

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

MARCH 2022 £5.30

AT THE HEART OF THE HOBBY

VOLUME 73 No 857

RAILWAY MODELLER

St Andrews and Guard Bridge

An N gauge model of this
long-lost Scottish line



Montague Field

An industrial waterside
scene modelled in OO

Constructing a modern DMU in O

Building a Northern Rail
Class 195 from scratch

Ormiston station building

A North British structure
– drawn and described

Scalescenes makeover!

Enhancing a 'download, print
and build' structure kit
in 4mm scale

Reviewed inside ...

Irish A Class Co-Co in OO
Class 20/0 new from Bachmann in OO
Hitachi Sentinel 0-4-0 from Hornby

PUBLISHED BY

PECO

www.pecopublications.co.uk



RAILWAY MODELLER

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41a **Societies & Clubs**

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

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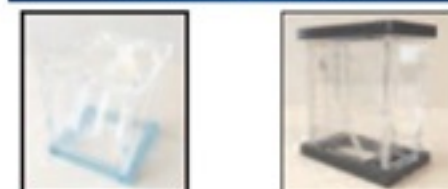
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PN960 - Tower Block.....£10.20	
PN971 - Low Relief Bank & Shops.....£8.50	
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OO Gauge Building Papers



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

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

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

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M0058 - Semi Cut Stonework.....£5.80

RATIO

N Gauge Kits

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

RATIO

OO Gauge Kits

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

510 - Industrial Fittings.....£3.85	533 - Coal Staircases.....£5.70
511 - Wooden Lineside Huts (2).....£6.10	534 - Stone Goods Shed.....£29.75
512 - Skylights.....£3.85	535 - Yard Office.....£4.25
513 - Provender (Goods) Store.....£18.10	536 - Midland Signal Box.....£23.50
514 - Pack of Assorted Pallets & Sacks.....£4.25	537 - Retaining Walls.....£8.65
515 - Platform Canopy.....£15.30	538 - Gutters/Downpipes.....£5.10
516 - Station Valancing Notice Board.....£4.25	539 - Midland Signal Box Window.....£5.10
517 - Concrete Footbridge.....£13.00	540 - Locomotive Servicing Depot.....£23.80
518 - Concrete Lineside Huts (2).....£6.10	543 - Hoist.....£10.05
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520 - Platform/ Including Ramps.....£8.95	545 - Loco Lifting Hoist.....£22.35
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522 - Engine Shed Inc. Hut.....£28.50	546A - Rolling Underframe.....£5.55
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524 - Weighbridge & Hut.....£6.10	548 - Modular Covered Footbridge.....£23.20
525 - Coal/Timber Merchants.....£23.80	549 - Fogmans Hut.....£7.45
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529 - Oil Depot.....£15.10	553 - Signal Box Interior.....£13.40
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532 - Coal Depot.....£10.20	

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CK14 - Single Road Engine Shed.....£16.15	SS28 - Occupational Bridge with Stone.....£5.65
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SS27 - Station Halt with Waiting Room.....£5.65	SS55 - Brick Arch Overlays.....£5.05
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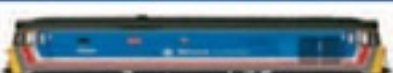
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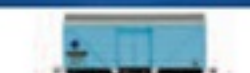
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HORNBY RAILROAD

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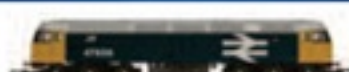
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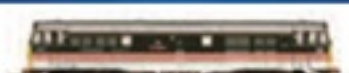
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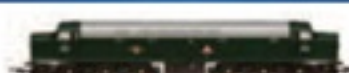
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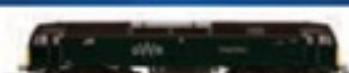
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913501 - LMR 0-4-2 Lion 1930s Condition DCC Sound.....£237.95
913502 - LMR 0-4-2 Lion 1980s Condition DCC Sound.....£237.95
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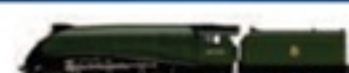
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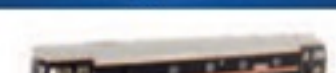
OO Gauge Class 60



R30026 - Class 60 60026 'Helvellyn' GBRf.....£206.10

HELJAN

OO Gauge Class 33



3464 - Class 33 33021 'Eastleigh' Fragonset.....£135.15

BRANCH LINE

OO Gauge Standard 4 4-6-0



31-117 - BR Standard 4MT 4-6-0 75014 BR Lined Black Early Emblem BR2 Tender.....£178.46

OO Gauge LNER V2s

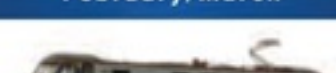


35-200 - LNER V2 4791 LNER Apple Green.....£195.46



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

OO Gauge Class 90s Due February/March



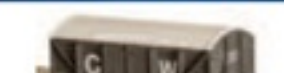
32-620 - Class 90 90048 Freightliner Grey Weathered.....£195.46
32-620SF - Class 90 90048 Freightliner Grey Weathered DCC Sound Fitted.....£280.46



32-613 - Class 90 90026 BR InterCity Mainline.....£195.46
32-613SF - Class 90 90026 BR InterCity Mainline DCC Sound Fitted.....£195.46

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NR-42B - GW Banana Ventilated Van GW Grey.....£7.90



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OO Gauge Steam Locos


Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Q1/ Q2 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: Q2 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


L&MR 'Lion' 0-4-2
Stage: CADs Due: 2023
Price: from £152.96 Digital: NEXT-18
hattons.co.uk/rapidolion


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


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


Siphon G Vans
Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A
hattons.co.uk/accsiphong


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: Q1 2022
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

N Gauge Wagons


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 56
Stage: Deco Samples Due: Dec 21 -22
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56


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/dapolrailcar


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)

Bachmann Branchline - Diesel locos



32-789 Class 37/0 37099 'Merl Evans 1947-2016' in Colas Rail Freight £154.50

Dapol - Steam locos



4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem £119.60
4S-041-006D Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem - DCC fitted £146



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



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



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

DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (RRP £129.95) BARGAIN £39



4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels £127.57

Hattons Originals - Steam locos



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



H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (RRP £99) £84

Diesel locos



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



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

Wagons



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

Heljan - Electric locos



8645 Class 86/4 86401 'Mons Meg' in Caledonian Sleeper NEW £186.96

Wagons



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

Hornby - Steam locos



R3825 Class W4 Peckett 0-4-0ST 614 in grey - Centenary Year Ltd Ed £108



R3835 Thompson Class A2/3 4-6-2 60523 'Sun Castle' in BR green late crest £207

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

Coaches



GWRCochPackE Colet 57 Non-Corridor 4-pack in BR crimson (includes R4878, R4879, R4880 & R4881A) (RRP £215.96) BARGAIN £119

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

N Gauge

Dapol - DMUs



2D-142-003 Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream £123.12

Kato - Bi-Modal Multiple Units



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

O Gauge (1:43 Scale)

Dapol - DMUs



7D-015-002S Class 122 'Bubble Car' single car DMU 55000 in BR green small yellow panels - Digital sound fitted £439

Wagons



7F-049-003 VEA 'Vanwide' 12t 4-wheel goods van B784479 in BR bauxite NEW £50



7F-049-001 VEA 'Vanwide' 12t 4-wheel goods van 230026 BR bauxite NEW £50



7F-049-002 VEA 'Vanwide' 12t 4-wheel goods van 230034 in BR bauxite NEW £50



7F-049-005 VEA 'Vanwide' 12t 4-wheel goods van 230078 BR railfreight red and grey NEW £50

Hattons Originals - Coaches



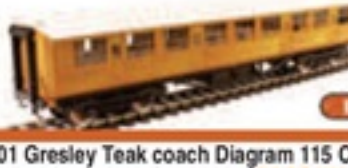
LNERTeakPackA Gresley Teak 4-pack in LNER teak (includes H7-TC175-001, H7-TC115-001, and 2 x H7-TC186-002) (RRP £996) BARGAIN £599



H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak (RRP £249) BARGAIN £179



H7-TC115-003-GA Gresley Teak coach Diagram 115 Corridor Third unnumbered in BR carmine & cream (RRP £249) BARGAIN £179



H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered in LNER Teak (RRP £249) BARGAIN £179

Heljan - Steam locos



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

H7-A4-003 Class A4 4-6-2 4468 'Mallard' in LNER Garter blue streamlined non-corridor tender (RRP £750) BARGAIN £579

H7-A4-002 Class A4 4-6-2 4468 'Mallard' in LNER Garter blue streamlined non-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-A4-002A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER Garter blue 1938-1941 & 1946-1948 (RRP £750) BARGAIN £579



H7-A4-001A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER silver 1935-1938 (RRP £750) BARGAIN £579

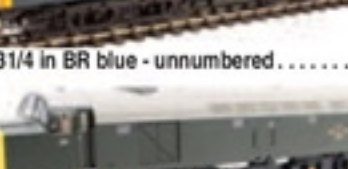
Diesel locos



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



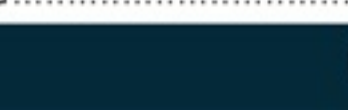
3120 Class 31/1 31296 'Amlwch Freighter' in Railfreight grey - lightly weathered - Ltd Ed £466.65



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



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



6000 Class 60 in Railfreight triple grey - unbranded and unnumbered £551.65

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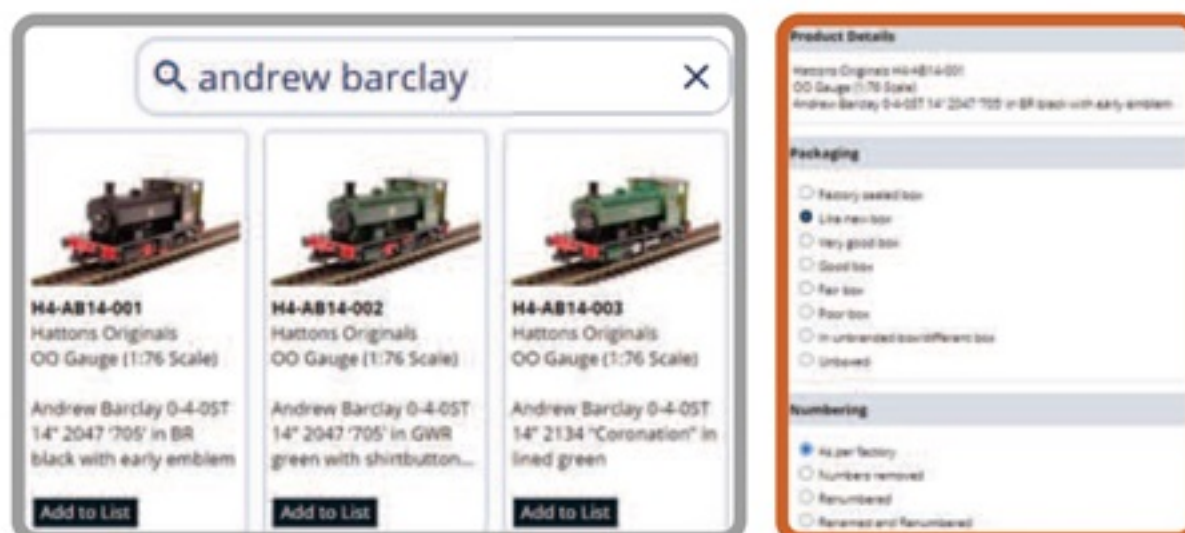


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- 5605 Railfreight Coal Sector grey 56101 Mutual Improvement - WEATHERED
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- 8641 Railfreight Distribution grey 86634 University of London.
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| 4852 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 |

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- 4029 BR Large Logo Blue Class 50 (black roof)
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- 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

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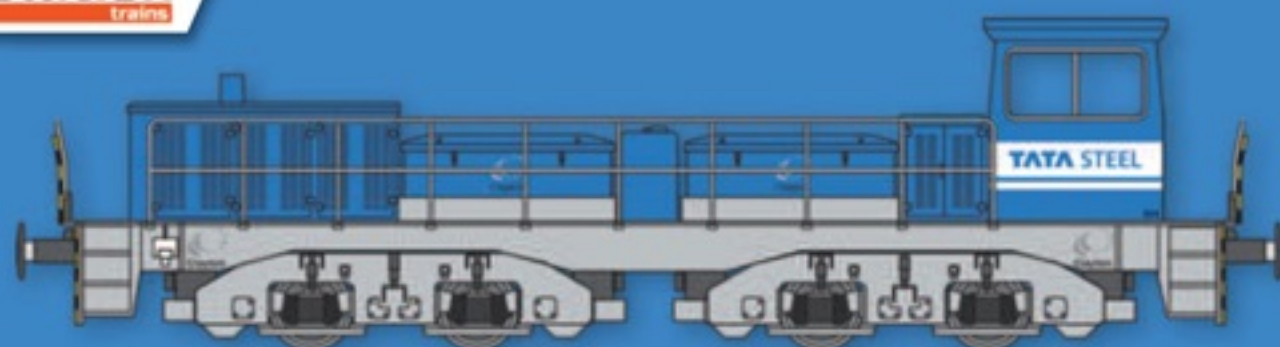
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ROS-N18	RAILS CONNECT DECODER, NEXT 18 4 FUNCTION DECODER	£19.95
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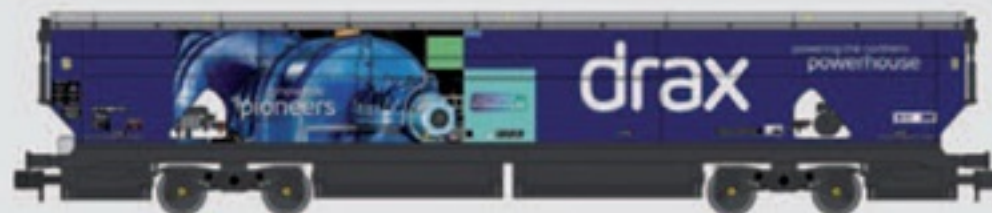
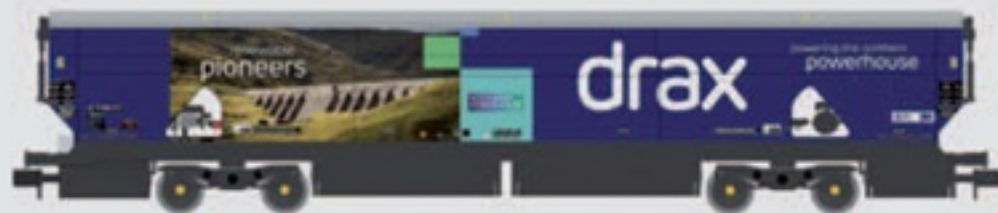
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	Merddin Emrys.....	£199.70
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9961	Lyd plain black.....	£186.95



9962	Lyd BR black.....	£186.95
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1752	Class 17 BR blue.....	£466.65
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PECO SETRACK OO gauge

ST200	Straight.....	£1.45
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ST201	Double Straight.....	£2.55
ST202	Short Straight.....	£1.25
ST203	Special short straight.....	£1.25
ST204	Long straight.....	£4.15
ST205	Isolating rail.....	£3.65
ST220	1st radius curve.....	£2.05
ST221	1st rad. double curve.....	£2.55
ST222	1st rad. half curve.....	£1.45
ST225	2nd radius curve.....	£2.15



ST226	2nd rad. double curve.....	£2.75
ST227	2nd rad. half curve.....	£1.45
ST230	3rd radius curve.....	£2.25
ST231	3rd rad. double curve.....	£2.95
ST235	4th radius curve.....	£2.45
ST238	Special curve.....	£2.05



ST240	Right hand point.....	£10.55
ST241	Left hand point.....	£10.55



ST244	Right hand curved point.....	£16.15
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ST245	Left hand Curved point.....	£16.15
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ST247	Medium Y point.....	£12.05
ST250	Diamond crossing.....	£9.75
ST261	2nd radius level crossing.....	£9.15
ST263	3rd radius level crossing.....	£9.70
ST266	1st radius level crossing.....	£8.65



ST267	4th radius level crossing.....	£10.20
ST268	Straight level crossing.....	£8.70
ST269	2nd radius crossing.....	£4.65
ST270	Buffer Stop.....	£1.80

PECO SETRACK N gauge

ST1	Std. straight.....	£1.40
ST2	Short straight.....	£1.20
ST3	1st radius curve.....	£1.40
ST4	1st rad. Half curve.....	£1.20
ST5	R/H point.....	£9.50
ST6	L/H point.....	£9.50
ST8	Buffer stop (x2).....	£2.20
ST9	Power clip.....	£3.20
ST10	Wired straight.....	£3.90
ST11	Double straight.....	£1.90
ST12	1st rad. Double curve.....	£2.00
ST14	2nd radius curve.....	£1.80
ST15	2nd rad. Double curve.....	£2.25
ST16	3rd radius curve.....	£2.00
ST17	3rd rad. Double curve.....	£2.60
ST18	4th radius curve.....	£2.30
ST19	4th rad double curve.....	£2.90
ST20	Level crossing.....	£8.10
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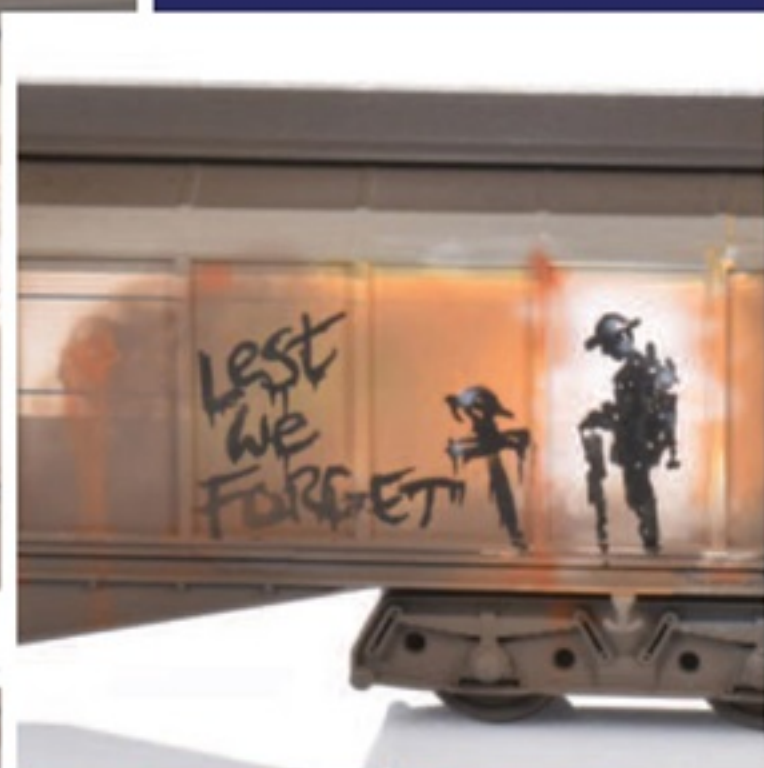
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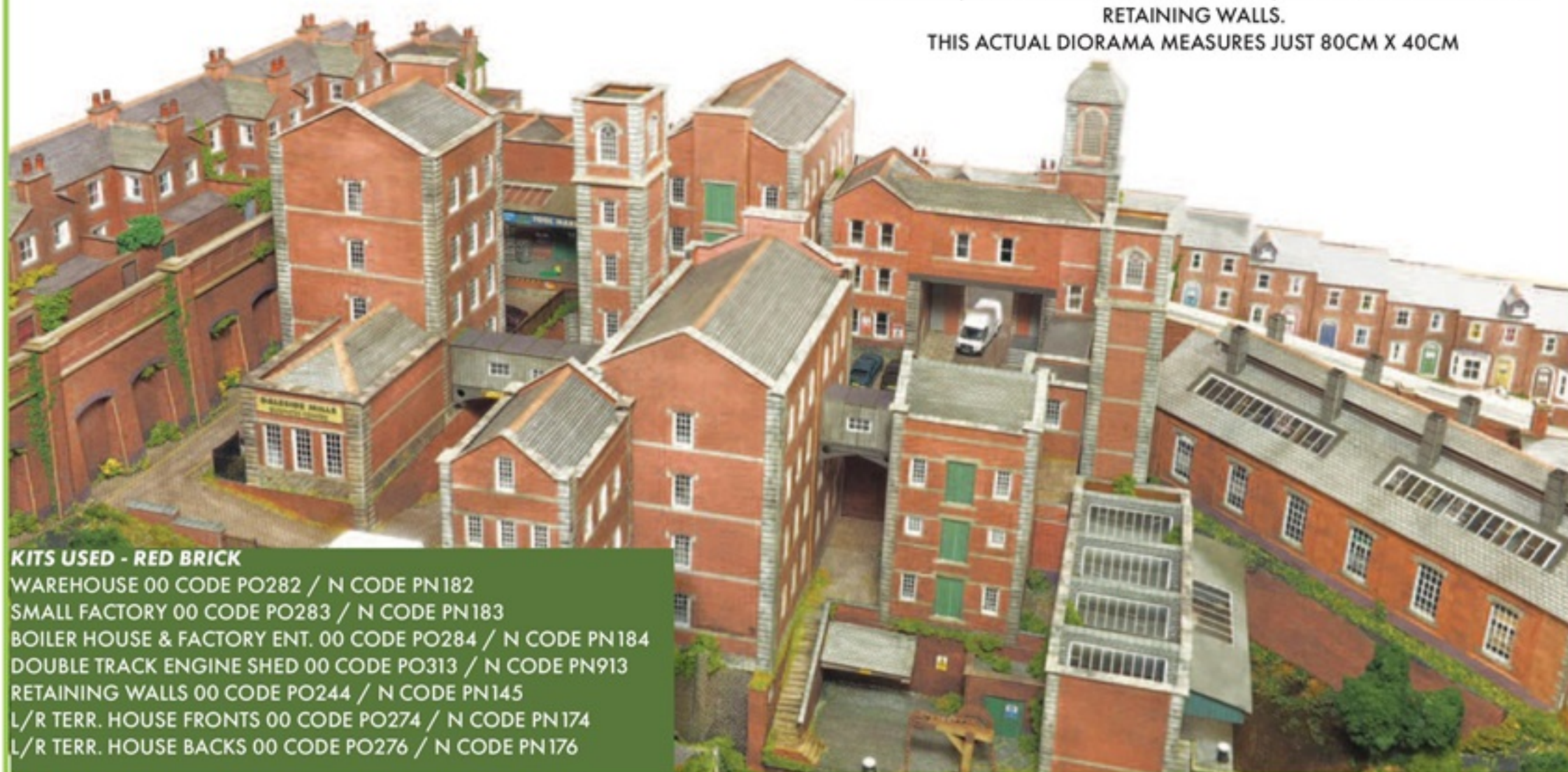
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THIS ACTUAL DIORAMA MEASURES JUST 80CM X 40CM



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L/R TERR. HOUSE FRONTS 00 CODE PO274 / N CODE PN174
L/R TERR. HOUSE BACKS 00 CODE PO276 / N CODE PN176



L/R HOUSE FRONTS BRICK
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L/R HOUSE FRONTS STONE
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N SCALE VERSION
 (Not to scale)

OO SCALE VERSION
 (Not to scale)

L/R TIMBER FRAMED SHOP
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L/R SHOP FRONT - "NO.7 HIGH STREET"
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 IN TRADITIONAL LONDON
 YELLOW STOCK.

OPTIONAL BAY AND DORMER
 WINDOWS FOR CUSTOMISATION
 (OO SCALE)

N SCALE CONTAINS 2
 HOUSE FRONTS,
 SEE BELOW IMAGE



N SCALE VERSION
 (NOT TO SCALE)

L/R TOWN HOUSE FRONT
 00 CODE PO373 / N CODE PN973



THE VIEW FROM RAIL SIDE

THE ENTRANCE FROM
 STREET TO PLATFORM

PARCELS OFFICE & WAITING ROOM
 00 CODE PO321/N CODE PN921



ISLAND PLATFORM BUILDING
 00 CODE PO322/N CODE PN922



WALL BACKED CANOPY
 00 CODE PO341/N CODE PN941



THE GRAND ENTRANCE
 FROM STREET TO PLATFORM

THE VIEW FROM RAIL SIDE

MAINLINE BOOKING HALL
 00 CODE PO320/N CODE PN920



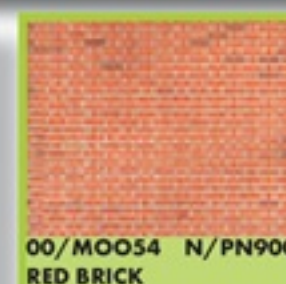
00/MOO51 N/PN903
 COBBLESTONES



MOO52
 DRESSED GRIT-STONE



MOO53
 BLUE BRICK



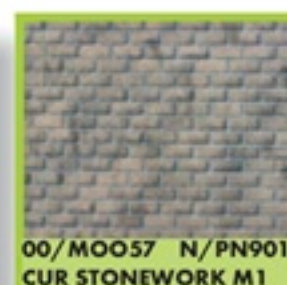
00/MOO54 N/PN900
 RED BRICK



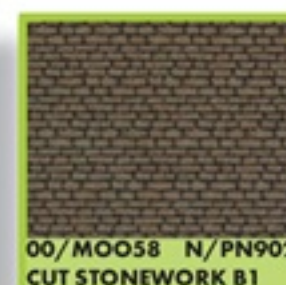
00/MOO55 N/PN903
 PAVING SHEETS



MOO56 - 00 & N
 TARMAC



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 CUR STONEWORK M1



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 CUT STONEWORK B1

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ARRIVING SHORTLY AT PECO STOCKISTS

SL-U1195 Medium Radius
Right Hand Turnout



NEW

SL-U1196
Medium Radius Left
Hand Turnout



NEW BULLHEAD TURNOUTS AND CROSSINGS

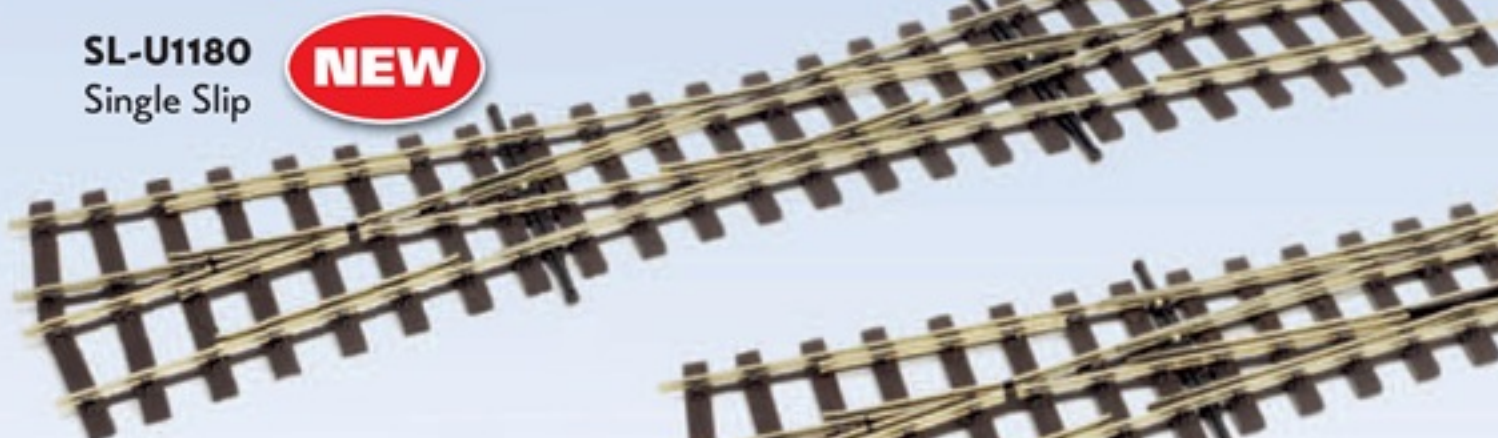
with **UNIFROG**

SL-U1194
Long Crossing



NEW

SL-U1180
Single Slip



NEW

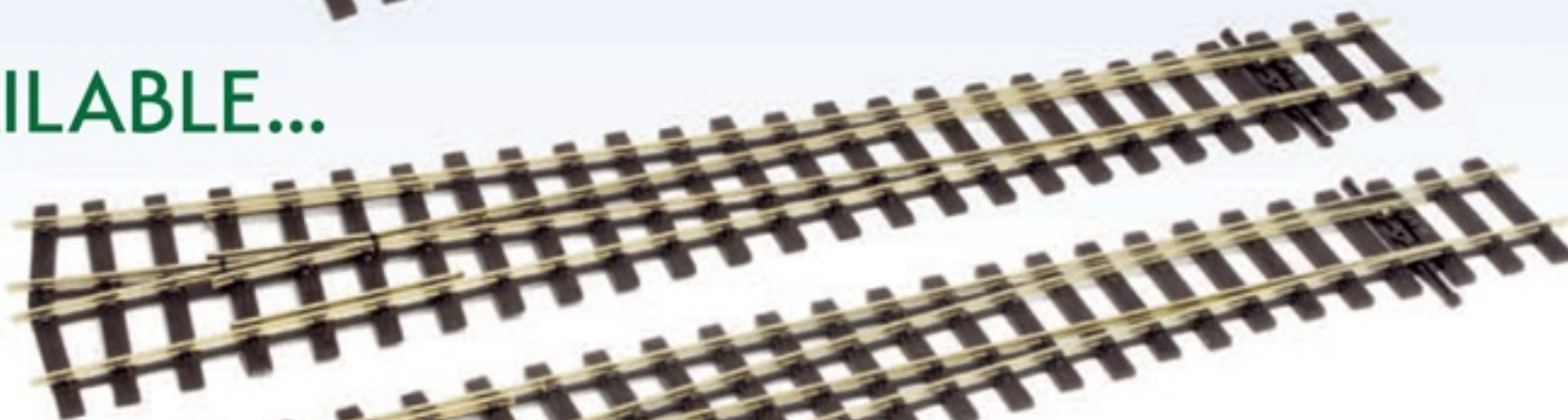
SL-U1190
Double Slip



NEW

ALSO AVAILABLE...

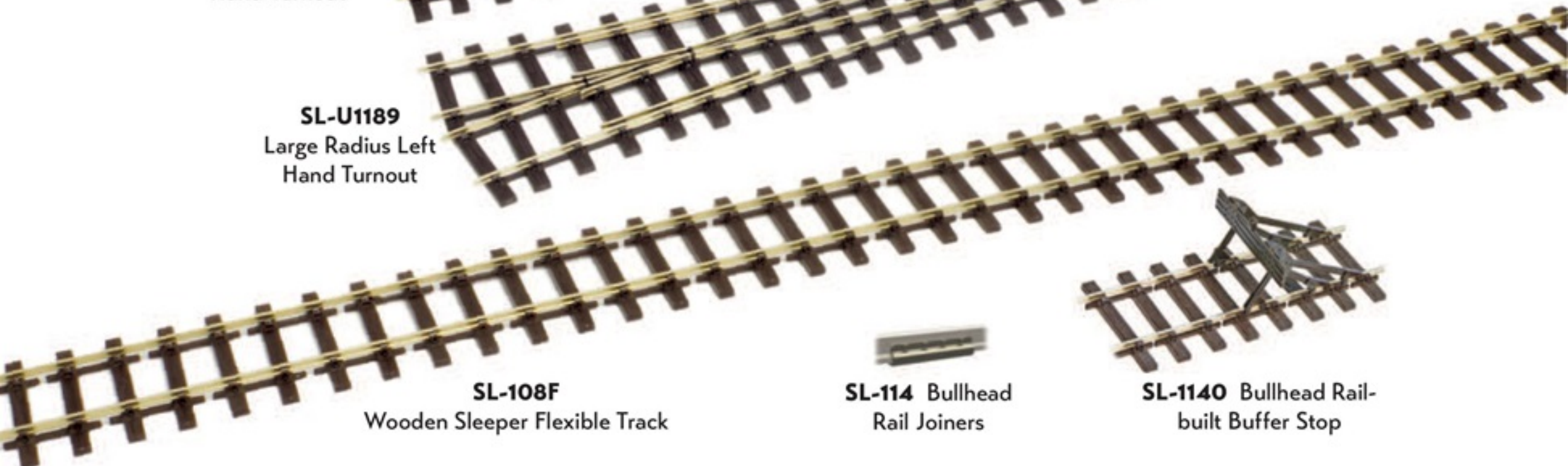
SL-U1188
Large Radius Right
Hand Turnout



SL-U1189
Large Radius Left
Hand Turnout



SL-108F
Wooden Sleeper Flexible Track



SL-114 Bullhead
Rail Joiners



SL-1140 Bullhead Rail-
built Buffer Stop



Today's lesson - Hunslet '16in' 0-6-0ST

Step #1 - Find a popular industrial locomotive, research it thoroughly
AND
make the details CORRECT

Step #2 - Put hours into perfecting the details



Choice of chimneys
✓ Optional lubricator pipework
✓ Next18 DCC decoder socket
✓ Full cab detail
✓ Firebox glow
And much MUCH more!



Realistic coal load



Step #5 (most important)

ORDER YOUR '00' gauge Hunslet TODAY!



Step #3 - View the samples and fall in love with the locomotive!



NOTE: Hand-painted sample, subject to change.

Step #4 - WOW. Speechless.
Just look at that footplate detail!

SEVEN LIVERIES (ALL WITH THEIR OWN SPECIFIC DETAILS) TO CHOOSE FROM:

- Alex, Oxfordshire Ironstone lined red
- Arthur, Markham Main Colliery lined green
- Beatrice, South Yorkshire Area NCB lined red
- Holly Bank No. 3, Staffordshire Area NCB lined blue
- Jacks Green, Nassington lined green
- Primrose No. 2, NCB lined black
- Thorne No. 1, plain green

Order
deadline:
March 1st
2022!

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The Palbrick B Wagon OO Gauge

The Palbrick Wagon dates back to the mid 1950's, seeking to replace the ancient brick wagons used by LNER.

Originally medium goods wagons converted to carry pallets of bricks, the Palbrick featured 3 different variations for different sizes of pallets. Palbrick A could carry 13 tons, whereas B and C could carry 16 tons.

Across all of the roughly 1400 Palbrick wagons that were made, all of them had some changes or variations to them that differed from the standard templates.

By the 1960's, most of the had fallen out of use and converted into other types of wagons. Some converted into match wagons, others into shellcase wagons. Now, very few exist across the UK.



We will produce both body shapes of the Palbrick B wagon, the most common.

Available 1qtr 2022
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~ 6 LIVERIES ~
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PECO

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Industrial Rolling Stock



GR-340

Snailbeach District
Railway 4-Wheel
Hopper Wagon

These wagons would of been a common sight on Shropshire's Snailbeach line, carrying lead ore to Pontesbury, before it was transported onto the GWR Minsterley branch line.

*Highest Quality
& Detail
whichever
way you
look at it.*



PLUS, COMING SOON

Ffestinog Railway Quarryman's Coaches



4 Wheel Brake Van
2 balcony



4 Wheel Brake Van
1 balcony



4 Wheel
Quarryman's Coach

These little coaches were built to a very basic design and brought into service specifically to carry workers to the Quarries around Blaenau Ffestiniog.

For details of the full range of **00-9 models**, get the Peco Catalogue.

THE ELECTRIC LIGHT ORCHESTRA!

The Class 92 is a dual-voltage electric locomotive capable of running on 25kV AC from overhead lines via pantograph, or 750V DC from a third rail. It was designed specifically for operation through the Channel Tunnel between Britain and France. Since then, they have spread their wings, operating across the electrified sections of the national network and even to Eastern Europe.

We are producing a range of these elegant locomotives in OO/4mm scale, spanning the locomotives' lifespan to date, including the latest Caledonian Sleeper colour scheme, for which we are also manufacturing the new Caledonian Mk5 Coaches.

Models will feature dual motorised pantographs, a wealth of separate detail, running on a heavy die-cast metal chassis, powerbank capacitors, with availability in both DC/DCC Ready and DCC Sound Fitted formats, the latter including a twin speaker set up including an EM1 style 'Accurathrash' speaker, and ESU Loksound 5 digital decoder.

Due Q3 2022, our locomotives will be available and ready to perform from Q3 2022. Pre-order direct from Accurascale's website today www.accurascale.co.uk



The Class 92s to be released are:

92 001 EWS, Victor Hugo
92 003 Railfreight, Beethoven
92 009 DB Schenker, Marco Polo
92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht

92 038 Caledonian Sleeper
92 042 DB Schenker
92 043 Euro Porte 2, Debussy

Retailer commissioned locomotives will also be available. These are; **92 015**, **92 017** and **92 023**.

1:76/4mm scale, OO gauge

Available Q3 2022

£179.00 DC/DCC ready, £279.00 DCC sound



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STATIC GRASS SYSTEM

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PSG-1
Pro Grass Micro Applicator

The modellers' favourite!



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For **PECO** by **WWS**
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APPLICATORS

ADHESIVES

GRASS TUFTS



PSG-3
Precision Applicator



PSG-2
Pro Applicator

PSG-1 Micro Applicator
The standard static grass applicator for everyday use.

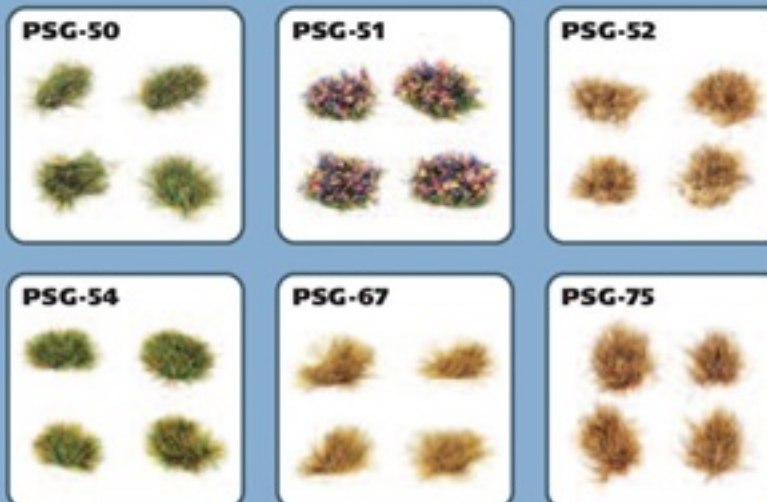
PSG-2 Pro Applicator
Perfect for use on large layouts where there is a wide expanse of scenery to cover.

