swan that eventually ran to 36 issues plus two supplements. Then, in 1997, Bob, together with the late Fred James and myself, undertook the cataloguing of the National Railway Museum's collection of Derby locomotive drawings, and one day whilst working on them he said, "Do you know, there's a book series in this," which is how the Wild Swan *Midland Engines and LMS Locomotive Profiles* came about. Altogether there were 19 books and seven supplements produced, all but five of them involving Bob.

Then, in 2001, *LMS Journal* was launched with Bob as editor and eventually 40 issues were published. In addition to all these titles, Bob authored many other books and articles, either by himself or in collaboration with others, on aspects of railways including operating practice, which was a feature of railway modelling he thought was not given sufficient attention. His writing and editing activities continued until just a couple of years before his death.

After many years building, operating and maintaining *Dewsbury*, personal and family issues meant that Bob and Wynne had to move and the layout was split up. It is now resident in two parts, one with the HMRS at Butterley and the other



▲ The LMS special issue – RM June 1964.

with Warley Model Railway Club. Bob was a long-standing and active member of the latter and was also much involved with the club's S7 layout *Ellerton Road*, on which a large proportion of his stock could be seen running at exhibitions. That stock is now being taken on by a number of S7 modellers and will be seen for many years to come gracing several layouts as a testament to Bob's work.

There was much more to Bob Essery than just the railway researcher, author and modelling guru. He was a dedicated family man, excellent host, good companion and generous with his time to anyone who sought his help or advice. He was a familiar sight at model exhibitions where he could be seen as an exhibitor, judge or advisor, usually in conversation with one or more friends and acquaintances. To have known Bob and been lucky enough to count him as a friend was life-enriching and he will be sadly missed, but the immense legacy he has left to the railway modelling and railway historical world will ensure that his name will live on.

Rest in peace my friend.

Dave Hunt

While I cannot claim to have known Bob for as long as many of his other friends, some 20+ years ago he and I formed a 'partnership', where we worked on several publications and articles, he as the peerless scribe while I was the 'happy snapper'. We both had a mutual trust in each other's abilities, and, having taken the first pictures of Dewsbury at his then home in Solihull, I was issued with a lifelong photographic lineside pass for the system. He was a wonderful author to work with, and, after asking me to take a picture, left the composition entirely up to me.

He was my predecessor as President of the HMRS (as I took over the role, I was reminded of Al Jolson's comment to an act which was next; 'Now follow that!') and he was LMS Steward for the same Society. Earlier, he'd been a founder member and first Chairman of the Scalefour Society. I wonder how many others in the hobby have such a CV? Very few. Railway modelling has lost a giant; a benign one, who always sought to help others, never being too critical of the efforts of other modellers. He was my principal judge at the Doncaster and Harrogate Shows and always was constructive with his comments; sneering, point-scoring and modelling snobbery were furthest from his thoughts. I count it a privilege to be called one of his friends. I doubt if the hobby will ever see a person of his stature again.

Goodbye, old friend.

Tony Wright



▲ Dewsbury in 7mm scale. Photo: Tony Wright

Readers' Letters

Much Gossip and Little Doing

Having read RAILWAY MODELLER on and off for over 60 years I decided to take up your recent subscription offer which includes online access to copies of all RAILWAY MODELLER issues. Perhaps the following might explain my personal enthusiasm for looking through back issues of the magazine.

I remember reading an old second-hand copy of RAILWAY MODELLER when I was about 11 years of age and being fascinated by a particular 'Railway of the Month'. It had all the features I thought desirable – a double track continuous run, a goods yard, a loco shed, and a branch line which climbed to a small station that then branched off to yet another station. Of the name of the layout, and the station names, I could only recall one – Great Snoring!

I always remembered the layout with fondness and, some 20 years later, I attempted to make a version of it in N gauge but sadly, it came to nothing.

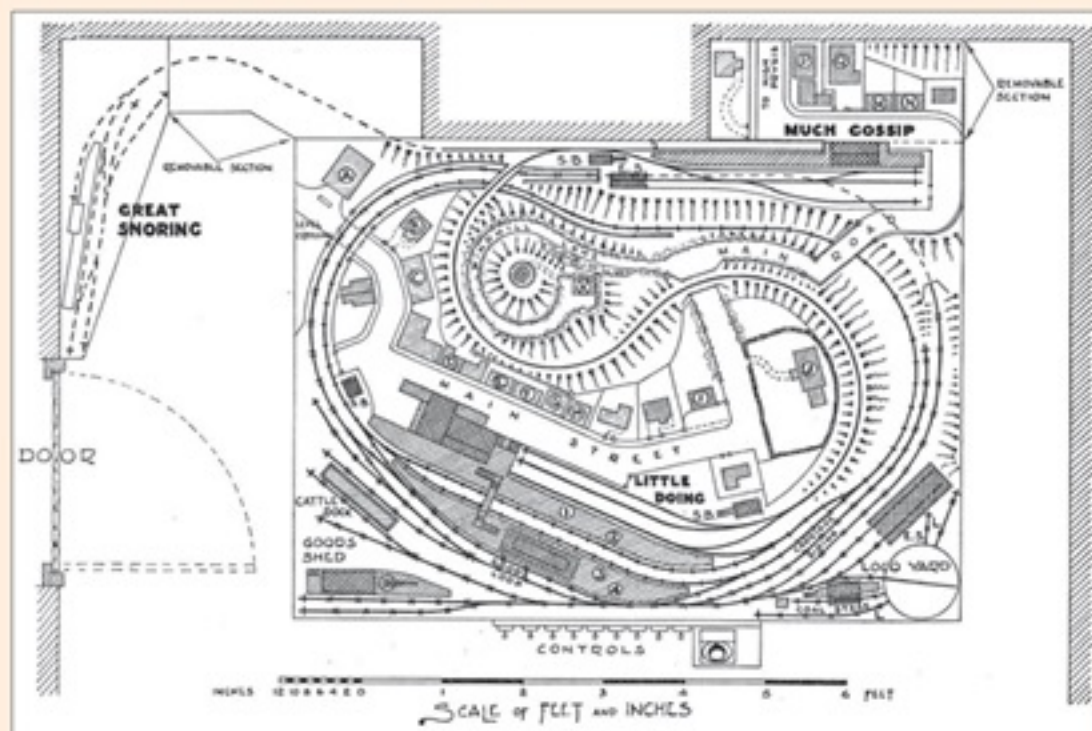
Over the years I had various attempts at finding a copy of the issue, but not being sure of the month of publication, never mind the year, and not being able to recall the cover image, my searches were fruitless.

Fortuitously, a couple of years ago, I visited the Carriage Works at Ingrow on the Keighley & Worth Valley Railway where the volunteers had assembled a fantastic collection of railway magazines for resale, all sorted in date order. I started at 1960 and when I got to March 1961 and flicked through to the 'Railway of the Month', there was the layout – *Much Gossip and Little Doing*.

I promptly bought the magazine and now often enjoy re-reading the article. It is amazing how standards and models have progressed since.

Now retired I have started building a new OO gauge layout of my own – and I am enjoying every minute of it!

DAVID EVANS



▲ The plan of *Much Gossip and Little Doing* as it appeared as 'Railway of the Month' in the March 1961 issue. The layout, which inspired the writer David Evans all those years ago, was built and described by A P Hughes.

Scarborough North Bay delight

Congratulations to Harold Thompson for his excellent model of the Scarborough North Bay Railway, as featured in the January 2022 magazine.

My wife and I travelled on this wonderful seaside railway in September last year and clearly Harold's marvellous model has captured so much of the reality of the line and its locality with great accuracy.

As always, thanks for such regular encouragement that the magazine gives with every issue.

GEOFF WAGGETT

Triton departs Peasholm station with a train for Scalby Mills, passing by the boating lake with pedaloes and the seating tiers of the open air theatre. The adventure climbing frame is a much more recent attraction in the gardens. Photo: Paul Bason



Seasons greetings... in January!!

I would just like to say I really enjoy your magazine, especially now that I've just retired, and visits to the 'man-cave' have become a daily occurrence as I give consideration to starting my new layout based on a deep winter snow-bound branch line between Horwich and Bolton in 1963.

However... and there's almost always a 'however' in a letter such as this. I was somewhat disappointed that no effort had been made to make the December issue seasonal.

No 'Happy Christmas' or quirky articles or layouts which reflect this joyous time of year when we usually let (what's left of) our hair down.

So, please can we get back to some yuletide eccentricity and a snow-dusted seasonal front cover for next December's issue? The January 2022 front cover would have been ideal for a December Christmas issue.

Anyway, apart from that gripe, keep up your excellent work... and Seasons Greetings!

JUSTIN WALKER

[Ed – We do in fact get this sentiment expressed by a few readers every year. It's a conundrum we cannot easily solve thanks to a quirk of the newsagency trade. Our December issue is published just a few days after Bonfire Night and it has always seemed somewhat churlish to include seasonal salutations so early. Hence our greetings have been reserved for the January issue which does indeed hit the shops in time for Christmas and, we hope, spend its time adorning the coffee tables of the nation throughout the season of good cheer.]

Paul Holwill's *Moors View* brought a seasonal look to the January 2022 issue, but is it, and our seasonal greetings, more fitting to a December issue?



Subscribers' edition special covers: a reminder of gentler days – perhaps?

May I be among the first to congratulate you for the clear, uncluttered cover for subscribers to RAILWAY MODELLER, the Subscribers' Edition. It is such a refreshing change to the increasingly cluttered front covers of the retail version of RAILWAY MODELLER and many other magazines, and harks back to the

covers of the 1960s and 1970s when I first began eagerly awaiting and purchasing my copy of the magazine from W H Smith.

In a media world clamouring for attention at every opportunity this still, small voice of calm is a welcome respite and reminder of gentler days. Would it work for the retail version, one wonders?

COLIN TANNER

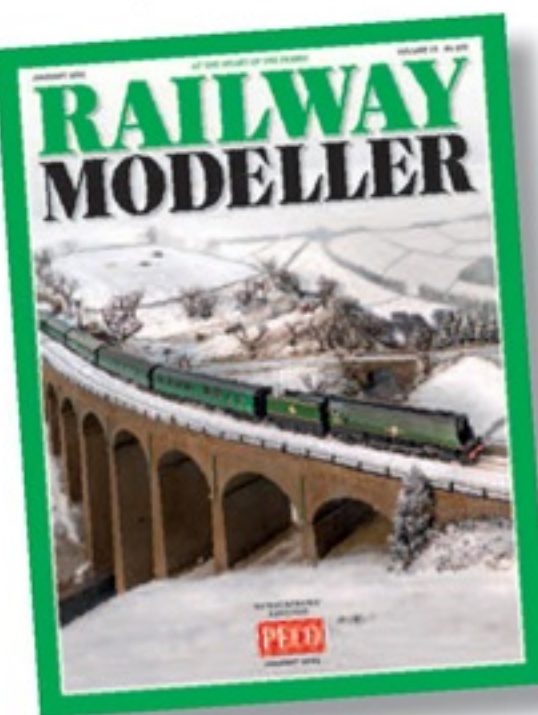
I am very disappointed that you have decided to introduce a 'plain' cover version for subscribers to the printed copy of RAILWAY MODELLER.

I've always found the 'headlines' describing the contents useful for quick reference since they were introduced some 30 years or so ago.

If the publisher wants to differentiate Subscribers' copies, this could easily be done by overprinting the words 'Subscribers' Edition' on the normal cover as some other magazines now do – though I do find it strange why there is a need to do so in the first place.

I hope you will reverse this decision.

TONY BLACKMAN



A backscene first...

Some very fortuitous timing: Friday morning I had painted my boards light blue in preparation for attempting to create an artistic backscene; Friday lunchtime and the January issue of RAILWAY MODELLER arrived; backscene duly adapted and in place by the next day (as shown below).

I am therefore claiming to be the first user! It may not be a perfect application, but it suits my purposes, and was thus a very welcome gift. Thank you.

RAYMOND SORE



...and second?

I have just applied part of the free photographic backscene that was included in the January issue. I've used it as the backdrop to an O gauge diorama that I am currently building and I thought your readers might like to see the result as it blends in very well with the larger scale.

The crossing is to be fitted with some Peco level crossing gates, which I've painted and are still awaiting final assembly and installation.

ROGER WEST



...and somewhere familiar perhaps

Can I write to say thank you for the free backscenes included in the January 2022 edition, they will come in very handy indeed.

Looking at the view I suddenly thought that part of the image was familiar: yes, it appeared in the 2015

edition of the Peco catalogue on page 146, in connection with the introduction to the Peco Smart Switch.

A final question about the scene featured, whereabouts was it taken?

I know where the image in the first of the Peco photographic backscenes

(SKP-01) is located, as it is not far from where our son lives in Seaton, but this one is obviously from elsewhere.

RICHARD KNIGHT

[Ed - The location of the image is near Denchworth in Oxfordshire, looking south towards the Ridgeway.]

Micro Marvels not prototypical

A tricky one, but I feel inclined to comment on *Penmaenbach* and other layouts of its type which have featured in RM over recent years.

Notwithstanding the extremely high standard of the modelling, the pictures and captions depict nothing more than a staged diorama of train movements that cannot possibly be undertaken on the layout in a convincing, prototypical way. It can only be operated by more than one loco, and no loco can marshal its own train, something unlikely in such a small freight yard.

When it comes to shunting layouts, either they should reflect the 1926 guidelines whereby wagons are propelled by the loco, marshalled, and drawn back out, or there needs to be some form of release loop such that a loco can draw a train in, marshal the wagons and then move to the head of

the train to draw the train out.

Like (I suspect) many others, I set about building a small shunting layout during lockdown, (using Japanese N gauge) but it does have three sidings (one reversed) a run round loop, and a small platform so that, in addition to the freight train shunting, an occasional DMU can run in while the shunting operations are paused.

There is sufficient off-scene storage for the DMU and six goods wagons, and train formations can be shunted off-scene before sending the next train into the goods yard.

I appreciate that we all operate our railways with different aspirations, but there does seem to be a lot of shunting layouts with very limited operating potential. Sorry to be a moaner, but I do still read the magazine avidly.

IAN WATTS



Chris Hopper's *Penmaenbach* is a shunting puzzle layout without a run round loop. Photo: Ian Manderson

Querying L&BR Bogie brake van dimensions

In the review of the Peco Lynton & Barnstaple bogie brake vans last issue the writer claims that, 'The models are accurate in key dimensions and details, according to published data, drawings and photographs.'

Sadly this is not quite the case. I checked initially with my NineLines model of the open veranda bogie brake, and then with the drawings in the third edition of the Brown, Prideaux and Radcliffe book on the Lynton and Barnstaple Railway, p90 (1996). The model should be 24' 5 3/4" over the bufferbeams, which the NineLines model follows correctly, but the Peco model scales out to 25' 9".

I had assumed initially that the altered dimension was made to use the same chassis as the L&BR bogie

wagon, released previously, but this is shorter - and had it been used, would have been the correct length for the bogie brake.

So was a mistake made - or is there another reason for departing from the prototype length?

DAVID MANDER



[Ed - We asked David Malton, Peco Product Design Lead to comment on the dimensions as follows.

To obtain dimensions, the preference is to personally take a tape measure to a prototype, but as these two L&BR bogie brake vans no longer exist, having been scrapped following the closure of the railway, I had to place reliance on dimensions quoted in books along with the study of historic photographs. For this model I used the overall length of 25' 4" quoted in the book 'The Lynton and Barnstaple Railway Drawn and Measured' written by Stephen D Phillips.

This book has been an invaluable resource for this and other Peco L&BR models since its publication, and is a recommended read for L&BR modellers.]

DAVID MALTON

Snippets...

A short-cut to nostalgia

I am sure that I am not alone in congratulating Peco Publications and its digital service partner Exact Editions for making the back archive of RM available to subscribers.

I was given a batch of 1957 to 1960 copies of RAILWAY MODELLER by a neighbour many years ago when I had a Trix-Twin train set from the previous Christmas. It all inspired me, together with my trainspotting adventures in the early sixties, into a life-long hobby.

I particularly remember marvelling at the 100th issue and the 'Railway of the Month' *A Magnificent System in OO gauge* by C H Philo, dated February 1959. This made a huge impression on me, together with such luminaries of the day as P D Hancock and Peter Denny.

These were the days of Tri-ang, H&M, Trix, Matchbox, Biltzee, TT and 000 gauge, to say nothing of the wonders of Seccotine, dyed sawdust and papier mâché.

I have long regretted disposing of that valuable paper archive, but I now have a short-cut on my desktop so I can dip into this historical record of our wonderful hobby at the click of a mouse.

Who said nostalgia isn't what it used to be?

PETER OSBORNE

Older models

Please could I make a couple of suggestions for possible articles in the future.

I have a good collection of late 1970s/early 1980s motive power, most of which is in desperate need of major overhaul. Some guidance on ancient motor restoration or replacement would be helpful and, as I'm working on a shunting layout project at the moment, a review of alternative coupling mechanisms would be of great interest. I'm aware of the Kadec system, what others are available that I should consider?

SAMANTHA ALLEN

Ed - We'll pop the subjects on the list, but in the meantime, the Peco Modellers' Library book *Your Guide to OO Gauge Railway Modelling* (ref.PM206) has full chapters on couplings and maintaining models. Visit our website for more details:

www.peco-uk.com/collections/modellers-library

British HO

I refer to Alan R Clark's letter in the January issue. Most refreshing, and all power to your elbow, Alan.

I am also 94 and, after many years away from modelling, I am starting again; I have re-joined the N Gauge Society and read RAILWAY MODELLER to help while away the lonely winter evenings. I have just finished a new 7'x4' baseboard in the garage for my new layout.

PETER R AYLOTT

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

LNER Gresley W1 4-6-4

Brand new from Hornby in OO



See this model in action on our website -
bit.ly/GresleyW1HH



Ever since Hornby revealed that it was developing OO gauge ready-to-run models of Sir Nigel Gresley's unique experimental high-pressure 4-6-4 No.10000 – as part of the firm's centenary range in 2020 – their release has been eagerly anticipated.

Production of the models has been rather protracted, however a recent delivery from Margate presented us with the long-awaited opportunity to assess one of the finished models and put it through its paces.

For review we received a sample of (ref.R3840) No.10000 in original 'as built' condition with single blast pipe in LNER lead grey livery. Two other versions of the W1 in its original form were announced as part of the Hornby 2020 range: No.10000 with double blast pipes bearing the name *British Empress* (as allocated, but never affixed to the real locomotive) in LNER lead grey and No.10000 in promotional LNER apple green (a livery that the locomotive could conceivably have appeared in).

Further versions were added as part of the Hornby 2021 catalogue and the recently announced 2022 listings (see



news), to be presented with double blast pipes in LNER lead grey, and in c.1935 condition with double chimney and smoke lifting cowl fitted.

In addition, a suite of models depicting the locomotive in its later rebuilt form – with conventional boiler and A4 streamlining – are also to be produced.

The construction of the model takes the form of cast metal for the chassis, with plastic mouldings forming the boiler, cab and tender body. The unusual curving lines of the boiler cladding have been very well captured.

Handrails are fine metal wire, conforming to the sleek contours of the bodywork. The front mounted grab-rail is also straight and square. The etched fall plate is hinged and the metal buffer heads sprung.

Two headlamps are also pre-fitted in place of lamp irons on the buffer beam; these are held in place with a small amount of glue and can be removed with relative ease, however alternative lamp irons will need to be sourced. Cab roof ventilators can be opened and closed and the moulded coal load is removable.

Supplied as optional details, and fitted here for photography, are cylinder

draincocks, front and rear vacuum pipes and locomotive brake rigging. A front NEM tension-lock coupling is also provided.

The locomotive and tender can be close-coupled (as illustrated) if layout curvature allows, which certainly complements the sleek look of the prototype. The rear Cartazzi truck and pony have been manufactured as a single fixed unit with flangeless wheelsets, with the axle mounts part of the chassis casting (see photos). Two flanged wheels are provided, however these were noted to have restricted sideways play – deeming them practical for static use only.

The fetching LNER lead grey livery with silver banding has a smooth satin





▲ The conventional corridor tender still survives and is currently paired with A4 No.60009.

finish throughout, with crisp renditions of the LNER Gill Sans lettering and cabside/bufferbeam numbers, which are also finished in silver. The silver trim also extends to the handrails and cylinder covers, while lubricators, safety valves and whistle are picked-out in brass.

Clear plastic seems to have been used for the cab spectacle plate, although the triangular fillets of metalwork beneath the front cab windows appear to have missed the paint treatment, although this can only be seen when viewing the model from certain angles.

The works plates – which are located on the smoke deflectors – are fully legible under a glass. Cab backhead detail – unique to this locomotive – is impressive with fittings picked out in appropriate colours, extending to printed dials on the gauge glasses.

Mechanism and performance

The locomotive part of the model is equipped with a five-pole motor with substantial brass flywheel, this providing drive to the centre coupled axle. Current is collected from all driving and tender wheels via wiper pick-ups, with the loco and tender electrically connected.

Supplied for 12V dc use, an eight-pin decoder socket is located in the tender for those wishing to equip the model for digital operation, where space is also provided below the cast weight for a 28mm diameter circular sound speaker; it was noted that there also appears to be provisions for the



fitting of sugar cube speakers within the weight casting.

The locomotive body can be removed by first disconnecting the plug-in connection between the locomotive and tender, and then removing three screws: one accessed through the rear of the front bogie frame, the other two situated under the footplate.

Removal of the tender body requires the tension lock coupling to be first detached, which reveals a screw underneath. With this removed, the body can then be lifted clear, noting that there is a retaining lug at the front end that needs to be unclipped.

On test the model (total weight 463g) was a smooth and quiet runner. It was capable of hauling 11 Pullman cars around the Pecorama loft layout, with its 1:48 gradients. However, the footsteps just aft of the cylinders did make contact with some scenic items that were positioned around the outside of the 3' radius curves.



▲ Substitute flanged wheelsets are supplied for fitting in place of the flangeless versions if layout curvature allows.



▲ A multitude of details and fittings have been incorporated onto the model of this unconventional prototype.

VINTAGE VIEW LNER Gresley W1 4-6-4



▲ Gresley W1 4-6-4 No.10000 is pictured at Doncaster in 1930. Photo: Railphotoprints

Prototype information

During the mid-1920s Sir Nigel Gresley embarked on a project to create an express passenger locomotive with a very high-pressure boiler in a bid to maximise coal burning efficiency. A design based around contemporary marine high-pressure boilers seemed the answer and in 1924 Gresley approached the Clyde shipbuilders Yarrow & Co. to produce a high-pressure boiler within the constraints of the railway loading gauge. The result was a triangular arrangement with a large central steam drum above four separated water drums, linked by multiple rows of curved tubes and with an operating pressure of 450psi. The initial three-cylinder 4-6-2 design was revised to a four-cylinder 4-6-4 due to the lengthy rear over-hang and heavy loading on the trailing axle.

Completed in late 1929, the locomotive underwent an extensive period of trials before entering traffic on 30 June 1930. Officially gaining the classification of W1 and numbered No.10000, the locomotive acquired the nickname 'Hush-Hush' as a result of the secrecy that surrounded its lengthy gestation period.

No.10000 was put to work hauling prestigious named services on the East Coast Main Line, including 'The Flying Scotsman' between King's Cross and Edinburgh. However teething troubles with the revolutionary concept saw numerous visits to Darlington Works for various repairs and modifications. Despite this, the locomotive racked up over 70,000 miles before being withdrawn for general repair in May 1933, returning to service in June the following year.

Further modifications came in January 1935, when a Kylchap double blastpipe and chimney was fitted which eventually required the fitting of a smoke lifter for better smoke clearance. On 21 August 1935 No.10000 returned to Darlington for the last time in its original form, having covered a further 20,823 miles.

Whilst the theory behind the experiment was sound, in practice the locomotive failed to meet the economical benefits for which it was designed. The locomotive was rebuilt with a conventional boiler and A4-style streamlined casing, re-emerging from Doncaster Works in November 1937 and continuing in service until withdrawal in June 1959.

[Ed – See the January 1993 issue for further prototype information and scale drawings by Ian Beattie.]

Unique locomotives in multiple

Despite being a unique and relatively short-lived prototype, Hornby has demonstrated that there is a healthy market for such 'one-offs' in ready-to-run form and has fully exploited the

potential for different permutations of tooling and livery. We look forward to having sight of one of the 'rebuilt' versions of the W1 in due course, which completes the story of Gresley's revolutionary 'Hush-Hush' project.

Furthermore, with the LMS Turbomotive also announced by Hornby (see news) one wonders what other unique or experimental locomotives may be on the manufacturer's radar for development in the future?

Sample supplied by

HORNBY HOBBIES LTD.,
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
Ref.R3840 – £219.99

Collett '5101' large Prairie new from Dapol



In our February 2018 issue we reported on the plans of Dapol to produce OO gauge models of the Collett '5101' series large Prairies from all-new tooling. The first stocks of these models were recently delivered to retailers.

The Dapol large Prairie has been developed in parallel with both the firm's Churchward Mogul (see review, RM January 2021) and forthcoming Collett '7800' Manor – the manufacturer exploiting the various design similarities and standardisation of parts that can be found across all three of these prototypes.

The large Prairie tooling covers the '5101' series, including the 61xx sub-class that operated with a higher boiler pressure for working London suburban passenger services. Seven versions have been produced, each of which are available DCC ready, DCC fitted or DCC sound fitted; these comprise No.5109 in GWR plain green livery with 'GREAT WESTERN' lettering (ref.4S-041-001), No.6129 also in GWR plain green with 'GREAT WESTERN' lettering (ref.4S-041-002, as per our sample), No.5108 in GWR plain green with 'shirt button' roundel (ref.4S-041-003), No.5150 in plain green livery with 'GWR' lettering (ref.4S-041-004), No.5190 in BR lined black with 'BRITISH RAILWAYS' lettering (ref.4S-041-005), No.4134 in BR lined green with early emblems (ref.4S-041-006), and No.6167 in BR lined green with late crests (ref.4S-041-007).



Prototype history

The Great Western Railway's fleet of large Prairie locomotives (numbering no less than 290 examples) encompassed several different sub-classes, the earliest of these being the 5100 (originally 3100) series – the origins of which can be traced back to 1903 during the tenure of the company's then Chief Mechanical Engineer, George Jackson Churchward. Those of the '5101' and '6100' series were later derivatives – ordered by his successor, Charles Collett – built from 1929 and 1931 onwards respectively; the 6100s (outwardly all but identical to the 5101s) had an increased boiler pressure of 225psi (the 5101s were rated at 200psi), with a consequential increase in tractive effort.

The 5101 class comprised 140 locomotives, numbered 5101-5110, 5150-5199

and then (once the 51xx number series – also used for the original 5100 series – had been exhausted) 4100-4179. The last batch (Nos.4160-4179 to lot No.369) was completed post-Nationalisation between 1948 and 1949.

Aided with the blue route availability, the large Prairies (rated 4MT) saw widespread use across the GWR network, principally for suburban passenger workings (for which the 'tuned' 6100 series were capable of faster acceleration), together with piloting, banking and freight duties.

Examples lasted right up until the end of BR(WR) steam in 1965. 10 of the 5101 series and one 6100 (of the 75 built) survived into preservation.

Our Sample in detail

For review we received a sample of No.6129, one of the first batch of the '6100' series, constructed in 1931 at Swindon Works. According to *The Prairie Papers* by Ian Sixsmith (published by Irwell Press, ISBN 978-1906919-863) the locomotive was allocated when new to Didcot from 21 November 1931. In 1933 it moved to Slough, subsequently moving to Old Oak Common in September 1934, then Reading in July 1951, Oxford in December 1960, Banbury in September 1962 and finally to Stourbridge in January 1965. Withdrawal came in September of the same year.

The livery of the model is correct for the pre-Nationalisation period from new.

The construction of the model takes the form of die-cast metal for the wheels, chassis and running plate (which is straight and true along its length), with moulded plastic components accounting for the majority of the upper works. Substantial cast metal weights are located within the side tanks. Buffers are metal and sprung, while the plastic moulded coal load is removable.

Rivet and bolthead detail is well executed; this extends to the surfaces of the sidetanks, bunker, running plate and cylinder cladding – the bolthead detail around the smokebox saddle is particularly fine.

It was observed on our sample that the bottom edge of the side tank on the fireman's side was not seated flush with the running plate. It was also noted that the rear sandbox on the same side was not fitted square.

The cab backhead detail is very impressive (full access to which is gained via a removable roof section) with the numerous cab fittings picked out in appropriate colours together with printed dials on the gauge glasses.

As per the firm's Churchward Mogul, the centre driving wheels are sprung, as is the front pony truck; this operates on a cam to enable the model to negotiate second radius curves whilst retaining full representations of the cylinder covers and front steps (without the need for cut-outs). Although the real machines were configured with a radial trailing axle, Dapol has modelled this wheelset as a pony truck to provide a greater amount of sideways articulation. Curiously, it was noted that there are no rear rail guards, although a set is present at the front of the locomotive.

The model is supplied with all details factory-fitted (including brake rigging and cylinder drain cocks). Provided in an accessory pack are a pair of printed (not etched) metal cabside numberplates, which can be fitted over the

printed versions on the cabsides, if desired. In addition there is a 'clip fit' mount for a 'Sugar cube' speaker and NEM pocket coupling for the rear pony truck.

The Great Western livery has been applied crisply with a pleasing satin finish. The numbers and lettering are also well applied, as are the route availability markings. The valve gear and tyres are presented with a polished metal finish.

A representation of the inside motion is present between the frames, which has been picked out in red.