PSG-3 Precision Applicator
Perfect for adding static grass detail around awkward locations.

PSG-10 PSG-11 PSG-13



PSG-10 Basing Glue 500ml
For applying the first layer of static grass to the scenery.
PSG-11 Layering Spray Aerosol 400ml
Apply this glue as you build up layers of static grass.
PSG-13 Layering Spray Adhesive (pump action spray bottle) 500ml
An alternative to the PSG-11, this is a non-aerosol container and the glue is applied by pump action.



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PSG-50	Summer Grass	4mm	100 pieces
PSG-51	Flower Grass	4mm	100 pieces
PSG-52	Sandy Grass	4mm	100 pieces
PSG-54	Spring Grass	4mm	100 pieces
PSG-67	Wild Meadow Grass	6mm	100 pieces
PSG-75	Summer Grass	10mm	100 pieces

This is just a small selection from our wide choice of self-adhesive grass tufts and static grass fibres.

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FULLY FINISHED R-T-R LOCOS

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SLE797BH Y Point	£49.75
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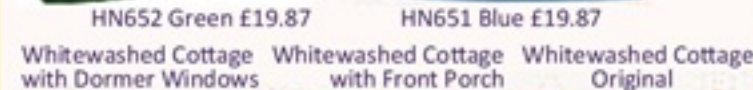
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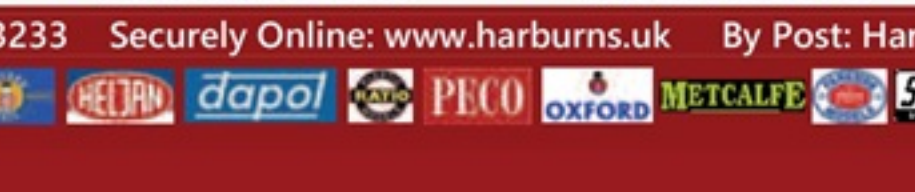


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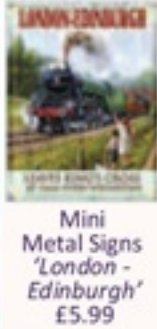
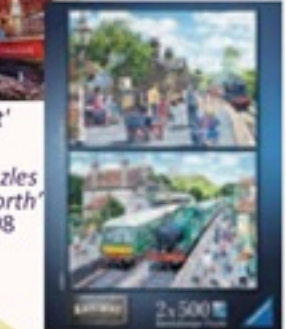


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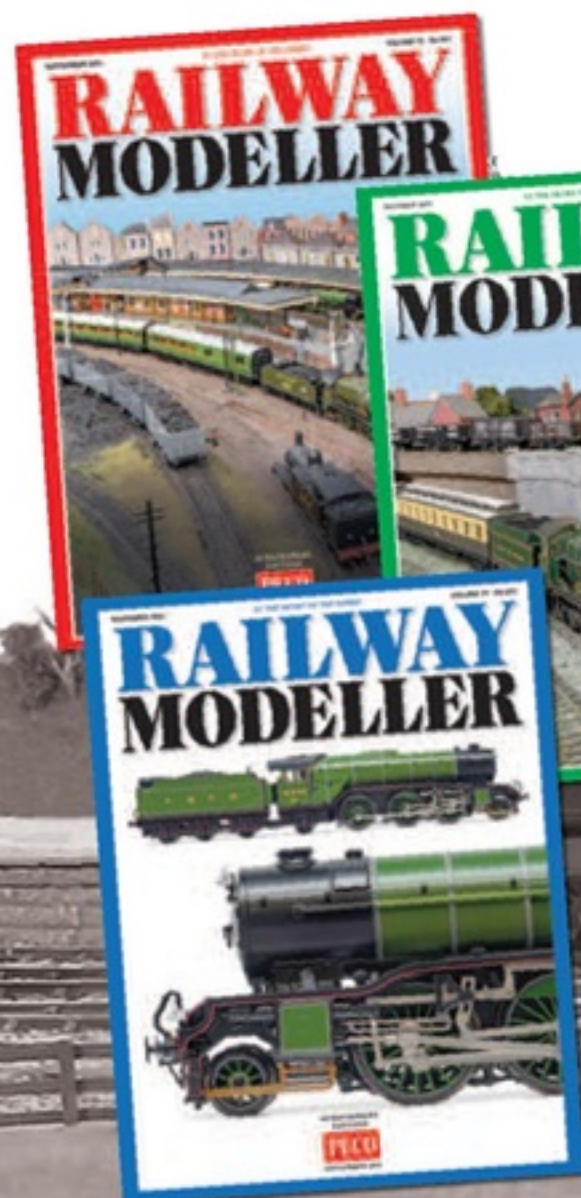
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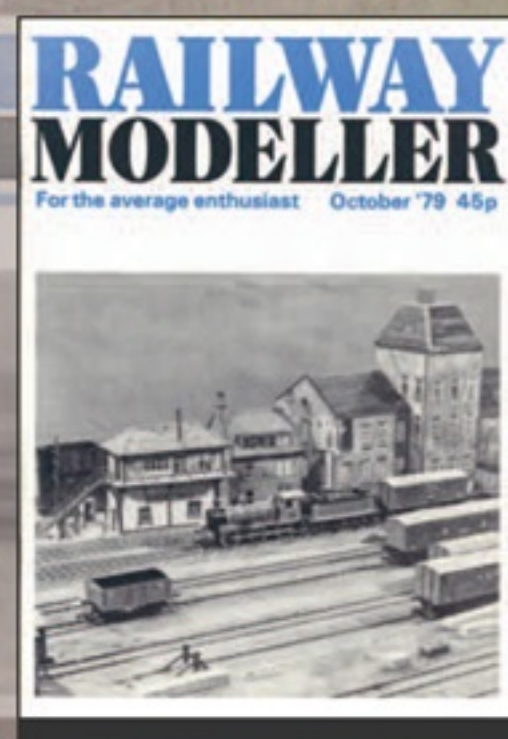
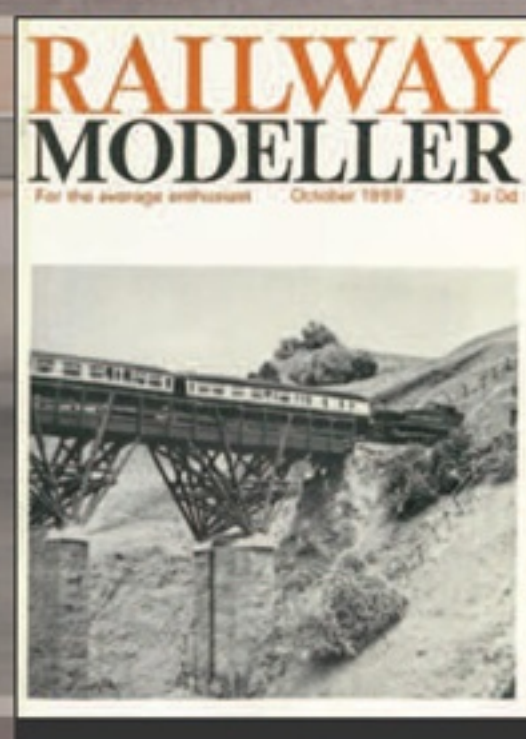
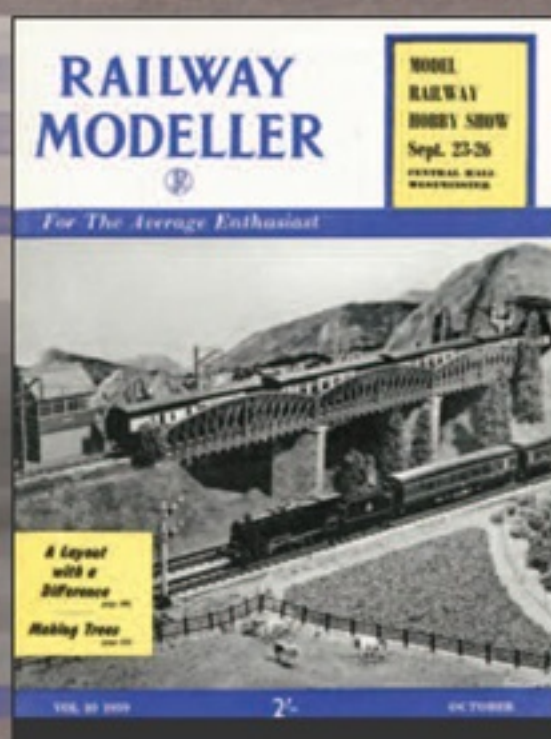
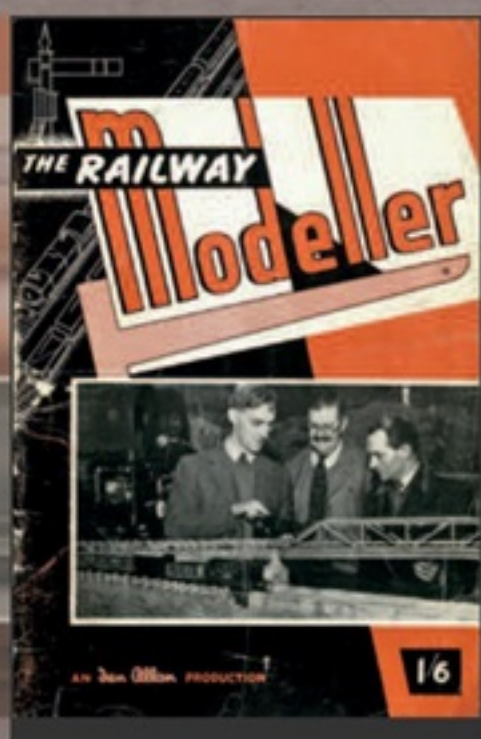


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1959

1969

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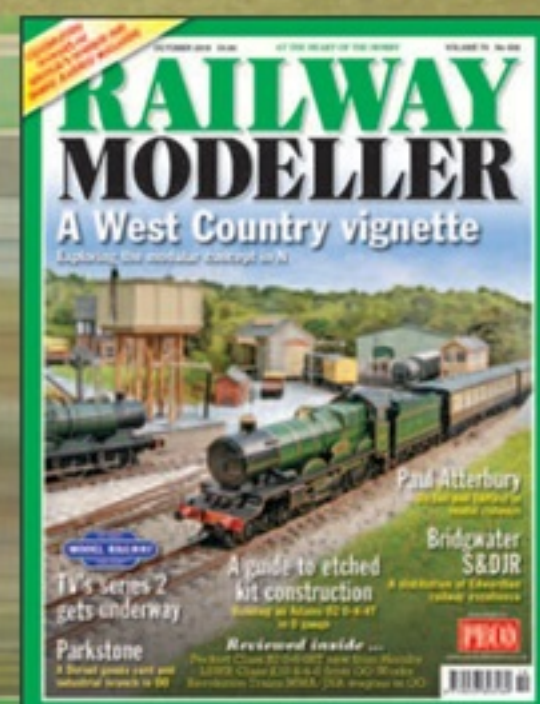
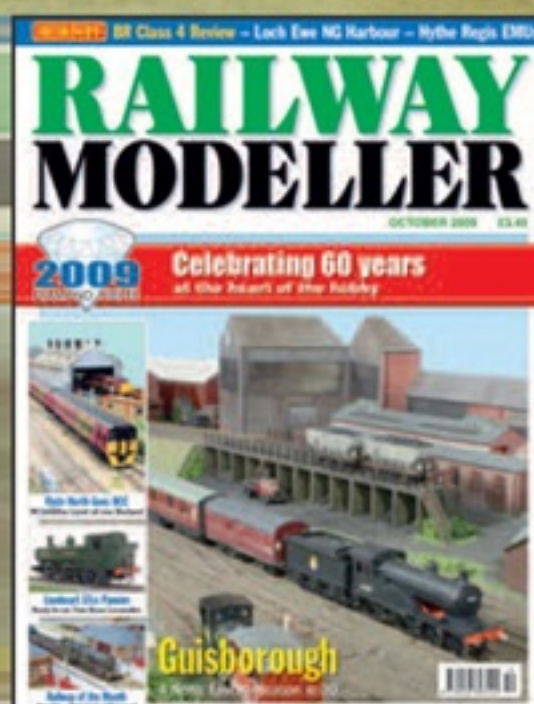
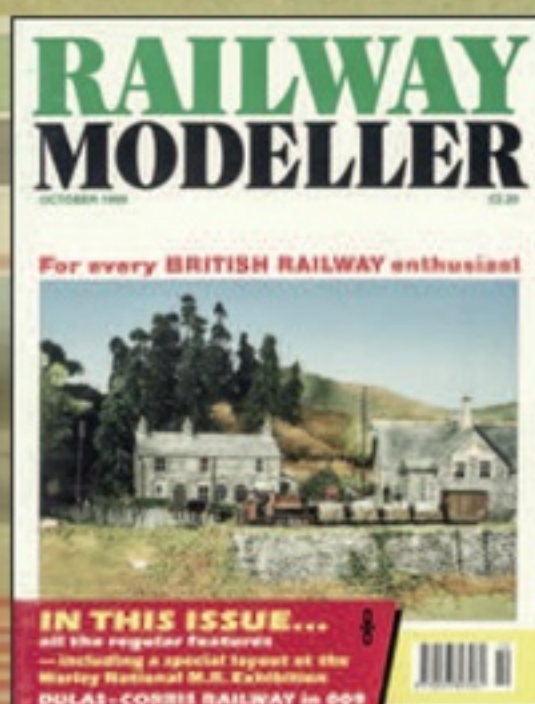
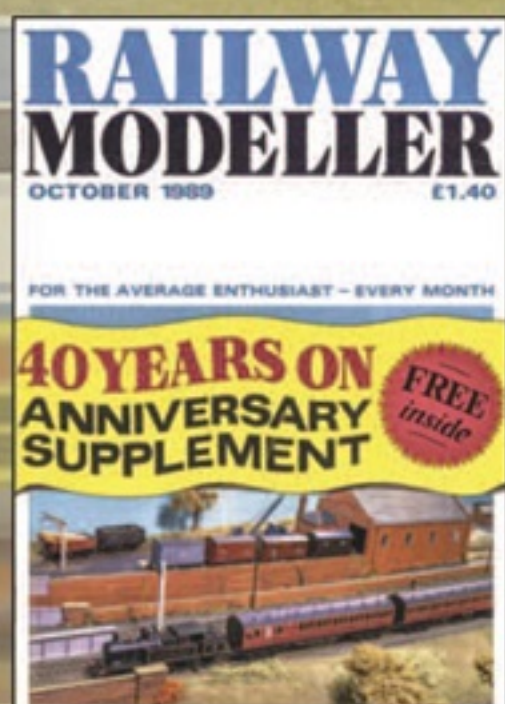
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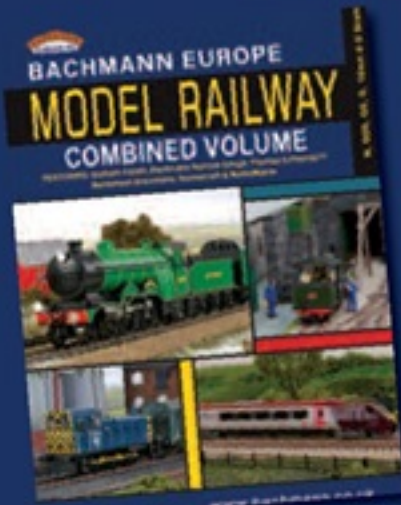
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**Published on the second Thursday
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ISSN 0033-8931

Annual subscription (12 issues):
United Kingdom - £45.00 post free.
Overseas including Eire -
£74.00, Air Saver Post.

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Welcome from the Editor

Spectacular Scotland



I challenge anyone to visit Scotland and not be completely spellbound by the country's scenic grandeur - with its towering mountains, countless miles of lochs, vast sweeping moors and huge areas of forest. It is a place I never tire of visiting.

My most recent journey north of the border was for a family holiday last August. By pure coincidence we stayed on a holiday park at Tummel Bridge, situated just off of the B846, which was the very same road that Steve Flint made reference to in the July 2021 issue. Dubbed 'the longest cul-de-sac in Britain', this winding ribbon of tarmac leads eventually, as many enthusiasts of Scotland's railways will know, to Rannoch station.

I couldn't resist making my own pilgrimage to this remote outpost situated on the West Highland Line, so early one morning I set off to drive along the seemingly interminable road that leads to the station, the 23-mile approach first skirting along the northern edge of Loch Rannoch before reaching the expansive and desolate landscape that is Rannoch Moor. There must be very few locations on Britain's railway system that can imbue such a sense of isolation as that which can be felt when standing on the island platform at Rannoch, miles from civilisation: it is certainly something that once experienced, is never forgotten!

I had in fact timed my visit to coincide with the passage of the northbound Caledonian Sleeper, which was booked to cross at Rannoch with a passenger service heading south from Fort William. The sight of these trains provided a brief flurry of activity that punctuated my otherwise solitary vigil,

after which I found sanctuary - and some welcome refreshment - in the excellent station tea room.

Reflecting on what I had just witnessed, with the sleeper composed of Mk.V stock (soon to be available from Accurascale and Revolution Trains in OO and N respectively) and the local formed of a Scotrail Class 156 DMU (as produced in recent times in OO by Realtrack Models) my imagination was soon consumed with thoughts of potential layout schemes and modelling ideas. The irresistible beauty of Scotland had cast its spell on me, and it was easy to see how so many modellers have, over the years, been inspired to recreate this country's network of rail routes in miniature.

We lead this month with one such model, which is set in Scotland's equally enchanting Lowlands and depicts a line that once served the town of St Andrews. Our feature on this N gauge layout (see p148) provides an appetiser for Model Rail Scotland, which after a year's absence will be taking place on 25-27 February

2022 at the Scottish Event Campus Centre in Glasgow. It is shaping up to be a fantastic event with 42 layouts booked to attend that cover a wide variety of scales and gauges, together with extensive trade support including Peco. Refer to our news item on p216 together with the Societies & Clubs listings for further details.

If you are planning to visit the show from elsewhere in the UK, then why not take the opportunity to explore more of what Scotland has to offer while you are there - perhaps by sampling the West Highland Line by train from Glasgow Queen Street station? You won't be disappointed!

Craig Tiley



A brief moment of activity is captured at Rannoch station on 7 August 2021 as a southbound Class 156 (left) passes the northbound Caledonian Sleeper service bound for Fort William. Photo: Craig Tiley

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



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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Arran Aird

Below

Fairburn 4MT 2-6-4T No.42096 passes through Guard Bridge with a local passenger train composed of BR Mk.1 suburban stock.



St Andrews and Guard Bridge

The members of East Neuk Model Railway Club have established a reputation for producing N gauge layouts based on real Scottish locations. The subject of their latest project is the single-track line that once led to St Andrews – the world famous ‘home of golf’. **DUNCAN STEWART** describes the construction of the model and explains how they overcame the sand traps.

The East Neuk Model Railway Club has cultivated a reputation for producing modern image N gauge layouts based on real locations in Scotland, with past projects including depictions of Leuchars and Drem on the East Coast Main Line and Law Junction on the West Coast Main Line (the latter as featured in the August 2008 issue of *RAILWAY MODELLER*). However, for our latest project we wanted a change of period, instead choosing to model the BR steam era.

The much missed former St Andrews Railway route presented itself as an ideal local subject for a quick build – a five-mile single track line that had a junction with the main line at Leuchars (see map on p152). There were only two small stations – at Guard Bridge and St Andrews – but much passenger traffic was carried, including summer specials.

Our project was given a head start when club member Arran Aird kindly allowed us to use the through ladder fiddle yard from his layout, which meant that we could concentrate our efforts on building the two scenic baseboards – one for Guard Bridge, and one for St Andrews. However, it was planned that there would be a scenic break between the two boards because in reality the two stations were situated about two miles apart.

A quick debut

Work progressed building baseboards, track was laid and wired, and a couple of buildings were put in place before the layout made its exhibition debut as a work in progress at Model Rail Scotland in 2012 to demonstrate the process of layout construction. After that outing, however, momentum with the project slowed, partly due

Left (inset)

Gresley J39 No.64838 makes light work of a short pick-up goods train as it heads across the level crossing at Guard Bridge. A fire engine is amongst the vehicles waiting to cross the line.

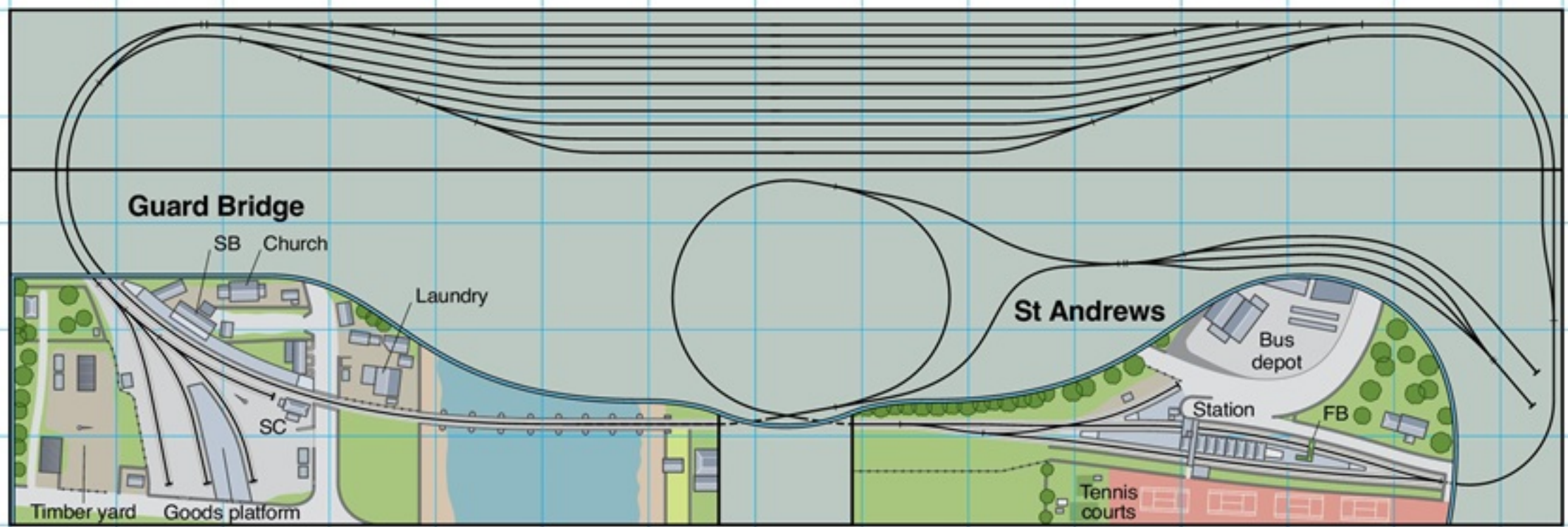
Right

Thompson 4-6-0 B1s were regular performers on the St Andrews line. Here No.61090 hauls a rake of Gresley stock out of the station as it makes its way northwards.



St Andrews and Guard Bridge

Overall dimensions including fiddle yard: 14' 7" x 4' 10". Each grid square = 1ft x 1ft.



to the passing of a key member of the layout building team. We had also realised that building the line's two stations was a much bigger task than we had anticipated, with lots of research required and everything needing to be scratch-built, but as we progressed, slowly there was a growing enthusiasm and renewed momentum.

The near-finished layout was finally exhibited at our club's own show in St Andrews in 2019. Naturally, this generated a great deal of interest from local visitors, many of whom shared their personal memories of the town's former railway.

Unfortunately, the ongoing global health situation prevented the layout from making any further exhibition appearances, but this interlude did present us with the opportunity to complete many of the outstanding detailing tasks on the layout such as signalling and railings. With the layout now completely finished, we look forward to showing it off to a wider audience – starting with Model Rail Scotland in Glasgow on

25-27 February 2022, and the following weekend at Preston (see info panel for further details).

Baseboards and trackwork

The pair of scenic baseboards are of plywood construction and include raised and dropped areas to allow for the river, embankment and cutting. In its entirety the layout measures 14'7" x 4'10".

The support structure for the layout (a slot-together plywood frame) is equipped with adjustable feet to allow for uneven floors at exhibition venues. Although we had installed a short scenic break



Right
A first generation Metropolitan-Cammell two-car DMU picks up speed as it accelerates away from Guard Bridge with a passenger service.

Below
A Thompson B1 4-6-0 sweeps through the curve at Guard Bridge station with a passenger service heading northwards towards Leuchars Junction.



between the two boards, we did not want trains arriving on one station board while the rear portion was still visible on the other. Therefore, we configured a hidden loop of track with a diamond crossing between the two boards (see plan), such that a train leaves one station board, runs round this hidden circle of track and then





In 1851 a company was formed to create a branch line connecting the university town of St Andrews in Fife with Leuchars, a station on the Edinburgh & Northern Railway route between Tayport and Ladybank. Engineered by Thomas Bouch as a low-cost project, the St Andrews Railway opened the following year with one intermediate station at Guard Bridge, which took the form of a single platform with sidings serving a paper mill. Guard Bridge station was situated immediately west of a bridge that crossed the River Eden; one of two river crossings on the St Andrews Railway, both of which took the form of timber trestle bridges (the other crossing the Water of Mottray).

Although the terminus station at St Andrews was situated outside of the town centre (beside the famous golf course) passenger traffic developed well, with the branch carrying considerable excursion traffic. However, there was relatively little goods traffic, which reflected the absence of significant industrial concerns in the coastal town.

In 1877 the St Andrews Railway was absorbed by the North British Railway (which itself had previously absorbed the E&NR). The following year a new station was opened at Leuchars Junction, this providing a better interchange between the main line and branch passenger services.

In 1887 a second railway arrived in St Andrews, this line running from Anstruther, a town located eight miles away to the south, also on the Fife coast. A connection was made with the existing St Andrews Railway and a new through station was constructed, situated nearer to the town centre. This became the town's sole passenger station, with the original St Andrews station converted to a goods station, named St Andrews Links.

The two timber bridges on the St Andrews Railway were replaced in 1889.

The line operated until 1965 when Guard Bridge station and the Fife Coast section closed, the remaining branch closing in 1969.

Further information about the St Andrews Railway is available online by following this link: www.railscot.co.uk/companies/S/St_Andrews_Railway/

▲ On 28 August 1965 J37 0-6-0 No.65469 heads away from Guard Bridge with the 'Fife Coast Rail Tour', organised by the RCTS. This loco hauled the second leg of the tour between Leuchars Junction and Thornton Junction. Photo: Colour-Rail



▲ A busy scene at the south end of St Andrews station on 9 August 1958 records Thompson B1 4-6-0 No.61342 on the left with the 16.13 departure to Glasgow Queen Street, whilst on the right is J37 0-6-0 No.64575 with the 15.47 ex-Leuchars Junction working. Photo: Transport Treasury

Right

A view that illustrates the cramped environs of St Andrews station with its island platform served from both sides by a footbridge. The town's bus depot can be seen on the left of the picture.

Below

Gresley J39 No.64838 heads across the River Eden. The freight stock on the layout is a mixture of kits and ready-to-run items.





enters the next station board – much to the puzzlement of viewers! Curved backscenes hide this feature and the extra hidden sidings alongside it can be used to represent St Andrews Goods (which in reality was located between the two stations). The main off-scene storage is a traditional double-ended ladder type arrangement that runs along the back of the layout.

Lighting is by means of a free standing gantry erected along the front of the layout.

All of the operational trackwork on the layout is Peco, although finescale trackwork was used for the non-operational yard at Guard Bridge.

Point tiebars are operated remotely using Cobalt motors,

whilst the fully operational semaphore signals were constructed from Model Signal Engineering components with the arms worked by servo motors.

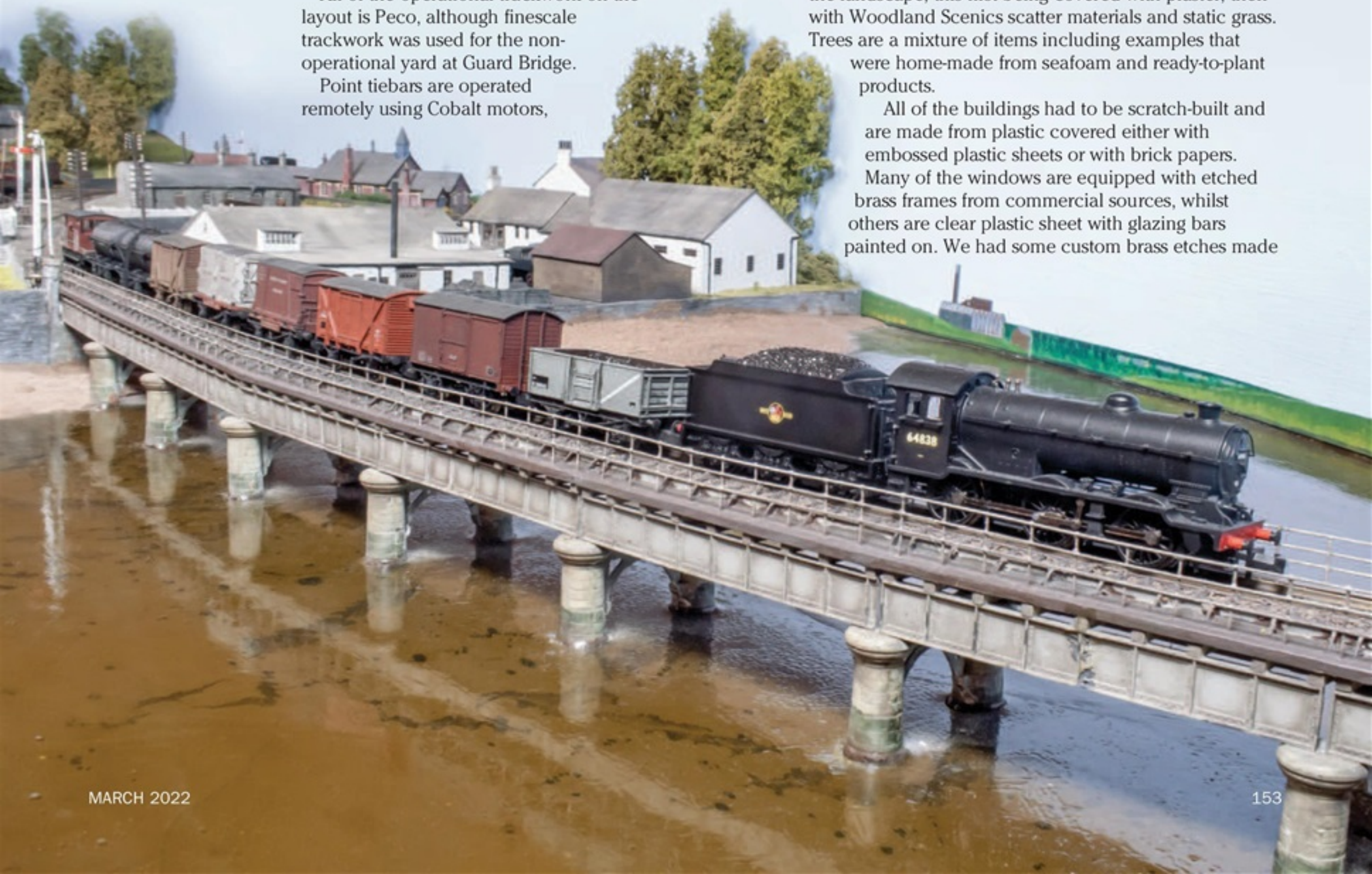
All trains are run using conventional analogue 12V dc power via Gaugemaster controllers, operated from one end of the layout.

Scenery and a sand disaster!

Foam insulation board was used to build the contours of the landscape, this first being covered with plaster, then with Woodland Scenics scatter materials and static grass. Trees are a mixture of items including examples that were home-made from seafoam and ready-to-plant products.

All of the buildings had to be scratch-built and are made from plastic covered either with embossed plastic sheets or with brick papers.

Many of the windows are equipped with etched brass frames from commercial sources, whilst others are clear plastic sheet with glazing bars painted on. We had some custom brass etches made





Top
All of the buildings on the layout had to be scratch-built and are made from plastic shells covered either with embossed plastic sheets or brick papers.

Left
A lattice footbridge provided direct access from the road to the platform. A Stanier Class 5MT 4-6-0 is pictured heading south.



including the canopy edging for both stations, the St Andrews roof pillar supports, and a selection of doors.

The bridge over the River Eden has custom moulded pillars, commercial bridge sides and handmade railings.

The modelling of the river proved to be a particular challenge: the first attempt with clear resin used for the water actually resulted in it melting the insulation board riverbed! Therefore, with time fast running out before our show in 2019, we dug all of this out and created a new riverbed using sand. Then, in the exhibition hall on the Friday night before the show, we poured a thick coat of gloss varnish onto it. The next morning we were presented with a horrible brown mess! Much to our surprise, however, many visitors to the show asked us

Below
Multiple units became the mainstay of local trains on the line. The bridge over the River Eden is constructed from custom moulded pillars and commercial bridge sides topped with handmade railings.





Above

The semaphore signals are fully operational and were constructed using components from MSE, with the arms operated by servo motors.

Right

The site bounded by the River Eden, the A919 and the railway was occupied by a laundry. The adjacent coal pile suggests that the boiler was still fired using this fuel during the period modelled.

how we managed to create such realistic looking mud flats – so we kept it as it was and only some time later did we set about adding a water effect on top using clear resin. Finally we managed to achieve the result that we were after – phew!

Wide ranging rolling stock

The real St Andrews had a local service from Dundee and Leuchars, together with long-distance direct trains to Glasgow and Edinburgh that ran via both Leuchars or the coastal line. In the 1950s the locomotives and coaches used could be just about anything operating in Scotland at the time, provided that they were of a light enough axle loading for the line; the Thompson B1 4-6-0s were amongst the most common steam locomotives to be seen.

All of the regular passenger services were taken over by Diesel Multiple Units during the 1959/60 period, however goods services, summer only timetabled trains and specials continued to use steam until 1967, with diesel locomotives rarely seen on the line.

The rolling stock used on the layout reflects the 1955 – 1965 timeframe and is in the main composed of ready-to-run items from Graham Farish (by Bachmann), Peco and Dapol, together with a few kit-built wagons.

Conclusion

We are very pleased with how the model has turned out and, when we have exhibited it at shows local to the prototype, visitors have been fascinated in seeing how things used to be in such a familiar location. Creating a model railway based on these stations did prove to be rather daunting at times, and it certainly required much

time to be invested in historical prototype research and with scratch-building the various scenic items, but we did ultimately find that these parts of the process were both enjoyable and interesting. Indeed, modelling a real place does seem to have added something very special to the finished layout.

Further information

Two videos are available to view on YouTube that feature footage of *St Andrews and Guard Bridge*:
www.youtube.com/watch?v=tdAyYhQpsok
www.youtube.com/watch?v=zhtyYzZfkjs

To find out more about East Neuk MRC, go to:
www.eastneukmrc.co.uk

The layout is scheduled to appear at Model Rail Scotland, which is taking place in Glasgow on 25-27 February 2022. For further information:
www.modelrail-scotland.co.uk

The layout is also booked to be in action at the Preston Model Railway Exhibition on 5 & 6 March 2022. For more details:
www.prestonanddistrictmrs.org.uk

Ormiston station



JIM HAY examines the brief history of this small Scottish station that once served a village in East Lothian on the North British line from Smeaton Junction. The accompanying 3mm scale drawings presented here have been prepared using original artwork provided by the author.

The rail route from Smeaton Junction to Macmerrie was opened by the North British Railway company in 1868 with the main intermediate station being constructed at Ormiston in 1872. In 1901 the branch to Gifford opened, which joined the existing line via a junction sited slightly to the east of Ormiston

station. Soon after the opening of the station, a colliery was opened to the north of the site, but this had closed by the early 1900s.

Passenger services on the branch ceased in 1933, but goods traffic to Saltoun (on the Gifford section) continued until 1965.

There was a single passenger platform with station facilities on

the north side of the line with a passing loop to the west of the platform and access to the colliery. A small signal box was sited on the south side of the line at this point.

The goods facilities at Ormiston were rudimentary, consisting of loading banks with a weigh-bridge. Prior to the addition of

▲ Pictured from the road bridge, Ex-NBR Reid J35 0-6-0 No.64489 is seen in the process of running around its stock during railtour duties on 11 June 1960. This was the Stephenson Locomotive Society (Scottish Area) 'East Lothian Excursion', which started and finished at Edinburgh Waverley. The goods yard was still in use at this time. Photo: railwaystationphotographs.co.uk



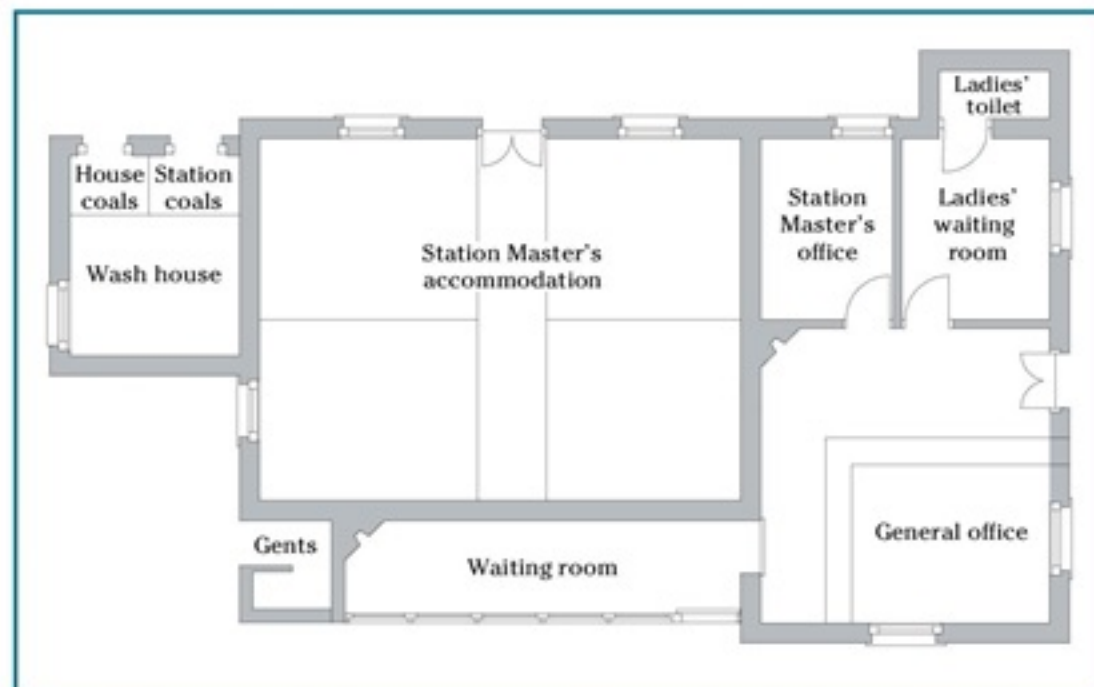
the junction, a heavily strengthened stone-built bridge was built, which was known locally as The Puddle Bridge and carried the main Tranent to Ormiston road. This still exists but all other traces of structures have disappeared, although the loading bank is still discernible. The trackbed now forms a public footpath and leads under the bridge.