Mechanism and performance

The model is equipped with a five-pole motor with brass flywheel housed in the boiler/firebox area that provides drive to the rear coupled axle, with electrical pick-up taken from all driving wheels via wiper pick-ups. Weighing in at 321g, on test the model was found to be extremely smooth and quiet in operation, with good slow speed performance. On test the model hauled eight Pullman cars around the Pecorama loft layout, with its 1:48 gradients and 3' radius curves.

For modellers wishing to fit decoders for digital control and/or sound themselves, a slide-out PCB with 'Next18' interface is located inside the smokebox, (accessed via the removable smokebox door using a tool provided in the accessory pack). Locating points for the 'clip fit' speaker mount can be found on the underside of the PCB.

Body removal is straightforward, it being held to the chassis with three screws; one located under the smokebox (in between the cylinders), and two under the cab – it's worth noting the PCB must be removed *before* attempting to remove the body. However, this level of disassembly should not ordinarily be required.

As with a number of recent Dapol releases, the model is equipped with



A special tool is provided for removing the slide-out PCB in the smokebox.



a flickering firebox glow which operates when power is applied under analogue control; it is understood this feature

is synchronised with sound on factory fitted DCC sound versions.

Seeing double...

Dapol should be commended for bringing to market another stalwart example of GWR motive power, the large Prairie complementing the firm's Churchward Mogul model. After many years of waiting for a large Prairie to be produced to modern standards, OO modellers are now seemingly spoilt for choice with Hornby having also recently released models of these 2-6-2Ts (see review, RM November 2020).

Dapol will now have its sights set firmly on the delivery of its forthcoming Collett Manor 4-6-0, which will complete a trilogy of GWR six-coupled locomotive types with 5'8" diameter driving wheels from this manufacturer.

Sample loaned by

DAPOL Ltd,
Gledrid Industrial Park, Chirk,
Wrexham LL14 5DG.
www.dapol.co.uk

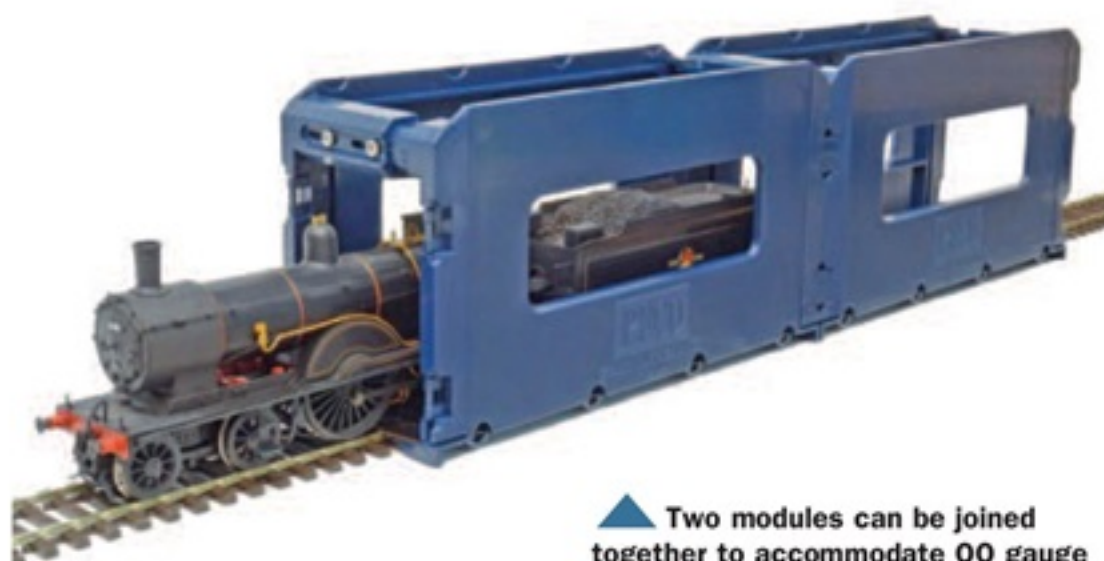
PRICE
ref.4S-041-002— £140.71



Although in reality the rear wheelset was configured as a radial axle, on the model it is pivoted to provide a greater amount of sideways articulation.

New Flexi Loco Lift from Peco

MULTI-SCALE



▲ Two modules can be joined together to accommodate OO gauge tender locomotive models.

Peco has released a new design of Loco Lift that incorporates adjustable guide rails, making it suitable for N, OO9, HO3, TT, HOm, OO/HO, O-16.5 and EM. The unit supersedes the manufacturer's ref.SL-43 Loco Lift which was only available for OO/HO.

Two versions of the unit have been produced. The first (ref.PT-60) is a single unit which can accommodate a small OO/HO locomotive such as an O-6-O shunter or tank engine, or in N gauge a longer locomotive such as a Pacific tender locomotive or bogie diesel. The second version (ref.PT-61) is a twin-set comprising two single units that are designed to join together to accommodate longer OO/HO locomotives – or even a short train in N.

Both versions are fully compatible and can be used in multiple to accommodate even longer models/trains.

The fundamental principle of the new Flexi Loco Lift remains the same as before with the ability to run locomotives or trains on and off of the tracks without the need to physically handle the model. Connection with the track is via brass strips which are folded to the contours of the rail tops – thereby providing alignment with the rails on the layout and making electrical contact. It is worth noting that the units can only be placed over straight track, although only a short section is required for alignment and electrical contact to be made.

The units come in easy to assemble flat pack form; a small Phillips-head screwdriver is required. Each single lift consists of six moulded plastic sections, two brass contact strips, four

self-tapping screws, plus four joining clips for attaching further units. To prevent rolling stock falling out of the lift when being carried, two plastic end slides are also included; these may require trimming to suit your chosen gauge (guide lines for which are provided). Once assembled the units are



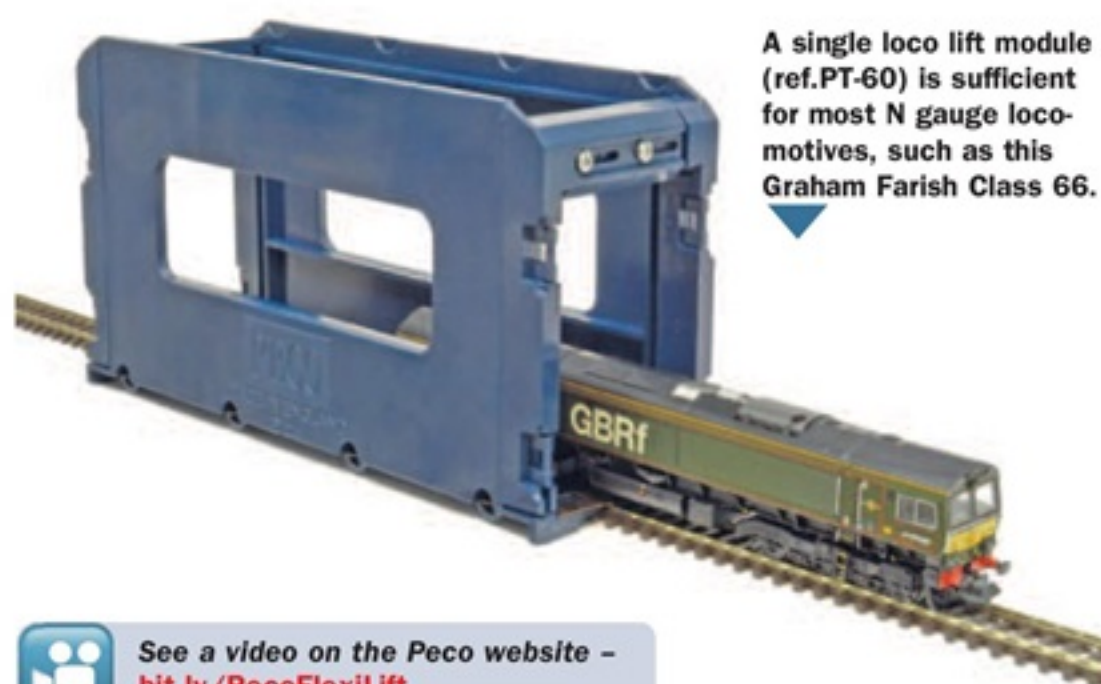
▲ The unit width can be adjusted to allow for different track gauges.



▲ Units are joined together using a series of small push-fit clips.



▲ The component parts of the new PT-60 Flexi Loco Lift.



▲ A single loco lift module (ref.PT-60) is sufficient for most N gauge locomotives, such as this Graham Farish Class 66.



See a video on the Peco website – bit.ly/PecoFlexiLift

sturdy and durable, with provision for stacking also incorporated into the design – ideal for compact fiddle yards or for locomotive storage.

Adjustment of the width of the units is undertaken via a slide bar system incorporated into the end sections with each gauge identified by a notch and marker point to allow for ease of alignment; this is then secured by tightening the four screws.

Joining multiple lifts also proved to be a simple task; this was achieved by removing one screw from each adjoining end (allowing the ends to sit flush together) before inserting the four joining clips (two on each side). These clips are a simple push-fit and can be removed with a flat-head screwdriver (using the cut-outs provided) if you wish

to separate the units at a later stage.

The new Peco Flexi Loco Lift is a welcome successor to the previous version, which is no longer limited to only OO/HO modellers.

Samples supplied by

PECO,
Underleys, Beer, Seaton, Devon
EX12 3NA.
www.peco-uk.com

PRICES
PT-60 (single) – £10.50
PT-61 (double) – £18.50

Exclusive tanker wagon from Harburn Hobbies

OO

Harburn Hobbies has commissioned an exclusive Private Owner tanker wagon from Oxford Rail in OO. The 12T tanker model (ref. OR76TK2008) is presented in the livery of Briggs Dundee, with the running number 23 in black with white lettering.

Founded in Arbroath in 1865 by William Briggs, the company specialised in the distilling of bitumen from coal tar, as well as the production of bi-products such as lubricating oil, fuel oil, marine diesel and polymer emulsion products. In 1931 the company built the



Camperdown Refinery, adjacent to the gas works in Dundee. By 1949, Briggs had branches in Aberdeen, Edinburgh, Glasgow, Leicester, Liverpool and



Norwich – with a fleet of various tanker wagons which ran on BR metals through into the 1970s.

The model features metal spoked wheelsets, slim-line tension lock couplings mounted in NEM pockets, and

optional three-link couplings – all supplied in a separate accessory pack. Orders for the wagons can be placed via the retailer's website or in store.

Sample supplied by

HARBURN HOBBIES LTD.,
67 Elm Row, Edinburgh, EH7 4AQ
www.harburnhobbies.co.uk

PRICE
ref.OR76TK2008 – £22.95
(P&P £3.20)

Book Reviews

British Railways in the 1960s – Western Region

Geoff Plumb

This is the third title released by this publisher as part of The Geoff Plumb Collection. Following the same format as the author's previous two books – the London Midland Region and the Southern Region – this edition focuses on the final years of steam and the transition to diesel power, this time on the Western Region. It covers a large geographical area, although as the author points out, he was unfortunately unable to visit Devon and Cornwall during the final years of steam operation in the region. Nonetheless, there's plenty of fascinating and atmospheric images of railways at work during the twilight years of steam.

Starting with railways in West London, including a view of Old Oak Common depot, we travel via Swindon to the Midlands and then on to Wales via South West England, returning to London for a brief look at the London Transport pannier tanks at work. There's a wide-ranging choice of subjects, from main line steam action, various shed locations, along with plenty of secondary routes and branch lines. If you have an interest in the former Cambrian lines, then these are well covered in the book. Additionally, there are a couple of narrow gauge detours to the Welshpool & Llanfair Light Railway and the Vale of Rheidol Railway, the latter featuring locomotives in the BR lined green livery of the period.

The remarkable thing about this collection of images and the quality of them, is that they were taken at the time not by a seasoned railway photographer, but by somebody barely into their teens. This also adds a very personal touch to the book, as a number of shots feature Geoff's parents and two younger brothers, as many of his rail expeditions were a family affair. In one instance, there's a view taken by the author of his family camping right next to the tracks of the Welshpool and Llanfair Light Railway at Heniarth Gate (no Health & Safety limitations in those days) with his father inspecting the passing train, while his mother is engaged in cooking duties on the stove!

Each image occupies a page and is accompanied by detailed captions, including background notes about particular locomotives featured. A few photos are black & white, but the vast majority are colour and are reproduced well with good print quality. A very small number are by other photographers from the author's collection, but this is pointed out in the captions and they complement the main collection of photos well. There is just a small oversight of a repeated caption accompanying two different photos (of the same location) on a couple of pages, suggesting some additional care at the proofreading stage could have been exercised, but this is a minor quibble of what is otherwise a fine book.

Overall, this is a great selection of varied images to dip into, featuring just the right amount of knowledgeable text to accompany each one, along with a warm and personal touch to the whole journey, making this a very satisfying read.

Pen & Sword,
47 Church Street, Barnsley, South Yorkshire,
S70 2AS.
www.pen-and-sword.co.uk

241mm x 254mm 176pp
Hardback £30.00
ISBN 9781473823952

SC



Class 66

Fred Kerr

The general-purpose Class 66 locomotive has been a familiar sight on the UK's railways for over 20 years. Its origins can be traced back to the early 1980s when Foster Yeoman, the Somerset quarrying firm, embarked on a path that would eventually lead to the operation of the small but significantly more capable Class 59 locomotive. It was from this experience that the Class 66 was clearly favoured to represent the next generation of diesel locomotives in the UK.

It also helped that the first private owner of the post-Privatisation freight companies would be US-based Wisconsin Central, who set up English, Welsh & Scottish Railways, becoming the dominant operator at that time. Working with General Motors EMD resulted in what was in effect an SD70 wrapped up in the old Class 59 carbody, and very efficient and reliable it was too, if not just a little unexciting when compared with the characterful British diesels that it was replacing.

Moving on to the present time and over 450 locomotives of the class have been built, not just for operation in the UK, but dotted around other locations across Europe, and even in Egypt, of all places! Some of the European-based units have migrated across to the UK as operators such as GB Railfreight seek to expand their fleet of what is now a discontinued model.

This photo album charts the history and evolution of this successful locomotive design and will be a great source of information for modellers, with the consequent plethora of private company livery variants illustrated.

The Class 66 will remain part of the UK railway scene for a long time yet, but this book is a good pictorial record of the story to date.

SH

Pen & Sword,
47 Church Street, Barnsley, South Yorkshire,
S70 2AS.
www.pen-and-sword.co.uk

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Hardback £30.00
ISBN 978-1-52677-625-9



The Snowdon Mountain Railway

Peter Johnson

The Snowdon Mountain Railway is unique in the British Isles as a rack railway built to access the top of a major peak. It also differs from most of the other Welsh narrow gauge railways in that it was conceived, built, and operated as a tourist attraction from the outset.