Traffic and motive power

Traffic on the line was principally mineral (stone and coal) together with an amount of agricultural and general merchant goods.

Passenger traffic was generally light and utilised four- and six-wheel coaching stock until the cessation of this traffic.

Goods motive power mainly consisted of lightweight 0-6-0 classes, initially J31, J32, and J34 and latterly J35 and J36. Passenger traffic was usually hauled by Wheatley Class J81 0-6-0STs in the earlier period, but after the opening of the Gifford branch the main motive power was Drummond D50 4-4-0Ts. Later during the BR period, Riddles Standard Class 2MT 2-6-0s operated on the branch.



▲ The main station building was of red (dark) brick construction with buff yellow quoins to the external corners, lintels and window surrounds. The roof was of dark grey slate, that over the waiting shelter being flat. External doors and raised timber work was painted dark green, with light green panels below. Window frames were white. Note the timber platform. Photo: Author's collection



▲ A view of the former wash house located at the west end of the station building, seemingly in a rather forlorn condition at this time. Photo: Author's collection

A closer view of the wooden lean-to waiting room situated on the platform side of the building. The floor plan indicates that there was an internal door that led through to the ladies' waiting room. Photo: Author's collection



Further information

The history of the various lines and industries in the area can be read in more detail in the following publication: *The Haddington, Macmerrey and Gifford Branch Lines* by Andrew Hajducki, published by Oakwood Press (ISBN 978-0853614562)

Further information about the route is also available at: www.railscot.co.uk/locations/O/Ormiston

For details of the 'J' and 'D' prefix locomotive classes: www.lner.info/locos

Scratch-building a modern DMU in O

GRAHAM CLARK

likes a challenge so elected to build this contemporary Class 195 unit in 7mm scale... totally from scratch! Here he explains some of the methods he employed to ensure success.

Photography by the author



Built for Northern Rail by CAF in Spain, the Class 195 DMUs are amongst the latest generation of rail vehicles to be seen on the national network, these having entered service only a couple of years ago. I thought a model of one these units would make for something striking and different in 7mm.

The first challenge was to gather enough information to be

able to scratch-build the model. A search turned up a Northern Rail document which gave a side view line drawing and some key dimensions. I also found some side-on photographs of driving vehicles. This enabled me to create a side view in Auto CAD LT (a Computer Aided Design programme). I also obtained my own photographs of Class 195s in service (photo 1), taking oppor-

tunities to measure items such as doors and windows. I used a head-on photograph of 195 018 as the basis for a drawing of the cross section.

A plastic superstructure

The prototype has inset glazing which is bonded into the body side. This gives a black border around the windows when looking from the outside. The use of

▲ **The completed model, which has been finished as 195 018 – the construction of which forms the subject of this article.**

plasticard allowed me to model this by making the glazing the same thickness as the body side (40thou) and setting it into the window aperture.

The first stage of the bodywork was to shape a length of wood to create a bodyside former. A rectangle of plasticard was then bound to this with elasticated bandage and heated to 100°C in a fan oven. The sides were made slightly oversize to allow for any shrinkage.

Creating the windows

The saloon and door windows were cut out after shaping the sides using a vertical milling machine, using the coordinates of the window corners from the CAD model to guide the position of the milling cutter. The cutter was also run along the top and bottom edges of the sides to trim them to the right height relative to the window openings.

The cab windows are an odd shape and were cut by chain drilling around the aperture and then filing the edges. The doors themselves were not cut out but were represented later after



195 013 departs from Ilkeston with a Nottingham – Leeds service on 31 January 2021. Built by CAF in Spain, the Class 195 DMUs are amongst the newest vehicles that can be seen on the national network.

painting by drawing in the rubber seals around the sides with a fine point indelible black pen.

The lower part of the sides was doubled up in thickness with an extra layer of 40thou plasticard arranged so that its top surface formed a ledge for the seats to be attached to.

Forming the cab fronts

The cab front of the 195 is heavily raked back and narrows towards the front, with a large windscreen. I made the cabs as separate units which I could rework until I was satisfied with the shape. I started with two short sections of 1mm plasticard shaped to the body side profile. These were roughly shaped to the front profile then attached to a 60 thou bulkhead cut to match the body cross-section. The sides were doubled up in thickness at the front of the cab with another layer of profiled 40thou plasticard.

Horizontal pieces of 40thou were then cemented in place roughly where the driver's desk would be and at ceiling level to hold the sides the right distance apart. A front panel was cut to shape and curved slightly before cementing it between the side pieces. The windscreen surround was then built up from separate side pieces of 40thou sheet.

The roof section was built up with 40thou sheet and filler, leaving a 'tunnel' in the centre where the top headlight could be inserted. A cut-out was left on each side for the headlight glazing.

The final stage was to shape the cab sides by sanding them to a slight taper. Some internal corners had to be thickened with fillets of plasticard and some filling was necessary. The bottom was left open to detail the interior and fit the destination displays (photo 2).

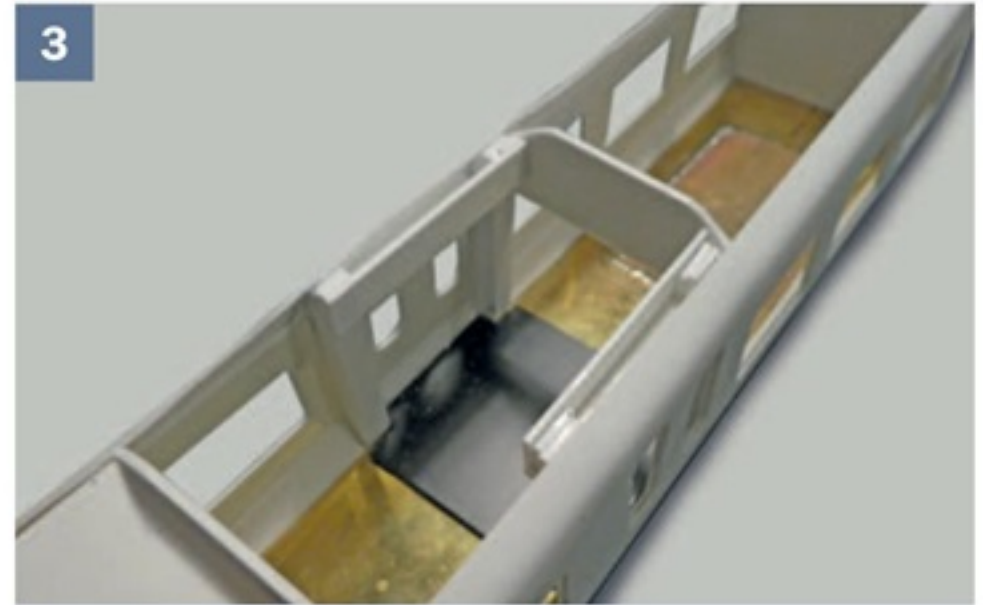
Assembling the bodies

The bodyshells were assembled by fitting bulkheads at the ends made from 60thou plasticard. At the door positions, vertical strengthening pieces shaped to the body side profile were cemented on to the sides. These help to hold the sides to the correct profile and support the roof. They also represent the door pillars of the prototype (photo 3).

The curved roof sections (the roof has two flat sections where air conditioning modules are fitted) were made in the same way



2 The basic cab shape was built up from 40thou plasticard, with cut-outs left to accommodate the headlights.



3 The box above the door houses the mechanism and was built from 40thou plasticard. A bulkhead was cut from 60thou plasticard. The black floor section braces the sides.



4 Black plastic was used as backing for the LEDs. These were recessed from the front and glazed after painting.



5 The two body shells were sprayed with Halfords white primer. Doing this showed up any areas where sanding or filling of the surface was necessary.

as the sides, by shaping 1mm plasticard over a wooden former in the oven. The joint between sides and roof panels was arranged to coincide with the livery join between the white of the sides and grey of the roof, to make it easier to hide (photo 4).

The completed bodyshells were given a coat of Halfords white acrylic primer. After filling and sanding, doorsteps, door rainstrips, CCTV cameras and aerials were added made from plastic strip and rod. Then the

completed bodies were given several light coats of Halfords white acrylic gloss (photo 5).

Gangway connection

The two cars are coupled together by means of a gangway connection, constructed as a plasticard box which was clad in corrugated sheet with the corners formed by bending over a soldering iron. The floor of the gangway assembly projects outwards in each side and has a hole drilled through each end to

locate over an M3 bolt fixed to the chassis of each car. The gangway thus pivots as a single unit between the vehicle ends. The body ends are cut away to allow the gangway to swing and on each car there is an additional inner end set back from the real end to hide this, with the whole area painted black (photo 6).

Setting up the chassis

The chassis used brass angle section soldered to a flat piece of 0.4mm brass sheet.



6 The jumper cables, which are just visible here, were made from thin black elastic material and strung between the two cars underneath the gangway. The gangway was built as a separate pivoting section and allows the pair of units to traverse sections of curved track with ease.

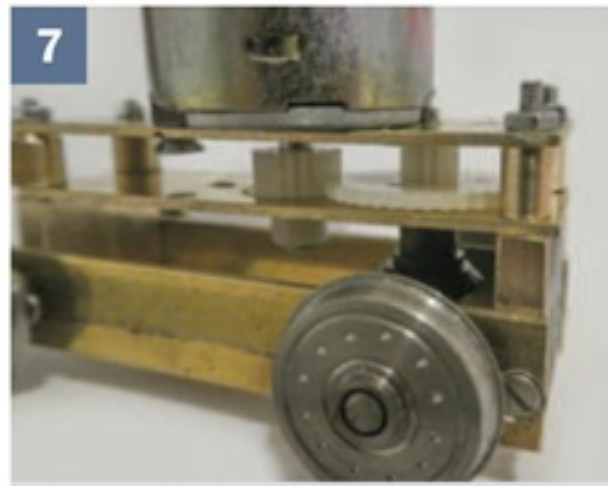
The power bogie was made with inside frames cut from 1mm thick brass strip, spaced apart with brass blocks (photo 7). It has a seven-pole Canon motor mounted vertically driving both axles via plastic spur gears and nylon bevel gears. The powered vehicle uses the American pick-up system, so one of the bogies is isolated from the chassis by using a nylon pivot bolt and a plastic spacer (photo 8).

I turned my own wheels from mild steel bar; the wheel faces being shaped to represent the brake disc with holes drilled to represent the fixing bolts.

The trailing bogies were made in the same way but without the motor. All were detailed by soldering on the outriggers which support the air bags cut from 0.4mm brass. The detail was then built up using various thicknesses of brass bar, wire, and tube.

The Knorr-Bremse website has a picture of the type of brake caliper used on these vehicles. I cut the basic shape from thin brass and folded the edges to make the main body of the unit. The actuator cylinders were built up from plastic strip and rod, and the brake pads were cut from 0.5mm thick printed circuit board material.

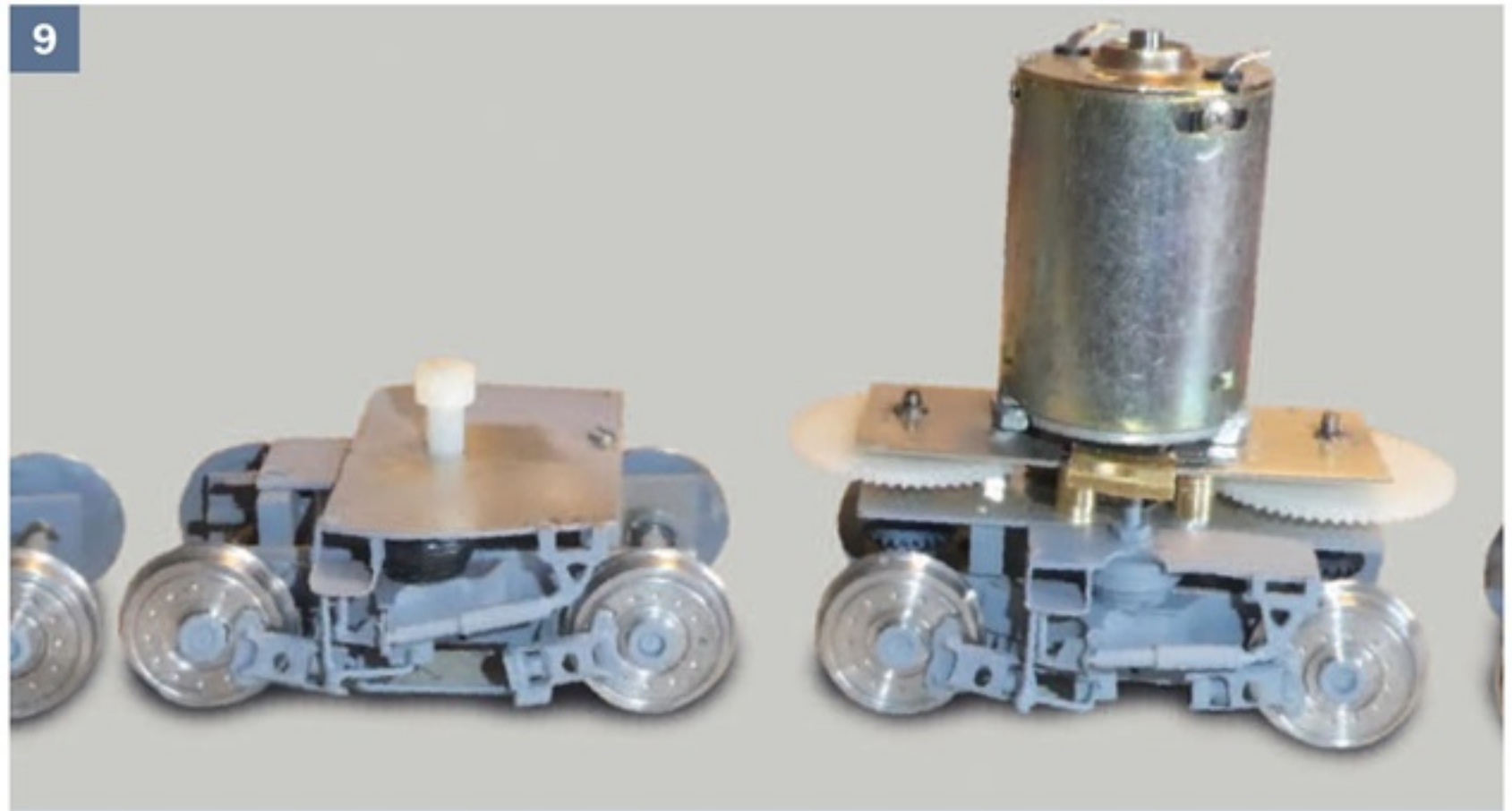
The outer bogies were further detailed by adding track circuit assister coils formed from 0.8mm



7 The mechanism is a spur gear train with bevel final drive. This was the first version with single axle drive.



8 The upward sweep at the front was formed by using a separate sheet of brass attached to the main chassis. The box for the coupler can also be seen in this view.



9 The bogies, which have been detailed and painted ready for installation. This photo shows the second power bogie design with both axles driven, thereby giving a much better tractive effort.

The driver fitted to the DMSL vehicle was adapted from a female passenger figure by adding tissue paper to arms to make the dress look like a driver's jacket.



nickel silver wire. A plate was attached to the top of each bogie which is hidden behind the sole-bars to provide attachment points for the various dampers which, on the prototype, connect bogie and body. On the model the plates rotate with the bogies to enable the model to negotiate small radius curves (photo 9).

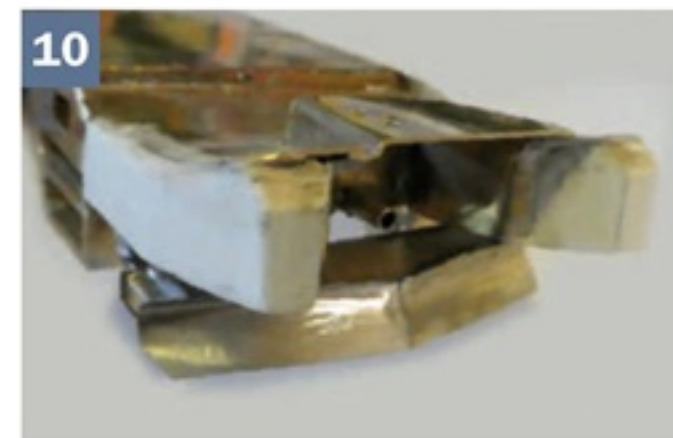
Adding smaller details

The distinctive cab steps were soldered up from brass bar.

On the real units there are 'anti-climbers' fitted that are designed to prevent vehicle ends overriding each other in a collision and consist of ridged steel

plates attached to the vehicle ends where buffers would normally be. They are covered with a plastic surround at the cab ends but are exposed at the inner ends and were modelled by cementing pieces of microstrip onto a plasticard backing piece. The covers over the front ones were made with plasticard and filler, filed and sanded to shape (photo 10).

The cabs were attached to the chassis by means of two M2 screws up through the under-frame into tapped holes in a piece of brass glued inside the front of the cab. The cabs were attached to the chassis before



10 The anti-climber covers were created from plasticard and filler, with the deflector formed from thin brass sheet. The tube in the centre is for attaching the coupling.

being glued to the rest of the bodyshell to ensure that the completed body fitted the chassis. The rear of each bodyshell was similarly attached to the chassis with two M2 screws (photo 11).

The front coupler is located in a housing and this opening was created by folding a piece of brass into a U-shape and setting it into a cut-out section of the cab floor. The coupler was built up from various brass sections, wire, plastic, and brass tube for the coupler bar. I made each coupler as a separate unit which was painted, and transfers applied before fitting (photo 12). The coupler is held in place by being slid over a brass bar soldered to the chassis held in place with a dab of UHU.

Destination displays

One of the features common in modern trains is the dot matrix destination displays. Having seen some of the commercial units available, I thought it would be interesting to fit these to the model. However, the commercial displays were the wrong shape, being quite deep, so I looked at what was available from electronics suppliers. These displays are known as OLED (Organic Light Emitting Diode) displays and are available in a wide variety of styles and shapes. I chose some graphics displays with an output of 96 x 16 pixels. The displays, along with their driver boards, were built into black plasticard boxes.

The displays are linked by an electronics wiring system called I2C bus and are driven from a micro-controller board that has been programmed using Arduino software. It has been configured to read DCC signals on the track and determine which function key has been pressed. It then sends the appropriate graphics for the chosen destination over the I2C bus to the displays (photo 13).

Electronic sub-chassis

The electronics were located on the underframe of the powered vehicle. I fabricated a plasticard sub-chassis which is bolted to the brass floor. The larger items on the underframe were based around plasticard boxes and three of these boxes contain the electronics (photo 14). The first one is the DCC decoder, an ESU Lokpilot. This drives the motor and the LED head and tail lights.

The track power feeding the



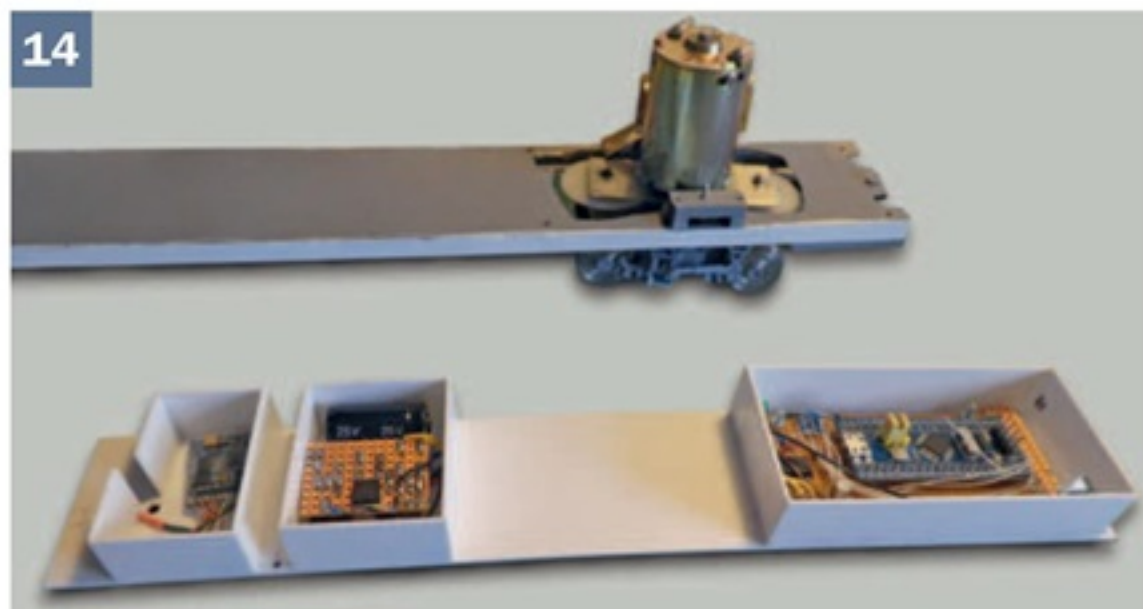
This view shows trial fitting of the bogie to check ride height. Also illustrated is the window construction with a 1mm wide ledge formed by cementing plasticard strips around the insides of the window apertures. The resultant recesses were painted black before inserting the glazing.



The completed couplers prior to fitting to each end of the model. These have been painted and had transfers applied to the front of the electrical boxes.



Trial fitting of one of the programmable side destination displays. These utilise OLED (Organic Light Emitting Diode) displays built into black boxes, which are obtainable from specialist electronics suppliers.



The underframe detail was built up on a separate plastic frame (pictured lower). Underframe boxes were used to hide the various electronic boards: the decoder on the left, the voltage regulators centre and the micro-controller on the right. At this time the wiring had yet to be added. In the background the power bogie can be seen fitted to the brass chassis.



◀ The displays are linked by an electronics I2C wiring bus system (see text) and are driven from a micro-controller board that has been programmed using Arduino software.

spiral to a star shape of three lengths of wire to make a grille. The fan beneath the grille was made from a piece of plastic rod with blades made from micro-strip (photo 16).

Electrical connections were made from small pieces of black plasticard with cables formed from plastic rod, once again bent to shape over the soldering iron.

Underframe details were built up from various pieces of plasticard strip, sheet and rod, following photographs of the prototype. I didn't try and copy all the detail as it is quite difficult to see it on the prototype without getting a unit over an inspection pit.

Final details included the jumper cables between the vehicles. These hang down below the vehicle ends and I made these from some thin black elastic attached to the chassis by small electrical plugs (photo 17). The elastic allows the cables to stretch as required when traversing curves.

surface-mount white LEDs. White LEDs have quite a high driving voltage and, with two or more in series, a 12V supply is needed.

The electrical connection between the cars is via a 15-way D-plug and socket hidden within the gangway.

Interior design

The cab interior was built up from various bits of plasticard, whilst a representation of the instruments and displays was printed onto paper. The driver's seat was made from foam board shaped using a scalpel, with arm rests made from black plasticard.

The saloon interiors were fitted out with seats made from 40thou plasticard. I made a stencil for the shape of a double seat and used this to mark out the sheet. After cutting out, the seats were bent to shape over a soldering iron, with seat handles added by melting in bent pieces of wire

into the seat corners. The cushion material was represented using thin blue felt fixed in place with double sided tape. The fabric pattern was represented by dry brushing on dark blue paint (photo 15). The seats and tables were glued to the vehicle sides.

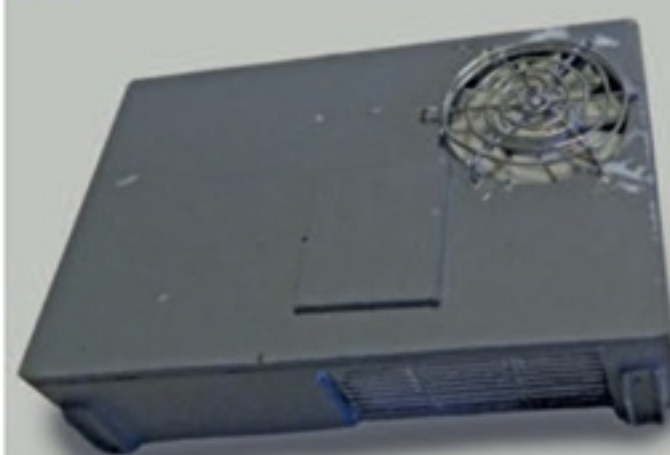
Draught screens at the doors were cut from clear plastic with a length of nickel silver wire as the handrail attached to one edge and a horizontal piece of plasticard painted grey fixed to the bottom. I added on squares of black plasticard to represent the information screens. The interior door controls were represented by taking a photo of a real one and printing it in multiple onto transfer paper, these then being applied to the door pillars.

Roof and underframe details and fittings

The air conditioning modules on the roof were made as plasticard

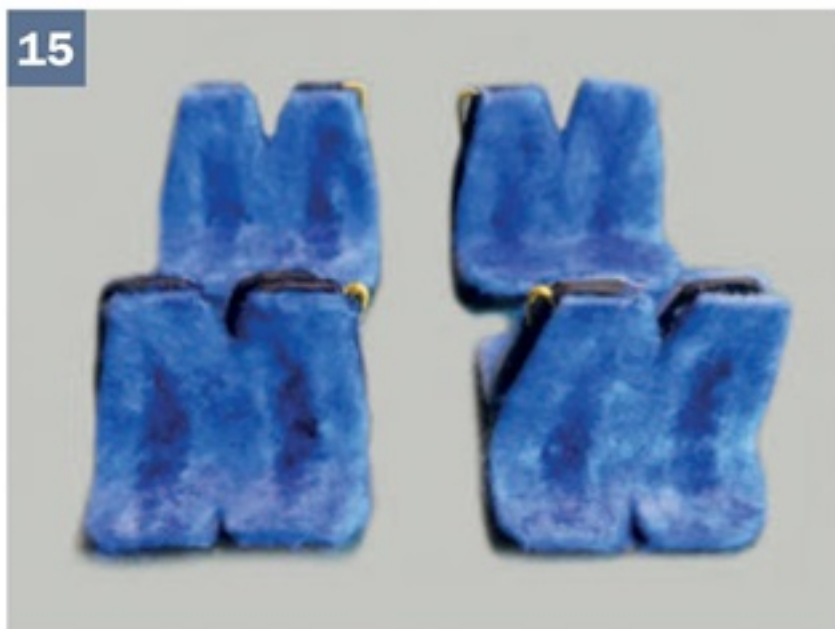
boxes with cut-outs where grilles were required. The grille on the side of the driver's unit was made from clear plastic with the slats scribed into it. These grooves were then filled with silver paint. This worked on the sides but didn't look so effective for the circular ones on the top. These were instead made by soldering 0.3mm nickel silver wire in a

16



The cab air conditioning units were replicated by fabricating plasticard boxes, whilst the fan guard was soldered up from 0.33mm nickel silver wire. The fan itself was made from a piece of plastic rod with blades added from micro-strip.

15



Seats are from black plasticard, shaped over a soldering iron. Blue felt was used to simulate the fabric and grab handles are wire melted in place.

17



The body ends are cut away to allow the gangway unit to move both vertically and horizontally, as illustrated here. On each car there is an additional inner end set back from the real end to hide this, with the whole area painted black.

Final painting

The doors and front parts of the sides were painted with a mix of Vallejo Medium Blue and Intense Blue, to match Northern Rail blue. The front was painted yellow, and a fine orange line was applied at cantrail level using a bow pen. The roof is Vallejo medium grey (photo 18).

The body sides on the prototype are covered with lettering and signs and the easiest way to do these was to take square-on photos and then cut the graphics out on computer, resize them to scale size and print them onto transfer paper. I did this for almost all the signs apart from the 'NORTHERN' lettering and vehicle numbers, which I typed in using a typeface that was as

close to a match as I could find (photo 19).

A few graphics, such as the Northern 'n' and the CAF logo were sourced from the respective company's websites. The transfers were applied to the bodies and then sealed with a few light coats of varnish.

The glazing was completed by first painting the window surround rebates black. The clear glazing was then painted with a couple of coats of Tamiya Smoke paint. A thin bead of Deluxe Materials R/C modellers canopy glue was then put in the rebate and the glazing material pushed in. Any excess was wiped off with damp tissue. The cab windscreens have a larger black area around the edges, and this



A close up shot of the leading vehicle of 195 018 forming a Lincoln to Sheffield service. The door frames were painted. Note the door light, which can be seen on the upper bodyside.

18



One of the completed cabs showing the distinctive shapes of the anti-climbers below the headlights, the obstruction deflector and the coupling assembly.

was replicated by masking up the centre and painting the edges black on the inside surface.

The model was finished by inserting a few passengers. It is quite a novelty to be able to change the destination displays by just pressing a function button. I have programmed in 'Lincoln' and 'Sheffield' (photo 20), as these are places served by

the DMU service that runs through my layout *Netherwood Sidings* (see RM January 2016) but I also included 'Market Witham' as that is the name of my club's O gauge layout.

Building the Class 195 has prompted me to consider other potential modern 7mm models that could be built from scratch, but what to choose next...?

20

The completed scratch-built Class 195 DMU model is seen running on the author's layout *Netherwood Sidings*.





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Bench Road

Not content with having the baseboards for his *Seven Mills Sidings* layout running around two walls of his railway room, **ANDY PETERS** concocted a plan to extend this O gauge system along a third wall using a novel swivelling fiddle yard arrangement to link the scenic sections together.

Photography by the author



Having removed the set of diesel locomotive refuelling pumps from my *Seven Mills Sidings* layout (see the August 2021 and December 2021 issues of *RAILWAY MODELLER*) I decided that I needed to find a new home for them. The answer lay along the other side of my railway room, where there was space for a new scenic board, which could be connected to one of the existing fiddle yards on *Seven Mills Sidings* (see plan). However, this new scenic board would have to be kept narrow as the space in front of it was used to store my collection of guitars!

Trapezoid baseboard

A plan was hatched to make the new scenic board 11' 6" long, 19" wide at one end and 5" wide at the other, and to have it set over the workbench, hence the name – *Bench Road*. A simple 6' x 2' sheet of 9mm ply was reduced in length by 3" and was then cut diagonally to the above dimensions; the join set at the 1' width mark. Although the plan was to be able to join it to the main layout,

the new section was also built to be self-contained, enabling it to be run with its own single track fiddle yard if required. Furthermore, in the future it could also form the basis of a small portable exhibition layout in its own right.

Three Peco points

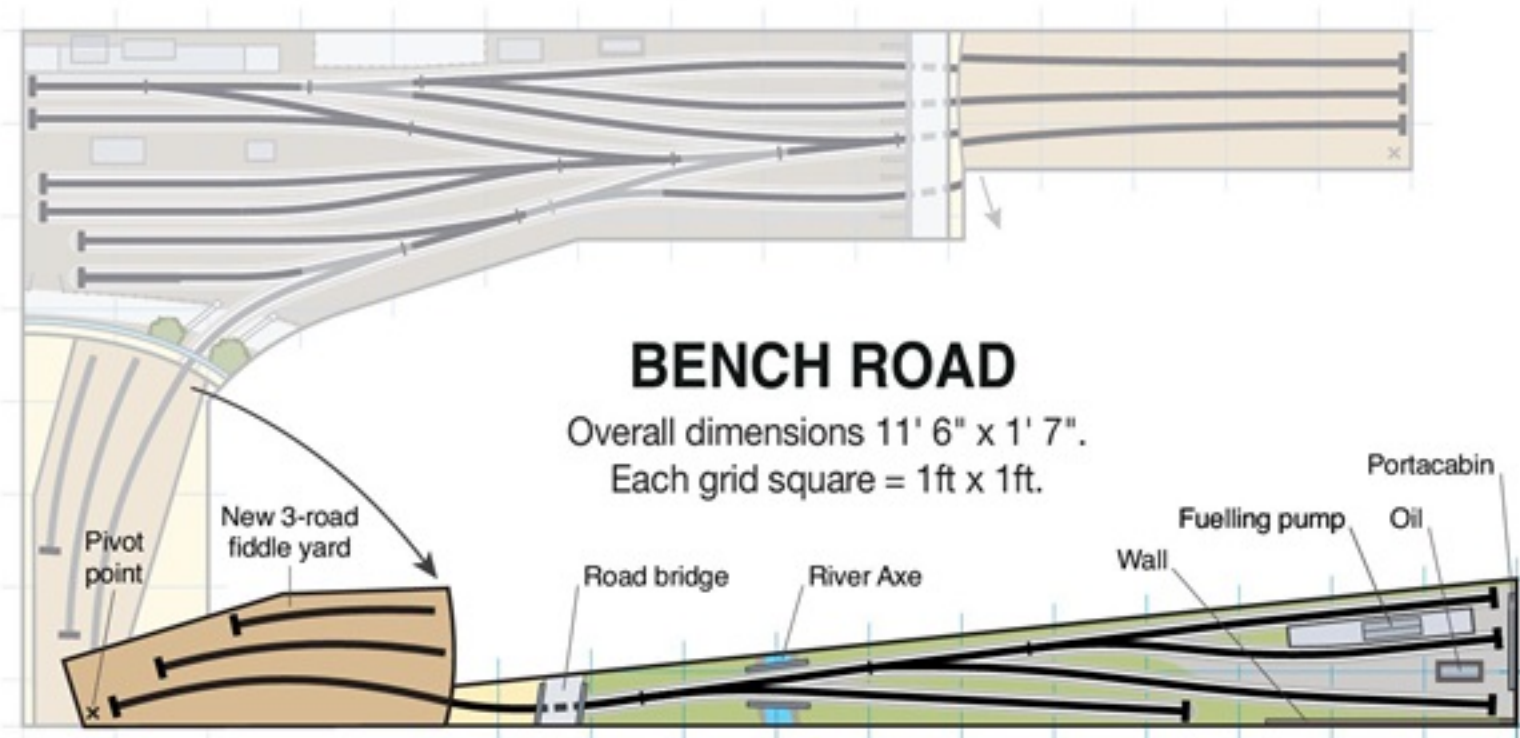
Having built the board, I then devised a trackwork arrangement using the three Peco points that I already had in stock, together

▲ The first point on the layout feeds the siding at the rear where this English-Electric Class 37 is tabled between duties.

with a few lengths of plain track. I could also only have a single exit/entrance track from the fiddle yard that would create the link with *Seven Mills Sidings*.

▲ A portacabin – serving as an enginemans' mess room – provides scenic interest at one end of the layout. Note the illuminated buffer stops.





BENCH ROAD

Overall dimensions 11' 6" x 1' 7".
Each grid square = 1ft x 1ft.



◀ The refuelling point was the catalyst for creating *Bench Road*, these items being recovered from *Seven Mills Sidings*.

The point tiebars are operated manually using small Gem levers, with the wire linkages hidden within the undergrowth along the baseboard edge. This provided a quick and economical means of changing the points.

Adding the bridge

At an early stage of the build, I decided to incorporate a river bridge to provide some additional scenic interest. This was soon named the River Axe by one follower as it passes over my guitars, (often referred to as axes by musicians). A pair of Peco OO gauge girder bridge sides have been repurposed for the top part of the structure.

The small layout includes just one building, in the form of a portacabin, and this and the buffer stop are fitted with LED lights, as are the two yard lamps.

Nine locomotive storage

Bench Road has proven to be a straightforward exercise in creating a small, low cost O gauge layout that has been reasonably quick to build, and light enough to move about if required.

The two long sidings can each hold three Class 37 or Class 47 size locomotives, which in addition to the refuelling roads gives an overall storage capacity on *Bench Road* of eight locos, or nine if my pair of Class 20s is on one of the pump roads. This in turn has provided more capacity on *Seven Mills Sidings*, which can be utilised for the shunting and storage of freight stock.

Bench Road also adds to the overall operation of *Seven Mills Sidings*, with locomotives moving between the two for refuelling and storage.

Whilst there will doubtless be further changes and revisions to my O gauge layout in the future, further expansion is unlikely, however!



▲ Locomotives can be transferred between *Seven Mills Sidings* and *Bench Road* via the longest road on the pivoting fiddle yard.



▲ Despite its small size for a 7mm scale layout *Bench Road* is capable of taking Type 4 power. Here Brush Co-Co 47 099 heads over the River Axe.

▲ Even though the layout looks remarkably busy, there is still room for more as the sidings can accommodate up to nine locomotives if needed.

Modelling the Furness Rail Motor Car in O



PETER OSBOURNE was used to working in 7mm scale but wanted a project that would enable him to develop his modelmaking skills. His choice was this Furness Railway steam Rail Motor Car and Trailer, which he built using Worsley Works 'scratch-aid' etched parts.

The Rail Motor Car introduced by the Furness Railway in December 1904 was essentially a steam engine built into a bogie passenger vehicle, with a trailer car to increase passenger carrying capacity. Largely unsuccessful in service, it was finally withdrawn around the start of WWI after a working life of only 10 years. [Ed – A detailed account of the design and history of this prototype, together with 4mm scale drawings, was published in our February issue.]

My motivations for embarking on this project were, perhaps, somewhat unusual. I had previously carried out most of my railway modelling in OO gauge moving as usual from R-T-R through kits to scratch-building, and I wanted to try to further both my metalworking and painting skills. I hunted around for an unusual vehicle in O gauge which I could use to extend my skill-set with a large element of scratch-building. In so doing I came across the Worsley Works brass etches for the Furness Coniston Railway steam Rail Motor and trailer. The (now closed) Coniston Branch is not a million miles away from my home, so local interest played a part in my choosing this prototype.

Upon researching the build, luck was on my side as I discovered an article about the Coniston Rail Motor that was being published in the *Cumbrian Railways Association Journal* (Issue No.178 – Vol.13 No.10, May 2021). This article, which included drawings, proved to be an invaluable resource (find out more at: www.cumbrianrailways.org.uk).

The one colour illustration that I found was a painting of the Rail

Motor by Cuthbert Hamilton-Ellis. As I had nowhere to run the finished model, I decided to create a diorama in the style of this painting so that the model could be wall mounted in my study for display.

The Worsley etches included the sides, ends, some partitions, external doors and handles, and clerestory windows. A separate etch for the valve gear was also available. However, the rest would have to be scratch-built.

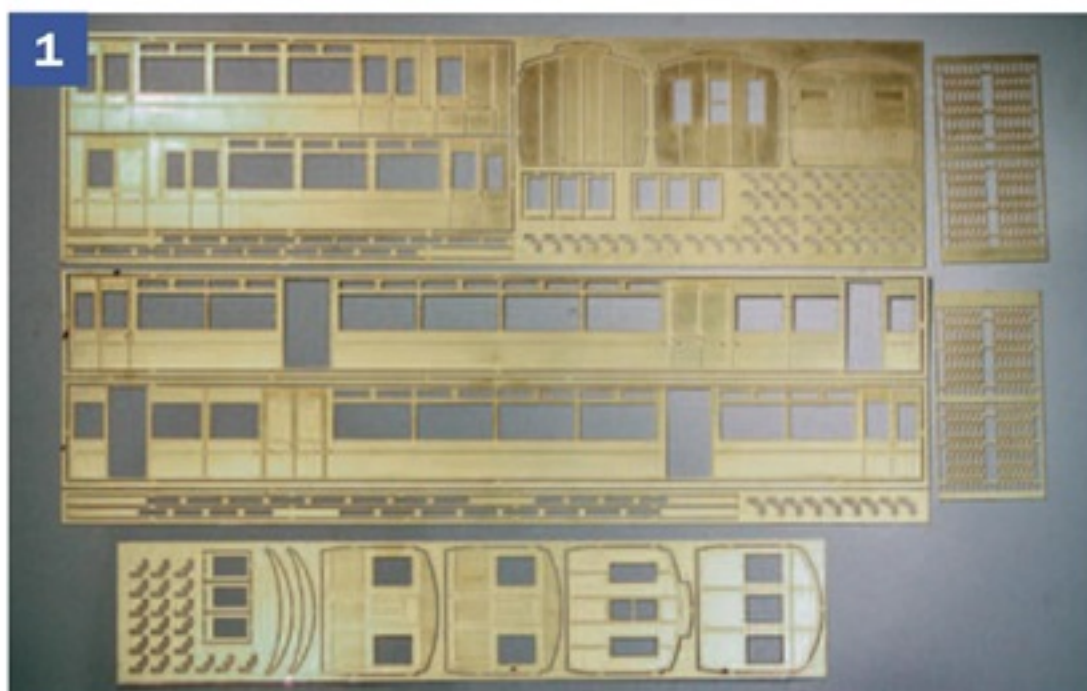
Making a start

With the Worsley Works etches purchased, these were first laid out (photo 1) and the other items and materials that would be required were placed on order. (In some instances I had to use bought-in components which were the nearest available, though not strictly correct for this prototype.)

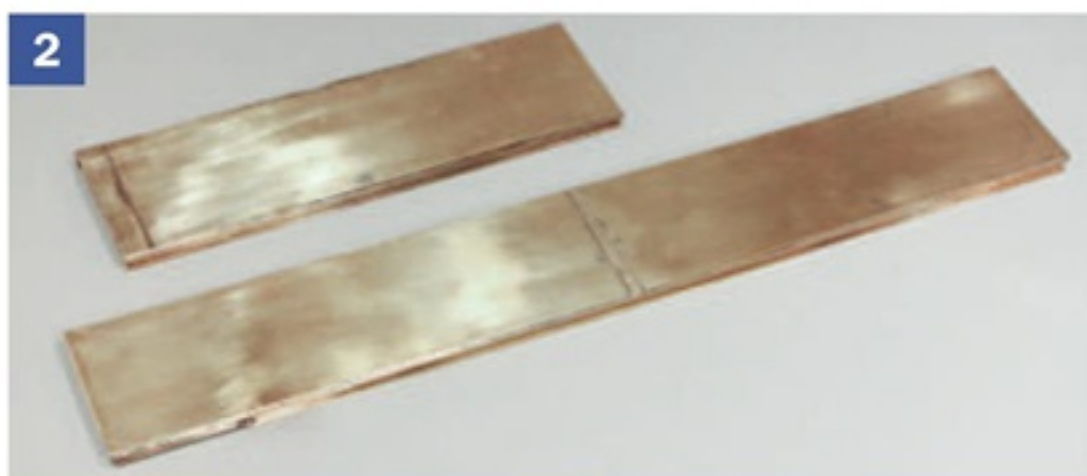
As the brass etches seemed very thin, I decided to build a solid floor from 1mm brass sheet to provide some stability (photo 2). This was edged with 7mm x 3mm milled brass channel for the solebars, located after an intensive internet search!

The forward ends of the solebars had to be split and reduced in height to accommodate the motor bogie as per the prototype, the lower flange of the solebar rising in a reverse curve similar to a Gresley style of footplate (photo 3).

A rebate was left between solebar and floor to receive the etched sides which were first bent over a purpose-made wooden former to create the required tumblehome. Soldering the etched sides to this rebate was a job for a needlepoint blowlamp due to the mass of the heavy floor.



1 The Worsley Works etches laid out as supplied. These include the sides, ends, some partitions, doors and handles, and clerestory windows. The rest of the vehicle is down to the builder to create.



2 The brass etches are very thin, so a solid floor was cut from 1mm brass sheet to provide the structure of the model with some stability. This was then edged with 7mm x 3mm milled brass channel section.

The bufferbeams are from sheet brass, whilst the thin carriage ends were also soldered, corner to corner, this time with the 80W iron building up a small internal fillet of solder for

strength. Internal partitions, both etched and home-made from 0.5mm brass were also added.

The side etches proved to be very delicate owing to the many half-etched panels and large



3 The forward ends of the solebars had to be split and reduced in height to accommodate the motor bogie in a reverse curve – similar to that seen on the Gresley style of locomotive footplate.



◀ The completed 7mm models of Rail Motor Car No.1 and Trailer No.123 that form the subject of this article. The models carry the elaborate pre-Grouping livery of the Furness Railway company.

Peter's Spares. The Worsley Works connecting rods and eccentric rods were both cut, and the Hornby equivalents spliced on to them and soldered. After much work with the needle files and some further modification to the Hornby components, a much finer set of valve gear resulted. I think I got away with it!

The body rides on a 15mm tap washer which proved just the right thickness. Brass wire contacts and brake shoes were added to complete (photo 7).

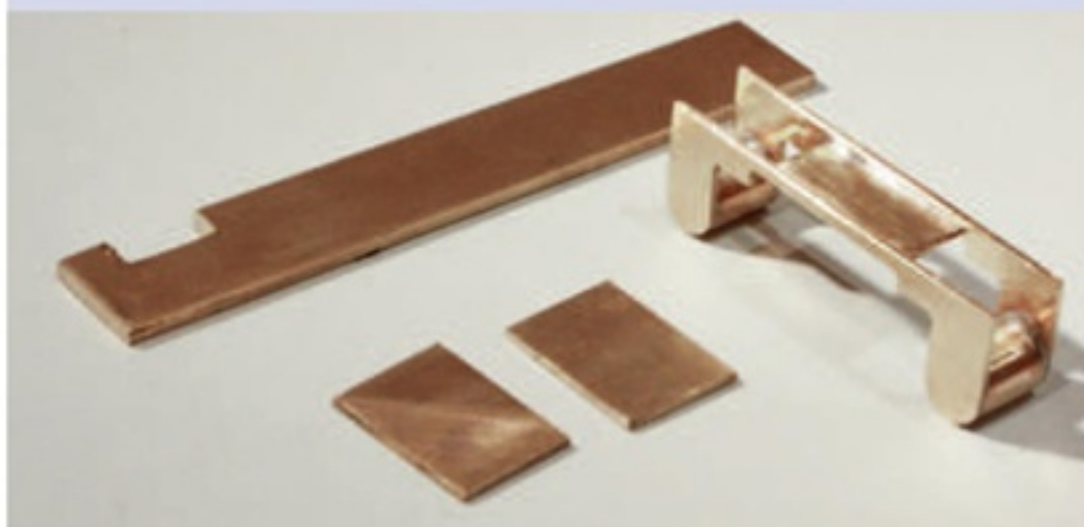
Forming the roof

The roof was formed firstly by making a hardwood former over which to work the 0.5 mm brass sheet to the correct profile. The clerestory cut-outs were then removed with a cutting disc and the sections trimmed to fit (photo 8).

Profile sections were then positioned to lie alongside the internal partitions in the coach

4

The motor bogie was built from 1mm brass sheet, made into a box with frame spacers. A further assembly straddling the frames supported the cylinders.



The gearbox sides were soldered together and drilled for the driving axle and four 3mm clamping bolts. Once split and cleaned up I clamped this onto the motor with plasticard spacers. This arrangement allows for micro-adjustment of the gear meshing. I machined a rather odd (T-shaped in elevation) flywheel to suit. The Slater's spoked driving wheels should be disc, so the 2'8" (ref.7833TV) items I used were filled with epoxy resin.

The Worsley Works valve gear etches were found to be too thick, especially when laminated as intended which presented clearance problems. Therefore I purchased a set of Hornby A4 valve gear (OO gauge) from

amount of apertures for windows. I found it necessary to solder a reinforcing strip of brass to hold the top edge straight.

The body floor was drilled to receive the 3mm bogie mounting bolts, with a cut out made to provide clearance for the motor (allowing also for the articulation of the motor bogie around curved sections of track).

The power bogie

Built from 1mm brass sheet, the two sides were soldered together, drilled, separated, and made into a box with frame spacers (photo 4). The fixed driven axle was then test fitted into its bearings, before being removed and the bearings soldered into position.

I had decided to compensate the chassis, so a bronze axle tube was machined and drilled to accept a pivot rod, later drilled out for the axle itself (photo 5). The pivot rod rides in two sections of brass tube soldered to two additional frame spacers. This allows the axle to rock (photo 6).

A further assembly straddling the frames supported the cylinders. This was fitted with a soldered pair of thin brass

5



The axle of the non-driven wheelset on the power bogie is compensated using a pivot rod arrangement.

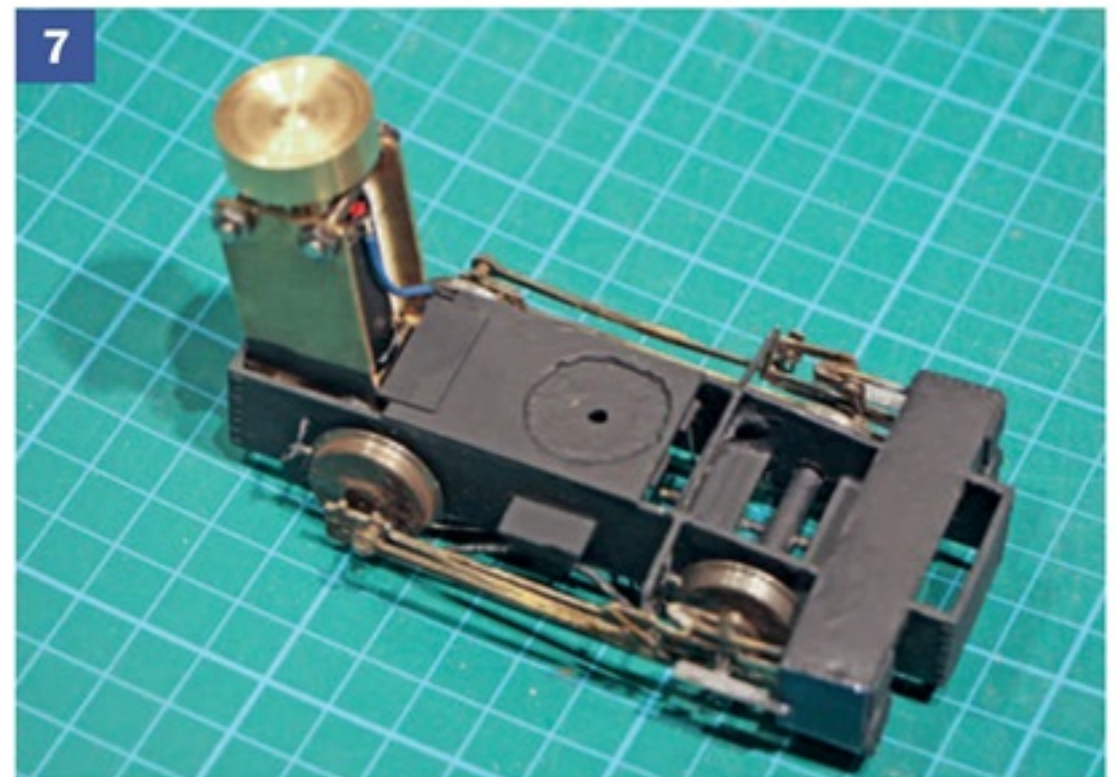
cylinder wrappers and filled with epoxy resin. I had a small flat can motor in stock together with a 40:1 worm and wheel.

6



The pivot rod rides in two sections of brass tube which are soldered to two additional frame spacers. This allows the axle to rock from side to side.

7



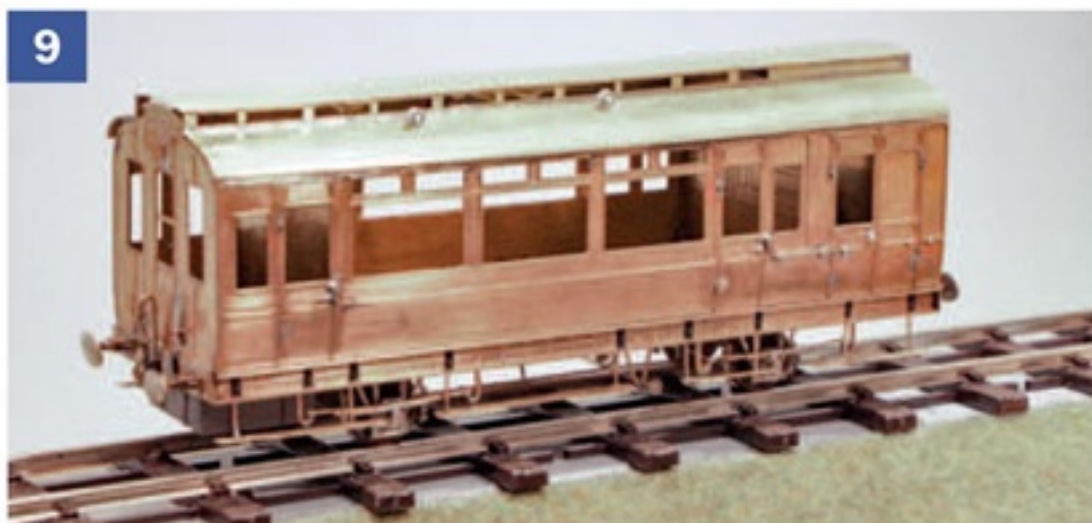
The completed motor bogie which is fitted with valve gear parts derived from a Hornby OO gauge A4 Pacific! The body of the Rail Motor is spaced from the bogie with a 15mm tap washer.

8



The roof was formed from 0.5mm brass sheet, which was shaped using a hardwood former. The clerestory cut-outs were removed with a cutting disc and the sections trimmed to fit.

9



The same building processes were repeated for the trailer coach. The roofs of both vehicles were made removable to provide interior access for painting, the addition of passengers and future repairs.

and soldered to the roof main section, the window etches and the roof clerestory top section. The roof over the power bogie and boiler is a single curved section which necessitated further formers.

Body details

Details were added comprising door handles, door hinges (bits of spare etch) door stops (bits of spare brass rod) lamp brackets, Slater's buffers (ref.71573), couplings, and Slater's plastic roof vents (ref.7201). The door handles were all the same hand, so half of them had to have the fold soldered on the 'wrong' side as a tiny fillet, opposite the half etch fold line.

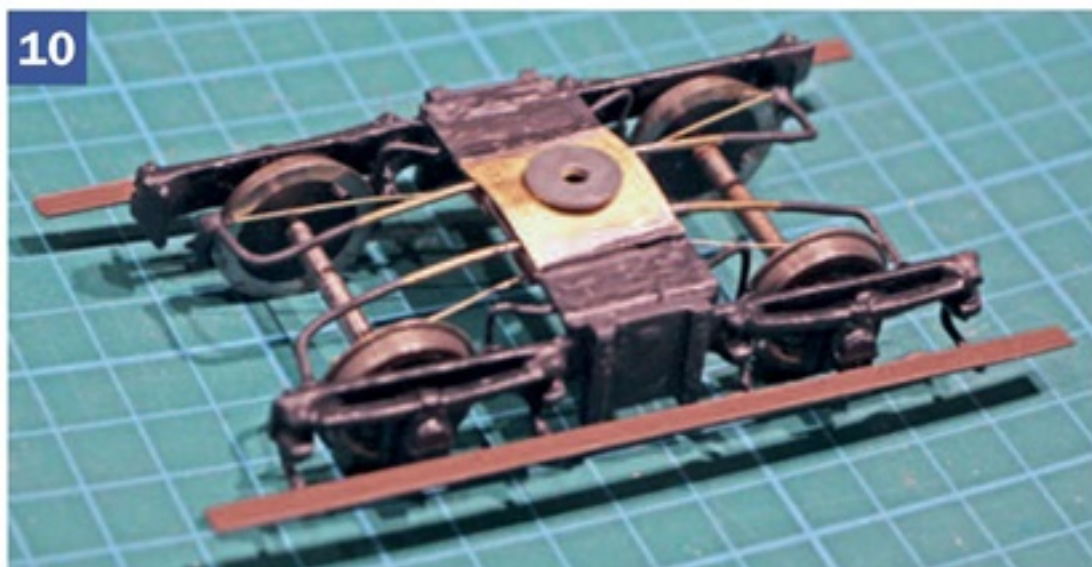
Underfloor detailing was made up using spare brass etch, brass wire plastic sheet and various items from my spares boxes. Some of the detail is conjectural.

The above processes were repeated for the trailer coach. The roofs of both were made removable for interior access and not soldered in place (photo 9).

Trailing bogie

The trailing bogie on the Rail Motor was built with one side rocking to provide compensation.

10



The trailing bogie on the Rail Motor was built with one side rocking to provide compensation. A steady check was kept on the overall ride height to ensure that it was both level and matched the trailer.

Scrap etch was used for the steps and brass wire for brake shoe supports and electrical contacts. A continuing check was kept on ride height to ensure the Rail Motor was both level and matched up to the trailer coach.

A curved top plate allows the bogie to rock in its entirety relative to the power bogie – in addition to the compensation (photo 10).

The trailing bogie and trailer used Slater's 2'8" ref.7130 Lowmac disc wheels.

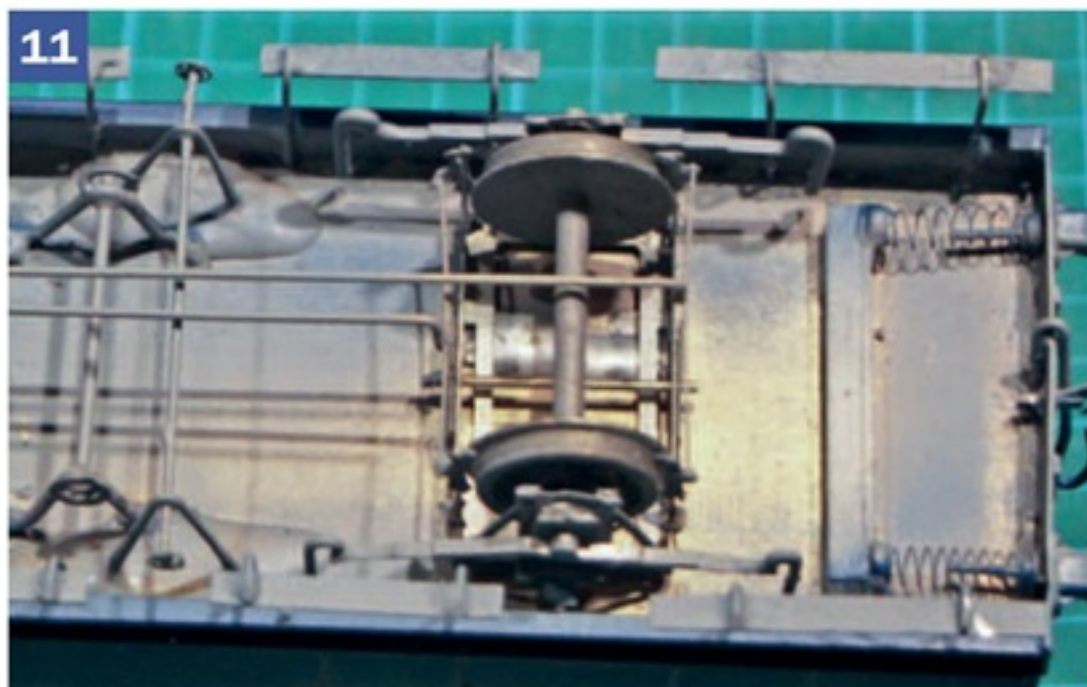
Trailer chassis

The trailer coach chassis used commercial axle guard units (obtained from an online auction site) one of which is solid and the other rocks to provide compensation (photo 11). Springs were extra long and had to be fabricated from layers of scrap etch supported on brass wire hangers. Whitmetal commercial axleboxes (ref.AX2 LNWR pattern items from Hobby Holidays) were attached with 80° solder.

Internal details

The floor and seats were fabricated from plasticard and painted. I happened to have in stock some passenger figures which were

11



The trailer coach chassis used commercial axle guard units, one of which rocks to provide compensation. The long springs that were fitted to this vehicle were fabricated from layers of scrap brass etches.

approximately the right size, which were repainted in muted colours and glued to the seating. The feet of the figures do not quite reach the floor but cannot be seen.

The boiler was made from a short piece of 35mm copper tube with scrap materials used to make up a plausible back-head and associated fittings (photo 12).

Prior to the painting process, solebar detail was added using plasticard scraps fixed using Deluxe Materials Roket Card Glue. This adhesive was also used to create all the rivet detail with tiny drops being carefully placed using a sharp cocktail stick or a pin; this worked on all surfaces, even bare brass.

Painting, transfers and windows

The bodywork was thoroughly cleaned with abrasive kitchen cleaner. Next, Halfords grey etching primer was applied very lightly as a first coat, followed by a light coat of white primer. The white areas of the livery were then airbrushed with two coats of Furness Railway satin coach white and left to harden. The upper half of the bodies were masked, and the FR satin blue applied to the lower body. With the masking tape removed, the above waist level FR blue was picked out with a fine brush as were the brown timber window frames. Precision Paints colours were used.

I had never attempted lining prior to this model so I purchased an Easi-Liner pen and, using the 0.25mm nib, applied the gold (actually Phoenix Precision Gorse Yellow) lining; all went well using neat (not thinned)

12



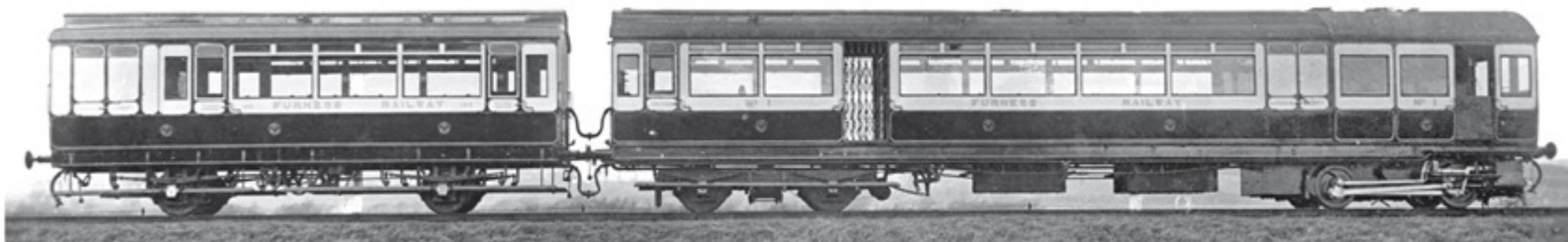
The boiler was made from a length of 35mm copper tube. Scrap materials were used to make the backhead fittings.

paint, guided by the half-etched recesses. I did not attempt either the timber window frames or the lining to the clerestory upstands as these window frames were not half etched. Lettering was easy using 3mm Fox Transfer waterslide lettering for the main 'Furness Railway' script and 1mm for the doors. I used the closest match to the FR lettering that I could find.

Another process new to me was printable transfers. I found a Furness Railway crest of the correct colour on the internet and using Microsoft Publisher, re-sized this for home printing on transfer paper. Once printed, the transfers were varnished as the computer printing ink is water soluble. Once this had set the transfers could be used as normal. The clarity is not great but at normal viewing distances they look ok. Finally, satin varnish and light weathering were applied with an airbrush.

Glazing

The next task was fitting the windows. I used thin clear plastic



▲ An official broadside view of the Rail Motor and Trailer, which was taken prior to May 1905 when the coupling rods were removed. Photo: Cumbrian Railways Assoc.

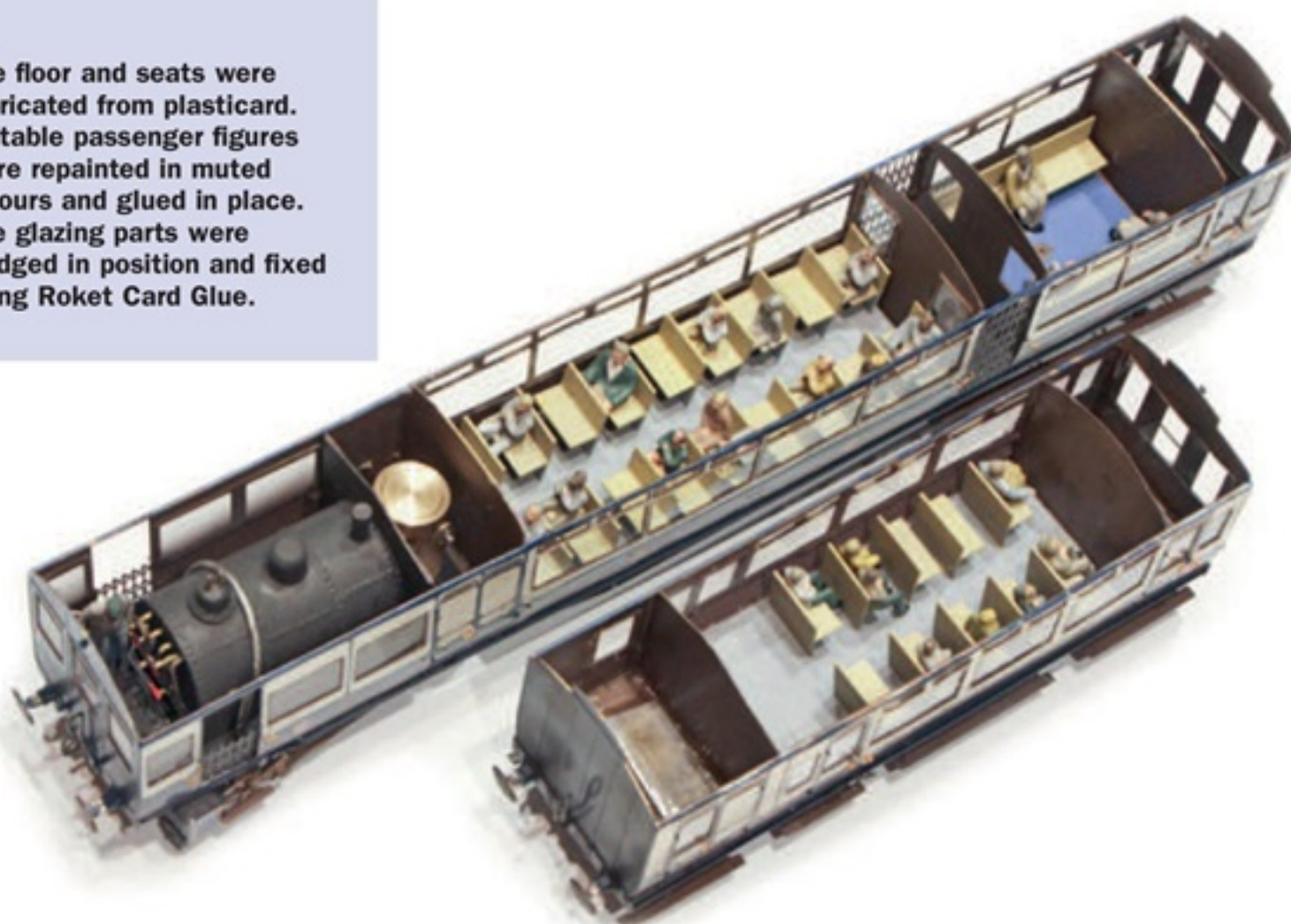
and positioned these 'dry' in the correct positions, overlapping around the perimeter by about 3mm. I wedged them in position by inserting a shortened cotton bud between the sides of the body, applying light pressure in the centre of each window. Roket Card Glue, which can be used on some plastics, was then dispensed in tiny droplets to the edges of the glazing with a cocktail stick, this being drawn between the glazing and coach sides with capillary action. Once set, the cotton buds were removed to reveal near-flush windows secured in place (photo 13).

The clerestory windows are of frosted glass, this was replicated by using a very light pass of white primer on the inside of the windows after fitting.

The cab door etches were fixed with glue after chemical blackening and painting. A representation of the coal bunker was fabricated in plasticard and filled with real coal. Brass wire was used for the window bars above the bunker.

13

The floor and seats were fabricated from plasticard. Suitable passenger figures were repainted in muted colours and glued in place. The glazing parts were wedged in position and fixed using Roket Card Glue.



The roof was made removable as I don't like inaccessible interiors. This was achieved by soldering electrical wire to the roof corners and threading this down, concealed, to holes drilled in the floor. This allowed the roof to be clamped down when the wires were tied beneath the floor, the surplus being cut off. Should the need arise these could be cut to

allow roof removal and access.

Photo 14 shows the finished model displayed on its diorama.

Conclusion

The creation of my own transfers and lining was a first for me, as indeed was the construction of such a large vehicle. Furthermore, both the extensive research and the sourcing of near-to-type

bought-in components took me into areas not previously experienced. Ultimately it proved to be a very enjoyable project that allowed me to develop my modelmaking skills.

14



The finished Rail Motor Car and Trailer were set in a plywood diorama box, which was fitted with a length of Peco Streamline track and complete with scenery and glazing. The scene was inspired by a colour painting of these vehicles by the artist Cuthbert Hamilton-Ellis.

Supplier information

Peter's Spares
www.petersspares.com

Slater's Plastikard
www.slatersplastikard.com

Phoenix Precision
www.phoenix-paints.co.uk

Fox Transfers
www.fox-transfers.co.uk

Worsley Works
www.worsleyworks.co.uk

Hobby Holidays
www.hobbyholidays.co.uk

Blackgates
(Supplier of brass sheet/
sections)
www.blackgates.co.uk

Lapford and Eggesford

Layout photography by Steve Flint

Long term OO gauge modeller **NICK WAUGH** was inspired to try his hand in N gauge after operating a friend's layout at an exhibition. The decision to adopt digital control, coupled with the choice of a prototype that was local to him, made for this challenging yet fascinating project.



This project came about by accident. I was helping my friend Paul Holwill and his son George exhibit the N gauge layout *Tops Tor* (see *RAILWAY MODELLER* January 2020) at a model railway show in Exeter and it was this that prompted me to seriously consider doing something in N gauge. In particular it was the sight of George's latest purchase, a Dapol Class 33 in BR blue, sitting on the layout that evoked in me nostalgic memories of the 1980s.

Having always modelled in OO, the leap in quality that N gauge had taken over the last few years had really caught my eye, so I made a few purchases: a blue Dapol Class

33/1 of my own and a triple grey Graham Farish Class 47/0, together with some suitable stock. I started to have a think about what I could create a model of. I hadn't tried modelling a real location before, but the appeal of this scale was that I could afford to spread things out in a more prototypical way. So why not try and do somewhere real?

Location, location, location

My first thought was to do a version of Seaton Junction on the Salisbury to Exeter main line and I made a field trip with my partner Sharon to have a good look around and take photos. I wanted to set it in the late 1980s –

▲ A 'Dutch' liveried Class 37 (a Farish model) eases a trio of ferry vans out of the sidings at Lapford. The log traffic being carried on re-purposed VDAs stands in the platform.

the station was closed and decrepit by this time but with the remains of a few sidings still hanging on and loco hauled trains belting through non-stop. However, Paul and George suggested, rather subtly, that I might want to try something a little less ambitious for a first attempt in N gauge. Very good advice!

Lapford on the Exeter to Barnstaple route (see panel on p172) is a station that has always interested me as right up until the



On the approach to Lapford station, a Class 108 DMU pops out from under the three-arch Nymet Rowland bridge with a southbound passenger service to Exeter.

The opportunities that N gauge presents for scenic modelling are readily apparent here. A BR blue liveried Class 31 snakes through the curve away from Lapford with a train composed of Mk.I and Mk.II stock.



The North Devon Line

This 39-mile secondary main line route runs from Exeter to Barnstaple and (together with the recently reinstated operation to Okehampton) is the only surviving part of the once-extensive railway system that used to serve North Devon. Work to double the route throughout was curtailed in 1910, leaving roughly half of the line (an intermediate section between Copplestone near to the line's summit and Umberleigh) as single track. Within this single track section are the adjacent stations of Lapford and Eggesford, these providing the basis of the model.

Lapford station, located 190 miles from London Waterloo, was opened in 1854 and originally featured just a single platform and no passing loop. When the loop and second platform were added in 1873 to allow for the passing of Up and Down services, space constraints dictated an unusual arrangement, with the new Down platform occupying an island position on the other side of the road bridge that dissects the station site (see below). Furthermore, passenger access to this new Down platform (which was fenced off along the Up side) was via a stairway from the road bridge.

Lapford signal box closed on 21 June 1970 and a pair of ground frames was installed instead, one at each end of the loop, which was subsequently only used by freight or engineering trains.



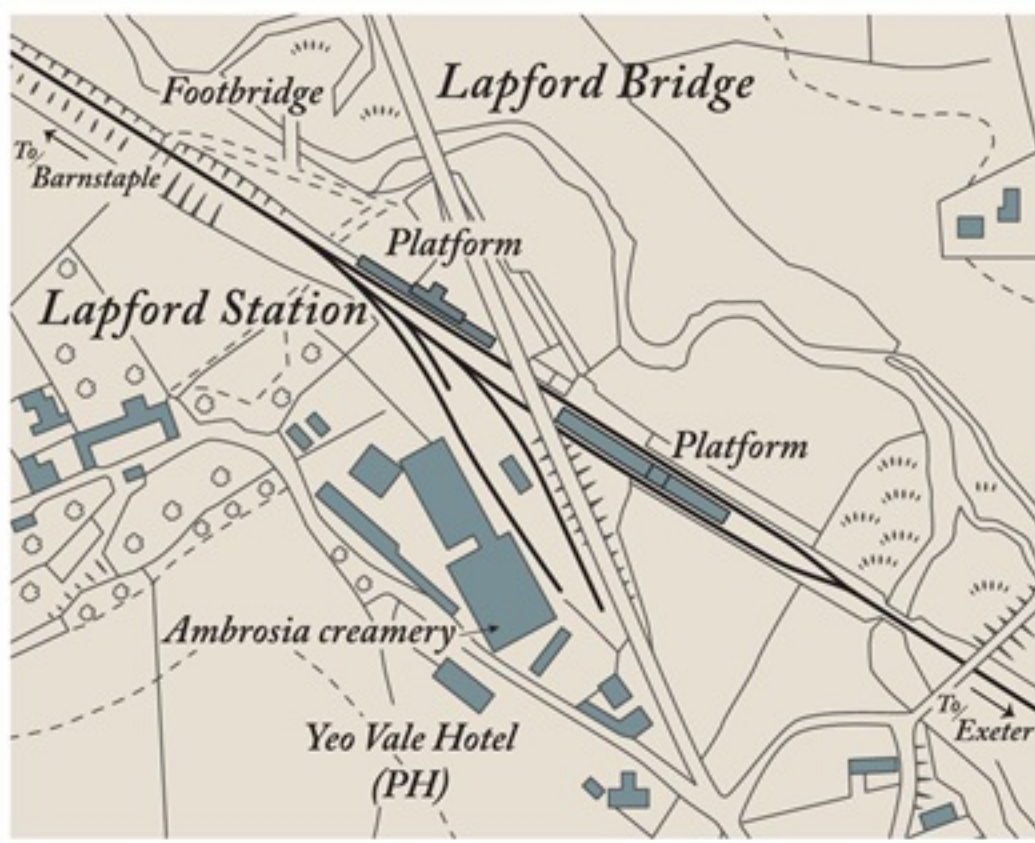
▲ On 20 August 1991 a three-car Class 101 DMU is pictured from the road bridge at Lapford with a passenger service from Barnstaple. Photo: Colour-Rail

With the station no longer serving as a passing place for passenger services, the Down platform was eventually removed. By 1990 the main station building situated on the Up platform had been sold for private use and a bus shelter provided for passengers instead.

The factory buildings adjacent to the goods yard were used for the production of Ambrosia milk products until 1970. One of the sidings remained in use for grain, timber and fertiliser traffic into the 1990s.

Eggesford was the next station along the line in the Down direction from Lapford. It was also opened in 1854 and comprised a more traditional platform arrangement, with Up and Down platforms on opposite sides of a passing loop (albeit slightly offset from each other), the Up building featuring an impressive stone station building. Also on the Up side was a well equipped goods yard, which served various uses including an oil depot. There was also a long siding with cattle pens, loading dock, coal depot and self-contained passing loop. This was referred to as the 'Fox and Hounds siding' after the adjacent hotel. The siding was sometimes used to shunt long goods trains for passing purposes, it being able to accommodate a train of 50 wagons clear of the running lines and catch points.

Following flood damage, the station received a new signal box (formerly in use at Ashington Jn) and Down platform in 1969. The box closed in late 1987, following which drivers obtained section tokens from cupboards located at the end of each platform, with train conductors operating the level crossing barrier controls.