The opening of the Rigi line in Switzerland in 1871 seems to have prompted the first suggestions of a rack railway to the summit of Snowdon, but it was not until more than 24 years later that the attitude of the landowner changed in its favour. The first sod was cut in December 1894, and construction of the less than five mile route proceeded surprisingly quickly given the conditions often encountered at altitude. The official opening took place as soon as April 1896 – and was marred by a derailment.

The railway was built using imported Swiss technology – 800mm gauge, Abt rack, and SLM locos, though the rails and rack bars were made in Britain under licence.

This new book updates and expands the same author's 2010 book about this line, under another imprint, with the benefit of more information and photographs which have come to light in the meanwhile, as well as bringing the story up to date with the delivery of new hybrid locos, and the curtailments sadly necessitated by the Covid pandemic in 2020.

The book covers the history in great detail in 10 chapters: setting the scene, construction, the inspection, the accident and the inquest, preparing for re-opening, regular operations, the summit and its buildings (photo section), under new management, the Davies era, the Cadogan era, and 21st century tourist attraction.

The related – and unrelated – hotels and other facilities for visitors in Llanberis and on the mountain form an important element of the account.

A lot of information is conveyed in tabular form in no fewer than 11 appendices: estimate of expenses; projected capital expenditure 1895; estimate of working expenses 1895; profits, dividends, and passengers 1895 – 2018; timetables 1898 and 1901; incidents reported to the Office of the Rail Regulator



2002 – 2004; incidents reported to the Rail Incident (should be Accident) Investigation Branch 2007 – 2019; planning applications to the National Park Authority; and general managers.

It may be indicative of the author's priorities that the significant sections about the mechanical equipment and the locomotives and stock are found among these appendices rather than in the main body of the work.

The author has several books to his credit and is well known as a railway photographer and historian with a particular interest in Welsh narrow gauge; he is noted for thorough research in archive sources which may not have been available to previous writers, thus there is a lot about the preparatory correspondence and legislation, and a lot about the companies and personalities involved as revealed by the written and deposited records and published contemporary accounts. All fascinating material. The inevitably dense sections of text are illustrated with a wonderful section of period images and facsimile documents.

The work is supported by over 200 illustrations, reproduced as well as the originals will allow (the quality naturally varies) on high quality glossy paper. Apart from a few hand-coloured cards, the historic pictures are of course in black & white, and as with other Pen & Sword titles some are reproduced seemingly at random with various sepia-style tints. Some of the historic photos have been published before, understandably, but there are some discoveries.

Prospective modellers may be slightly disappointed that apart from excellent reproductions of contemporary diagrams (mostly side elevations) of the original locomotives and stock, there are no scale drawings which might have been expected in a work of this scope, depth, and quality.

The endpapers carry an excellent map of the line (by Gordon Rushton) in Ordnance Survey style; it is dated 2009 so presumably repeated from the earlier publication.

The book is rounded off with a bibliography and an index, plus a brief photographic addendum.

AB

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Britain's 'biggest model railway' draws the crowds at Wakefield

A mammoth O gauge layout depicting Heaton Lodge Junction as it appeared in the early 1980s was unveiled to the public for the first time in December.

Measuring 192' in length with a scenic section in excess of a scale mile, the gigantic model was displayed at Wakefield Market Hall for a period of two weeks, during which time it attracted huge numbers of visitors from across the country.

The project, which is the brainchild of modeller Simon George, even attracted the attention of mainstream media outlets with widespread coverage in national newspapers and on TV.

During the eight years that it took Simon to complete the model he attracted the support of several manufacturers. These included Peco, which was invited to provide a display stand for the event in Wakefield with information about the manufacturer's products and publications.

Simon plans to take his layout on tour around the country during the course of 2022, starting with an event in the South West. He is then hoping to take it further afield to Europe, starting in Denmark as a reciprocal gesture for project sponsor Heljan, the Danish model railway manufacturer. Further details about these events will be released in due course. To find out more:

www.britainsbiggestmodelrailway.com



▲ Crowds admiring the layout at Wakefield. The huge scale of the layout is clear to see in this view looking along the scenic section. Photo: Tim Horn



▲ Creator Simon George (right) with assistants Tim Horn (left) and Jonathan Dartnell.



▲ A Class 31 heads a lengthy train of tanker wagons through Heaton Lodge Junction. The majority of locomotive models in use on the layout were ready-to-run Heljan items. Both photos: Steve Haynes

Peco expands manufacturing capacity at its Devon factory



▲ The renovation of the building that houses the new production facility has included the installation of a new mezzanine floor, as pictured here.

The model railway manufacturer Peco has significantly increased its production capacity with the opening of a brand new facility at its headquarters located overlooking the fishing village of Beer in East Devon.

Occupying a building that formerly housed an indoor play area as part of the

Pecorama tourism site, the internal space has been completely renovated with a brand new mezzanine floor installed.

The new facility – which has a total floor area of 260m² – now houses two-thirds of the manufacturer's production departments; the upper level is being



▲ The facility was officially opened on 1 December 2021 with Peco Chairman Michael Pritchard pictured cutting the ceremonial ribbon. Photos: Craig Tiley

used primarily for the assembly of pointwork items in the smaller scales, together with packing, welding stations and joining/fitting machines, whilst the lower level houses the production area for trackwork assembly in the larger scales, together with specialist UV printers. The transfer of these processes

to the new facility represents one part of a longer term project by Peco to expand its overall production capacity.

The completed building was officially commissioned on 1 December 2021 following a special ceremony conducted by Peco Chairman Michael Pritchard.

www.peco-uk.com

Newton Abbot Library model show described as a 'resounding success'

The organisers of the model railway event that took place at Newton Abbot Library on 4 December 2021 have described it as a 'resounding success', with around 700 visitors during the course of the day and much positive feedback received.

In addition to the layouts on display, there was support from societies, associations and local businesses. There was also a talk covering local railways by the historian and author Amyas Crump – which was so well attended that a second talk was held later in the day.

The organisers are planning to hold a series of smaller events during the course of next year to further promote the Railway Studies Collection. These will be advertised on the 'Railway Studies Collection in Newton Abbot' Facebook page and throughout the library, whilst enquiries can also be made to the Newton Abbot Library directly on Tel: 01626 886 223.

The library is home to the UK's second largest collection of railway books and reference materials after York's Railway Museum. It includes more than 60,000

Stands and exhibits were displayed in amongst the library collections. Pictured is Lambourn, a 00 gauge layout presented by members of Clum Valley Model Railway Club. Photo: Newton Abbot Library

photographs, together with timetables, drawings and plans. The collection is free to access Monday to Saturday, with many of the books now lendable (previously reference only). To see what books are held in the collection, the catalogue can be accessed via: www.devonlibraries.org.uk/web/arena/catalogue

Books from the library can be sent to other libraries in Devon. If further afield, other library authorities may be able to access the collection through the Inter Library Loan scheme (fees applicable, contact your local library).

The team are always happy to assist with any enquiries within the collection also. These can be made by email or by completing a form in person (please allow up to 20 working days for a response to such enquiries). For further information:



Railway Studies Collection
 Passmore Edwards Centre, Market Street,
 Newton Abbot, Devon, TQ12 2RJ
 Tel: 01626 886 223
 email:
railwaystudies.library@librariesunlimited.org.uk
www.devonlibraries.org.uk

See *Craiglang* in action at Model Rail Scotland 2022

This year's Model Rail Scotland event, staged by the Association of Model Railway Societies in Scotland, will be taking place on Friday 25, Saturday 26 and Sunday 27 February 2022, at the Scottish Event Campus Centre (SEC) in Glasgow, G3 8YW.

The three-day exhibition – which is being supported by Peco, Hornby, Bachmann Europe Plc and Squires Models & Craft Tools – will bring together 125 exhibitor stands including 44 layouts in various scales and gauges, specialist

trade support, societies and modelling demonstrations.

Amongst the layouts currently booked to attend is *Craiglang* (pictured) which is an O gauge Scottish outline layout set during the BR transition era by Will Taylor (see p88).

Advanced tickets can be purchased online via the exhibition website. For further details about the show, including a full list of layouts, opening times and tickets go to:

www.modelrail-scotland.co.uk



Amongst the layouts attending will be *Craiglang* (see p88). Photo: Arran Aird

Heljan plans all-new Class 37/0 and Class 55 models in O

As part of the 2022 catalogue published by Heljan, the manufacturer has revealed that it is developing all-new tooling for O gauge models of the Class 37/0 and Class 55, with both projects set to feature 'plug-and-play' DCC capabilities, improved interior and exterior lighting functions and a much wider range of detail variations.

For the first time, the Class 37/0 will be offered in later form with cutaway bufferbeam cowlings, cast or fabricated bogies and a choice of nose end arrangements, including end doors/plated ends, high intensity headlights and plated headcode panels. The first batch will cater for the split headcode

variant with eight liveries planned, with centre headcode versions to follow at a later stage. Prices are to be confirmed.

The new Class 55 'Deltic' models are set to focus on the final years of the class and their post-preservation era main line career. Two versions are in development which will feature a number of changes from the original releases, including detail specific variations for the 1975-82 period, such as ETH equipment, cast bogies, plated quarterlight windows, plated or glazed headcodes, and single or twin wipers. Post-preservation versions will also feature high intensity headlights and fabricated bogies. A pre-production sample is illustrated here.

The firm's 35-ton Class B tanker wagons, Dogfish and Catfish ballast hoppers, Mk.I BG and Mk.I GUV bogie vans are also set to return in O sporting a wide range of new liveries.

Announcements for OO

Included in the catalogue for OO is a GWR parcels railcar, which will be available in three colour schemes. Extra liveries of the passenger version are also planned. Two Western Hydraulics – a Class 14 and Hymek – are also set to return, with both models set to receive a 21-pin DCC interface, as well as LED lighting (Hymek) and revised chassis (Class 14).

Rounding off the announcements is a further run of the 'slimline' Class 33/2 which rejoins the range in a selection of new liveries. For the first time, 'as-built' variants with original exhaust/silencers arrangements will also be offered from all-new tooling, with five liveries planned.

The 40-page Heljan 2022 catalogue is available now from Heljan stockists priced £2.00. For further details on all projects, go to:

www.heljan.co.uk



A CAD image of the post-1970s Class 37/0 in O.



A tooling sample of the later era Class 55 in O.



The latest catalogue.

Steam effect models and all-new Stanier Black Fives amongst the headline releases from Hornby in 2022

Report by **Craig Tiley** and **Callum Willcox**

All report images courtesy Hornby Hobbies unless otherwise credited.

As per long-standing tradition, Hornby revealed details of its 2022 range to the model railway press at a briefing just before Christmas, the information being embargoed until the public launch of the firm's latest catalogue on 10 January – a few days prior to this issue going on sale. Taking place on 7 December, the presentation was held – for the second year running – in a 'virtual' format, with members of the model railway press convening via Teams to receive information of the manufacturer's plans for new models from Hornby Head of Brand Montana Hoeren and Hornby Marketing & Product Development Director Simon Kohler.

The challenges of 2021

Despite strong demand for products across the Hornby range as a result of a boom in active participation in the hobby during the past 18 months, Simon was transparent in his explanation of the various factors that have contributed to delays with items still awaited from 2020 and 2021. He explained that disruptions to the delivery of goods from factories in China can be attributed to problems with the supply of raw materials, shortages of power and labour, together with shortages and delays with shipping. On the latter point, Simon reported that shipping container costs have risen by an incredible 800% during the course of one year. Simon, a veteran of the railway modelling hobby with decades of experience said, "I've never known anything like it!"

Notable items still outstanding from the 2020 catalogue include the BR Standard 2MT 2-6-0, Class 370 APT and Class 91 electric locomotives, whilst from last year's listing there is the BR Standard 9F 2-10-0, Gresley P2/1 and P2/2, Ruston & Hornsby 88DS, BR Mk.IV trailers and DVT, and Maunsell dining saloons. These models are all due to arrive

during the course of 2022. Coach packs for the APT have in fact already been delivered to retailers, but Simon advised that there is a delay with the delivery of the driving trailers as a result of additional minor revisions to the tooling.

Prior to setting out the manufacturer's plans for new models in 2022, Simon cautioned that they were being realistic with their scheduling for the year ahead because things remain "far from black and white" regarding production in China. Accordingly, the planned delivery time frames for the 2022 range are rather more conservative than in previous years, but with the hope that the target dates can be beaten.

Realism of steam for 2022

The 2022 range is set to herald the arrival of realism of a different kind, in the form of DCC



A still from a promotional video demonstrating the new steam effect feature.



2022 catalogue cover.

sound fitted steam locomotives that are equipped with a new steam effect feature (photo 1). Comprising a generator that uses water to eject vapour from the chimney, this feature has been developed so that the 'steam' can be emitted in synchronisation with the speed of the model and DCC sound functions.

With a filling point concealed within the boiler area of models (see below for details of the initial releases) Simon advised that a running time of 30 minutes 'per fill' can be achieved.

Commenting on the introduction of this innovative new feature, Simon revealed that it was, "Something I have wanted us to do since we started developing DCC sound."

2022 Hornby range

Topping the bill for steam-outline projects from all-new tooling is the Stanier Class 5MT 4-6-0 – a prototype that first featured in the Hornby range in 1978. That model received an upgrade following all-new tooling in 2002 with a five-pole motor located in the locomotive, together with sprung buffers and an eight-pin DCC socket – setting the precedent for the firm's future models. Now, two decades on, that tooling has also been retired with the brand new versions once again set to be at the cutting edge of model design. Owing nothing to the manufacturer's previous iteration of Stanier's ubiquitous mixed traffic workhorse, the new model will incorporate a new 21-pin DCC interface – a feature that is being rolled out across a number of planned releases in the 2022 range, as well as operating headlamps and painted locomotive crew figures.

The new suite of tools for this model is set to cater for numerous detail differences, with the potential for all members of the 842 strong class to be produced, including examples fitted with Caprotti valve gear.

The four versions planned initially comprise No.5200 in LMS lined black, together with Nos.45157 Glasgow Highlander and 44726 in BR black – the latter equipped with the firm's new

'realism of steam' system with DCC sound. A single Caprotti variant – No.44755 (photo 2) also in BR black – is planned for release as a Hornby website exclusive.

When the question was asked regarding the feasibility of Hornby producing models of the unique

LMS Turbomotive No.6202 is seen at London Euston c.1935.
Photo: Rail-Online



Black Five class variant No.4767 (BR No.44767) George Stephenson with its unique Stephenson link outside valve gear, Simon remarked, "nothing is off the table."

Also from all-new tooling, and continuing with the theme of one off and unique locomotives designed by Stanier, comes the announcement of a pair of models depicting the LMS 'Turbomotive' (photo 3). Compared to some other experimental steam locomotives of the era – such as the LNER Class W1 – the 'Turbomotive' was relatively successful, demonstrating good fuel

Caprotti Black Five 4-6-0 No.44755 at Bath Green Park in 1959. Photo: Rail Photoprints

4



▲ Turbomotive No.46202 in BR black with early emblems.

5



▲ Gresley W1 4-6-4 in early British Railway blue.

efficiency in service. However, when a turbine failure occurred in 1949 it was considered uneconomic to repair during a time of post-War austerity measures, with the locomotive subsequently rebuilt as a conventional locomotive in 1952; however this was shorted lived, with the locomotive damaged beyond repair in the Harrow and Wealdstone rail accident just two months later.

Two versions are to be produced of the locomotive in pre-rebuild condition, presented in LMS and BR guises; No.6202 in LMS Crimson Lake and No.46202 in early BR lined black (photo 4). Tooling will feature detail differences concerning the boiler fittings and smoke deflectors (present on the BR version). The specification is set to include a 21-pin interface and operating headlamps, with examples available both DCC ready and DCC fitted.

There will also be a further permutation of the Hornby Gresley W1 4-6-4 model, this time in c.1935 condition with double chimney and smoke lifting cowl fitted (a variant previously not featured in the range), plus in its rebuilt form as No.60700 without valances wearing early BR Garter blue livery with 'BRITISH RAILWAYS' lettering (photo 5).

Realism of steam

Further models that are also set to receive the firm's pioneering steam effect and sound system include; Gresley A3 pacific No.60103 *Flying Scotsman* with single chimney and no smoke deflectors in BR lined green and early emblems, and under-construction new-build P2/1 replica – presented as No.2007 *Prince of Wales* in LNER lined apple green livery.

Diesels and electrics

Modern traction enthusiasts are treated to a plethora of new and revised tooling. Kicking off the all-new tooling are the Stadler Rail built Class 755/3 and 755/4 'Flirt' bi-mode multiple units (photo 6) A total of 38 (14 three-car 755/3 and 24 four-car 755/4) units have been introduced by Greater Anglia for use on regional and local services. The units comprise either three or four passenger vehicles with a separate power pack containing either two or four Deutz 16-litre V8 diesel engines, each linked by Jacobs bogies. Two versions of the 755/3 and 755/4 are planned, each sporting the Greater Anglia livery scheme.

A suite of new BR Class 43 HST power cars are to be released from new tooling, these incorporating day and night lighting modes, a floor-mounted articulating close-coupling system, provision for twin 'sugar cube' speakers and a 21-pin interface. Five franchise colour schemes are to be offered, comprising First Great Western green, white and gold; East Coast silver; East Midlands Trains blue/white/orange, GWR green (with Castle class nameplates) and RailAdventure grey with buffers (photo 7).

With the all-new Class 43s, it will come as little surprise to learn that complementary Mk.III 'slam door' coaching stock is also in development for 2022, with Great Western Railway, East Coast and



▲ A promotional view of the new bi-mode multiple units built by Stadler Rail for use by Greater Anglia.

7



▲ All-new Class 43 in Rail Adventure scheme.

8



▲ Sentinel 48-ton 0-6-0DH in PBA livery.

East Midlands Trains liveries planned initially.

Industrial enthusiasts can look forward to the Sentinel 48-ton 0-6-0DH, which will join the firm's previously released 4wDH and 0-4-0DH variants. The initial trio of releases will be presented as PBA No.39 in Port of Bristol Authority blue with wasp stripes (photo 8), No.3001 in Manchester Shipping Canal blue with wasp stripes and No.57 Stanton in National Coal Board green.

Also returning to the range is the Class 423 4-VEP four-car Electric Multiple Unit. The model, which was first released in 2011 (see reviews, RM September &

October 2011) will benefit from revised tooling, incorporating various improvements to the body and mechanism over the original releases, with Southern Railways (photo 9) and South West Trains colour schemes to be offered.

The delayed first batch of Class 91 Bo-Bo 25kV ac electric locomotives will be followed later in 2022 with further confirmed livery options; 91 101 *Flying Scotsman* in LNER 'Flying Scotsman' colour scheme and 91 110 *Battle of Britain Memorial Flight* in VTEC 'Remembrance' livery (photo 10).

Further releases of the British Rail Class 31, Class 50 and Class 60 models are also planned, with each model set to receive a 21-pin upgrade.

9



▲ Class 423 4-VEP from revised tooling.

10



▲ 91 110 Battle of Britain Memorial Flight in VTEC 'Remembrance' livery.

New tooling projects at a glance

- 1 - Stanier Class 5MT 4-6-0
- 2 - LMS Turbomotive
- 3 - Stadler Rail Class 755/3 and 755/4
- 4 - Class 43 HST and Mk.III stock
- 5 - Sentinel 48-ton 0-6-0DH
- 6 - LNER Coronation stock
- 7 - L&M coal, sheep and horse waggons
- 8 - GWR Loriot Y machinery wagon



11 The LNER Coronation coaches are to be made available, including the 'Beavertail' observation car. Photo: Rail Archive Stephenson

GWR Lorient Y machinery wagon in grey livery.

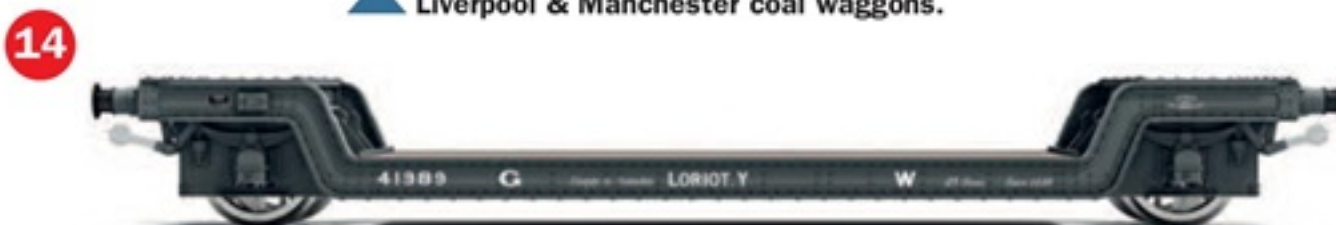
Railroad Class 110 two-car DMU in BR blue & grey.



12 Four- and six-wheel coaches in S&DJR livery.



13 Liverpool & Manchester coal waggons.



14



15

Rolling stock

Arguably the headline act in Hornby's 2022 programme of coaching stock is the Art Deco LNER streamlined Coronation coaches (photo 11), with the full nine-coach articulated set – including the 'Beavertail' observation car – to be offered. Coaches will be supplied as articulated twin-packs, comprising Brake Third & Kitchen Third; twin Open Firsts; Open Third & Kitchen Third; Open Third & Brake Third – with Observation car No.1729 as a stand alone item.

In addition Hornby will also be producing a second LMS Coronation Scot set with different running numbers from the original releases (see reviews, RM September 2021).

The Hornby range of generic four- and six-wheel coaches continues to expand with five more pre-Grouping, pre-nationalisation and BR colour schemes confirmed, with notable liveries including S&DJR Prussian blue (photo 12) and BR departmental blue & grey. Unlike last year's releases these new releases will not include the firm's battery powered Maglight

lighting pre-fitted, however this system will continue to be available as a separate accessory.

Keeping with Maglight, units designed to fit the firm's forthcoming suite of new BR Mk.III coaches are also planned.

Further examples of Liverpool & Manchester Railway rolling stock are also to be produced, with the latest release comprising impressions of period coal (photo 13), sheep and horse waggons. Each type will be released as triple-packs, with the sheep and horse waggons including appropriate animal figures.

Also from new tooling is a GWR Lorient Y machinery wagon (photo 14), which will be available in a choice of GWR or BR guises.

Railroad

The Railroad range is once again set to welcome a flurry of new 'Railroad Plus' livery releases (which feature an enhanced level of decoration and etched plates, where appropriate) with examples including an assortment of Class 31s, 37s, 40s, 47s and 67s (ex-Lima tooling) with the latter joining the range for the first time. Another new addition to the Railroad stable is the manufacturer's venerable BRCW Class 110 DMU model, which will be available as a three-car set in BR green or as a two-car set in BR blue & grey (photo 15) with MetroTrain branding.

Trains on Film

Also announced is a new series of Limited Edition models that are being marketed under a 'Trains on Film' branding, which focuses on locomotives, rolling stock and vehicles which have taken a starring roll on the silver screen. The series will see the debut for the firm's model of Liverpool & Manchester Railway 0-4-2

Lion (see news, RM May 2021), which takes centre stage as part of two train packs. The first of these is Herbert Wilcox's 1951 historical adaptation *The Lady with a Lamp* comprising Lion and trio of L&MR First Class carriages, whilst the second is for the all time classic 1953 Ealing comedy *The Titfield Thunderbolt*, featuring Lion in its alter ego as 'Thunderbolt', a BR Lorient Y complete with Dan's house coach body and ex-GWR 'Toad' brake van (photo 16).

To complement the latter a Corgi diecast Bedford OB coach in the colour scheme of the on screen antagonists 'Pearce & Crump' is also to be produced (photo 17).

2022 will see the release of *The Railway Children Return* – a sequel to the 1970 film based on the E Nesbit novel, produced by StudioCanal. To coincide with the film's release a model of 4F Class No.43924 is to be produced, which will mimic the temporary LMS vinyl stickers applied over the BR late crests and cabside numbers of this locomotive for filming on the Keighley & Worth Valley Railway.



16 The Titfield Thunderbolt train pack.



17 A 'Pearce & Crump' Bedford OB.



18



▲ Tri-ang 70th anniversary packaging.

Tri-ang Railways remembered

2022 marks the 70th anniversary of the launch of the Tri-ang Railways brand. To mark the occasion two commemorative train sets are planned; The Victorian Train Set (photo 18), which will contain GWR 4-2-2 *Lord of the Isles*, together with two clerestory coaches and oval of track; and a Crash Train Set featuring a Fowler 3F 0-6-0T, departmental clerestory coach, four-wheel crane, Conflat and oval of track. Each set comes presented in period style packaging, without wall transformer or controller (thereby mirroring the contents of the original releases).

Hornby Dublo

The Hornby Dublo branding is once again set to return for 2022, this now becoming an established part of the firm's catalogue. Headlining this year's releases is The Royal Scot train set; comprising die-cast bodied Coronation Pacific No.46232 *Duchess of Montrose* in BR lined green, two Stanier coaches and an oval of track. As with the original set – released some 64 years prior – the set will include a 'Royal Scot' headboard together with coach destination boards. The set will not include a wall transformer or controller.

A pair of Gresley A4 Pacifics are also to be released under the Dublo branding, incorporating a new die-cast body tooling; finished as No.4900 *Gannet* in LNER Garter blue (photo 19) and No.60007 *Sir Nigel Gresley* in BR lined green with early emblems.

In addition there will be a further variant of the Bulleid 'air-smoothed' Merchant Navy Pacific, presented as No.35026 *Lampport & Holt Line* in BR lined green with early emblems and Coronation Pacific No.46250 *City of Lichfield* in BR lined blue with early emblems.

Train packs

Highlights amongst the train pack releases are a suite of Hitachi AT300 units. Four sets are planned comprising an LNER Class 801/2 *Azuma*; GWR Class 802/1 IET, TransPennine Express Class 802/2 *Nova 1*; and Lumo Class 803 (photo 20). In addition two trailer packs are to be offered, allowing for full nine-car LNER *Azuma* and GWR IET train formations.

Evoking the atmosphere of the former Isle of Wight Central Railway will be a train pack comprising Stroudley Terrier No.11 in IWC lined black, together with a trio of matching four-wheel coaches presented with a teak finish.

20



▲ Class 803 train pack in Lumo livery.

21



▲ Class 43 power cars in Rail Charter Services 'Staycation Express' livery.



▲ GWR 4-2-2 *Lord of the Isles* and coaches.

19



▲ Metal-bodied Hornby Dublo Gresley A4.

Two further Terrier models are also to be presented as part of a K&ESR Terrier 150th Anniversary pack, comprising No.70 *Poplar* in Stroudley 'improved engine green' and No.2678 in SR black with 'sunshine' lettering. Sets are to be limited to just 500 of each, supplied complete with a numbered certificate.

Retailer exclusives

Hornby is to introduce a range of retailer exclusive models to be available to customers solely through 'tier one' retailers (the manufacturer having recently introduced a three-tier grading system for its stockists). There will be an exclusive Class 66, presented as 66 301 in Fastline Freight grey livery. Two Drax Biomass wagon packs are also to be offered, with each pack comprising two biomass hoppers in Drax 'Renewable Pioneers' colour schemes.

Hornby website exclusives

Headlining the firm's website exclusives is a Rail Charter Services HST power car pack (photo 21), which reflects the recently out-shopped HST that has been acquired for use on the operator's 'Staycation Express' services. Naturally, accompanying Mk.III trailers vehicles (produced from the new tooling mentioned previously) are also being offered in this unique colour scheme.

A further Class 66 is also to be produced; 66 185 *Climate Hero* in eye-catching DB Cargo green colour scheme.

Skaledale

New additions to the firm's range of resin 'ready to plant' structures is a suite of South Eastern Railway station buildings, modular terraced domestic and commercial buildings, and a retaining wall system; available in red brick or engineer's blue brick.

Layout planning

The classic ref.R619 track planning symbols are also set to make a return (photo 22). Sets consist of a selection of small scale plastic track pieces, allowing modellers to create physical mock-ups of proposed



▲ Ref.R619 track planning symbols.

layout designs based around the Hornby sectional track range.

Playtrains

Following the launch of the 'Playtrains' in 2020 – a range of characterful battery-powered remote controlled trains aimed at children of pre-school age – the brand is set to expand with the addition of further rolling stock and easy to build structures.

Playtrains Builder+ will comprise a suite of straightforward plug-together structures, with the initial releases including a signal box (photo 23), station building, platform and tunnel.

Two additional freight wagons are also to be produced, comprising an operating hopper wagon and car transporter with ramp – the latter designed to accept diecast toy cars.

23



▲ Playtrains Builder+ signal box.

2022 Hornby catalogue

Refer to the manufacturer's website for further information (including prices) of all the products detailed here, and to obtain a copy of the 2022 Hornby catalogue:

www.hornby.com

Coming next month

March 2020 –
Out Thursday 10 Feb.

St Andrews & Guardbridge
An N gauge model of this long-lost Fife station

Railway of the Month

Montague Fields
A rail-served 1960s dockside scene

Lapford in N
A portrait of this mid-Devon station set in the 1970s

inside

• **FURNESS RAIL MOTOR IN O**
A model of the prototype that was featured in the February scale drawings

• **A MOTORIZED COACH IN O09**
An idea for propelling unpowered locos

• **QUEENSBURY**
A layout suggestion based on this triangular station in West Yorkshire

plus all the regular features

Revolution announces Class 18 hybrid shunter for OO

Revolution Trains has announced that the subject of its next OO gauge powered model will be the battery/diesel hybrid fleet of Class 18 Bo-Bo shunter locomotives being built by Clayton Equipment Company for Beacon Rail.