▲ Lapford station featured an unusual platform arrangement with one on each side of the road bridge. Map information courtesy of the National Library of Scotland. www.maps.nls.uk

On 28 May 1992 Class 150 DMU 150 230 departs Eggesford station en route to Exeter with a service from Barnstaple. Photo: Colour-Rail

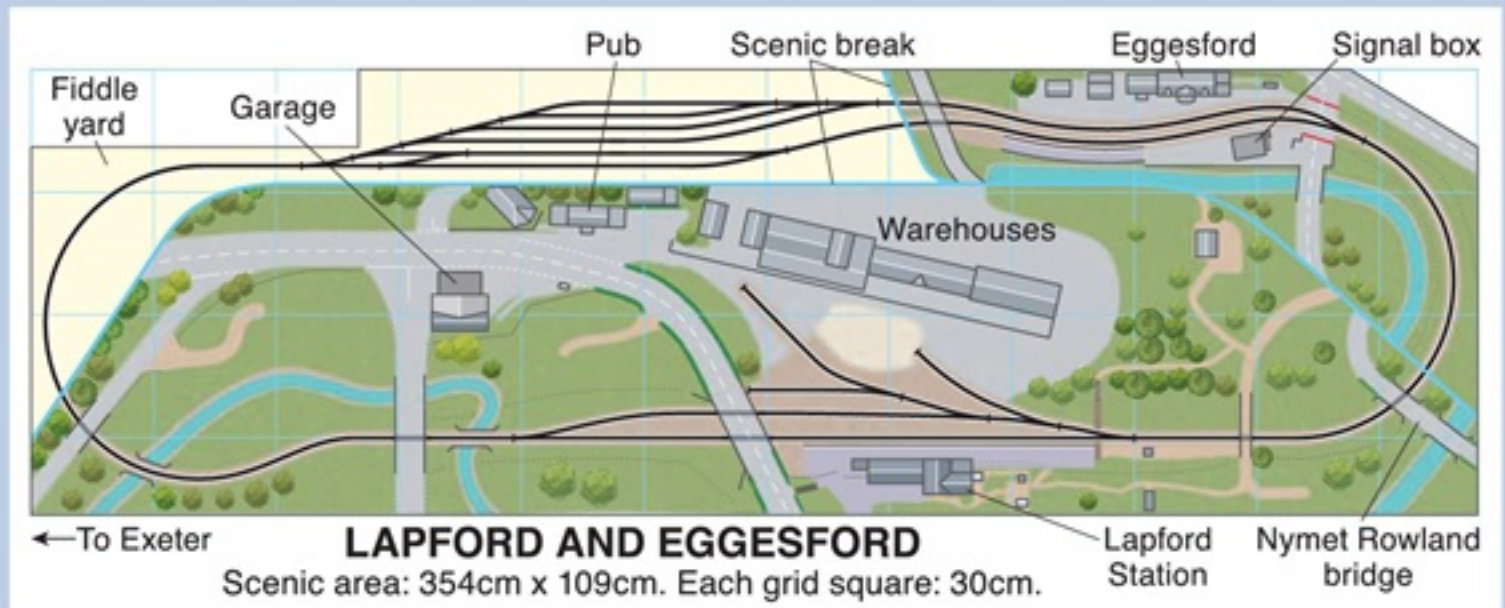


early 1990s it was still receiving freight traffic (mainly fertiliser and logs) at the sidings next to the station and the old Ambrosia dairy; it had a fascinating variety of traffic for such a rural backwater. This location had a few other things going for it too, such as the bridges at each end of the site which provide ideal scenic breaks.

Starting with the buildings

Because I'd never made any buildings from scratch before (let alone in N gauge), I thought that the best way to make a start on the project was by constructing the main structures that I would need. Also at this time I began the process of selling off my old OO gauge stock and replacing it with what I'd need for the new layout.

I tackled the station building first, this was made from two Kestrel kits that I bought online, which were altered to form an approximation of the real building. I also added curtains and gutters, plus a sealed off section downstairs so that I could add lighting later. A similar process was followed for all the other buildings, as I wanted to eventually have the whole layout fully lit for night-time running. Next up I made the three



▲ A view of the warehouse buildings and former Ambrosia creamery situated on the south side of Lapford station.

main bridges out of Slater's Plastikard, balsa wood and various fillers for the corners and arches. I found all of this to be quite an enjoyable thing to do once I started to get into it and I liked the fact that everything was completely individual to my layout. Once I'd made something I'd take a

few close-up photos to review the model and determine what needed improving, which helped no end in getting things to look right in such a small scale.

One of the main features of Lapford is the series of warehouse buildings opposite the station, one of which is the former Ambrosia creamery. I made a special site visit before tackling the model of it and spent a couple

of hours looking around and taking photos – with the kind permission of the site's current owners of course. I didn't take measurements of the place because I considered that to be a step too far for my modelling skills at the time, so the dimensions of it, along with everything else on the layout has been calculated by eye.

After constructing the basic shapes of the buildings, I originally asked my stepbrother Jack to print the frontages for me because I couldn't work out how to incorporate the many windows. (I have since replaced most of them with the windows drawn on clear acetate using a fine paint pen and then clad with more embossed Plastikard.) I now had most of what I needed to make a start.

▲ The petrol station is a Metcalfe Models card kit with extra detail added, which was constructed by the author's partner, Sharon.

Network SouthEast liveried 50 032 *Courageous* roars past with a mixed rake of BR Mk.I and Mk.II passenger stock. The buildings in the background were all largely scratch-built.





▶ The arched bridges on the layout were made using Slater's Plastikard, balsa wood and various fillers for the corners and arches.

Baseboards and going digital!

The original board measures 200cm x 77cm, constructed with a conventional ladder frame topped with 9mm ply. The top surface was then covered with 8mm cork. I laid the buildings and bridges that I'd made out and then worked out where the sidings (that remained c.1986) should be in relation to the warehouses and the A377 Exeter to Barnstaple road. (This road crossed the line on a distinctive skew bridge next to the station.)

I next cut out slots for Peco solenoid point motors to be mounted under the board and then laid the track, which is all Code 55 Peco Streamline with Electrofrog points.

The whole layout was to be configured for Digital Command Control, so here were another two things that were a first for me – point motors and DCC. It was a bit of a learning curve as I'm sure you can imagine! I also placed uncoupling magnets in strategic areas for 'hands free' shunting.

The underside of the baseboard looks complicated with various power bus bars for the two lighting circuits (street lights and building lights) and the point motors and the track feeds. Everything is colour coded, which means that any problems have been easy to trace.

Once the first board was complete, I made up a temporary loop of track so that I could run trains in a 'tail chaser' fashion. The layout is operated using an NCE Powercab controller. It still seems quite complicated to

▶ A Class 121 railcar is seeing working in unison with a Class 108 two-car DMU at Lapford. The trees are made from twisted wire and have been finished with Woodland Scenics foliage.



me, although with practice I have gradually got the hang of it.

Researching the scenery

I really enjoy the scenic side of the hobby and this is where N gauge really comes into its own. It's all about looking around and doing the research – and because I was modelling a real location I was able to study old photos of the actual station, which provided me with a good starting point. This was always going to be a railway set within the scenery, rather than one with a huge number of sidings and trains running in all directions, because that's what the real line does in this part of the world.

The scenic contours were formed using household insulation board cut roughly to shape and then graded with a cheese grater before being covered with a fine skim of Polyfilla™. The roads were cut out from grey card with the self-adhesive road markings placed individually. Most of the trees on the layout were handmade using fine wire and Woodland Scenics foliage – a time consuming but fulfilling exercise!



▲ A care-worn Class 37 manoeuvres a train of logs into the sidings at Lapford. The premises visible in the background served – prior to the period modelled – as the Ambrosia creamery.

33 102 eases out of Eggesford past the c.1969 signal box and across the level crossing with a southbound passenger service for Exeter.





Various other buildings were added at a later stage of the project, including a version of our house, which in reality isn't anywhere near Lapford, but I just started making a model of it on impulse one day. There is a Metcalfe Models card kit for a petrol station built by Sharon, which had extra detail added, whilst in addition there is a ramshackle bungalow up on the hillside and The Taw Vale Hotel pub that I think was still open at the time.

There's quite a bit of detail on the layout that I've added gradually over time, such as the telegraph poles for which I used lengths of black cotton for the wires.

The green areas were completed using static grass, which again was a first for me. For extra texture I baked some local soil in the oven, sieved it to as fine a grade as possible and then sprinkled it over the areas of grass as the glue dried. It required some trial and error but the result is quite pleasing.

Rolling stock and operations

The stock is a mixture of Graham Farish and Dapol. The line sees loco-hauled freight featuring log traffic, cement for Barnstaple and fertiliser for Lapford. There are two slightly different periods modelled: 1985 to

A Class 31 roars under the very distinctive three-arch skew bridge at Lapford with a parcels train. The former Ambrosia premises can be seen in the background.

1987 has the freight and passenger traffic hauled by Class 31s and 33s. And the early 1990s with Class 37s and 47s on freight (by which time the goods yard at Barnstaple had closed down). There are occasional DMU substitutions with Class 37s, 47s and even Class 50s on very short trains made up of a few tatty Mk.1s stabled at Exeter. The rest of the services are operated by first generation DMUs.

The hauled stock is a mixture of blue and grey Mk.1s, a couple of Mk.1Is, and various items of freight stock that were seen on the line in those days.

Everything is weathered before it is used on the layout and all the locos have pipework attached to the front buffer beams. One of the Class 31s is sound-fitted and was a Christmas present from Sharon.

The Eggesford extension

I began a little side project to model Eggesford, the next station along the line towards Barnstaple, which formed part of an eventual aim to relocate the layout from its current spare room location to a purpose built shed in the garden.

I had completed the station building for Eggesford but then my plans for the garden shed were put on the back burner; it seemed a shame not to make use of this model I had created, so I decided to extend the existing Lapford boards with two 77cm fold-up sections (one at each end) and incorporate

Instances of failed DMUs were not uncommon. Here Class 47 Co-Co 47 209 has rescued a stricken Class 108 with a southbound passenger working. The model of Lapford station building was created by combining a pair of Kestrel kits.

a version of Eggesford around the back of the layout as a separate scenic section to be operated from the fiddle yard side of the layout.

My rendition of Eggesford is actually laid out in a different way to the prototype due to the curves of the layout, but most of the elements of the real place have been incorporated, including a scratch-built signal box with a detailed interior and a much-altered Peco level crossing.

This expansion to the layout has created further operational interest and has also given me the opportunity to model the lovely five arch bridge near Nymet Rowland which I've used as a scenic break just north of Lapford.

Thanks

So much of this project was new to me that it almost felt like I was starting again in the hobby. It's been an incredibly enjoyable process making and operating it, but I couldn't have done it without the help of my partner Sharon, my Broadclyst N gauge brothers and various others including friends online and my railway enthusiast Dad – who I blame for encouraging my interest in the hobby in the first place!

Further information and references

The North Devon Line by John Nicholas
Published by OPC (1992)
ISBN 0-86093-461-6

Southern Main Lines – Exeter to Barnstaple
by Vic Mitchell and Keith Smith
Published by Middleton Press (1993)
ISBN 1-873-793-15-4

Archive photos of Lapford and Eggesford stations can be found here:
www.cornwallrailwaysociety.org.uk/exeter-to-barnstaple-and-ilfracombe

A basic layout proposal based on Lapford is included in the Peco *Setrack N Gauge Planbook* (ref.IN-1).



Revitalising tank wagon models in N

GRAHAME HEDGES describes how he breathed new life into the venerable Graham Farish 100-ton TEA tank wagon model to create detailed versions of these long-lived prototypes.

Photography by the author unless stated otherwise.

The original Graham Farish N gauge 100-ton TEA bogie tanker model was a long lived and popular release originally produced in the UK, these later being manufactured in China when the range was taken on by Bachmann Europe Plc with an upgrade of the wheels and paint finish. The models featured only basic detailing and had incorrect pattern bogies (photo 1) but they did capture the look and presence of the real wagons they were based on.

The tooling for the model has been superseded by a new version with accurate detailing. However, there are still opportunities for upgrading the older versions of the model and converting them into something a little different and unique. The Farish model is based on the Metro-Cammell 58'3" 102-ton bogie tank wagon built with non-continuous stub solebars and fitted with English Steel bogies for Shell Mex and BP. They were first introduced in 1966 and allocated the TOPs code of TEA from around 1974. There were several batches of them built from 1978 to 1987. The batch I settled on was built by the Standard Wagon Company in 1980, as diagram TE009B and



A close up of the Farish TEA bogie tanker which shows the incorrect pattern bogies and rather chunky plastic ladder, although the livery finish and solebar lettering is to a good overall standard.



▲ The finished models.



Standard Wagon Company 102-ton bogie tank wagon number 82204. Photo: Paul Bartlett collection

numbered 82200 to 82213 for use by Total in delivering petroleum products (photo 2).

The parts

As well as two donor wagon models, the appropriate Gloucester pattern bogies were required (which are available from the N Gauge Society) together with some styrene sheet of various thicknesses, channel strip and suitable buffers, plus etched laddering, catwalk grid and brake wheels.

I started by dismantling the models. This was straightforward as the parts simply clip together. The bogies can be removed by taking out the retention pins. The wheels, being the older type with large flanges, were removed and disposed of along with the bogies. The chassis simply needed pulling

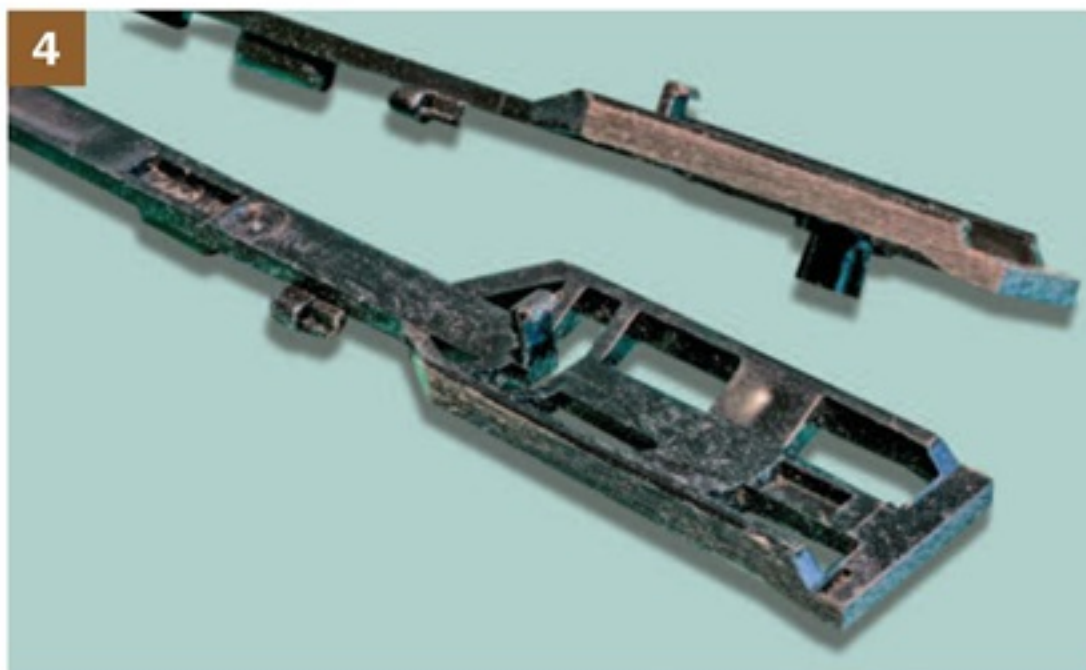
down in the middle to free it from its retaining clips and the body halves separated by removing the domed end caps which also allowed the moulded catwalk

insert to be removed (photo 3).

The sides of the stub solebars were filed flat to remove the raised edges and the buffers cut off as new bufferbeams would be



A pair of Graham Farish TEA tanker wagons, one of which has been dismantled into its component parts.



4 The raised details have been removed from the Farish stub solebar sides and the bufferbeams, ready for gluing the new parts in place.



6 Evergreen U-channel was used to fabricate new solebars, which here have been fixed in place using cyanoacrylate adhesive.

fabricated and added. I used a coarse grade sanding stick to leave the surface relatively rough so that it would be easier to glue the new solebars and bufferbeams in place (photo 4).

The tank bodies were now prepared. The sides were glued together without the Farish catwalk moulding and the gap filled with styrene strip and filler. The body is a styrene plastic so a liquid solvent could be used. The end caps were also glued on and any gaps around the seam (and the holes left when removing the end ladders) were filled along with the tank filler hatch areas (photo 5). When that was dry it was filed smooth. I then gave the tank bodies a light dusting of grey primer which helps when checking that everything is smooth and sanded down as required.

The underframe

Several new parts were required: the continuous solebars, the top catwalk with tank filler hatch covers, and the bufferbeams.

I cut off the upright pegs from the underframe that clip into the body so that there was no need for any flexing of the parts during reassembly.

The solebars were cut from Evergreen U-channel strip (ref.263 – 2.5mm). They were cut overlong and glued in place on the Farish underframe with cyanoacrylate adhesive (photo 6) and were fixed as straight as possible; any bowing would be obvious against the tank body. They were trimmed to length when the glue was dry. There is a step down at the ends which needed cutting out and dressing with raised edging. Gluing the channel section over the Farish solebars does make the width a little oversize, but this kept things simple and avoided the need to scratch-build a new underframe.

Bufferbeams and catwalk

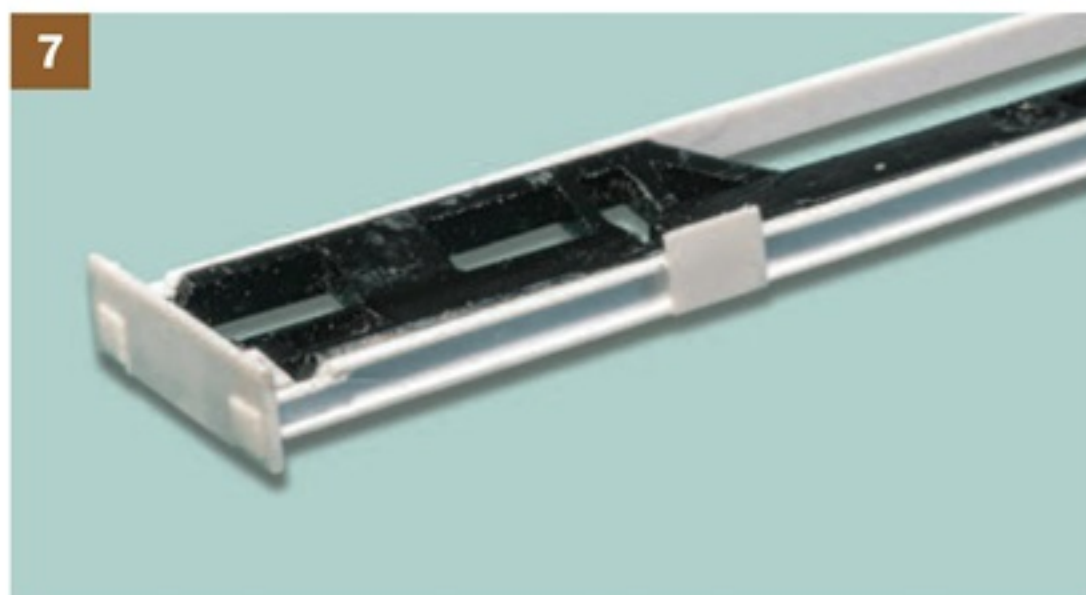
New taller bufferbeams (0.5mm thick by 5mm x 17mm) were cut from plasticard and glued to the ends also using superglue and a

little solvent where they butted the styrene solebars. Rectangular buffer mounting plates were added, with triangular support plates behind the beam and Hazchem plates were added on the solebar (photo 7). The chassis was then mated to the tank body, glued in place with cyanoacrylate and given a coat of grey primer (photo 8).

The catwalk was more problematic in trying to replicate

the top surface grid. The moulded Farish ones are too short, so the new ones are required to overhang the ends and are thus longer. The main walkway run is plasticard and the topside filler hatches and vents were cut from styrene sheet and rod and glued in place with liquid solvent.

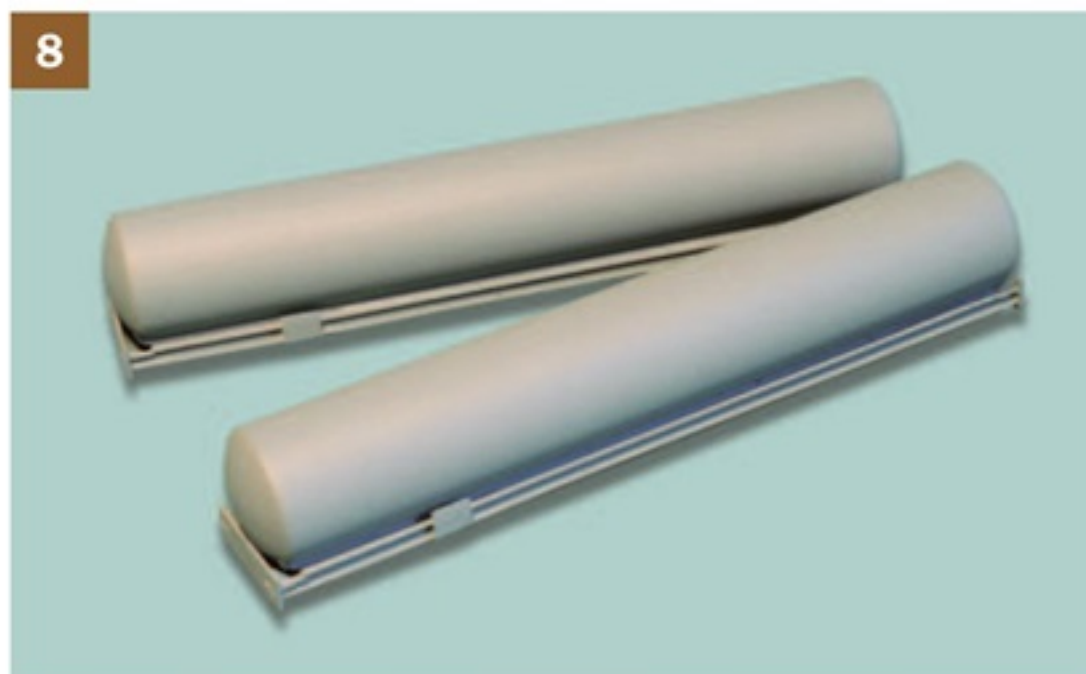
The walkway surface grid is a stainless-steel mini mesh etch (Mini14) from Scale Link Fretcetera. This is very fine and



7 New bufferbeams were cut from plasticard and added to the underframe ends, together with Hazchem plates on the solebar.



5 Any gaps and holes were filled, along with the tank filler hatch areas. Once dry the surfaces were then filed smooth.



8 The basic body and chassis assemblies after a coat of primer. The catwalk, bogies, ladders and buffers are still to be added.



9 Pictured here is one almost completed catwalk ready to be added to the wagon body (nearest the camera) and one under construction.



11 The completed wagon bodies, in grey primer, ready for final finishing and painting. The 50p coin serves to show how small the models are!

care needs to be taken to avoid clogging it up with paint. Several pieces were used as the overall fret length is too short for the entire catwalk.

I cut sections to fit and glued them down by first flooding the plasticard strip with liquid solvent glue which softens the styrene and allows the etch to be gently pushed into the material, holding it firm when dry (photo 9). The completed catwalk was then glued in place on the top of the tank using small lengths cut from fine styrene strip for the edge supports.

Final detailing

The buffers are from the N Gauge Society, listed as the 'square with rounded corners' type. They were glued into holes drilled in the bufferbeams along with etched dummy coupling hooks from Scale Link Fretcetera. Originally there was a pipe at each end running down from beneath the catwalk overhang to behind the bufferbeam. These were formed from bent wire and added pre-painted after the main livery painting had been undertaken.

For the underframe details it was a matter of replicating the super-detailed Bachmann Farish TEA brake equipment. The handbrake wheels are etched ones superglued to a length of

wire and the oil discharge pipes and valves were made from rod and strip (photo 10) though these are probably a little undersized. The end catwalk access ladders are etched items from the Ratio signal laddering pack (ref.218) cut to length and pre-bent before supergluing in place with the top inserted through two small holes drilled in the end catwalk framing. This was the last detail to add as being fragile they could easily have been damaged or bent by further handling to fit other parts.

Once all details were fitted, the complete wagons, less the bogies were given a coat of grey primer (photo 11).

Finishing

When new the full-size wagons were painted in a livery of a light grey body, branded with red Total lettering on the sides, black underframe and bogies, and with a red solebar. The handbrake wheels, lower ladder rungs and discharge pipe caps were white, and the axlebox covers yellow. However, they weathered quickly to an overall grubby patina often accentuated by load spills from the top filler hatches down the sides. I opted for a c.1980s condition using Total decals from Fox Transfers. Having decided on this I had to remove the solebar mounted Hazchem

plates along with the end inspection hatches that I'd added, having initially based the models on a later version. I used Halfords grey primer as the primary tank body colour and hand painted the black and red sections with acrylics.

The decals, including some which are from my stock so are not fully correct, but were based on reference photographs, were added (photo 12). The locations for the decals were coated with Johnsons Klear acrylic floor polish to give a suitable glossy surface which makes decal application easier. They were sealed with matt varnish from an aerosol before applying any weathering.

Weathering

The weathering was undertaken with weathering powders and thin washes.

The oil/fuel spills are represented by MIG Panel Line Wash (intended for military modelling) applied at the top under the catwalk and allowed to run down. Several layers were added, with most of them wiped in a downwards motion with cotton buds to remove much of it, and then re-applied to simulate

a build-up of spills (see heading photo on p177). It should be noted that the vertical pipes on the tank ends had not been fitted at the time of this photograph being taken.

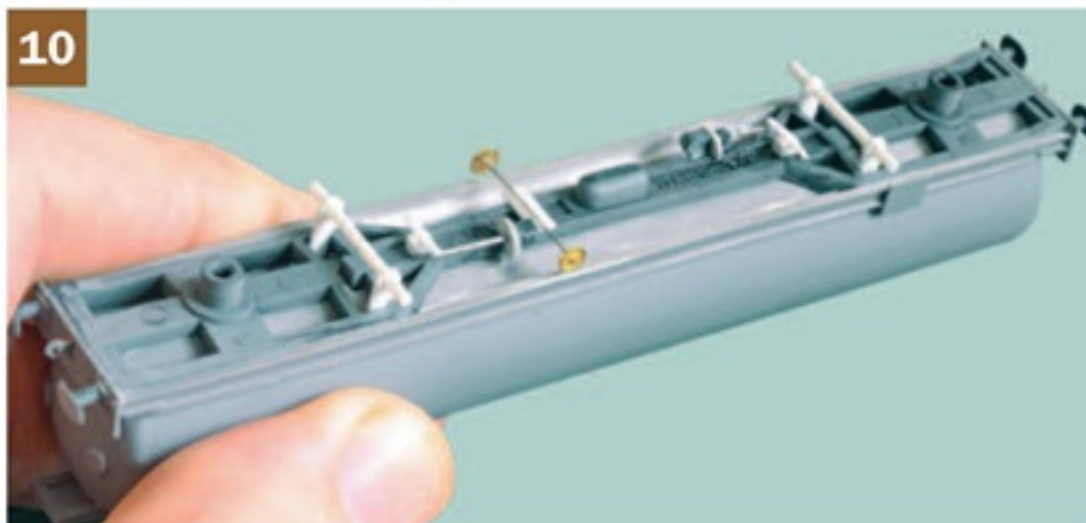
Hopefully, the models capture the look and character of the prototype that they are based on. And, probably more importantly, it demonstrates that with some time and ingenuity it is possible to create acceptable models that are not otherwise available either ready-to-run or in kit form.

Supplier information

Scale Link Fretcetera
www.scalelinkfretcetera.co.uk

N Gauge Society
www.ngaugesociety.org

Fox Transfers
www.fox-transfers.co.uk



10 The fabricated and added underframe details prior to painting.



12 The final stage was to add the Fox transfers (inset). The finished tanker models are pictured here prior to weathering (see heading photo on p177).

A waterside scene in OO

Montague Field

STEVE DRIVER's portrait of a forlorn mid-1950s industrial railway setting on the north east coast between the rivers Tyne and Wear.

Photography by Arran Aird

Industrial grime as a backdrop on a model railway is not to everyone's liking, though for me, it probably stems from the early 1960s when visiting my grandparents in Leeds. I recall that the walls of the Post Office building in City Square were so blackened with pollution, it looked as if they were made from coal! If that was how the world looked then, it followed that any model set during that period should reflect that guise.

I held onto that thought for many years until, in 1993, I was invited to join the 57 Study Group, a set of like minded railway modellers based in Scotland.

Early on, it was suggested that I should build a 'shunting plank' to get me up and running with what later turned out to be my first model railway. A shunting layout, it seemed, was the way to go.

Another influence was a shade more personal: the old Airfix/Dapol dockside crane kit had been a model I had always admired but never previously had a reason to use, until then.

Hence I blended those three influential elements of industrial grime, shunting, and a dockside into my nascent layout scheme. Meanwhile, through my book collection, I was very familiar with NER and LNER operations in the north east, so I plumped for an unspecified location on the coast of the historic County of Durham as a setting for a quayside layout.

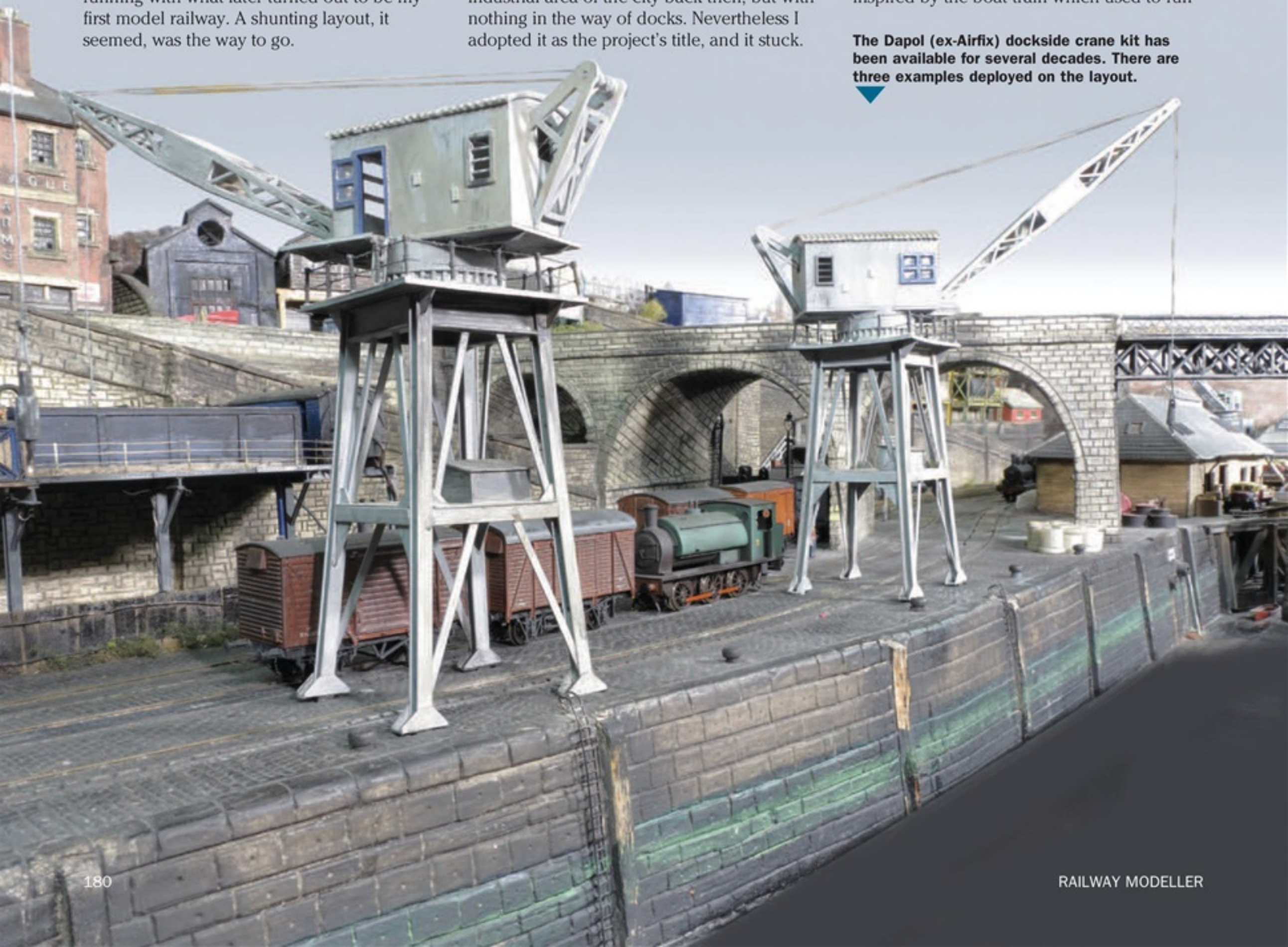
The name though – *Montague Field* – harks back to the Leeds of my childhood. It was an industrial area of the city back then, but with nothing in the way of docks. Nevertheless I adopted it as the project's title, and it stuck.

Traffic portrayed

Not unsurprisingly, the main traffic on the layout is freight. Two pick-up freights are run on to the layout from a yard off-scene. These are brought in by BR locos and the wagons are left in the run-round loop. The BR engine collects its brake van and leaves the scene. A company engine then shunts the yard. Most of the wagons are vans or conflat loaded with containers. This nicely disguises whether they are full or empty. Arrivals are then delivered to the relevant sidings and the returns collected and used to marshal together the returning pick-up service.

For a bit of respite from the goods activity, a passenger train is run through the scene, inspired by the boat train which used to run

The Dapol (ex-Airfix) dockside crane kit has been available for several decades. There are three examples deployed on the layout.





▲ A Metro-Cammell two-car DMU (later designated Class 101) makes a careful entrance onto the dockside rails with the later version of the 'Northumbrian' boat train service.

between Tyne Commission Quay and Newcastle Central Station and which included through coaches that became part of the 'Northumbrian'. A Class 101 DMU operates the service on the layout.

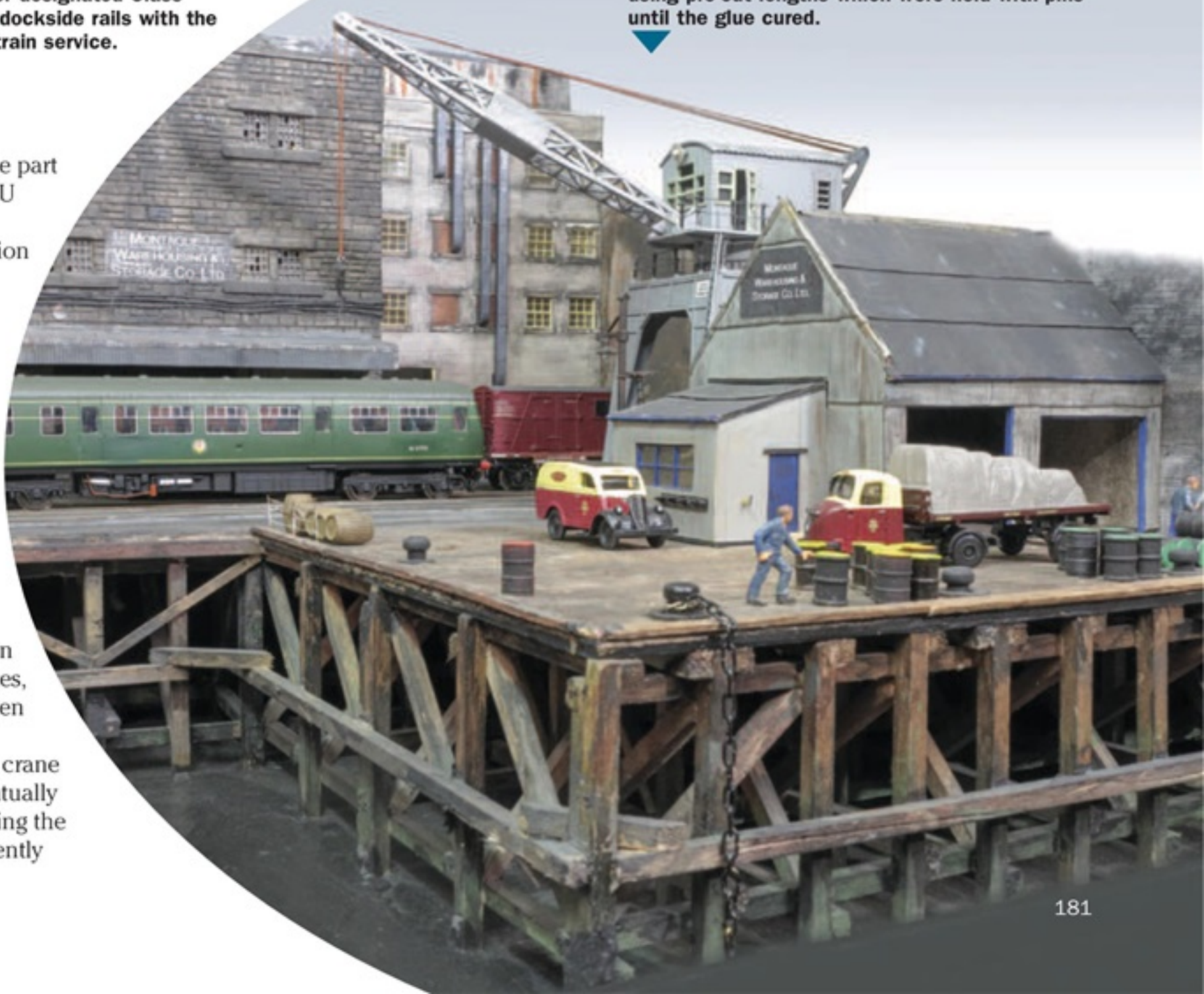
Incidentally, I initially had no intention to run any industrial steam. This has developed as the railway has grown: the philosophy of the dockside railway's owners is to source cheap second or third hand locomotives from neighbouring industrial concerns.

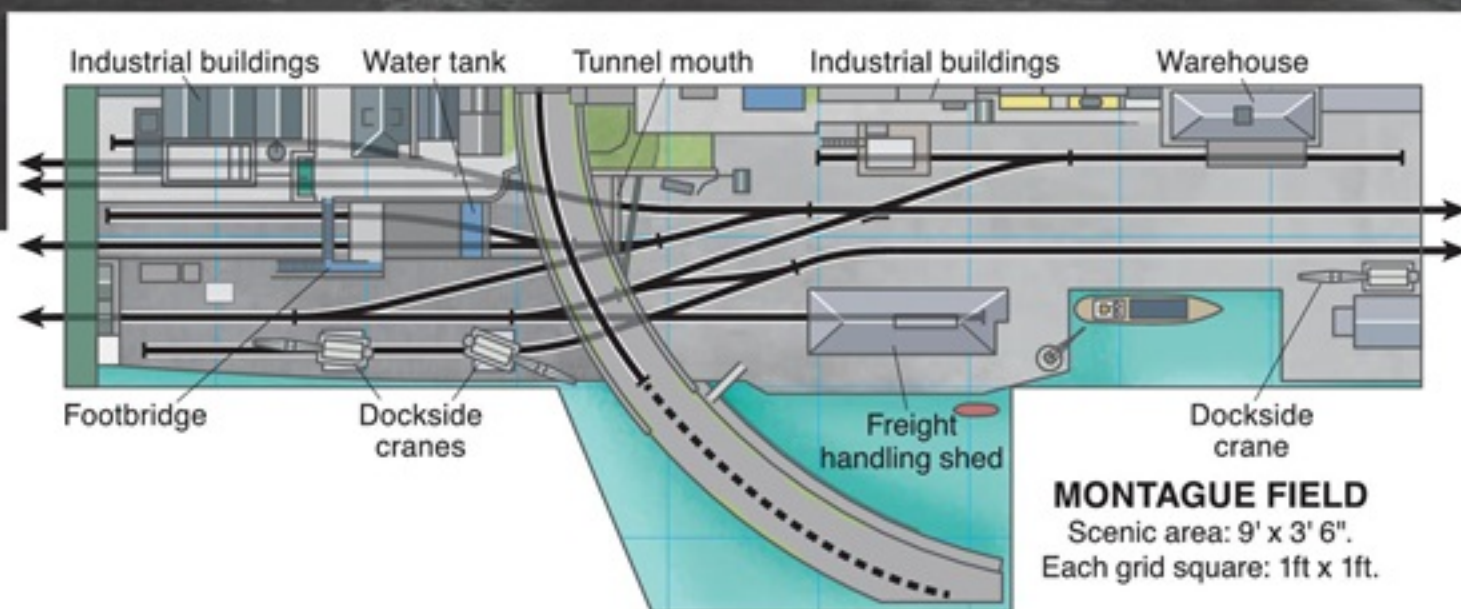
Design process

If I'm honest, the design process was minimal, there was no great plan on paper as to what would go where. The original version of the layout began with a track configuration drawn onto two 4' 6" x 2' boards. The industries, retaining walls and quay sides were then fitted around the remaining spaces.

As I explained earlier, the dockyard crane kit was an initial point of focus (I eventually ended up with five of them) and utilising the range of those venerable kits subsequently

British Railways local delivery vehicles are very much in evidence in this busy corner of the layout. The timber staithes were constructed using pre-cut lengths which were held with pins until the glue cured.





▲ There is frantic activity around the large transfer shed with a vast number of different sized crates to process. The small crane is from the Wills Scenic range of plastic kits.

structures have to be made to fit very constrained and unconventionally shaped sites. This I feel makes for a prototypical jumble of buildings, as would be found in down at heel industrial localities in the period depicted. Remember, not every building starts with a green field plot, although the inference of the title *Montague Field* is that at one point it did!

Repetition

A considerable amount of the modelling on the layout was repetitive. For example, the stonework in the walls and the cobbles on the quaysides. The stonework was split up into small areas to help with my sanity. I made it by hand-scribing the block courses into a layer of ready mixed DIY filler applied to the walls. Working on this is only possible for about an hour or so at a time, as there is nothing worse than completing a section, then subsequently smudging it accidentally when working on the next section. Likewise the cobbles were made in the same way and as you can imagine it all took a long time to complete.

The coal staithe involved more repetitive

◀ The line onto the coal staithe is now out of use with the remaining stub used as a headshunt. Work is underway to lift the rails.



became a theme of the project. An engine shed kit, two footbridge kits and a water tank kit from the same source were acquired, but none of them were used as intended by the manufacturer.

Occasionally I did build mock-ups of buildings or structures to see how they might fit in, but having put time and effort into

producing the mock-ups, many of them subsequently ended up being fully finished and incorporated into the scene.

So, it is fair to say there was no meticulous planning, just loads of ideas that swirled about in my head: the design process was simply a case of making it up as I went along!

One big advantage of this approach is that

work. I referred to drawings in *Carrying Coals to Dunston, Coal and the Railway* by Ernest Manns, (Stenlake publishing, ISBN: 9780853615606), redrawing them to 4mm scale for the model. A sectional frame drawing was then copied onto a piece of card which was used as a master jig or template. Firstly, all the different lengths of timbers required for each frame were cut to length in batches; balsa wood sections were used making the task a little quicker. The

A Worsdell J77 pushes a standard BR brake van onto its train. Note the correct diagonal stonework in the archway.

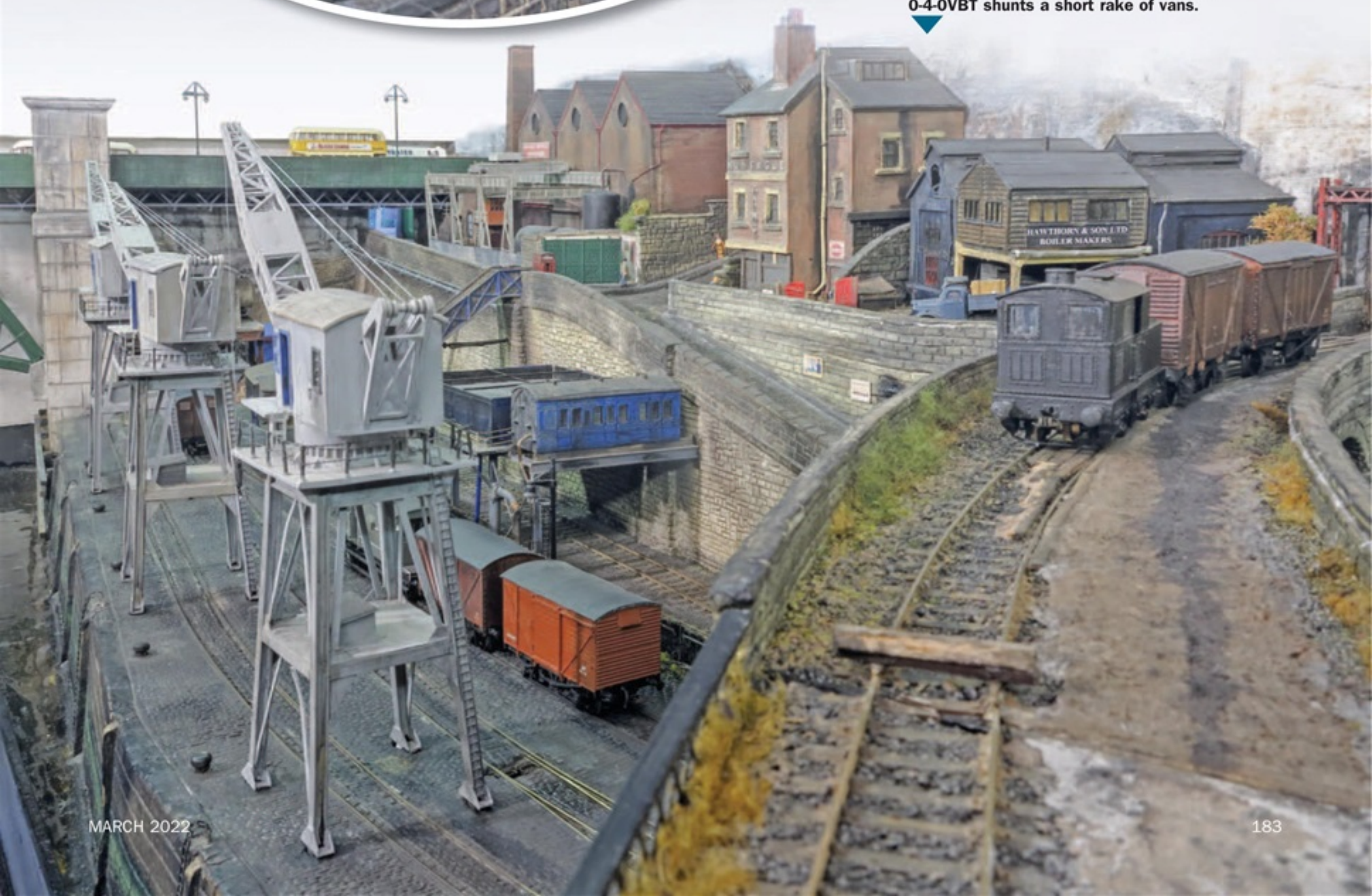


Worsdell 0-6-0T Class J77 No.68410 makes light work of a BR plywood-sided van. The locomotive was built in 1877 as an 0-4-4T.

pre-cut timbers were then held in place with pins on the jig whilst they were glued together and left to cure.

With several of the frame sections completed this way, the fun started. I fixed the upright sections onto the 'water' base at the correct spacing. The whole structure was particularly flimsy at this point until the

A view over the dock with the venerable Dapol cranes dominating the scene. A Sentinel 0-4-0VBT shunts a short rake of vans.



Dockyard detail is glimpsed under the arches of the coal staithe. The mammoth task of carving the stonework on the pillars and arches was undertaken in short bursts.

longitudinal timbers were threaded and glued to the uprights. Once the glue had set the model was much stronger overall. I would dread to think how long the construction of the staithe actually took, but I later went on to extend it!

Projecting forwards

Unusually, the board that supports the old staithe projects out from the front edge of the rest of the layout into what is normally the viewing area. The original idea for the layout – which incidentally dates back to the mid-1990s – was to include a staithe within the footprint of the original ‘plank’ but it was subsequently dropped from the scheme because of space constraints.

However, never one to let a good idea escape, the staithe plan was later resurrected and a whole new board became bolted on to the front of the original layout, thus compromising not only the footprint, but also the operating position, which has been frontside for quite some time. The control panel has been repositioned three times already because of the staithe extensions, so maybe when developing a layout idea you can go too far?

As well as Dapol's dockside crane kits, an example of the same firm's footbridge kit also features on the layout, which can be seen here on the right of the picture.



Although operating the layout from the front was never intended, it does allow the public to interact with the operators at shows, although the ‘action’ has to stop for a time when the operator engages with an interested visitor.

So far, no model railway show manager has mentioned the problem of the awkward shape of the layout, but maybe behind the scenes it has caused a headache or two.

Locomotives and stock

Much of the layout fleet is built from kits, all detailed, weathered and fitted with B&B couplings. These are now intermingled with ready-to-run models which have also been modified and weathered. All the models should be appropriate for running in the North East of England. There was no intention to run industrial locomotives in the early years of the layout, but that has now



changed and the fleet has evolved into a collection of ex-NCB and ex-BR engines. Again these were mostly sourced from kits, but more recently, the growth of interest in proprietary industrial steam and diesel models has meant the acquisition of many more, although these were not available at the time when the photos were taken.

Recently, I purchased an Oxford LNER J27 which is currently going through the workshops to weather it appropriately. I have also ordered a sister engine, an LNER J26, so I am updating the fleet by taking it back in time!

Speaking of proprietary models, I am particularly interested in the forthcoming Victory class locomotive from Planet Industrials. I can see one being purchased second hand by the 'dock company locomotive committee' as one example did find its way to the not too distant Ashington Colliery.

Retrospective

Perhaps surprisingly, the aspect I enjoyed the most was creating the stonework, even though it was time consuming. I was inspired by an article by the late Tom Harland who built *Bramblewick*. His scenery was stunning, particularly the stonework on all the different structures: I just had to have a go myself and discovered that realistic structures can be created so simply, and inexpensively. I was amazed. There is real joy at taking basic materials and from them, creating something recognisable.

Like so many of the railway modelling fraternity, my interest probably stems from a deep rooted fascination with real railways that began at a very young age. Apparently, I would be transfixed when steam engines slipped ferociously on the line at the end of

A portrait of Worsdell J21 0-6-0 No.65110. This locomotive was built at Gateshead Works in 1892 and worked in service for 108 years!



the road where I lived in deepest Huddersfield, and would ask to be taken to the nearby bridge to see more.

Steam was soon lost of course, and my musings subsequently turned to many years of armchair modelling, and developing grand schemes... in my head.

One such scheme was for a model of Leeds Central station, that I imagined could have fitted perfectly in our garage! However, when I met the fellow members in the 57 Study Group I was persuaded not to pursue my Leeds Central idea... Hence their suggestion to build the 'shunting plank' layout, which grew to become *Montague Field*, and is now somewhat larger than a plank! Moreover, as it is based on a fictitious location, and unlike modelling an actual location which must have an end point, *Montague Field* need not ever be finished: it can be constantly developed by my fertile mind.

Finally I must thank my fellow modellers who, under the 57 Study Group umbrella,

▲ There are only odd pockets of greenery on the layout. Note the repurposed Dapol engine shed kit, which is visible in the left background.

have given me much in the way of help and encouragement, but time is pressing, and despite their earlier reservations, I have, for another project still under wraps, gone back to the railways of Leeds for inspiration.

Though as you might expect with me, there is no grand plan on paper.

See the layout in action

Model Rail Scotland

The layout is scheduled to appear at **Model Rail Scotland**, which is taking place in Glasgow on 25-27 February 2022. For further information: www.modelrail-scotland.co.uk





The Queensbury triangle

*Despite what its company name implied, the Great Northern Railway's tracks only ever got as far north as Keighley, and the route involved a significant triangular junction set amidst the high moorland of West Yorkshire at Queensbury. **DAVE DEAKIN** proffers the station as a potential and grandiose layout project built, perhaps, in the format and style of Pendon's Vale scene.*

Queensbury is an extraordinary example of a station built in a harsh upland environment, and which, thanks to the genius of Victorian engineering and the hard working gangs of navvies, gives us a prototype which allows a modeller to show off the best of their planning and creative abilities. Understanding that prototype, both historically and physically, is essential to producing a model which has the right 'feel' as well as the accuracy to which modellers aspire. It may also provide the inspiration for a layout which reflects some of the elements of the original, but can also be adapted to produce a 'might have been' venture.

Though officially a village, Queensbury (Queenshead until 1863) is a small town which sits high up in the south Pennine hills of West Yorkshire, halfway between the larger industrial centres of Bradford and Halifax, with Keighley only a further 10 miles to the north. Until the coming of the Industrial Revolution it had been a farming community, with every house having a spinning wheel and loom to help bring in a little extra income.

In the 1840s and 1850s, as in many areas of Britain, there was a massive expansion of industry. West Yorkshire in particular had benefited from advancements in weaving

technology, and nowhere more so than in Queensbury. The railway age had already begun, and the potential of rail transport to improve the profitability of businesses in the area could not be ignored.

Although well situated for weaving, due to the abundant water power and damp climate, the topology in this elevated area made it extremely difficult to transport raw materials and finished goods to and from the town. Roads then were still poor and proved challenging to the horse drawn waggons of the time, and canals were only accessible to the north of Keighley and to the south of Halifax.

By the late 1860s mill owner William Foster and his brothers had already been involved in the establishment of the Halifax and Ovenden South Junction Railway, first incorporated in 1864, but not opened until 10 years later, and the West Riding and Grimsby Railway which opened in 1866. Both were to be later incorporated into the Great Northern Railway.

William, and to a lesser extent his brothers, now turned his attention to his own business needs and was the driving force behind moves to bring railways to the Queensbury area. He headed up a group of local businessmen who had drafted a

parliamentary bill proposing a railway between Bradford and Thornton via Queensbury. This was approved in 1870, and in 1874 the GNR engaged contractors Benton & Woodiwiss to start the work. Having already been heavily involved in the building of the Settle & Carlisle line they undoubtedly possessed the expertise necessary to overcome the challenges of this very similar terrain. The line opened for freight to Clayton, just east of Queensbury in 1877, and was completed and opened for passenger traffic in 1878, though at that point there was still no Queensbury station.

The final piece in the local jigsaw was the Halifax, Thornton & Keighley Railway, which proposed to reuse parts of the existing lines and, despite the now almost customary opposition from other railway companies, the Act approving the line was passed in August 1873. Despite their differences, some compromise was reached with the Midland Railway whereby passenger trains using the line would terminate at a new jointly owned station in Keighley: one now familiar to those travellers on the Keighley & Worth Valley heritage railway.

In 1878 the line from Halifax reached Queensbury, and on the 14 April 1879 the town finally got its station, albeit with only

◀ **Ex-GNR Class N1 No.69478 at Queensbury with a Halifax-Bradford service in the early 1950s. Photo: The Transport Treasury**

temporary platforms and the most basic of facilities. Progress on the rest of the line was very slow, and it wasn't until November 1884 that passenger trains finally rolled into the new joint station in Keighley.

These lines are what is now referred to as 'The Queensbury Lines', but with the hilly terrain including 16 tunnels and four viaducts it was hardly surprising that it was known to railwaymen as 'The Alpine Route'.

It had not been a promising start to the life of this long sought after station. Its site in Hole Bottom unfairly suggests a less than picturesque location, but the townsfolk of Queensbury were less than impressed with their new station for other reasons. Not only was it a mile distant and 400' lower than the town, but access was down an unmade and unlit footpath, and the buildings only temporary. The local businessmen who had sponsored the scheme could not have been too happy either as initially it had no goods facilities nor access for vehicles.

The original station had two through platforms on the Bradford leg, with the lines from Halifax and Keighley converging before continuing on into the station and then on to Bradford. After years of negotiation during which there appears to have been only minor improvements to the site and the access path, the new station finally opened in 1890, with the triangular layout and platforms on all three sides.

The GNR continued to run the routes until 1923 when they were absorbed by the London & North Eastern Railway, with Nationalisation following in 1948.

Basic station plan

The Bradford to Keighley line ran roughly from east to north. It approached Queensbury through Clayton Tunnel, then over a three-arch stone and masonry viaduct spanning the Briggs tramway, and a high stone bridge to take it over Brow Lane.

The Bradford to Halifax chord runs east to south west. At the southernmost end of the station it crosses the old Briggs colliery tramway on a plate girder bridge before heading into Queensbury tunnel.

The Halifax to Keighley line ran south west to north, and beyond Queensbury it traversed the High Birks embankment before crossing the Pinch Beck valley on the impressive 20-arch Thornton Viaduct.

Each line had two platforms, some wooden and some of brick construction, and each platform housed a GNR pattern wooden building which included waiting rooms and toilets. The booking office was a large brick structure which sat at the centre of the overbridge at the eastern (Bradford) corner of the station.

▶ **A view from in front of the booking office looking towards the Bradford-Keighley chord of the station and Queensbury North Junction, possibly at the time of the RCTS railtour in 1964. Photo: railwaystationphotographs.co.uk**

As may be expected, access to each platform was not completely straightforward! Only in two places did the inner platforms physically join together, the other connections were by way of a short path at the northern corner and subways (not forgetting the bridge over the tramway) at the southern corner. The subway and the booking office footbridge also provided access to the outer platforms. Hopefully the timetable allowed ample time for passengers changing trains to negotiate the route!

Under the GNR each junction at Queensbury had a signal box, known as North, South and East respectively. In 1925 the North and South Junction boxes were closed leaving all points controlled by the East Junction Box, though the crossovers were still worked from ground frames.

Briggs Tramway

Another interesting feature of this station was the tramway of Joseph Briggs & Sons who owned the Queensbury Colliery. The tramway bisected the triangle and ran underneath both the Bradford-Keighley and Bradford-Halifax lines. It ran from the mine in Hole Bottom up to the coal yard just off Thornton St in Queensbury, and had been there long before the coming of the railway. Photographic evidence suggests that it included a rope-worked incline, though the gauge is not readily apparent. It would make an interesting addition to the layout scheme and is shown on the plan (overleaf) with short stub off-scene sections at either end.

Adjacent to the Briggs mine was the Whitehead Clayworks, established in 1880, whose distinctive chimney still stands, proudly bearing the red and white stripes and cup motif which celebrate Bradford City winning the FA Cup in 1911.

Route operations and closure

For over 50 years since the station opening, aside from the closure of the signal boxes, little changed in terms of track configuration

and traffic levels remained steady. In 1946 the daily passenger train schedule showed 15 trains from Bradford to Halifax, nine from Bradford to Keighley and 12 from Halifax to Keighley, all interconnecting at Queensbury.

Passenger numbers started to decline rapidly following WWII, and although the lines around Queensbury fared better than some other local lines, the gradual waning of traffic saw the last timetabled passenger services run on 23 May 1955. Goods trains continued to use the station but when goods traffic from Bradford to Cullingworth ceased on 11 November 1963, Queensbury station closed and the use of the various tunnels and viaducts ceased. On 6 September 1964 an RCTS West Riding Railtour stopped at Queensbury for 20 minutes, but the rails were finally lifted in June 1966, the same summer when England celebrated a football World Cup victory.

Freight between Bradford and Horton Park did however continue to run as late as 1974 but when that ceased, what could today have been an iconic railway route had been lost forever.

Traffic and rolling stock

Goods depots at various points along the Queensbury lines had warehouse storage for grain, flour, coal, wool and general goods. In later years contracts for large amounts of livestock feed and even concrete beams kept the lines busy. Denholme had a large joinery and constructional timber works, and during the 1950s the Meredith & Drews biscuit factory opened close to Ovenden.

Operation consisted of the usual mixture of pick-up goods, general freight, coal trains, suburban passenger trains, and occasional excursion trains.

Many of the steam locos used on the Queensbury lines were allocated to Bradford Bowling Junction shed, which later became Hammerton Lane.

The mainstay of the area was the ex-GNR Ivatt N1. This 0-6-2T locomotive was equally



Useful references sources

The Queensbury Lines
by Martin Bairstow
ISBN: 978-1-871944-44-0

Railways of Keighley
by J M Bairstow, Dalesman
ISBN: 10 0852065272

Great Northern Outpost Vol 2. The Halifax, Thornton & Keighley Railway by Alan Whitaker and Jan Rapacz
ISBN: 978-0-9935678-1-0

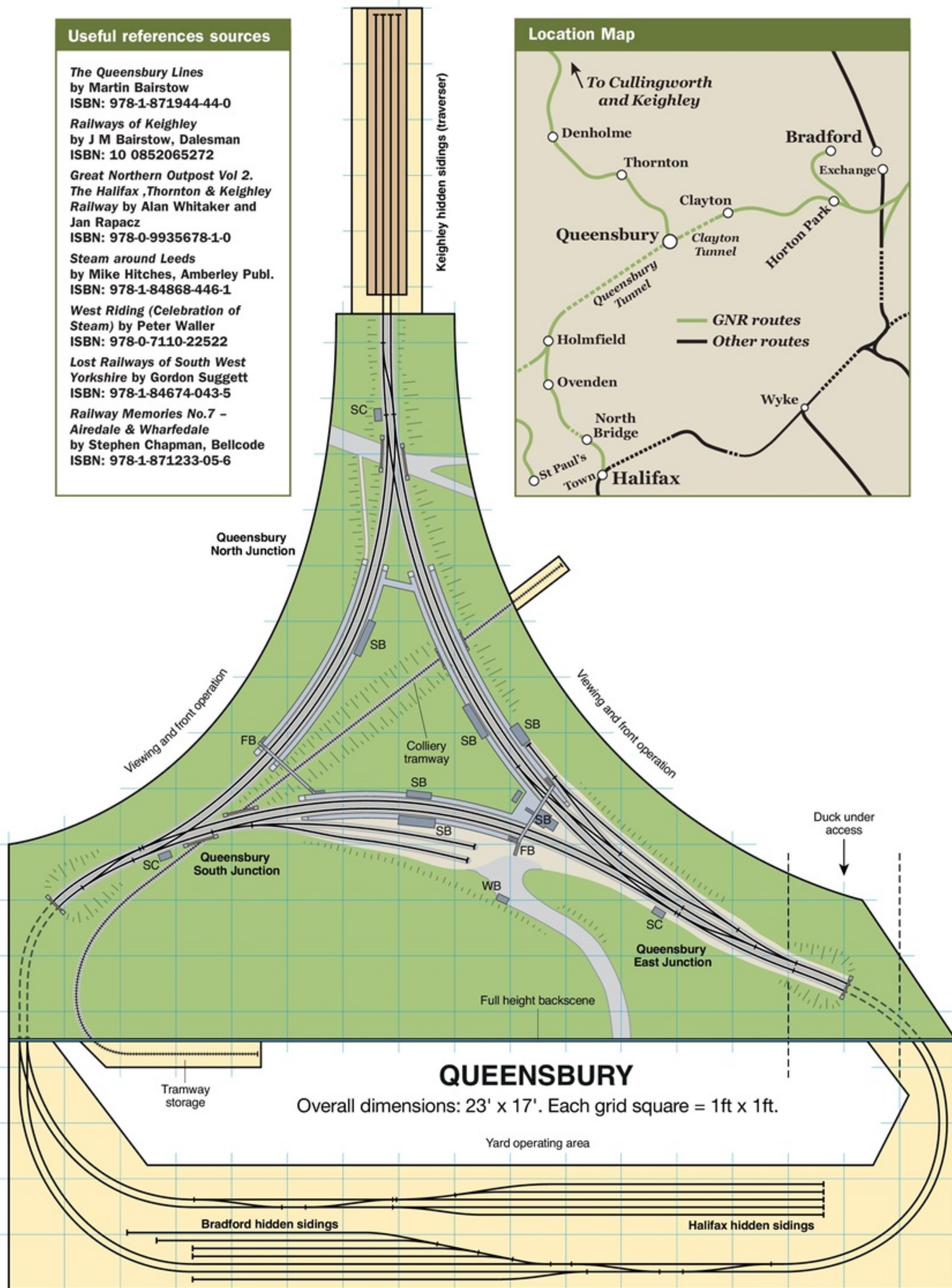
Steam around Leeds
by Mike Hitches, Amberley Publ.
ISBN: 978-1-84868-446-1

West Riding (Celebration of Steam) by Peter Waller
ISBN: 978-0-7110-2252-2

Lost Railways of South West Yorkshire by Gordon Suggett
ISBN: 978-1-84674-043-5

Railway Memories No.7 - Airedale & Wharfedale
by Stephen Chapman, Bellcode
ISBN: 978-1-871233-05-6

Location Map





◀ The remains of the timber waiting room on the up platform of the Keighley-Bradford chord. Queensbury East Jct box is visible in the distance. Photo: The Transport Treasury

Modelling the station

Modelling a triangular junction is certainly not an easy thing to undertake in any scale. With lines going off in three different directions, it becomes extremely space consuming. To do justice to the striking upland location of the prototype it would also be preferable to include the surrounding landscape and not just the station environs. It is also important to encapsulate the mystique of the tunnels. Because the proportion of actual track on view in a model dominated by tunnels and hillsides is fairly small, the appearance of any train needs to be both eagerly anticipated and heralded once it has emerged from the depths. I would suggest sound effects, however achieved, would heighten the enjoyment of such a layout.

N gauge would allow the modeller to capture, as it often does, the essence of the 'railway within the landscape', and the relative emptiness and grandeur of the surrounding hills which necessitated the fine engineering solutions we have learned about. Farms, the mine, the clayworks and a mill could be used as focal points without it looking at all cluttered.

OO gauge is feasible too, with a large room at one's disposal, or within a clubroom, and it would provide scope for extra detail. Moreover 4mm scale has more suitable rolling stock items available ready-to-run. The area needed for the three train storage yards is quite challenging and rather space hungry, though by running the Bradford storage yard and Halifax storage yard parallel to each other at the 'back' of the layout, a continuous run for testing (and relaxed running sessions) can be incorporated. The Keighley storage yard is shown as a traverser (which could incorporate full train-turning) and thus saves a little space at that end.

As drawn the station triangle is almost to scale at 4mm/ft, but at the expense of requiring a huge amount of space in OO gauge: 17' x 23' to be exact. Scope for some selective compression exists on all three sides though, especially if short or medium radius points and crossings were utilised.

As for the scenic setting, reach/access to all areas has to be considered, perhaps with trapdoors in the scenery here and there.

The varied heights of the lines, roads and streams (and the tramway) means that the station is best set above baseboard datum with the higher ground rising up across the full width of the room, with a full height backdrop to screen off the twin fiddle yards. This area would be accessible via a duck-under, or rather, a crawling tunnel, as shown.

I'll leave you to visualise a monumental project... A version built for O gauge!

◀ Queensbury South Junction prior to 1925 and the tunnel taking the tracks to Halifax. The hills would form the backdrop to the layout across the centre of the room as indicated on the plan. Photo: Rail Archive Stephenson

useful on suburban passenger, freight services, or as a station pilot.

In later years the Gresley designed N2 (also an 0-6-2T) could also be seen pulling Pullman coaches which made up the Halifax portion of the 'West Riding Pullman'.

During the 1940s, a number of ex-GCR N5s were assigned to the GN lines and N5s allocated to Bradford hauled passenger trains to Halifax via Queensbury. The Gresley J23 0-6-0T engine was also regularly used. This became reclassified by the LNER as either a J50 or J51 according to boiler size. These locos were designed from the outset for working the steeply graded GN lines in the West Riding of Yorkshire.

Low Moor Shed (25F) south of Bradford had an allocation of ex-WD 2-8-0s which saw occasional use on the Queensbury lines; Nos.90721 and 90351 were both used on pick up goods trains between Bradford and Keighley and hauled a variety of open and covered, non-fitted wagons.

In later years Thompson B1 4-6-0s could be seen on excursion trains (with up to nine coaches), and excursions from Halifax would see Robinson B7 4-6-0s

Driver training, after the end of services over much of the Queensbury lines, used Derby Lightweight DMUs and inspection

trains saw various motive power examples including Ivatt 2-6-2T No.41282.

Suburban passenger services usually comprised two articulated coaches, such as the Gresley 51' 1½" steel-panelled to Dia.310 or 319. These were usually in a brake third – composite lavatory configuration. Thompson steel-panelled coaches were later used in similar configurations.

The Halifax portion of the 'West Riding Pullman' coaches would have consisted of two matchwood-sided coaches, shown in a 1940s timetable as consisting of a Pullman first brake and a Pullman third kitchen. This consist would occasionally increase to three when passenger volumes dictated. There is evidence that a steel-sided K-class car had been used on these occasions.

Goods vehicles would have been many and varied, and comprised; five-, seven- and nine-plank open wagons for coal and wood, parcels stock, box vans, and later 16T and 20T steel-bodied mineral wagons.

Engineering trains used adapted coaches or wagons, most notably was the tunnel inspection vehicle modified from a six-wheeled GNR brake van. An LMS inspection saloon (M45406) was also seen on the lines around Queensbury towards the end of its life.



Talking Points

Topical issues from the world of model railways

Carpe diem!

Photography by the author

Dentdale creator Ian Nuttall tells of the coping strategies he applied to get himself and his hobby through the health crisis.

The way we conduct our lives has, of necessity, altered over the past couple of years. The nation hunkered down in something akin to hibernation mode, so as to keep safe. Everyone cut themselves off from the many facets of normal life. It was a period of mass uncertainty, anxiety and grieving for many who lost loved ones. Fortunately my family and I were mostly unaffected by the worst effects of the pandemic, but a very close lifelong friend succumbed to the loneliness which was thrust up on him by the periods of lockdown. Living alone, and remote from friends and a relative, it was an unbearable experience and he became affected to the extent he was sectioned and is now in a home, for good. A sad conclusion to a long and previously fulfilling life.

Early on in the crisis, I realised that the way to get through the days was to embrace the predicament and find ways to make the most of the time that I, and so many of the modelling community, now had on our hands.

Typically as a railway modeller, I am fortunate in that I always seem to have lots to do. So, where to start? What to prioritise?

In the event I adopted the following action plans, all of which have proved to be highly beneficial for my own mental wellbeing. Although the pandemic is hopefully easing, some of the steps may even find appeal even when all restrictions are lifted.

Stay in contact by whatever means

As I alluded to in my comment article in the February 2021 issue, for my sins I am a member of DRAG – the Devon Riviera Group of the Scalefour Society. Not that I model in P4, but they seem to tolerate my 16.5mm gauge preferences. When normal club nights ceased, club treasurer Dave Browne set up weekly Zoom sessions. This helped to support everyone's social needs and sanity. I signed up, though elected not to participate in the Zoom meetings themselves, but it did mean I was part of the follow up emails where facts were confirmed, debate continued and banter ensued; all extremely beneficial.

Lots of organisations and clubs did exactly the same and, as often reported in these very pages, they were key to maintain contact in what are, and have been, very trying times.

Catching up with layout jobs

I admit that the first of these, clearing and spring cleaning my model railway den, was forced on me when I noticed a worrying distortion in a wall of my log cabin. It was caused by the considerable weight on the shelves below my layout.

I emptied everything from the shelving – around 50' of it – onto the terrace outside and protected all from the elements with a tarpaulin. It was amazing just how much clobber I had amassed over the years; certain things could be weeded out as surplus to requirements, whilst other items were grouped more methodically. This released some shelf space so I addressed my significant railway library and sorted it into dedicated sections to make sourcing reference material far more straightforward. I now realise I have just over 50 books on the S&C alone, and almost the same number on wagons; they are all much valued tomes. Some 3" x 2" uprights were fitted to support the angle brackets of the shelf and remove the outward bulge in the wall.

I also took the opportunity to catalogue all my locos, carriages

and wagons by creating spreadsheets on Excel. I am no computer expert, but being a mathematician of the traditional sort, I figured it wouldn't be rocket science. Every model I possess has a number underneath for identification purposes, so it was easy to create a record of each item along with its build date (where known), origin, number, livery and details of alterations/upgrades. Then it was out with the camera to record each item individually and create a file for these on the computer. As I photographed each vehicle I checked for any damage and wrote down any repairs due.

The point of this cataloguing process might seem a little indulgent to some, but principally it was to create an aide memoir for me, and, as well as being a historic document, it could prove useful for insurance purposes should the need arise.

Start that new project

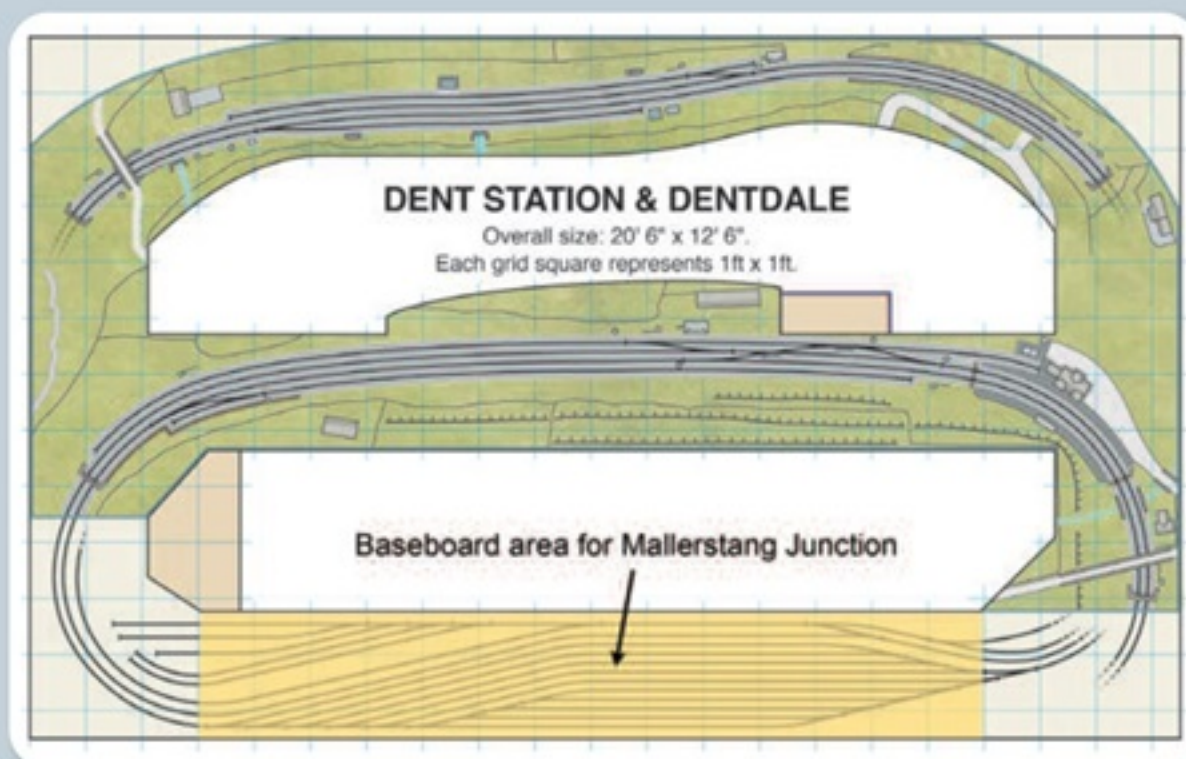
During the first lockdown I did make some inroads into my store of unmade locomotive kits. We've all got unmade kits squirrelled away for that rainy day, haven't we? Some of this work I described in the November 2020 issue of RAILWAY MODELLER. However, I felt strongly that the time was now right to make a start on *Mallerstang Junction*, the final scenic piece in my Settle and Carlisle jigsaw.

Admittedly this is far from a small undertaking, and I could have been content attempting something like a wagon kit, but I reckoned I would never have a better chance, so I set the ball rolling.

Mallerstang Junction is supposedly located somewhere near Pendragon Castle ruins in the upper Eden Valley from where a branch eastwards along Swaledale to Richmond might have been built via a



▲ As soon as we could, we were out and about on cycling and railway travels again. Here, on a visit to Didcot Railway Centre, we called in for a pint in the Barley Mow pub in Clifton Hampden.



▲ The plan of my Dentdale layout earlier this year, showing the position of the new baseboard sections to accommodate *Mallerstang Junction*.