15 locomotives have been ordered by the leasing firm as a modern, low emission alternative to ageing diesel shunting locomotives such as the Class 08. Designated CBD90 by Clayton (for Clayton Battery Diesel 90-ton), each locomotive has two large battery packs that can either be charged via a three-phase shore supply or topped up on demand by the on-board diesel engine.

Revolution Trains has negotiated an exclusive licence to produce the locomotives in Beacon livery and also has permission to produce the five slightly different Tata Steel versions that have been in service since 2019.

The Revolution model will feature working light functions, along with loco-specific detail variations where possible. DC ready and DCC Sound options will be available – the latter



▲ A computer image of the Class 18 Bo-Bo.

with sound files recorded by Legomanbiffo. Prices are to be confirmed.

Three liveries/identities are to be offered initially covering Beacon blue, Tata pale blue and Sellafield blue with yellow handrails. Other operator liveries may be offered in due course.

Revolution has partnered with Rails of Sheffield, which will be acting as the exclusive retailer for the models. First samples are expected during Spring 2022, with delivery due towards the end of the year. For further details, including how to order, go to:

www.revolutiontrains.com

Accurascale reveals GWR Siphon G for OO

The Dublin-based model manufacturer Accurascale have revealed that the subject of its next ready-to-run OO gauge item of rolling stock project is the Great Western Railway Siphon G bogie van.

These vehicles were used originally for the carriage of milk in churns, but as this traffic was transferred to specialist tankers or lost to road competition, they became general purpose vans, often being seen attached to passenger trains. They were also used for Newspaper traffic, and as 'Enparts' vans, especially on the Western Region. In these roles they remained in service until the mid-1980s, with a number of vehicles now preserved on various

railways around the UK.

The model – the tooling for which is already in development – will cover no less than 15 variants of these vehicles, with diagrams 0.33, 0.59, 0.62 and M34 all planned for the initial releases. The specification for the models includes 26mm axles with brass bearings and etched metal for details such as footsteps and grab-rails.



▲ Siphon G tooling sample.



▲ 15 variants of the Siphon G are planned.

Models are expected during the first quarter of 2023, with the first run covering GWR brown with 'shirtbutton' monogram, US Army deep bronze green with red cross, GWR brown with

BR lettering, BR carmine, BR maroon and BR rail blue colour schemes – priced £54.95 each.

For further details about all Accurascale models: www.accurascale.co.uk

Order book now open for Rapido Trains UK Titfield Thunderbolt range

Rapido Trains UK is now taking orders for its forthcoming range of OO gauge ready-to-run models commemorating the much-loved Ealing comedy *The Titfield Thunderbolt*.

Pre-orders are now being taken for two of the three packs being released. The first is The Titfield Thunderbolt Deluxe Pack (ref.SKU922001) containing a DCC sound-fitted model of the locomotive *Thunderbolt* (in reality Liverpool & Manchester Railway 0-4-2 *Lion*) together with ex-GWR Loriot Y and Dan's house load, ex-GWR Dia.AA20 Toad brakevan No.W68740, scale figures and a commemorative booklet – priced £399.95. The second is The Titfield Thunderbolt Pack (ref.SKU922002) comprising a DCC ready/silent model of *Thunderbolt*, with Loriot Y (with Dan's house) and

No.W68740 – but without figures and booklet – priced £299.95. The latest CAD for these models are illustrated here.

Order details for the third Titfield pack containing the Buffet Car (in reality former Wisbech & Upwell Tramway passenger Third class coach No.8), No.W68740, plus scale figures and standalone Bedford OB bus in Pearce & Crump livery, are yet to be finalised.

All models are planned to be available in time to celebrate the 70th anniversary of the film's release in 2023.

In addition, Rapido Trains UK is now taking orders for versions of the aforementioned models in livery schemes worn in normal service.

Two versions of L&MR *Lion* are to be produced: *Lion* in c.1930 condition



▲ An image from the CAD artwork.

featuring enclosed tender spring boxes, no pressure gauge and finished in LNWR green and Indian red livery; and *Lion* in c.1980 condition featuring open tender spring boxes, firebox mounted pressure gauge, fireman's toolbox, separately supplied loco and tender safety chains and finished in Ruston green and black livery. These models are priced £179.95 DCC ready or £279.95 DCC sound-fitted.

Stand-alone models of the GWR Loriot Y are also to be offered, comprising No.41989 in GWR livery (ref.SKU917001); No.41990 in 'as preserved' GWR livery (ref.SKU917002), and No.DW41990 in BR Departmental livery (ref.SKU917003) – each priced £39.95. For more details refer to the manufacturer's website:

www.rapidotrains.co.uk

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JULY

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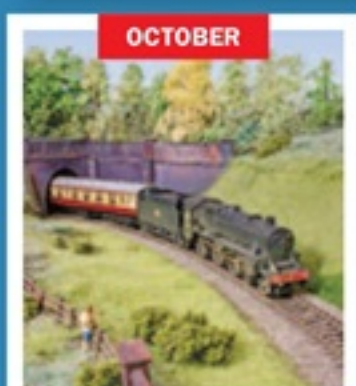
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THE R&SLR



SEPTEMBER

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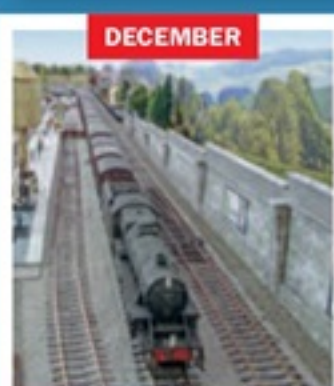
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NOVEMBER

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DECEMBER

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CLOSING DATE for the prize draw is 31 January 2022.

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Please indicate your age range; ☐ under 30 ☐ 31-50 ☐ 51-70 ☐ over 70

Rules

- Readers will decide who is to receive the 69th RAILWAY MODELLER Cup by selecting in order of preference their three favourite articles published in RAILWAY MODELLER in 2021.
- All entries received will be entered into the prize draw and winners will be notified by post or email.
- Only one entry per person is allowed; suspected duplicated entries will be disqualified.
- Employees of Peco and their families are not eligible to enter.
- Illegible or muddled entries may be disqualified.
- The author of the article with the most votes will be presented with the 69th RM Cup.
- The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

*Based on current retail value of products chosen

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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 submitted via email to clubs@railwaymodeller.co.uk are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

APRIL 2022 issue deadline: FEBRUARY 1st

CANCELLATIONS

Saturday 29 & Sunday 30 January LONGFIELD, Kent

Organiser: Erith Model Railway Society
Venue: The Longfield Academy, Main Road (B260), Longfield, Kent. DA3 7PH
Contact: Paul Plummer 07736 560956 or e-mail: erithmrs@gmail.com

Saturday 5 & Sunday 6 February ALTON, Hampshire

Organiser: Alton Model Railway Group
Venue: Eggars School, London Rd, Holybourne, Alton GU34 4EQ
Contact: www.altonmrg.co.uk

Saturday 5 & Sunday 6 February STAFFORD, Staffordshire

Organiser: Stafford Railway Circle
Venue: Staffordshire County Showground, Weston Rd, Stafford ST18 0BD
Contact: www.staffordrailwaycircle.org.uk

Saturday 12 & Sunday 13 February WIMBORNE, Dorset

Organiser: Bournemouth MRE
Venue: The Hamworthy Club, Magna Road, Wimborne, BH21 3AP
Contact: 07970 641493

Saturday 19 & Sunday 20 February SILEBY, Leicestershire

Organiser: Syston Model Railway Society
Venue: Sileby Community Centre, High Street, Sileby, Leicester LE12 7RX
Contact: 0116 2605760
Website: www.systonmrs.org.uk

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 22 January ILTON, Somerset

Organiser: The 009 Society (Swoons Group)
Venue: Merryfield Hall, Copse Lane, Ilton TA19 9HG (Follow signs from A358).
Open: 1000 – 1600
Admission: adults £3.00,
Amenities: Refreshments, disabled access, free parking.
Features: 7+ narrow gauge layouts and Society Sales Stand.
Contact: Geoff Bowyer 01823 216305 or email: treasurer@009Society.com

Saturday 22 January THIRSK, North Yorkshire

Organiser: EM Gauge Society
Venue: Town Hall, Westgate, Thirsk, YO7 1QR
Open: 1000 – 1600
Admission: Adults £3.00 (Day Membership), EMGS members FREE

Amenities: Organised by the EM Gauge Society with the assistance of members in the Thirsk area for modellers of all abilities. Come and learn, chat and socialise with fellow modellers. Refreshments, disabled access, free parking.

Features: Layouts, traders & demonstrations, plus EMGS Trade Officer and Bring and Buy stand.
Contact: publicity@emgs.org
Website: www.emgs.org

Saturday 22 & Sunday 23 January CANTERBURY, Kent **CANCELLED**

Organiser: Canterbury Model Railway Society
Venue: St Anselm's School, Old Dover Road, Canterbury, Kent CT1 3EN.
Open: Saturday 1000 – 1700
Sunday 1000 – 1600

Admission: adults £5.00, child £3.00, family (2+2) £13.00. Two children enter free with a paying adult on Sunday.

Amenities: Card payment at the door. Disabled access available to both halls. Free parking on site and on roads nearby, Dover Road Park and Ride next door. Excellent hot and cold refreshments. Stagecoach buses 12, 15, 16, 17, 89.

Features: See last month for full listing of prospective exhibits.

Contact: Jeremy Kennett 07443 658102 (evenings only).
email: ccmrs.shows@gmail.com
Website: www.ccmrs.co.uk

Saturday 29 & Sunday 30 January EASTLEIGH, Hampshire **CANCELLED**

Organiser: Southampton Model Railway Society
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire, SO50 5ZA (Satnav use SO50 5BX).
Open: Saturday 1000 – 1700
Sunday 1000 – 1630

Admission: adults £8.00, child (5-15) £1.00, Family (2+2) £17.00

Amenities: Disabled access to all areas. Hot and cold refreshments available. Barton Peveril College is about 1½ miles from M3 Junction 13 or M27 Junction 5 and will be AA-signed from shortly after both junctions. Free and nearby street parking. A free heritage bus service, provided by the Southampton & District Transport Heritage Trust, will serve both Eastleigh and Southampton Airport Parkway stations; approx. half-hourly from about 9.30am. For a map or further details of buses please visit our website.

Features: Over 20 layouts in the popular scales/gauges; traders covering most aspects of the hobby; specialist society stands and demonstrations.

Contact: David Barker 01489 799809 most evenings.
Website: www.southamptonmodelrailwaysociety.wordpress.com

Saturday 29 & Sunday 30 January IRVINE, North Ayrshire

Organiser: Kilmarnock and District Model Railway Club
Venue: Scottish Maritime Museum, Linthouse Building, Harbour Rd, Irvine KA12 8BT

Open: Saturday 1000 – 1700
Sunday 1000 – 1600

Amenities: Free parking at the venue, admission includes entry to the museum.
Features: Several club and visiting layouts.
Contact: email sec@kilmarnockmrc.com
Website: www.kilmarnockmrc.com

Saturday 29 & Sunday 30 January KENDAL, Cumbria

Organiser: Kendal Model Railway Club
Venue: Kendal Leisure Centre, Burton Road, Kendal, Cumbria. LA9 7HX.
Open: Saturday 1000 – 1700
Sunday 1000 – 1600

Admission: adults £6.00, concessions £5.00, child (6-16) £3.00, family (2+2): £16.00.

Amenities: Disabled access is provided to all parts of the exhibition and the leisure centre café will be open.

Features: 10 layouts, see last month for full listing of prospective exhibits, plus Kendal MRC second-hand stall and modelmaking demonstration stands.

Contact: 01539 733844
Website: www.kendalmrc.org

Friday 11 & Saturday 12 February SOUTH SHIELDS, Tyne and Wear

Organiser: The Salvation Army in South Shields
Venue: The Salvation Army, Wawn Street, South Shields, Tyne and Wear, NE33 4EB.
Open: Friday 1300 – 2000
Saturday 1000 – 1700

Admission: adults £4.00, child (6-16) £2.00, family (2+2): £10.00.

Amenities: Disabled access is provided to all parts of the exhibition and the leisure centre café will be open.

Features: The Salvation Army is a Christian Church and registered charity and we use this exhibition to raise funds to enable us to carry out our community work in the local area.
Contact: 07805 562649

Saturday 19 February HARROGATE, North Yorkshire

Organiser: Harrogate Model Railway Group
Venue: Constance Green Hall, St Aidan's School, Oatlands Drive, Harrogate HG2 8JR
Open: Saturday 1000 – 1630
Admission: adults £5.00, child £2.00 family (2+2): £10.00.
Contact: harrogatemrg@gmail.com

Saturday 19 February TONBRIDGE, Kent

Organiser: Tonbridge Model Railway Club
Venue: The Angel Centre, Tonbridge TN9 1SF.
Open: Saturday 1000 – 1700
Admission: adults £6.00, child (10-16) £1.00, under 10s FREE.

Amenities: Wheelchair access, light refreshments.

Features: Over 50 stands, including 20 layouts and extensive trade support.

Contact: Roy Prentice 01892 527199
Website: www.tonbridgemrc.com

Saturday 19 & Sunday 20 February HIGHBRIDGE, Somerset

Organiser: Sedgemoor Gauge O Group
Venue: King Alfred School, Burnham Road, Highbridge TA9 3EE.
Open: Saturday 1000 – 1700
Sunday 1030 – 1700

Admission: not advised

Amenities: Good parking, wheelchair access, refreshments available.

Features: Several layouts plus traders.
Contact: Paul-cox46@outlook.com or 07918 979093

Saturday 26 & Sunday 27 February CHAPEL-en-le-FRITH, Derbyshire

Organiser: New Mills and District Railway Modellers
Venue: Chapel-en-le-Frith Leisure Centre, Derbyshire SK23 0TQ.

Open: Saturday 1000 – 1700
Sunday 1000 – 1600

Admission: not advised
Features: 19 layouts plus traders and modelling demonstrations.
Contact: Henry Kukiewicz 0789 505 5321
Website: www.nmdrm.co.uk

Saturday 26 & Sunday 27 February NOTTINGHAM, Nottinghamshire

Organiser: Nottingham Model Railway Society
Venue: Community Centre, Farnborough Road, Clifton, Nottingham NG11 9DG
Open: Saturday 1000 – 1700
Sunday 1000 – 1600

Admission: adults £5.00, accompanied under 16s FREE.

Features: At least six layouts including N, TTe, HO, OO and O. Plus Netherwood Sidings running the Class 195 model to be featured in the March issue of RM.

Website: www.nottingham-modelrailway.org.uk

Sunday 27 February ILKESTON, Derbyshire

Organiser: Ilkeston (Woodside) Model Railway Club
Venue: Heanor Miners Welfare, Ilkeston Road, Heanor, Derbyshire DE75 7DT.

Open: Sunday 1000 – 1630

Admission: adults £4.00, accompanied under 16s FREE.

Amenities: Disabled access to all areas free car parking

Features: Quality layouts and good trade support.

Website: www.ilkestonwoodsidemrc.co.uk

Friday 25, Saturday 26 & Sunday 27 February GLASGOW, Scotland

Organiser: Association of Model Railway Societies of Scotland.

Venue: Scottish Event Campus, Exhibition Way, Glasgow G3 8YW

Open: Friday 1030 – 1800
Saturday 1000 – 1800
Sunday 1000 – 1700

Admission: adult £15, child £6, family £32. Advanced booking at reduced prices available via website. **Proof of vaccination status or exemption required on entry – see website for details**

Amenities: Refreshments available in main SEC building. Full disabled access. Accessible by public transport including trains to exhibition centre station

Features: Over 40 layouts plus full trade support including Peco
Website: www.modelrail-scotland.co.uk

MEETINGS

Wednesday 19 January, 19.30hrs

The Grimsby & Cleethorpes Railway Group
From Sea to Sky – a Canadian Journey by Bob Gellatly.

Venue: The No.1, Station Approach, Cleethorpes DN35 8AX

Contact: Stuart Blackburn 01472 505853 or 0774 596 1538

Website: www.gcrsociety.co.uk

Wednesday 26 January

Organiser: Gauge O Guild via Zoom
Website: www.gaugeoguild.com

Open: Starts 2000hrs GMT

Admission: Free to Gauge O Guild members. Non-members £2.00. Booking is essential as places are limited. Booking opens 27 Dec. Visit front page of website to secure your place.

Features: An Evening With Robert Brown looking at the backscene, the forced perspective buildings and the building techniques at Llanidris on his imaginary extension to the Corris Railway.

New email address for show notices clubs@railwaymodeller.co.uk

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Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

SWANAGE MODEL RAILROADING CENTRE - N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. Other times by appointment please call John on 07956 973 072.

TRANSPORT TREASURES - ASTON CLINTON. Sale of UK rolling stock. Saturdays only 11-3, no mail order. HP22 5HQ. Tel: 01296 631002.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.20. 12V motor. Enclosed all-metal gearbox. Automatic Indexing - stops automatically at each exit. (Currently only for PECO LK-55/LK-555) 10 Exit version £74.99, 32 Exit Roundhouse Version £79.99. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 - afternoons only.

NEW WEBSITE:

www.zetlandmodelrailways.co.uk Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. Email: Bob@zetlandmodelrailways.co.uk

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Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

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Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

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Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT,

The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452. Email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Triang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165 Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: mjhtoy@aol.com

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THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items

and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178 Email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to **DEREK BARNETT**, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

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WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone **VINCENT**: 07721 087 810 or email vincelonergan@hotmail.com or send your list to **VINCENT – DORSET RAILS**, 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314 Email: gambiacat@tiscali.co.uk

MODEL RAILWAY AND DIE-CAST COLLECTIONS WANTED, ex shop stock, estates etc; confidentiality assured. Please contact **UK Toy and Model Auctions** 01270 652773 or enquiries@uktoyauctions.com

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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

WANTED Lima O Gauge 0-4-0 Diesel Shunter; Class 33 Diesel; LMS 4F, Mk1 coaches; wagons; Ace-Trains, Darstead, Bassett-Lowke locos coaches & wagons. Telephone: 07711 631 800, kevin.gill1@btconnect.com

GAUGE O – THREE AITCH UNBUILT WAGON CHASSIS KITS, also completed 3 Aitch wagons with coarse scale wheels. Phone David Smith,(Northants) on: 01933 224 575 (evenings).

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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.

January 2022

23 January (Sun) 10am-3pm

NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.

Tel: 01823 480 097

Email: rayheard66@btinternet.com

23 January (Sun) 10am-2pm

POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.

Telephone Colin on 01279 301 407 or Joe 07866 641 215.

27 January (Thurs) 6.30pm-8.30pm

TONBRIDGE TOY FAIR, The Angel Centre, Angel Lane, Tonbridge TN9 1SF.

Contact COLIN PENN 07810 513 576 or JOE LOCK 07866 641 215

30 January (Sun) 10.30am-2pm

HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS.

Tel: 01270 652 773 & 07825 631 323.

30 January (Sun) 10.30am-3pm

SHEPTON MALLET, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. BULLDOG FAIRS.

Tel: 01373 452 857 or 07917 125 641

www.bulldogfairs.com

February 2022

6 February (Sun) 9.45am-1.15pm

CHELMER VALLEY SCHOOL - CHELMSFORD (next to Broomfield Hospital), Court Rd, Broomfield. CM1 7ER. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srpoyfairs1.co.uk

6 February (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

8 February (Tues) 6.30pm-8.30pm

HOOK TOYFAIR - Community Centre, Ravenscroft RG27 9NN. The evening monthly toy and train fair, always the second Tuesday of the month. Free parking, café. Friendly dealers ... mostly! Just £1 entry.

Clementsairs@aol.com 07936 441 381.

10 February (Thurs) 7pm-9pm

THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.

Tel: 07866 641 215.

13 February (Sun) 10.30am-3pm

BOLTON STADIUM - MORE THAN 250 STALLS. The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers.

Tel: 01604 846 688 www.bpfairs.com

13 February (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.srpoyfairs1.co.uk

13 February (Sun) 10.30am-2.30pm

OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9. Up to 60+ tables, Hornby & Bassett Lowke, 'O' Gauge Trains, 'OO' Trains, Tinplate Toys, Dinky Toys, Corgi, Meccano, Britains Soldiers, refreshments, Free Parking.

Further details, telephone: 01869 347 489

www.toytraincollectorsfairs.com

15 February (Tues) (Tues) 7pm-9pm (early entry 5pm £2)

BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36.

Tel: 01226 744 425 www.newcomenairs.co.uk

sales@newcomenairs.co.uk

19 February (Sat) 10.30am - 3pm

LLANGOLLEN TOY & TRAIN SALE (subject to prevailing regulations). Llangollen Pavilion, Abbey Road, LL20 8SW. 70 tables. Large free car park. Café. Close to town & railway.

Tel: 07966 694579.

Check website: www.chrisdyerfairs.co.uk

19 February (Sat) 9am-2.30pm

MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.

Tel: 01732 840 787 or 01622 298 159.

20 February (Sun) 10.30am-3pm

DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £4.50, Seniors £4, Children £1. Tel: 01604 846 688 www.bpfairs.com

20 February (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

20 February (Sun) 9.45am-1.15pm

WORTHING - NEW EVENT - DURRINGTON HIGH SCHOOL. The Boylevard, Worthing BN13 1JX. Car parking for 350 cars. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srpoyfairs1.co.uk

26 February (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

27 February (Sun) 10am-2pm

EASTLEIGH TOYFAIR, Barton Pevril College SO50 5ZA. Hampshire's biggest Sunday Toyfair. Top quality local dealers from the South. Good mix of rail and diecast. Free parking. See you soon!

Clementsairs@aol.com 07936 441 381.

27 February (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.

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Tel: 01522 880 383

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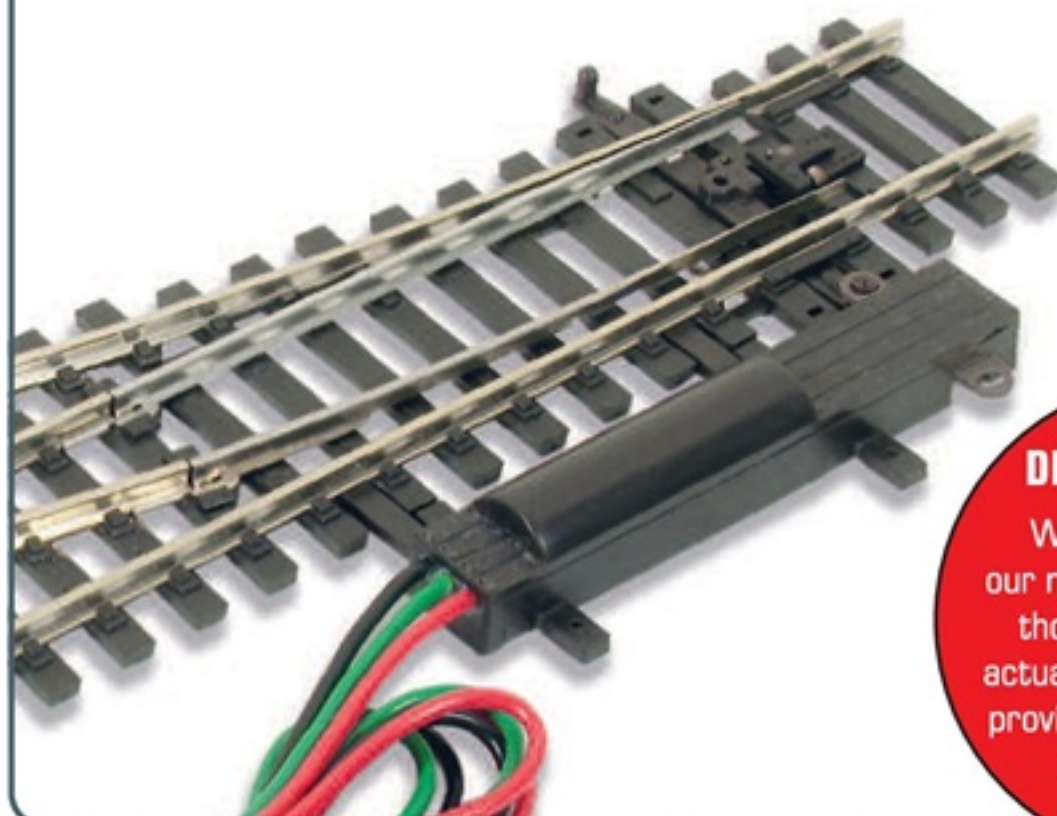
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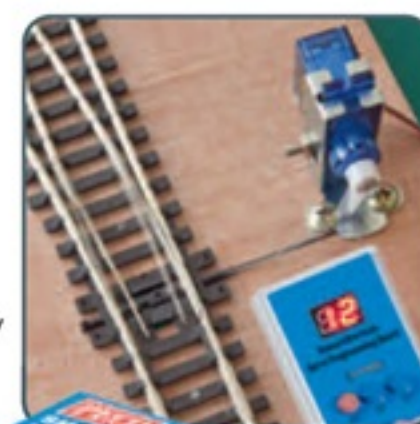
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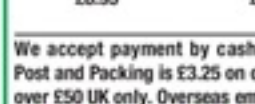
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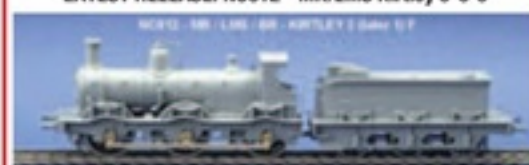


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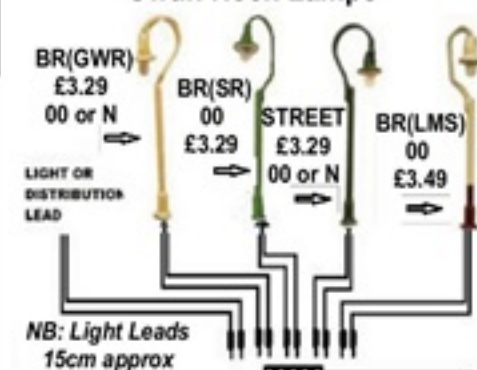
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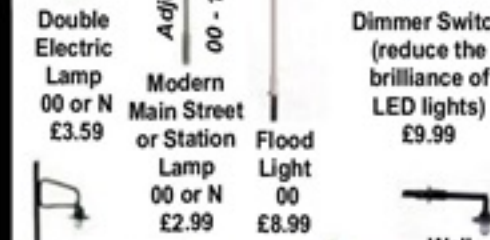
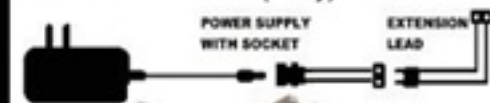
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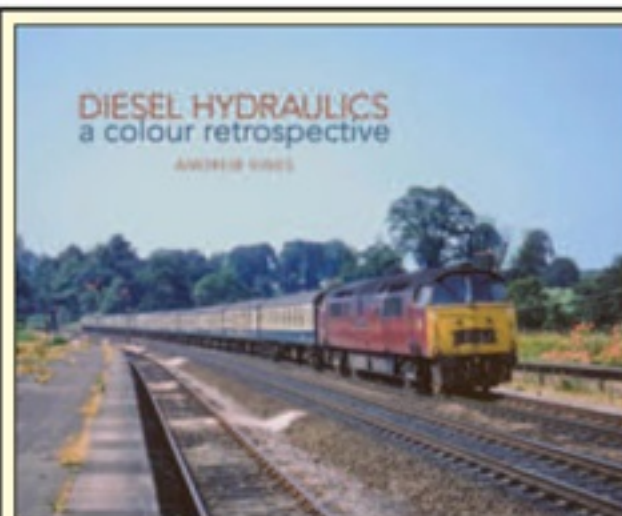
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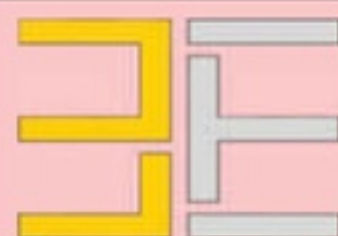
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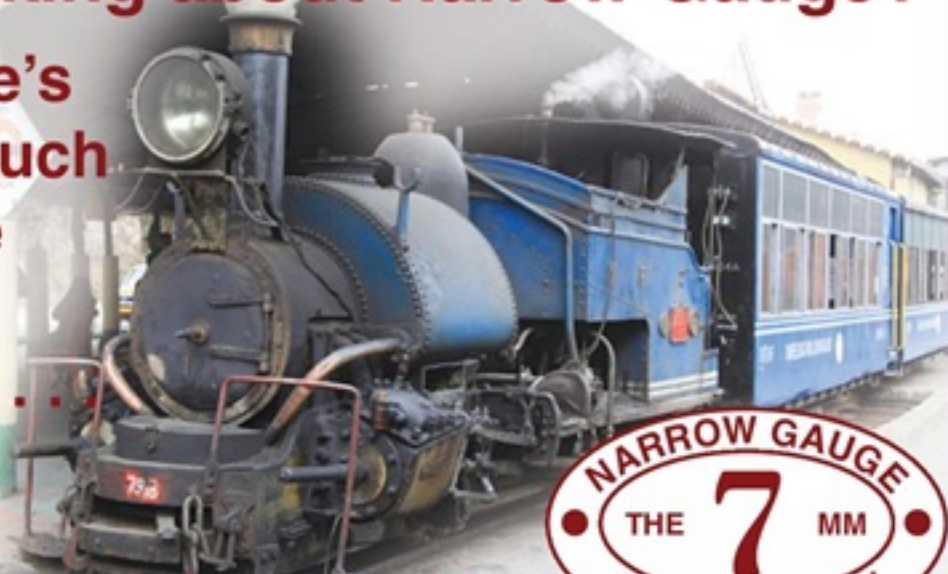
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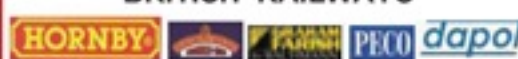
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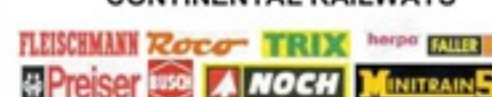
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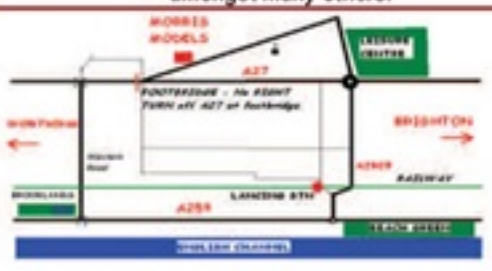
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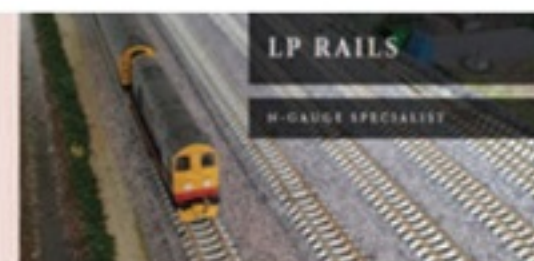
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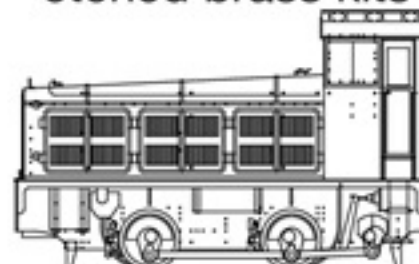
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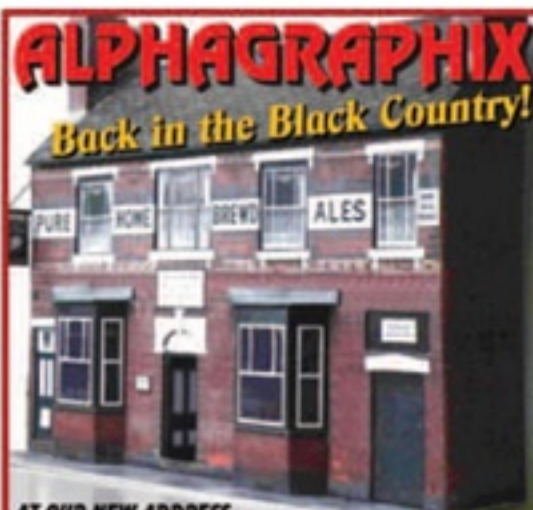
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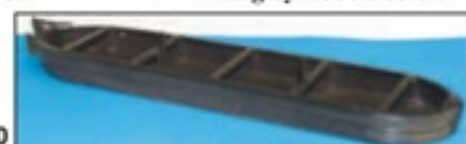
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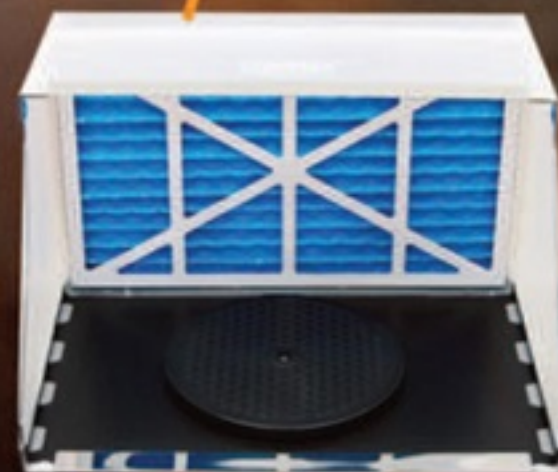