▲ The baseboards for *Mallerstang Junction* – the final scenic phase for *Dentdale* – have to be hinged to allow access to the fiddle yard sidings beneath. Whilst it made the construction far more complex and intricate, wiring should prove a far more comfortable proposition.

tunnel through the Pennine watershed. I include a photograph of progress to date, I am chronicling progress and hope to have details published at intervals amongst these pages.

Learning new skills

Whilst sifting through the piles of boxes stacked on my shelves I came across my resistance soldering equipment. The receipt bore the date August 2000, yet the machine was unused.

Upon re-reading the instructions I realised there had been a couple of aspects about its operation which, to me, lacked clarity; hence I had put it to one side and almost forgotten it existed... thank heavens I did my spring clean and the irony that the lockdowns gave us the time to delve into such things.

One of the many benefits of being in the Devon Riviera Group is that its members possess a wide range of skills and knowledge. Included in the armoury of member David Brandreth is that of resistance soldering so, once normal face-to-face service was resumed at the club, I approached David who kindly gave me a tutorial in the 'dark arts' involved. The gear certainly packs a punch when delivering heat, yet that heat is very localised. I don't claim to be an expert yet, but I do have another string to my bow and any fears I may have had were completely baseless. The technique is too long to explain here, but there is an interesting web page on the internet worth a read: the link is included at the end of this article.

Share your achievements with RAILWAY MODELLER readers

Talking of 'these pages', I have found that writing articles for the magazine has proved utterly fulfilling. It certainly focuses the mind, and facts need to be double-checked as I go along: I don't wish to share information that may be incorrect.

It also gives me the opportunity to promote modelling the Settle and Carlisle to a wider audience and I put together another four articles during the lockdowns.

I know our esteemed editors, Steve Flint and Craig Tiley, are always on the lookout for fresh material and have a policy of publishing work written and described by the modellers themselves.

So why not consider sharing your achievements with the magazine readers? I hear that being published in print is still considered to be more worthwhile and satisfying than posting your stories online!

Maximise visits

Whilst government restrictions limited and curtailed much in the way of visits to attractions and heritage lines, I do like to travel. So, as soon as it was deemed by the authorities to be sensible to get out and about again, I did what I could and made the most of it.

A cycling adventure during late May to Norfolk saw me calling in at a couple of preserved railways; the restored station at Wickham Market and the remains of the narrow gauge at Southwold.

Sadly the NYMR was not in operation when, on another trip, I based myself in Robin Hood's Bay for a week, but I did walk the trackbed of the dramatic old coastal route to Scarborough. Later on the same trip, I popped into the South Tynedale Railway at Alston, whilst staying near Hadrian's Wall.

A September visit to Sussex coincided with cycling to the Bluebell Railway and also a chance to visit and appreciate *Brookwood*, the layout by Bluebell carriage restorer Peter Chaston, which featured in the February 2021 edition of RM.

On a short break in Bishop's Castle, Shropshire I failed to find the museum to their old light railway open... Ah next time; but I was within easy reach of the Welshpool & Llanfair, so stocked up on their Christmas cards and witnessed the last train of the day.

I have a good friend and fellow S&C modeller, Colin Brown. He lives in the French Pyrenees and invited me over to help with the wiring on his layout and enjoy his first rate hospitality.

Now you're thinking... 'well it's alright venturing out in this country, but the Pyrenees: that's abroad!'

The rules allowed it at the time and I set off with some trepidation and necessary dress code items. Everything went smoothly until my return journey threatened to turn stressful when a French airport official (a 'jobsworth' in old parlance) seemed reluctant to let me board the plane at Toulouse. Proving I was in fact fully jabbed and had tested negative was finally acknowledged. Phew!

It is perceived that journeys, particularly overseas, are fraught with hassle, and certainly I experienced some on my French sortie, but travel is good for you especially when it helps to maintain one's love of railways.

All this travel might suggest that my wife and I were a tad irresponsible, yet we were welcomed wherever we went and strictly

observed any guidelines set out. For us it was hand sanitisers to the fore with a copious supply of spare masks available, whilst social distancing was followed whenever it was deemed necessary. Rules and requirements did vary hugely from place to place, so we erred on the side of caution to be safe. Quite simply, we tried to be sensible and we have both been triple jabbed.

So that's how we have continued to pursue the hobby amidst these most unusual times. Several avenues to consider for making positive use of extra time available. Go for it: seize the day. *Carpe diem!*



▲ A bridge on the former Whitby to Scarborough railway line which was closed in 1965 and is now in use as a footpath.



▲ Yes that's me on our Norfolk cycling jaunt early in 2021. We were at the Southwold Railway preservation site. Clearly something else was attracting my attention when the shutter button was pressed!

Resistance soldering information

www.brunelhobbies.com.au/soldering/instruct/rsinstruct.htm



Through the Railway Room Door

Deneside

BRIAN DOBSON wanted a layout with plenty of operating potential. This compact OO gauge system is the result, which is housed in a small shed and can be run at a moment's notice.

Photography by the author

My previous layout *Hawthorn Town* (RAILWAY MODELLER March 2007) was portable but took an age to set up and put away, so following my retirement I was determined to establish a dedicated railway room. I first considered various options inside the home but no rooms were available exclusively for my needs and the loft space would have been too cramped, so a garden shed was the chosen option.

A traditional apex design of shed constructed of treated shiplap timber was erected and, after lining out, the available space for the layout was 10'6" x 6'6".

A Y-junction for operation

For my fictional layout scheme I have supposed that the town of Deneside is

served by the North Eastern Region of British Railways. A coastal double track main line from the north enters Deneside station and then leaves again heading south, forming a Y shape in the main line that necessitates the reversal of coastal trains – although only the 'tail' of the Y is modelled. Deneside Colliery, now operated by the National Coal Board, is also rail served by a single track branch from the station.

The station comprises four platforms to cope with the extensive summer passenger services, including much excursion traffic now arising from other adjacent regions of BR, namely the Eastern and London Midland. The small motive power depot has a turntable capable of turning Pacific

locomotives and Type 4 or 5 diesel locomotives, which are occasionally seen on running in turns to Deneside following general maintenance repairs at the nearby Darlington Works.

Goods facilities are not extensive but are sufficient to cater for the local demands, with commodities including coal, whilst local farmers are able to export their cattle from the yard. Additionally, there is a facility to reverse block trains using a designated goods arrival/reversal road. The goods arrival/reversal road also deals with the coal traffic associated with nearby Deneside Colliery.

Layout design

The track plan was developed using AnyRail track planning software, with siding and

◀ **Eight-coupled ex-NER Raven Class Q6 No.63443 arrives at Deneside with a train of empty hoppers destined for Deneside Colliery. The bridge is card supporting Wills vari-girder parts.**

platform lengths optimised where possible for maximum capacity and operational interest. Due to the space limitations however, this does mean that express trains comprising BR Mk.I stock or similar length carriages cannot exceed four coaches. Whilst the longer platforms 1 and 2 could accommodate five Gresley or Thompson suburban coaches, local passenger trains are restricted to three coaches using the shorter platforms 3 and 4. Coal trains are restricted to 12 minerals or nine hoppers.

I had to convince myself that small track radii dictated by the maximum 6'6" width of the layout was acceptable to me in an aesthetic sense. A 36" radius was simply not possible, so allowing for scenic boundaries I calculated that a 30" outer main line radius was all that was achievable within the shed. This meant a corresponding inner main line radius of 28" whilst the goods yard head shunt is less than 26" radius.

Baseboards and a mix of track

Baseboard construction was entirely traditional using plywood tops supported

on softwood frames and legs. However, two small cantilever additions were added, one in the station area to increase the size of the goods yard and the other in the colliery area. To accommodate the rising main line and the descending colliery branch, the baseboard level in the colliery area was dropped accordingly and that of the fiddle yard raised.

For Deneside, I opted for Peco Streamline Code 75 Electrofrog points, with the sleepers spaced out on the plain track. Subsequently some C&L Finescale and Peco bullhead items were incorporated. All point motors are the Seep type with built-in frog polarity switching. In the colliery I opted for wire in tube point operation using sliding switches to change frog polarity. The controller is a Morley Vector twin controller unit, and the entire layout is wired for twin cab control.

For the fiddle yard I devised a hybrid ladder/traverser style fiddle yard 5'9" inches long which has six roads and its own switch panel mounted centrally over the tracks. The arrangement enables either of the main running lines to be served by any of the six fiddle yard roads. The sideways traverser movement is obtained by mounting the fiddle yard baseboard on three battens supported on ball bearing type drawer runners purchased from a DIY store.

Viaducts and bridges aplenty

I was determined to include as many convincing railway bridges as possible on the layout, and also lots of buildings that were consistent in style with the layout's supposed North East location.

The main line viaduct was challenging to construct, it being built on a curve with a 1 in 40 gradient. The substructure is composed of laminate flooring boards curved and cut to shape. I chose this as a support medium to ensure that in the long term no warping would occur. The substructure was then faced with card and printed Scalesscenes ashlar arch textures.

The colliery branch viaduct, built to resemble the long-demolished structure at Sandsend on the North Yorkshire coastline to Whitby, was built in a similar manner but the intermediate piers were fashioned from timber dowel to simulate the iron tube supports of this particular prototype. Plastic H-section beams were added to the sides spanning from pier to pier, and a handrail was added to the edge of the deck.

The road bridge at the station throat has sides constructed using Wills

▶ **A busy scene at Deneside with Gresley A3 Pacific No.60077 *The White Knight* on an express, a Gresley V1/3 2-6-2T on a parcels service and a DMU on a local passenger turn. An ex-NER J72 is seen in the yard, complete with a match truck.**





vari-girder kit parts and a plastic deck. It is modelled as a skew bridge as at Sheringham on the North Norfolk Railway.

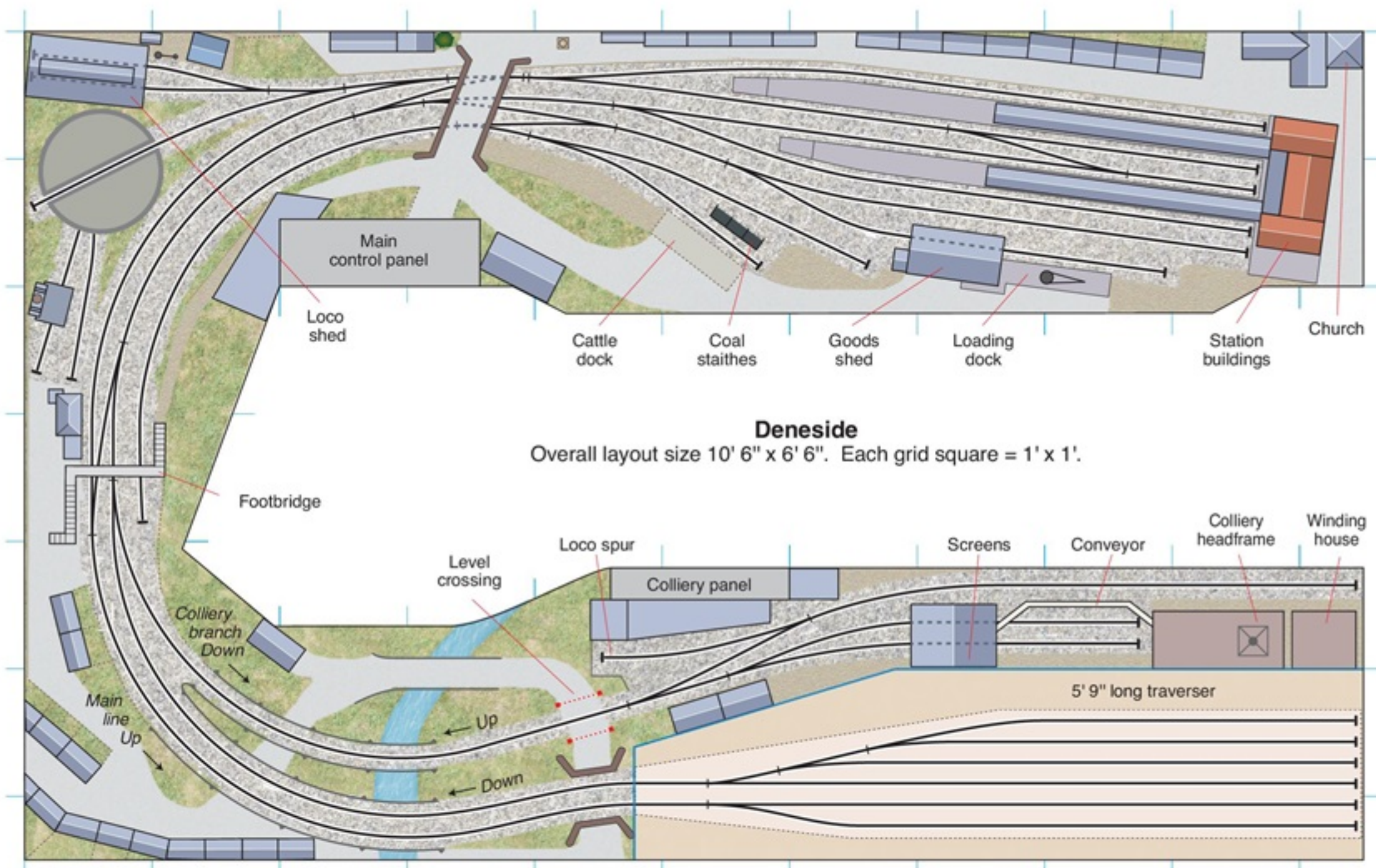
The footbridge has a Hornby main span supported on card abutments clad with brick paper. The under bridge at the fiddle yard entry is a download and print Scalescenes kit, whilst the road bridge over the river also has Scalescenes origins.

The colliery scene

I have included typical Durham colliery houses in one corner which I refer to as 'Little Easington'. This is because the colliery pithead is styled on the one that used to exist at Easington Colliery. The prominent pithead pulley wheel structure was made from Evergreen styrene sections. The colliery yard track layout itself is a much simplified and

compressed arrangement, comprising a main siding (for arrivals and departures) and two shorter sidings which pass under the screens structure. This building was modelled from

Ivatt 4MT 2-6-0 No.43047 crosses over the points at Colliery Junction with a train of full minerals on a coastal working. The train will be reversed at Deneside to continue its journey. The J72 shunter simmers in the headshunt.



Raven 0-8-0 No.63443 climbs the branch with a loaded coal train. Extensive use has been made of downloadable card kits and most of the buildings in this view have been constructed from Scalescenes products.

card with brick papers and Evergreen styrene sections; I referred to a plan of a typical screens building published in *Modelling Aspects of the Coal Industry* by Rob Johnson.

The connecting conveyor belt housing was modelled in card using Scalescenes textures. There is no run-round loop so the shunting of empty arriving hopper wagons is necessary (carried out by the colliery's fleet of shunters) to release incoming Q6 locos. Similarly, loaded wagons are shunted from the screens siding into the departure siding to be collected by the a Q6 from the main line.

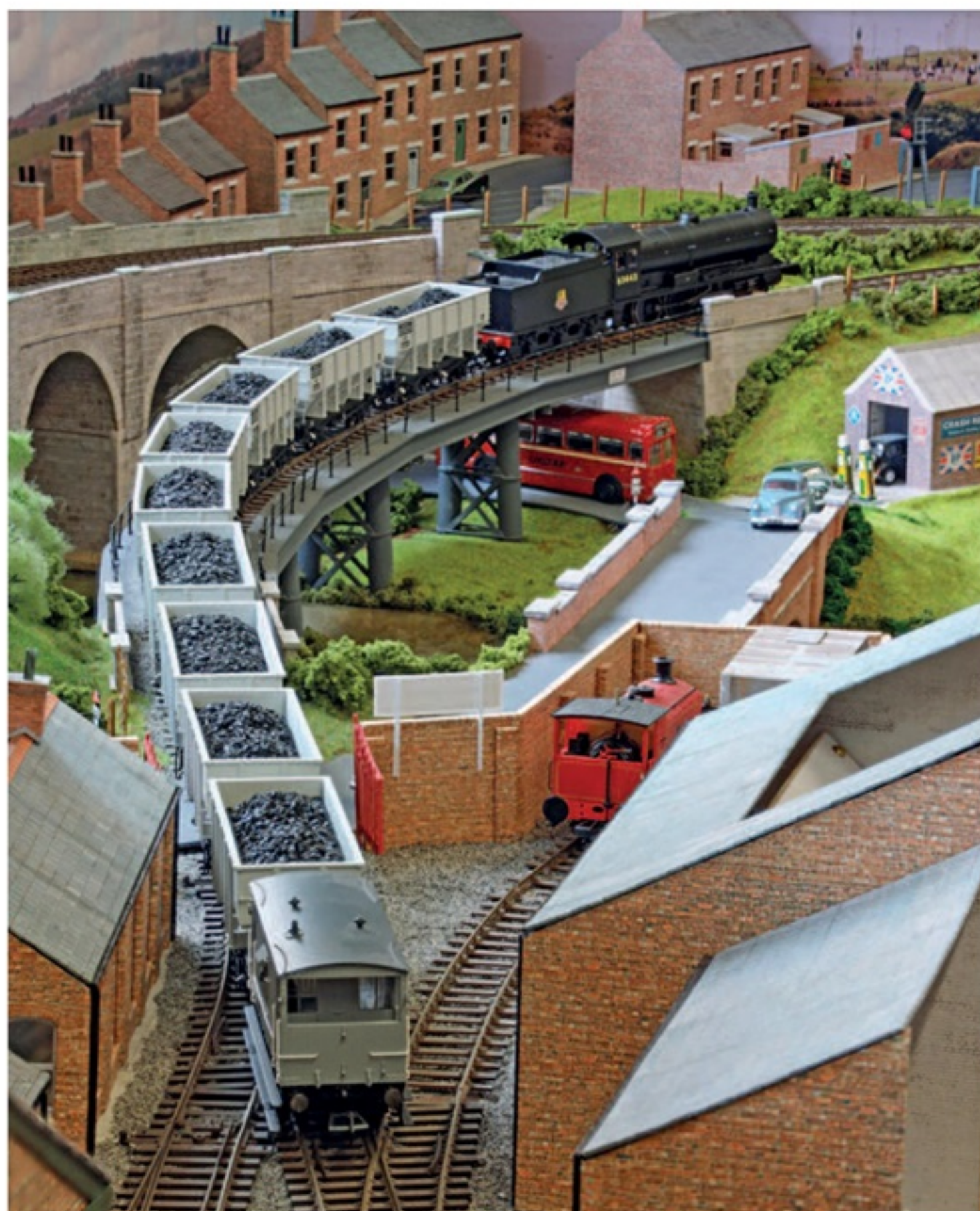
The coal loads in the empty hopper wagons are placed in the wagons and removed once the train has entered the fiddle yard for re-use at the colliery.

Other buildings

Other buildings on the layout include a Scalescenes church and a Scalescenes loco shed modified to resemble the NER shed at Malton. Adjoining the shed is the Peco turntable driven by a battery-powered Expo motor and gearbox with indexing carried out by eye. The George & Dragon pub by the skew bridge is named in salute to the venue where promoters of the Stockton & Darlington Railway met in 1820.

The main station building is a scratch-built H-plan structure based on a number of

A Metro-Cammell two-car DMU glides into platform 4 with an arriving local service. The island platform buildings are modified card kits supplied as downloads by Scalescenes.



A high-level view over the goods shed area and showing the trackwork arrangement of the station throat. Almost all the stock on the layout is from ready-to-run sources.

ex NER buildings that can be found in Durham and North Yorkshire, the principal dimensions of which were obtained from drawings in the North Eastern Railway Association publication *A History of North Eastern Railway Architecture Volume 3: Bell and Beyond* by Bill Fawcett. The two station platform canopies are hip ended to reflect those at Newcastle and York, whilst the mid-platform waiting rooms are modified Scalescenes structures.

The goods shed is a Smart Models kit which represents the NER goods shed at Alnwick, but I have extended the external platform loading to incorporate the Wills yard crane.

All the scratch-built buildings were designed using TurboCAD to create the wall outlines including window apertures and pier positions. These were then printed onto sheets of plain A4 paper and backed with 1mm or 2mm thick card. The apertures were then cut out using a sharp modelling knife, with brick paper glued onto the outer surfaces.

Scenery

The landform consists of expanded polystyrene of various thicknesses that has been glued together with PVA glue, covered in plaster bandage, painted, and then finally covered with static grass. The landform areas around the bridges had to be installed in a modular fashion through and against the various viaduct and bridge structures and spans, static grass being used to hide the joints between the modules.

The river was formed by heating Woodland Scenics E-Z water granules in an old pan and then pouring the molten resin into a pre-formed hardboard riverbed, which had first been pre-painted with small amounts of gravel added. In the short term, this gave an extremely pleasing and effective result. However, due to the temperature extremes encountered in the shed, the hardened resin has cracked just beyond the road bridge. Attempts to eradicate the



cracked resin using a heat gun have only been partially successful.

The trees comprise Woodland Scenics tree armatures that have been spray painted grey and covered with various foliage media including poly fibre and scatter material.

The backscenes comprise hardboard sheet covered with photographic prints from my own photos (the town scene is a reversed panoramic image of Whitby). I stitched my photos together to form the panoramas using image manipulation software – in my case Photoshop Elements – and then printed these out onto multiple A4 sheets. After trimming they were then glued to the backscene board.

◀ **Gresley A3 No.60077 The White Knight** departs Deneside with a southbound express. The track is a mix of Peco from the Code 75 ranges, including bullhead items.



▲ A Q6 awaits departure from the colliery with a train of full hoppers, whilst a Peckett 0-6-0ST stands alongside. The Screens building is linked to the main head stock building by a conveyor.

Locomotives and stock

All locos on *Deneside* are ready-to-run. Lamps displaying the correct head codes have been fitted to the steam locos but this is an ongoing process, as is the addition of a footplate crew for each loco. I have tried to restrict my purchases to loco types typical of the area and era such as the Hornby Q6 and K1, Bachmann V1/3 2-6-2T and Bachmann Sulzer Type 2 diesels that I remember. However, other BR and ex-LNER types have crept into the stock list, my excuse being that they are on running in turns from Darlington Works following overhaul!

Where possible, the front couplings of all tender locomotives have been removed to

enhance their appearance. This does, of course, mean that all arriving locos must be turned on the turntable prior to departure.

Similarly, all coaching stock and wagons are ready-to-run examples apart from a trio of Ian Kirk suburban coach kits. The corridor coaching stock has all been fitted with black folded paper corridor connectors wherever possible to eliminate unsightly gaps between coaches. Where NEM pockets are provided, alternative short shank couplings have been fitted to facilitate closer coupling.

For the coal traffic on the layout I have a rake of Bachmann mineral wagons, together with separate rakes of coal hopper wagons

by Hornby and Accurascale. A collection of other goods wagons is sufficient for the goods traffic, and I can also run an engineers' train comprising two Shark brake vans and various hoppers and open wagons.

Whilst I didn't much admire DMUs in my train spotting youth (because I witnessed them replacing steam hauled trains) I run them regularly on *Deneside* because that is the era I remember, the North Eastern Region

▲ A Gresley 0-6-0 Class J39 with a train of vans is held at the station limits. The working colour light signal is a Train-tech product complete with feather indicator.



of BR ordering them in great abundance from the early 1950s. I run two sets of the Bachmann Derby Lightweights which I remember spotting back in the day on the Durham coastline, and I also have a soft spot for the Hornby Metro-Cammell Class 101 DMU models.

Signalling

I decided to use colour light signals because I considered these to be easier to equip for operation than semaphores. Accordingly, I was drawn to the Train-Tech range of LED signals. There is however one Dapol upper quadrant semaphore signal, located on the colliery branch.

The biggest challenge was the adaptation of the Ratio Pratt Truss signal gantry kit (ref.478) to accommodate the Train-Tech colour light signals, three of which were also fitted with feather indicators. To power the signals I soldered lengths of fine wire to the LED signal head PCBs, then painted the wire runs matt black to make them less noticeable before threading them through the deck and gantry. The kit gantry supports were discarded and replaced with scratch-built hollow plastic columns, through which the signal wires were threaded (and then through corresponding holes in the baseboard surface).

The signal box is a modified Smart Models offering that has been increased in height to give the signal personnel better visibility in both directions.

Operation

Trains on the layout comprise express passenger, local passenger and parcels services, together with three types of goods or mineral traffic: coal traffic to and from the colliery which is reversed at Deneside station, coastal goods/oil/cement/mineral traffic that is also reversed at Deneside, and pick-up goods trains which require remarshalling in the goods yard and headshunt. A simple

Arriving and departing Metro-Cammell DMUs on local passenger services pass each other by the signal box. This is a Smart Models offering which has been increased in height to give the signal personnel better views.



▲ Now fully loaded, the Raven 0-8-0 Class Q6 leaves the NCB's Deneside Colliery. A Hatton's Barclay 0-4-0ST awaits its next shunting duty.

operating sequence has been devised that allows for the differing frequencies of the various types of traffic; for example, an hourly local passenger service, full hoppers leaving the colliery every four hours, and twice daily express arrivals and departures.

One interesting aspect of the main line track plan is the facing crossover at Colliery Junction by the signal box. Here, trains leaving the fiddle yard that are destined for the goods arrival road or the shorter platforms 3 and 4, have to use the crossover to run 'wrong line' as it were to reach their destination. Furthermore, there is also the opportunity to hold arriving trains at a signal in advance of the crossover if their destinations are still occupied by trains yet to depart.

Conclusion

It is almost exactly six years since the timber shed housing *Deneside* was erected, with the construction of the layout having taken just over five years. The build was broken down into several mini-projects, this helping to maintain momentum and interest. The track plan was inspired by H M Pyrk's *Berrow Branch* (RM September 1958) but BR (NER)

layouts such as *Billingham*, *Chollerford* (RM November 2012), *Whitby Quayside* (RM December 2001), *Etton* (RM November 2001) and *Guisborough* (RM October 2009) have been hugely influential as well.

Of course, I could not have devoted the associated time, resources, and effort necessary to build the layout without the support of my wife Jacky.

Useful links

North Eastern Railway Association
www.ner.org.uk

Scalescenics
www.scalescenics.com

Train-Tech
www.train-tech.com

Smart Models
www.smartmodels.co.uk





RAILWAY MODELLING *Explored*



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

THIS MONTH • A compact scheme in OO • Scalescenes makeover • A brake in OO9

Oakdene to Beechgrove

Following the construction of several N gauge layouts which all ran successfully, **MICK CLARKE** was compelled by a medical condition to convert to OO gauge. This compact end-to-end scheme was the result of his first attempt in the larger scale.

Photography by the author

The problem was the ever-worsening arthritis in my hands. It was becoming more and more difficult for me to handle the smaller sized models of N gauge and I ended up selling my substantial collection of locomotives, rolling stock and equipment. The spare bedroom, which had previously housed my N gauge layouts (see RM issues July 2014, April 2016 and August 2018) was re-decorated and returned to its original use, as in fact I had promised my

understanding wife Barbara at the outset some years ago.

However, with little to do but languish about the house, continually grumbling over the lack of anything decent to watch on television, Barbara eventually suggested that I have a go at modelling in OO gauge, as the larger models might be easier to handle.

At first I was reluctant as space was very



▲ A streamlined ex-GWR diesel railcar (a Dapol model) noses into view.

A bird's eye view of the level crossing at Beechgrove. The buildings are Metcalfe kits.
▼





curvature of the track to get to the second station: 'tight' doesn't even begin to describe it! After a lot of trial and error, I managed to get almost all of my now expanding collection of locos and rolling stock to negotiate them, albeit with the occasional derailment. As this project was always going to be an experimental step into OO gauge, I was happy to accept it for what it was.

Scenics

Moving on to the development of the scenery, I used Metcalfe card models for the majority of the buildings, which were all fitted with working lights. For pavements I painstakingly used the individual slabs supplied by Metcalfe; this gave a much more satisfying appearance than the flat card pavements. Working street lights were also installed.

◀ The approach to Beechgrove station. The road surface was created using fine scatter material from Jarvis.

Village life to the fore. The buildings are card kits and are equipped with internal lighting.



limited and I thought I wouldn't be able to do it justice and create something realistic, but the itch got the better of me and I was soon researching what I could achieve.

To cut a long story short, I bought a cheap transformer, a Gaugemaster Combi, followed by a loco (a Bachmann Ivatt 2-6-2T) and a couple of coaches. The bug had bitten again!

An L shape

The main board was 11' 6" long and 1' 10" wide, with a return at one end measuring 5' 0" x 1' 10" creating an L-shaped footprint. Due to the small size of the workable area, the track was laid and lifted numerous times until I was as happy as I could be with the plan. The most difficult part involved the

The use of a photographic backscene has helped to increase the sense of depth on what is quite a narrow layout.



When it came to the roads, I decided to experiment with Jarvis Tarmac fine scatter. To start I painted the baseboard with black water-based paint where the roads were marked out and then, when dry, I used a 3:1 mixture of PVA and water and brushed this onto the area to be covered – working on



▲ The view to the buffer stops with Beechgrove signal box standing on the left.



▲ An enjoyable aspect of the project was the addition of detailed cameos, such as this garden scene.



▲ An Ivatt 2-6-2T has just arrived at Oakdene with a local two-coach train. The run-round loop can accommodate a pair of 57' bogie coaches.



▲ The fireman on Collett Goods No.2251 is working hard to build the fire up at Beechgrove.

12" at a time to keep the glue fresh. I next sprinkled the scatter over the area, pressing it firmly with a filling knife to ensure it met the glue. 24 hours later, using a soft brush I brushed the surplus away and then, to make sure it was firmly secured, I dampened the area with a fine spray of water and a tiny bit of washing up liquid and then dripped a 50/50 PVA/water mix onto it, much as you would do to fix track ballast.

Landform

My method for producing this is to form the hillsides from chicken wire and cover them with at least three layers of papier mâché, a layer or two of plaster cloth, then a thin layer of filler and finally, when dry, a coat of green paint. The usual mixture of scatters, static grasses, shrubs, bushes and trees all add the finishing touches. I used various fencing types, including some with concrete

posts and wire, which was a bit fiddly but worth it. I made my own customised level crossing, and for further realism added vegetable plots and gardens with flowers: again fiddly, but the results were certainly worth it! A children's play park is on the

opposite side of the road from the primary school with its high walls.

To conclude

The experimental aspect of this project worked its magic on me. After a period spent enjoying operating the railway, the fingers started to itch again. Our grandchildren are grown up now, and although they will always be welcome to stay with us, the spare bedroom is largely redundant as a 'bedroom'. Hence, following some negotiation, my darling wife Barbara has agreed to another layout project in the space. Oakdene to Beechgrove was dismantled and the next project started.

This is becoming a twin-level system, the lower level being the fiddle yard accessed by a Helix at one end, similar in fact to the helices I used with my later N gauge layouts. The points will be electrically operated on the top scenic level and I hope to be able to explain more in these pages as it progresses.

Mick's N gauge adventures

Mick Clarke has been a regular in RM, but usually presents his N gauge modelling. After taking early retirement he chose the smaller scale and was an early embracer of DCC technology. After building *Bami Central* he pushed the modelling space boundaries further with a multi-level design (pictured) which also appeared in RM. His previous articles include:

Ellarry Cove and Ellarry Town	Aug	2018
Helical gradients	Apr	2017
Crazilby Castle	Apr	2016
Constructing a castle for Crazilby	Nov	2015
Bami Central (entitled Easy DCC)	July	2014



▲ The author at the controls of his previous layout project – *Ellarry Cove* in N gauge.

Customising a Scalescenes 'download and print' structure



JAMES SMITH describes how he personalised a card kit from this online supplier for a crossing keeper's cottage in 4mm scale. The techniques and methods outlined here are suitable for use on a wide variety of models across different scales. *Photography by Richard Smith*

Scalescenes offers a wide range of structure kits for railway modellers to download, print, and build. The firm also offers a variety of hints and tips on its website for how to personalise and develop the kits to enhance each individual model.

In this article I will describe how, by using these tips in combination with some of my own ideas, I made the most of the Crossing Keeper's Cottage kit (ref.R007a). This isn't a step-by-step account of the construction because the illustrated

instructions provided by Scalescenes are sufficiently comprehensive: instead this is an overview of specific aspects of the project where changes were made. The footprint of the OO version of the kit illustrated measures 69mm x 45mm. An N gauge version is also available.

One of the great things about these kits is that you can print them multiple times. This is well worth doing as having a number of copies means that you can practice techniques before employing them on the final item.



1. Etched windows



As well as the paper windows that come as part of the kits, Scalescenes also offers its own 'Scaleglaze' windows which are printed onto 100 micron clear film. The manufacturer also recommends Brassmasters etched brass window sets, which are designed specifically for each kit. For this model I used the 'H' window pack, which I feel really adds something to the finished model.

Each wall is formed of two pieces of card, with the brass window frames sandwiched in between. However, the thickness of the brass can cause the walls to become slightly distorted, so this needs to be allowed for when constructing the model.

2. Plastic chimney pots

Instead of using plastic tubing to make a chimney, I used the ones from the Wills Building Details Pack (ref.SS46) for this model. Before the chimney tops were finished, the surfaces were covered with modellers clay to create the flaunching, this being filed (*Inset*) to provide a flat surface for the pots to sit on.



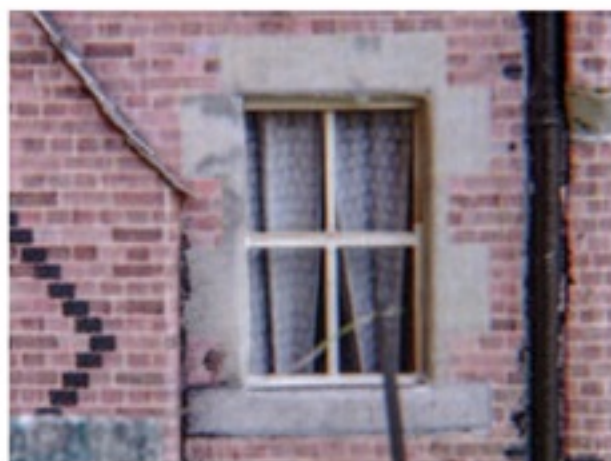
3. Doors from styrene

Instead of using the doors included with the download file for the kit (a selection of different colours is provided, see above), I instead made the front and outbuilding doors from plasticard. These were scribed and detailed with plastic strip to add some surface relief, and then painted to suit.



4. Interior detailing

Only an impression of the interior was needed, although some details were cut out and mounted onto card to give them some extra depth. The internal door was set open, to let some light through the interior of the building. Curtains were drawn on both sides of one room; the material for these was supplied in the kit, but they were folded and the top of the curtain was then flattened so that the folds tapered to the bottom, as if hanging from a rail.



6. Roof detail

The roof detail for the kit is very good. Each row of tiles is to be cut in strips and then layered on top of each other to give relief. Although not outlined in the instructions, I did the same with the tiles on the edge of the chimney stacks, with each being cut out individually and then placed so that they were overlapping. This gave the roof sections more uniformity. The supplied roof for the outbuilding was discarded and replaced by some offcuts of corrugated sheet. This was painted with Humbrol No.113 to dull its colour down and then treated with Humbrol Smoke Weathering powder to simulate a build up of dirt.



7. Weathering

Although the model itself does feature some convincing weathering as part of the printed surfaces, I decided to add to augment this. Green Scene Ivy flock powder was applied to the outbuilding roof, the chimney stack, and some of the walls. This has the effect of bedding the model into the scene and is also a useful trick for hiding any rough edges!

The Scalescenes website offers some very useful guidance for applying streaks of weathering on the model. Humbrol Smoke Weathering Powder was drawn down the surface of the roof in vertical strokes. It was then worked in with a makeup brush to smooth the edges. The same material was worked into some of the wall corners, building up layers using the same technique to create a more textured covering of grime, which just takes away from the slightly glossy finish that the printed sheets can exhibit.

I also used a scalpel to distress the brickwork in places. It is easy to overdo this, but if undertaken carefully it helps to make the surfaces less flat and uniform, adding a bit of character to the model. I tested this technique on some offcuts of brick paper first.



9. Scenic setting

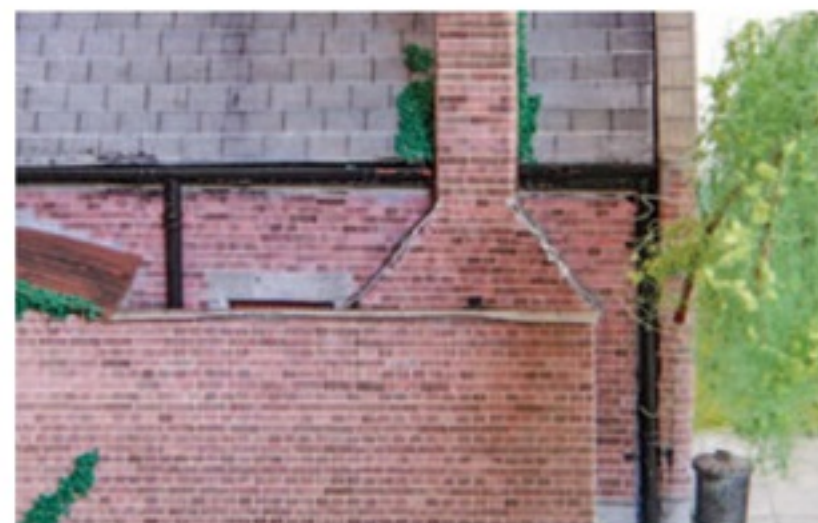
When building a model for a layout, it should have a purpose, and an intended place to go. In the diorama I have made for my model I thought carefully about what scenery I wanted, where it would sit and how it would complement the building. Accordingly, the finished model sits within appropriate scenery in the form of rubberised horsehair hedges, which adds to the overall scene.

Visible gaps along the footings of walls spoils any model. To address this, I completed all the scenery and detailing first, then added static grass around the footprint of where the building would be placed.



5. Guttering

Guttering is included on the original printed parts for the model, protruding from the building edge as part of the ceiling, and internal wall pieces. However, I decided to use the plastic components from the Wills pack instead. The card guttering was cut from the model, and then the extremities painted black. The plastic guttering was also painted black, and this adds a noticeable difference to the finished article.



8. Bringing the model to life

There is nothing better than adding small cameos to really bring a scene to life. Hence this model features a small cameo in the form of a lady hanging some washing out in the garden. A small feature, but it makes all the difference to the finished model.