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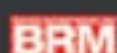
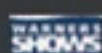


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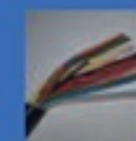
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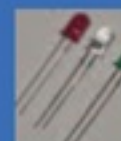
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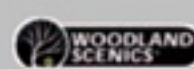
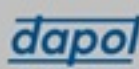
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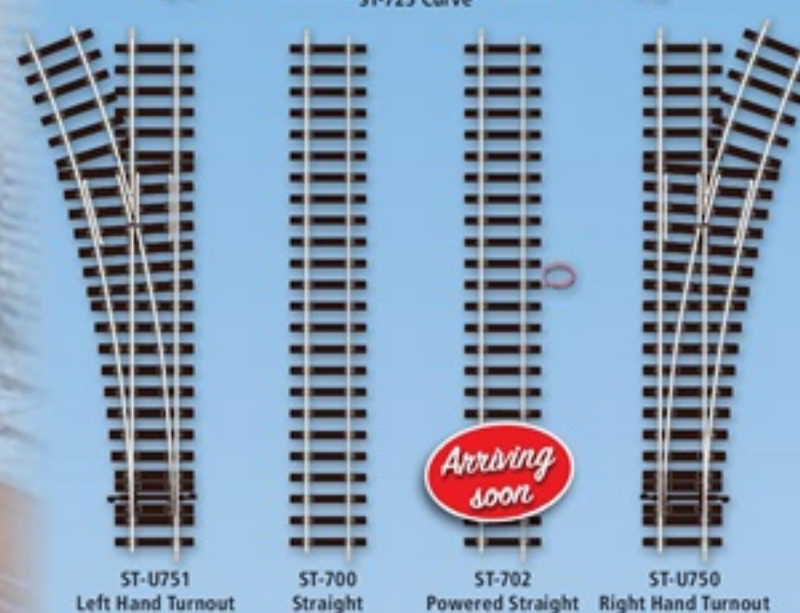


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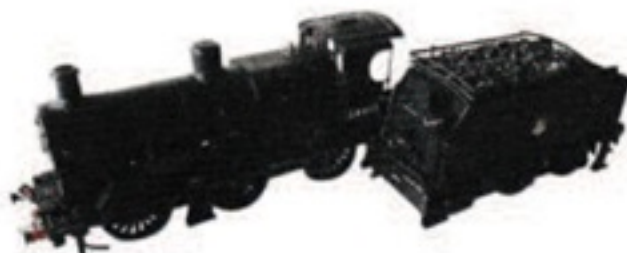
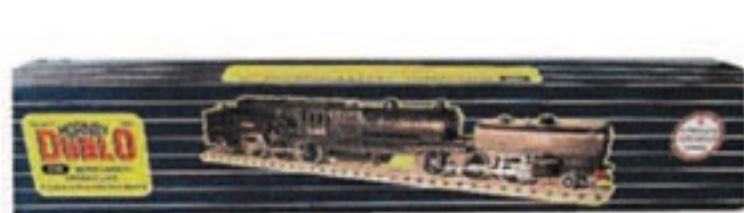
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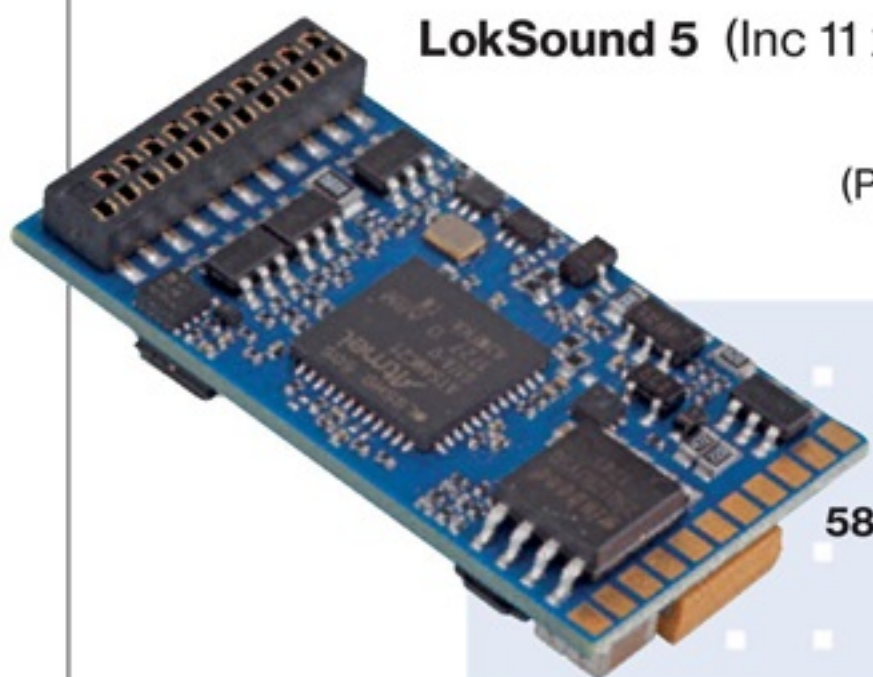
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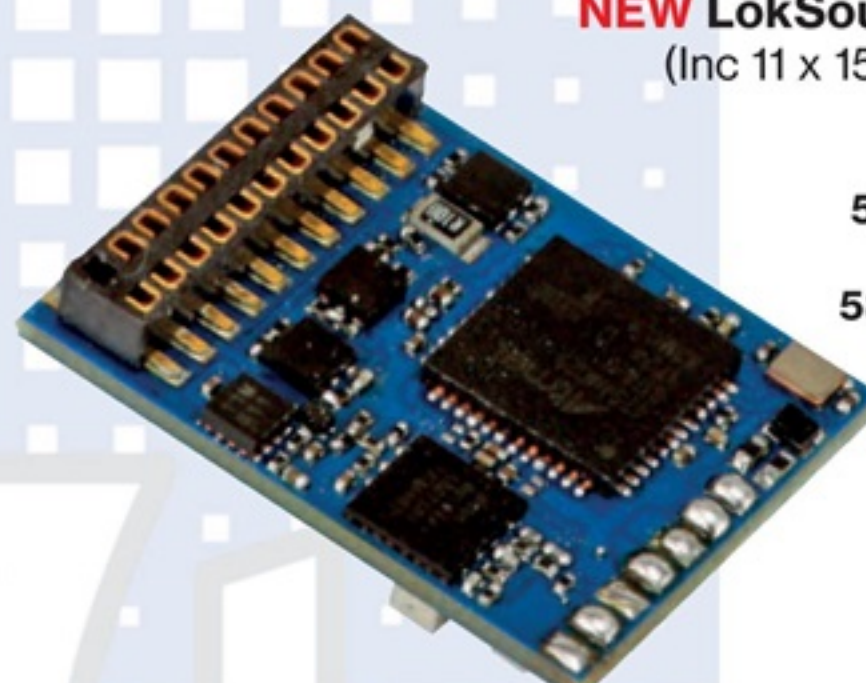
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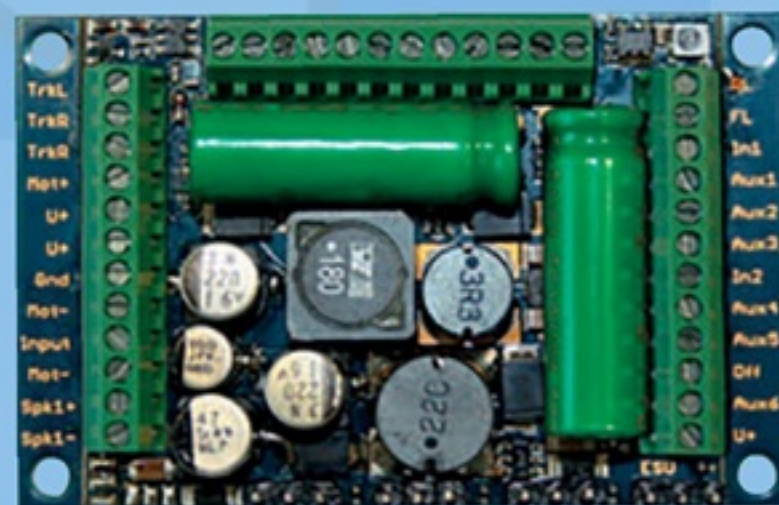
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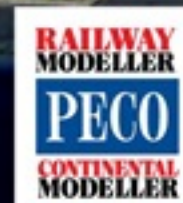
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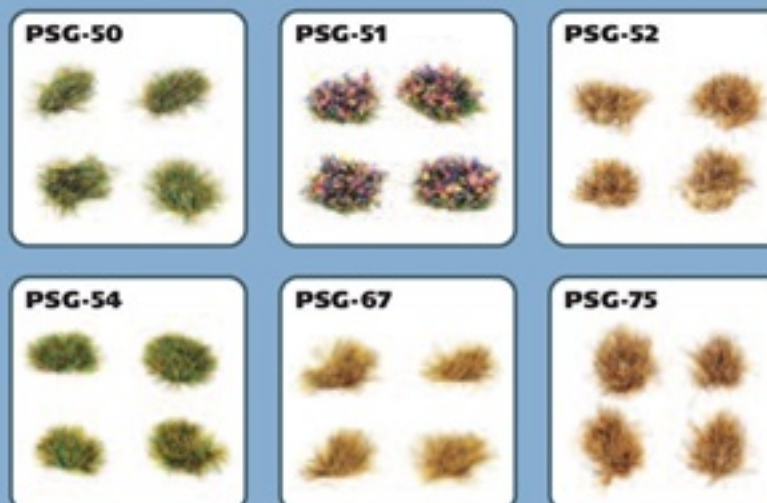
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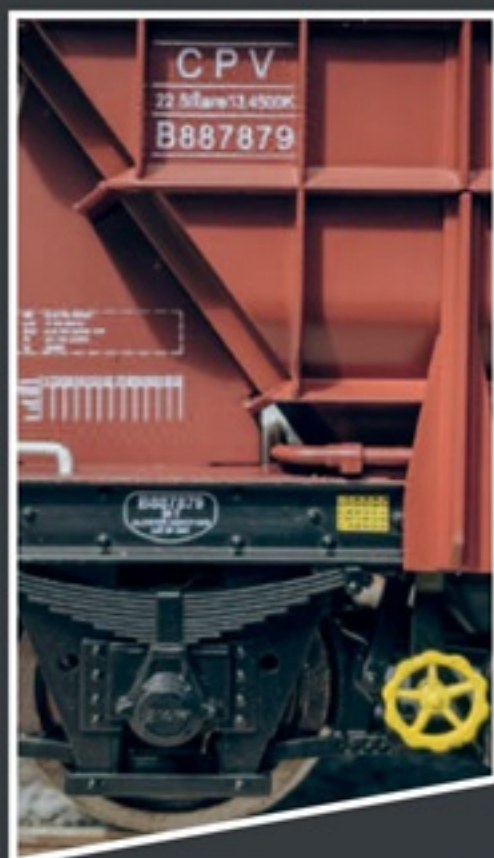
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E

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I

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