Supplier information

Scalescenes
www.scalescenes.com

Brassmasters
www.brassmasters.co.uk

Building your first kit in OO9

CHRIS FORD shows how the Dundas Models Corris brake van kit can provide an ideal entry point for modellers looking to construct their own fleet of 4mm scale narrow gauge rolling stock.

Photography by the author



The availability of ready-to-run rolling stock in OO9 has grown exponentially in the last few years with offerings from the likes of Peco, Heljan and Bachmann. But what if you want to expand your fleet outside of what the proprietary manufacturers offer? The answer is straightforward: there have been many smaller firms offering kits for 4mm narrow gauge modellers for decades and these are still available to bolster the R-T-R items, and in the main are very easy to build.

Amongst these established suppliers is Dundas Models, which produces a range of rolling stock kits that covers most of the British narrow gauge lines. Dundas Models recently acquired the former Rodney Stenning range of kits, which comprises mainly Tallylyn and Corris Railway prototypes. The brake van kit from the latter (ref.DM207) is an excellent place to start if you are taking your first steps into OO9 kit-building as it is in essence a simple box on wheels.

The construction of the kit is described here and, even with the modifications outlined, should not be more than an evening's work.

Once you have completed your first kit it will open up a whole world of other possibilities for potential rolling stock kit-building projects.

To find out more about the Dundas Models range of kits, go to: www.dundasmodels.co.uk

Building the Dundas Models kit



1

The parts are pictured laid out as supplied in the kit. These consist of two identical plastic sprues and a set of whitmetal parts. All are flash free, but all have a small mould line which can be removed with a couple of strokes of a sanding stick. It is possible to build one of up to four variations with these parts; I chose the original Corris Railway version.



4

I deviated from the instructions with the handrails and referred to photos of the van in its original state. The book *Corris: A Narrow Gauge Portrait* by John Scott-Morgan (Irwell Press, ISBN 1-871608-41-4) includes a close-up portrait of the brake van. The handrail was set into the door at an angle using the thicker wire supplied. The two holes were made using a 0.9mm drill and the wire bent and fed through as shown, with the excess trimmed afterwards.



2

I followed the instructions closely to start with, fitting one side to one end and then fitting the second end, taking plenty of time to ascertain the quality of the fit by carrying out 'dry runs' for each stage.



3

A floor for the inside of the van was cut from plain styrene sheet at a size of 33mm x 15.5mm. The part is seen here being test-fitted to the constructed end/side assembly, prior to fixing in place.

With the second side and floor fitted, I next test-fitted the solebars, using Blu-tac to hold them in place temporarily. The holes were found to be too shallow, so were increased in depth by 1mm using a 0.7mm drill bit.

5



I then 'dished' the holes using a 1.5mm drill, holding the bit between my fingers so that only gentle pressure was used (otherwise there is the risk of drilling right through the soft whitmetal). The solebars were then attached using super glue; I reduced the length of one ever so slightly to allow for some 'wiggle room' between the two headstocks, thereby ensuring that the axles could be set parallel.

6



7

The van was given a coat of paint and the glazing was added using a tiny drop of plastic cement. I then added the window bars using the thin wire supplied.

I elected to use Peco couplers to enable compatibility with items of R-T-R OO9 stock. The van is remarkably low slung, so I needed to reduce the thickness of the 'foot' of the coupler mount to less than 1mm. I also filed a slot in the bufferbeam halfway into the round end plate. Doing this before the van was constructed would have been easier! The mount was then fixed to the floor and into the new slot before the coupler was clipped in. This small modification brought the coupler up to the height matching that of R-T-R items (inset).

8



Comment

Observations and opinions on railway modelling

Chris Ford



Decisions, decisions...

Regular readers may have noticed that I pop up in the pages of RM from time to time with various small layouts and that there is a certain amount of subject variation across these. My model and prototype interests are wide, and over the decades I've had a go at most of the major scales from N to O and narrow gauge layouts in scales from 4mm to 16mm. I would describe myself as a scale butterfly, flitting from one thing to another with no fixed direction.

What has been reasonably consistent throughout all this jumping around, however, is that the size of each of these projects has been on the small side. No giant circular essays for me, no loft or garage layout, but something that will fit into a small car and which can be taken to an exhibition. In fact, almost without exception, since 1995 anything that I have built has been for public display and has rarely been operated at home, save the usual pre-show testing. In some cases, the cycle of building is such that the layout is unfinished when it first gets shown and may still be in that state when it is retired!

This desire to keep moving is not uncommon amongst modellers. A recent conversation brought up the name of a fellow modeller and his routine of building and then dismantling a layout once it was completed. The itch to build something new or better is a strong trait and one that is resident in most modellers that I know.

Of course, lately things have changed, and a different attitude has had to prevail. *Hopwood*, the OO gauge project layout that I constructed (see *RAILWAY MODELLER* November 2019 – January 2020) had what amounted to a small tour lined up throughout the course of 2020. However, events transpired that meant the layout only appeared once outside of its debut on the Peco stand at the 2019 Warley show. Similarly, the follow-up O gauge project layout *Oake* (see *RAILWAY MODELLER* December 2020 – February 2021) never left the house at all! I like to keep building things and as I'm not blessed with acres of domestic storage, and with no current exhibition outlet, both have since gone to new owners.

The physical result of this butterfly attitude is that instead of a neatly organised set of single subject/scale/gauge rolling stock that passes smoothly from one layout project to the next, I've ended up with a rump of what amounts to just enough stock to exhibit a particular layout – no more and no less – but with no layout to run it on.

However, this does put me in the (possibly envied, possibly derided) position of being able to draw upon a choice of up to a dozen different 'next projects' with no real need to buy any stock. This might suggest that I have unlimited funds available for my hobby. Trust me, it's quite the opposite as much of these cupboard rolling stock bubbles may only consist of one or two second-hand locomotives that I bought cheaply many years ago, together with a few items of stock, but... enough to act as either all the stock requirement or at the very least a convenient springboard.

Allied to any decision to start a new layout project is the underlying need to do something new – to scratch a new itch. There are subjects that I would like to return to: the late 1970s diesel period and the ever present in the background OO9 to name but two.

There is also what might be termed the showbiz angle to consider. I do this before any timber is cut, or sometimes before the layout is even sketched out, to try and determine what sort of layout exhibition managers will find most useful, or what the public will like to see?

... The itch to build something new or better is a strong trait and one that is resident in most modellers that I know ...

I've said before how modellers that exhibit don't always fully consider the wants of the visiting public at exhibitions. After all, we are, whether we like it or not when exhibiting, in a minor branch of the entertainment business. There is a balance to be struck of course, but taking this public requirement aspect into consideration before building an exhibition

layout is time well spent. We've all seen, for example, the classic small layout – front operated, with the operator obstructing the public's view line at shows. Such layouts may not be universally well received and surely no one wants to devote time building what may be regarded as an unpopular exhibition model?

Taking all this into consideration doesn't in itself lead me in one direction or another. It's a start, but build I must and a decision I must make – a situation that I am sure is familiar to many other modellers...

Chris Ford has vast layout building experience and is the Content Editor for *RAILWAY MODELLER*.



▲ Pictured here are examples of Chris' most recent layout projects. On the left is *Oake* in O gauge, whilst in the centre is *Hopwood* in OO, both of which were chronicled in previous editions of *RAILWAY MODELLER*. On the right is *Half Acre*, a new N gauge layout that will be featured in these pages later in the year. Chris has also modelled in many other scales and gauges over the years including OO9 and O-16.5. Photos: Craig Tiley

Readers' Letters

Is the hobby in a golden age?

Thank you for the free insert included with the February 2022 edition; I have found it a most enjoyable read, and all the more fascinating with all the advertisements of the time included.

My own first experience of the RAILWAY MODELLER was in the late 1950s, and this 1949 edition has reminded me of my feelings about the hobby community at the time. There was an impression that as beginners, we were being pressurised, or at the very least subjected to a form of hectoring, by established modellers, and this tended to put me off the hobby a little.

One could almost feel that to be considered as a railway modeller, one had to own a lathe and be capable of scratch-building a locomotive in a few quiet evenings and weekends. Nobody was supposed just to run trains and enjoy the hobby in those days.

Fortunately I soon overcame this attitude and realised it was generally not the case. I persevered, starting with

the proverbial Tri-ang Princess Elizabeth set. I have thoroughly enjoyed the hobby ever since, tending to concentrate more on weathering and detailing rolling stock as I am still not capable of building anything entirely from scratch.

I do believe we are at a golden age at the moment with such a tremendous variety of high quality products available to us; and thanks to TV programmes including some associated with yourselves, we are now accepted in the community at large!

Having some very well known personalities such as Sir Rod Stewart and Jools Holland on board has certainly helped too. I don't suppose we will ever be 'cool', but at least we may have gained some respect by association.

Once again thanks for an excellent magazine, with absolutely no sign of those demanding attitudes of old. I do like the uncluttered Subscribers' Edition covers, by the way.

PETER BURKLE



▲ "We played trains, we played music." Jools Holland OBE shares news of the wonderful visit of Sir Rod Stewart to his model railway room. The world renowned music celebrities are two of the greatest ambassadors of the model railway hobby. Photograph courtesy of Jools Holland OBE and Sir Rod Stewart

Don't pander to marketing pressures

I find myself in complete agreement with Colin Tanner (February letters) on the use of plain covers for subscriber editions of RAILWAY MODELLER.

The January 2022 cover, featuring a Bulleid Pacific in the snow, was truly sensational.

We're all trying to achieve realism in our modelling and this picture was an inspiration. To tarnish it by blatantly advertising the contents of the maga-

zine would have ruined it. A round-up of the contents can easily be found inside the front cover.

So Peco Publications team, you are to be congratulated on having the magazine headed by uncluttered high quality images of the best in our hobby.

Please continue to present a quality magazine and don't regress to pander to the preferences of marketeers.

JOHN RICHARDS

It's still simply for pleasure after all these years...

It was great to read the Talking Points piece in the February 2022 edition about the availability of the entire RAILWAY MODELLER archive, especially the sentiments expressed by Chris Ford who highlighted the article *Simply for Pleasure* in the June 1974 issue, as one of his all-time favourites.

The layout was built and described by C F A Collins who is still happily enjoying the hobby almost 50 years on.

C F A Collins – Tony to his friends and Andover Model Railway Club members – later turned his skills to O gauge, building several small layouts which have featured in the Gauge O Guild publications *Small Layouts Vols. 1 and 2*.

First was *Frogpool*, a GWR themed layout to show what could be done in 7mm in a small space. Tony eventually

gave this layout to Andover MRC where it has been exhibited in many venues across the south.

Tony then built *Goonhilly*, again a GWR branch terminus designed to be operated from the front. It was featured in the GOG Gazette in May 2015. Later he built *Praa Sands*, a through layout with a 10' scenic section. It hasn't stopped there – Tony is now working on the club's O gauge test track!

As Chris commented, Tony's layouts have been an inspiration to so many people for such a long time. Hence, I felt it was high time that we revealed the identity of Tony Collins to the wider readership of RAILWAY MODELLER – that's him on the right, operating *Goonhilly* at a recent model railway show.

STEVE ROGERSON



▲ From right; the creator of the *Simply for Pleasure* layout is Tony Collins – pictured with Peter Brown (centre) and Steve Rogerson (left), all members of the Andover Model Railway Club operating *Goonhilly*. Photo: courtesy Steve Rogerson

Snippets from the first ever edition

I really enjoyed reading the reprint of the first edition of RAILWAY MODELLER, especially the article by Mr and Mrs Cyril Fry.

I thought the paragraph about having to eject the maid from the spare bedroom to make way for a workshop was extraordinary, but it reflected the period delightfully.

When I wanted to convert my spare bedroom into a small workshop, my wife only insisted that I keep a spare bed in the room for future guests!

GEOFF ABRAHAMS

In the editorial of the reprinted Vol.1 No.1 of RAILWAY MODELLER from 1949, G P Keen remarks, "How many otherwise excellent layouts are spoilt by unrailwaylike practice, shunting on the

wrong road, avoidable facing points, incorrect signalling etc?"

Today it is still easy to find layouts, both in the press and at exhibitions, the track plans of which would seem unlikely on the prototype and, my particular gripe, signals planted seemingly at random, like trees for decoration.

Nothing really changes after all.

KEITH HEFFER

Thanks for the reprint of the first edition of RAILWAY MODELLER. How far the hobby has travelled since then.

You may already be aware of this, but the 1949 film *Obsession* mentioned in Bill Trebb's article is today available to view on YouTube.

DAVID BURNALL

Micro-marvels not prototypical – further views

I read Mr Watts' critique of my OO gauge micro-layout *Penmaenbach* which featured in the December 2021 issue.

I am sorry that Mr Watts does not care for my layout, the design of which adopts the well-loved and widely used 'Inglenook' design philosophy that has engaged both operators and viewers alike for decades. My next project – *Lockdown Fen* – is an even more basic shunting Inglenook. This time inspired by the Wisbech & Upwell and built to fit in a 77-litre Really Useful Box. I have many other ideas stacked up for the future too, and a plan for a fictitious Somerset & Dorset branch does indeed have a passing loop.

The reason for my approach to the hobby is simple. I do not have the space to model or exhibit a prototype goods yard. Such yards complete with run round loop, reception and departure roads, brake van sidings, head shunts etc., are actually large affairs if modelled to true-scale, even with selective compression, and that's not to mention the off-stage area required either. Furthermore, the *Penmaenbach* project allowed me to recreate many of the wagon types I saw in the 1980s and 1990s in the North West (my prime 'trackside' era). Other schemes will allow me to do the same.

Penmaenbach has only been out to one exhibition – Thornbury last November – for obvious reasons. It was very well received with many comments made alluding to the reliability, smooth

running, hands-off uncoupling, and overall presentation. My previous Inglenook *Dock Street* (April 2021 edition) prior to the pandemic was seen by one observer who spent 15 minutes just watching and listening to my sound fitted SLW Class 24 shuffling wagons backwards and forwards.

"Delightful," he said, "I could watch it all day."

I remain a happy and contented builder and exhibitor of small layouts.

CHRIS HOPPER

I read Ian Watts' letter (February RM) and wondered if I had misunderstood his point.

There are plenty of examples in real life of Inglenook type layouts with no run-round loop. My favourite example is Farringdon on the Meon Valley where trains were propelled for several miles. Middleton Towers is a contemporary example with its heavy sand traffic.

Most model railways are a compromise in size and run far more trains than would be justified in real life. Thanks for a superb magazine.

DAVID NELSON

Ian Watts may be right when he dismisses *Penmaenbach* and other layouts of its type as, 'nothing more than a staged diorama of train movements that cannot possibly be undertaken on the layout in a convincing, prototypical way.' A statement which I believe is open to debate, but he is certainly incorrect

when he states: 'there does seem to be a lot of shunting layouts with very limited operating potential.'

Many small layouts of the micro type owe their derivation in part to Alan Wright's *Inglenook Sidings*; an ultra small 4' x 1' layout designed specifically as a shunting puzzle which, without going into its history in any great depth, involves three sidings, a small locomotive and eight wagons. It is ideal for a modeller who has little time, space or money, or the beginner as an entry-level project.

Prototypical? Perhaps not, although that point has been debated for years too, and one can find countless sidings on the network (certainly on steam era branch lines) that were accessed without a release loop in sight.

Limited operating potential? I don't think so either. A study exploring the rise of the so-called 'micro' layout on the internet (see: www.wymann.info/ShuntingPuzzles/index.html) reveals that using the standard Wright Inglenook method, a total of 6,720 possible trains can be made up, which should keep most operators engaged for a tidy spell.

Many modellers don't like micro layouts; that's fair enough as we all have our point of view. But our hobby advertises itself as a broad church and it continually needs new ideas so it can evolve and thrive. *RAILWAY MODELLER* is a great magazine – thank you RM team, and keep publishing Micro Marvels.

PHIL STONEHAM

Snippets...

Are your rivets all there?

John Rodway's article on rivet counting (February Comment piece) reminded me of a friend who had volunteered on the Ffestiniog Railway. The corroded water tanks on a Double Fairlie were repaired by welding in new sections and adding cosmetic rivets.

Someone claimed they had applied the wrong number and was bemused by the resulting hilarity!

IAIN CLIMIE

Micro enquiry

Thank you for the excellent magazine, and a huge thanks for making all the back issues available to subscribers. That has been a real treat and it has spurred me on to try and find out about the layouts featured on the current Micro Marvels banner; what are they and which back issues did they appear in? I'd love to read about them.

JACK BATESON

[Ed. Two layouts are featured on the banner; on the left is an N gauge layout, Porthladd Aberllyn by Gareth and Daniel Jones from the May 2009 edition. On the right is a OO gauge layout, Common Lane Wharf by Steve Best and Mike Pearson from the September 2004 issue.]

Turntable drive – 6V not 12V

Further to Iain Hales' article in the November 2021 issue, it mentions that the turntable drive he used is similar to the Frizinghall Models drive motor/gear box. However that item is rated at only 6V dc whereas the wiring diagram shows a 12V dc supply – If connected to the FMR motor it would be damaged.

CHRIS EYLES

Highland lines

Regarding Mark Hornsey's article about proposed branch lines in the Scottish Highlands which could have been built, I wholeheartedly agree that *The Highland Railway* written by H A Vallance is well worth reading.

There are two other titles I can recommend; *The Highland Railway* by David Ross (notably Appendix C) and *A Quite Impossible Proposal* by Andrew Drummond.

JOHN MITCHELL

Cor blimey

Further to the comment in the snippets column in the December 2021 issue from E Court. I wholeheartedly agree with him.

I have a very short wish list. It is for a model of the 4-COR to be produced. This would complement the 2-BIL and 2-HAL units.

TERENCE REEVES

Chris Hopper's previous micro-layout *Dock Street* enabled him to make models of early 1970s stock – in contrast to *Penmaenbach* which he set in the 1980s with air-braked vehicles.
Photograph by Ian Manderson



Mk.I BCKs on the Southern Region

I refer to the letter by David Thrower in the January issue entitled Go Green! with reference to SR green Mk.I BCKs.

The Southern Region took delivery from new of Mk.I BCK coaches Nos.21263-21275 in early 1964. Being late built Mk.Is, they ran on Commonwealth bogies, had aluminium window frames and plastic Second Class interior panelling.

There were also some of the few Mk.I on the Southern Region to carry the BR coaching stock roundel.

Most were 'loose' coaches but some were allocated to certain Bournemouth six-coach sets as follows:

Set	Nos	Year
296	21267, 21270, 21271	1964
298	21269, 21268,	1965
299	21266,	1965
300	21272, 21273	1965

I hope this information is of help to Mr Thrower.

ROBIN ORGAN

Are today's youngsters missing the play value of trains?

At a recent meeting of our model club, several of us were remarking on the lack of 'play value' that seems inherent in modern-day model trains.

We reminisced of the years of our childhood (now long distant) when, as well as running trains, there were operating accessories to play with; coal loading and unloading, mail bag pick-up, and even cranes that we used to lift derailed trains. Not to forget the helicopters, missiles and rockets which could be launched across the room.

All these fired our imagination and later led us on our journey into a fascinating adult hobby.

In the intervening years the Thomas The Tank Engine series has been the one exception. It was popular with my boys and later my grandchildren.

Modern models are truly excellent, but can be very fragile and too easily broken should less agile fingers handle them. There is fun in creating a model layout but the intricate nature of the

build provides little to maintain a young person's interest. I have found this with my grandchildren, who are happy to run trains for a while, but then get bored. However I do have a narrow gauge quarry layout, where they can load and unload stone hoppers, without supervision, and play happily with it.

We have gone from toy trains to scale models, but without toys to inspire, there may not be any future modellers.

PETER BELL

[Ed. Happily Hornby has embraced the 'toy' end of the hobby for many years, firstly with its Railroad range of models, and more recently the Playtrains brand aimed at the very young. Visit your local model shop or www.uk.hornby.com]



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

Metropolitan-Vickers A Class Co-Co

New from
Irish Railway
Models in OO



Irish Railway Models has delivered on its first locomotive release – the Metropolitan-Vickers A Class diesel-electric locomotive – plans for which were first revealed in the news pages of our January 2019 issue.

In total, the initial releases cover no less than 18 versions, comprising as-delivered Crossley-engined examples and the later rebuilt variants with General Motors power units (see panel); with tooling variations catering for detail differences such as roof fittings, original/toughened glass windscreens, CAWS (Continuous Automatic Warning System) apparatus with/without protective guards and staff snatchers.

Liveries include 'as delivered' silver, green, black with yellow ends, black & tan – together with a selection of orange & black colour schemes. A model of class leader A1 in silver livery – presented in a wooden presentation box and limited to 250 pieces – has also been produced.

Our samples in detail

For review we received a sample of model ref. IRM1101-A30 – presented as A Class A30 in CIÉ silver, which

features staff snatchers, no CAWS apparatus (Continuous Automatic Warning System) and original windscreens, and a sample of model ref. IRM1111-007, which is presented as 001 Class No.007 in Irish Rail Supertrain orange & black colour scheme – without staff snatchers, CAWS apparatus without protective guards and toughened glass windscreens.

Each model is presented in a smart card box, the model itself being cradled in plastic blister style packaging within a substantial foam insert. Inside, as well as the usual operation and maintenance paperwork is a lavishly illustrated booklet, complete with historical notes, builders' promotional material and first-hand accounts of working on the real locomotives from former A Class driver Tom Ryan.

The body mouldings bristle with fine cosmetic details including separate metal grab handles (with the exception of the long horizontal rail below the windscreens), lamp irons, rivet detail and windscreen wipers – with two different styles exhibited across our samples. The base plates for the

staff snatchers are also separately fitted, with the arm absent on our sample of No.007 as per the prototype.

The bogies – complete with details specific to each prototype – are adorned with separately fitted pipework; including functional rotating axle-box hubs on the later EMD machine as per the prototype. The various items of underframe pipework – some of which is neatly picked out in yellow on the EMD variant – have also been faithfully portrayed on both examples.

The etched roof fan grille affords a clear view of the fan detail inside the body moulding; the fans themselves do not rotate. Cab glazing is flush,

whilst cab interiors are very well furnished with period appropriate features. Buffer heads are metal and sprung – note the two different styles of shanks between the models, also formed from metal.

Separate details supplied for the modeller to fit if desired include screw link couplings, together with a bogie





mounted brake reservoir (this requires the removal of the factory-fitted tension-lock coupling at the No.2 end), spare roof horns, etched builder's plates, an NEM mount and tension-lock coupling. Details specific to the model of A30 are etched CIÉ 'Flying Snail' logos, while the model of No.007 includes CAWS fittings for the No.2 end. For photography we fitted all appropriate details to both ends.

Livery application is to a high standard on both examples; particularly worthy of note is the pleasing metallic silver finish of the model of A30, with the bogie springs and axle boxes neatly picked out in black. Separation between the body colours of No.007 is also very good for the most part, with clean breaks between the orange and black banding – although some very minor paint bleed was noted around the grille areas.

Cab interior and bulkhead detail is very impressive with fittings picked out appropriate colours. Running numbers and operating company logos have been crisply applied, while builder's plates are fully legible.

Mechanism and performance

The chassis comprises a substantial metal casting, housed within which is a centrally-mounted twin-flywheel equipped five-pole motor that provides power to both bogies. All axles are driven and power is collected from all wheels – all of which feature brass bearings; the wheelsets have provision for re-gauging to 21mm gauge, with the brake shoes set to this wider gauge.



A PCB (Printed Circuit Board) sits atop the chassis casting, which is also equipped with a 21-pin decoder socket and alongside which are two speakers to allow for the installation of digital sound. Access to the decoder socket is via a novel magnetic roof section, which follows the outer perimeter of



See this model in action on our website – bit.ly/IRM-Aclass

VINTAGE VIEW CIÉ/IR A Class Co-Co



▲ On 16 March 1978 EMD-engined 001 Class No.007 enters Lisburn with a featherweight 'liner' service from Dundalk.
Photo: Jonathan Allen

Prototype information

Constructed by Metropolitan-Vickers at its Dunkinfield works in Manchester, a total of 60 of these twin-cab Co-Co locomotives were delivered to Córas Iompair Éireann in 1955/6. Weighing 84 tonnes and rated for a maximum speed of 75mph, the locomotives were given the A Class fleet designation under the CIÉ alphanumeric classification system (in which the letter indicated the locomotive's power rating, with 'A' being the highest), later becoming 001 Class with the introduction of the three digit numeric system in 1972 – although the old terminology remained in use amongst railwaymen and enthusiasts.

Originally supplied with a Crossley HSTV8 power unit producing 1,200hp – similar to that in the BR Co-Bo Class 28 – the locomotives proved unreliable initially, due to the engine being inherently unbalanced, causing excessive vibration, leading to frequent failures of pipework and mechanical parts. This eventually led to locomotives A58 and A59 being rebuilt with 1,325hp General Motors Electro-Motive Division (EMD) 12-645E prime movers in 1968, with the pair designated A58R and A59R ('R' standing for 're-engined'). The test proved a resounding success with all other locomotives retro-fitted with EMD power units between 1969 and 1971.

The class provided the backbone of the CIÉ locomotive fleet for 40 years, working the majority of main line passenger and freight services – most notably the Tara Mines Ltd zinc and lead ore traffic from the company's mine near Navan, Co. Meath to Dublin Port for export.

The arrival of the 071 Class in 1977 saw the A Class displaced from many top link services – due to the lower top-speed and lack of train air brake equipment. By 1990, 43 locomotives remained in service; the final class member withdrawn in 1995. Four examples have been preserved.

the roof panels; this has a satisfying magnetic 'click' when being replaced.

The models are factory-fitted with a PowerPack capacitor, which is intended to compensate for any momentary interruptions with the supply of power to the model, although this system only functions under DCC operation.

The model is equipped with directional, cab and engine room lighting, however, for 12V dc users a limited range of lighting functions can be controlled via a bank of switches mounted on the DCC socket blanking plate: 1 – white marker lights No.1 end (on/off), 2 – white marker lights No.2 end (on/off), 3 – red marker lights No.2 end (on/off), 4 – red marker lights No.1 end (on/off), 5 – headlights No.1 end (on/off – EMD variants only) and 6 – headlights No.2 end (on/off – EMD variants only).

Separating the body from the chassis is straightforward, requiring the undoing of four screws located underneath the roof access panel. With these removed, the body can be lifted clear, with care needed to avoid damaging the vacuum pipes at each end.

On the scales the A Class weighs in at an impressive 499g. On test the model was smooth and controllable throughout the speed ranges, with

good slow speed running. The model hauled 25 Pullman cars around the Pecorama loft layout, with its 1:48 gradients and 3' radius curves.

A sign of things to come...

These new models will doubtless be well received by Irish-outline modellers and complement the growing range of models available from Irish Railway Models – including new versions of the firm's Tara Mines wagons (see p211).

Furthermore, the A Class provides us with a tantalising taste of what we can expect from the manufacturer's sister company Accurascale, with some of its forthcoming OO gauge locomotive projects – namely the Class 37, Class 55 Deltic and Class 92.

Samples supplied by

IRISH RAILWAY MODELS Ltd,
Unit 8, The Hyde Building,
The Park, Carrickmines,
Co. Dublin D18 Y3F9
www.irishrailwaymodels.com

PRICES

Ref.IRM1101-A30 – £169.99
Ref.IRM1111-007 – £169.99

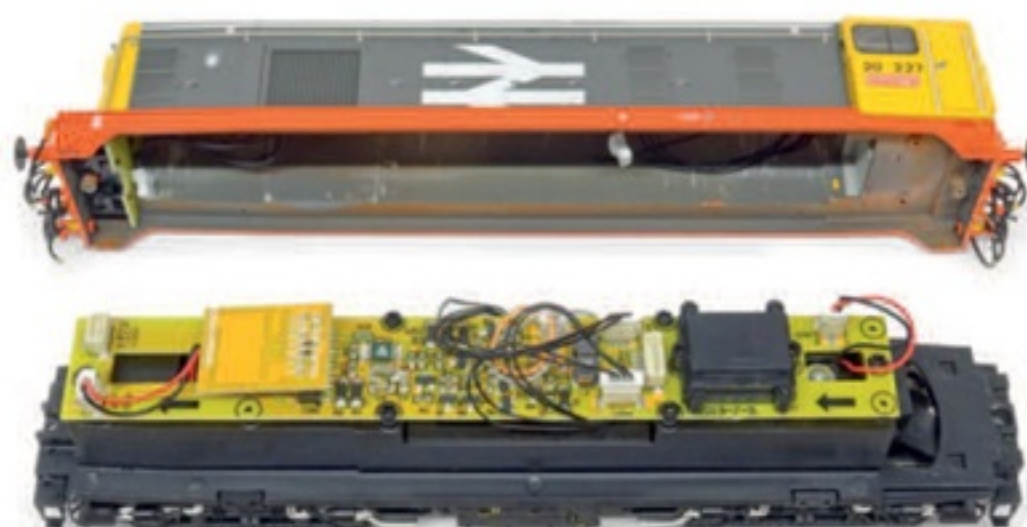
Bachmann Europe Plc first launched its all-new tooling version of the English Electric Class 20 Bo-Bo almost exactly a year ago, with a trio of post-Privatisation era 20/3 releases, an example of which was reviewed in our March 2021 edition. Following on from this, the manufacturer outlined its plans for a trio of BR era 20/0s (see News, RM April 2021). Supplied DCC ready, these comprise D8015 in BR green with disc headcodes (ref.35-351), 20 057 in BR blue with full yellow ends and disc headcodes (ref.35-355), and 20 227 in BR Railfreight grey (red stripe) with headcode boxes (ref.35-357). Each of these versions is also available DCC Sound Fitted.

For review we received a sample of the version presented as 20 227. The real locomotive – originally numbered D8327 – was the last class member to be built, rolling off the Vulcan Foundry production line in February 1968. Allocated to Polmadie from new, it moved to Haymarket the following year where in 1974 it received the TOPS number 20 227. Its final allocation was Eastfield from May 1988.

Preserved following its BR career, and currently owned by the Class 20 Locomotive Society, in recent years 20 227 has been used extensively on the London Underground network, sporting Metropolitan lined maroon livery scheme and carrying the name *Sherlock Holmes*.

20 227 received Railfreight grey livery with red stripe (as carried by the model) at some point during the mid 1980s. During this period the locomotive was also fitted with a high intensity headlight on the cab end; the Bachmann model depicts this fitting in grey, which places the model roughly between 1989 and 9 July 1994 – on which date it acquired the name *Traction* during a Doncaster BRML Works open day.

As with a number of recent releases, the model features numerous era/prototype-specific details, with 20 227 featuring appropriate fluted equalising beam bogies with weight-relieving holes and Oleo pattern buffers (which are metal and sprung). The bogies are adorned with separately fitted pipework, much of which is picked out in white. Metal has been used for many of the detail parts, including etched foot-steps and fine wire for the sandpiper and handrails. The internal cooling fan detail is clearly visible through the etched grille on the bonnet, with the fan itself free to rotate (although not powered). Cab glazing is flush, whilst the cab interior is very well furnished with period appropriate fittings.



Separate details supplied for the modeller to fit include screw-link couplings, bufferbeam pipes (yellow – engine control air pipes, white – air pipes, red – air brake pipes, vacuum pipes, and multiple working cables) and snow ploughs. The fitting of some of these details requires the permanent removal of the tension lock couplings, and may also impede the ability of the model to negotiate curves of small radii. For photography we fitted all appropriate details to both ends.

The British Rail Railfreight grey colour scheme has been well executed, with clean separation between the main body colours – with the exception of some minor paint bleed observed around the black windscreen surround. The model is also adorned with a wealth of small printed details, extending to crisp renditions of the overhead warning flashes, castle logo (located either side of the bonnet at the nose end), and emergency markings – which are legible



to the naked eye. The AWS sunflower apparatus within the cab is also picked out in the appropriate colours.

Mechanically, the model shares the same chassis and mechanism to that of the recent 20/3, which comprises a substantial metal casting with centrally-mounted flywheel-fitted five pole motor, transmitting drive to all axles on both bogies. Provisions for digital control and/or sound is via a PCB with 'Plux22' interface located atop the chassis casting, with a factory-fitted 'sugar cube' sound speaker sited at the cab end. Access to this requires the removal of the bodysheet, which is achieved with the undoing of just two screws, one located at each end of the chassis – taking care to avoid tugging the wires running to the lighting assemblies.

As per the 20/3, this release is equipped with directional and cab interior lighting. For 12V dc users there is a bank of four control switches that can be accessed by unclipping the air tank moulding from the underside of the chassis. The switches are: 1 – nose end directional lights (on/off), 2 – cab end directional lights (on/off) and 3 – cab interior light (on/off); switch 4 is not in use. On DCC these same selections can be made using functions 1, 3 and 5 respectively, whilst function 0 will provide global on/off control of the model's directional lighting.

On the scales the new 20/0 weighs in at 340g (just 1g lighter than 20/3), with the model capable of handling 20 Pullman cars with ease around the 1:48 gradients and 3' radius curves of the Pecorama loft layout.

These latest releases are sure to please Type 1 aficionados and no doubt we'll see further liveries and numbers of these popular machines in due course, perhaps further encouraging modellers to recreate the multiple working that was a hallmark of the class.

Sample supplied by

BACHMANN EUROPE PLC,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.35-357 — £179.95





Irish Railway Models has received stocks of the latest batches of its Tara Mines bogie wagon models (see review of the firm's original releases of these models in the March 2019 issue). These latest examples now cover the wagons in their 'as-built' form, sporting distinctive Tara Mines blue livery with original style hoods, which the vehicles carried from introduction in 1977 until the early 1990s.

Five different twin-packs in Tara Mines blue, alongside three further packs in red oxide livery have been released. Illustrated here is pack ref.IRM1028-BL-D, consisting of fleet numbers 31012 and 31015 in blue, and pack ref.IRM1032-BX-H, featuring 31013 and 31021 in red oxide with overhead warning flashes.

Construction takes the form of

injection moulded plastic for the most part, with metal wheels giving the models an overall weight of 95g each. Buffers are plastic, but sprung; it was noted that some buffers were slightly out of alignment on our samples.

Particularly worthy of note are the finely moulded Sambre et Meuse Y23 pattern bogies, complete with rotating

axle hubs. NEM slimline tension-lock couplings are fitted as standard, mounted in sprung housings.

Supplied in a separate accessory pack are a number of vacuum pipes, spare axle end caps and close-coupling drawbars.

As with previous Irish Railway Models products, livery application is to a very

high standard, with lettering, data markings and builder's plates crisp and fully legible. Raised details such as the markings on the brake wheels are neatly picked out in red/white.

The models can be purchased direct from the manufacturer's website.



Samples supplied by

IRISH RAILWAY MODELS LTD.,
Unit 8, The Hyde Building, The
Park, Carrickmines, Co. Dublin
D18 Y3F9
www.irishrailwaymodels.com

PRICES
€79.95 per twin pack

Latest wagon commissions

A number of organisations have released new OO gauge models that have been commissioned with exclusive liveries from Dapol. The models all take the form of 10' wheelbase seven-plank open wagons equipped with metal-spoked wheelsets, removable coal loads and slim-line tension lock couplings, mounted in NEM pockets.

The first of these is from the **Bagnall Locomotive Group**, which has commissioned a pair of models, with the proceeds going to the restoration of the group's Bagnall 0-6-0ST No.2746 at the Ecclesbourne Valley Railway.

The first of these is presented in the fictitious livery of 'Buggleskelly Gas, Light & General Trading Co. Ltd', with the running number '5' in green with white lettering; the second bears the livery of 'Buggleskelly Quarries Ltd', with the running number '23', finished in black with white lettering; both models are inspired by the classic 1937 Will Hay film *Oh, Mr Porter!*

The wagons – limited to just 200 models each – are available priced at £16.00 each (P&P £3.90 for up to four wagons). Orders can be made by email (sleepmonster@yahoo.com) with payment by PayPal, or by post with cheques made payable to: T J Oaks, 13 Trenchard Drive, Buxton, Derbyshire SK17 9JY.

The **Middy Trading Company**, the fundraising arm of the Mid Suffolk Light Railway Museum, has also commissioned an exclusive wagon, limited to 151 models with profits



going towards the running cost of the museum. It is finished in the livery of 'Fosdick' (Ipswich), with the running number '253' in red with white lettering. The model is available with a pristine or weathered finish and can be ordered through the museum shop (priced £14.00 each) or via post

(priced £18.00 each including P&P, £32.75 for two, or £47.50 for three) with cheques made payable to: Middy Trading Co Ltd, 5 Melton Meadow Road, Woodbridge, Suffolk, IP12 1SB. 'Pristine' or 'Weathered' must be specified when ordering.

The **Lancashire Mining Museum** has commissioned a pair of OO wagons in exclusive liveries, each limited to 100 models with profits going towards the running cost of the museum.

Both wagons depict internal user wagons of the National Coal Board (NCB), Manchester area; the first of these mirrors the design of those described above with the running

number '435', while the second is a 16-ton steel-sided mineral wagon. Both models are finished in black, with white NCB lettering and markings.

Orders for the wagons (priced £15.00 each + £3.90 P&P) should be made in writing to: Mr R Bruce, 16 Duke Street, Astley, Tyldesley, Manchester, M29 7GL.



Samples loaned by

BAGNALL LOCOMOTIVE GROUP,

MID SUFFOLK LIGHT RAILWAY MUSEUM,
www.msrlr.org.uk

LANCASHIRE MINING MUSEUM,
www.lancashireminingmuseum.com

PRICES
(See text)



Hornby has taken stock of its latest suite of diminutive 0-4-0 outside-crank Sentinel diesel locomotives in OO – announced as part of the firm's 2021 range.

For review we received a sample of Sentinel No.10089 *Chiaki Ueda* in Hitachi grey & white livery with red/yellow wasp stripes. Originally constructed in 1962 by Sentinel (Shrewsbury) Ltd, the locomotive was fully refurbished by the Hunslet Engine Company in 2007 for operation at the Hitachi Europe Limited depot in Ashford, Kent. Additions included a new state of the art control system and multiple-unit couplings for moving Class 395 Javelins around the site.

The model consists of a cast metal chassis and running plate, with moulded plastic components utilised for the body parts which are detailed

with numerous separately fitted details, including fine etched metal grilles and grab-rails (with the exception of the main side rails which are also plastic). Overall weight of the model is 109g.

The model features a number of new unique tooling variations, including revised front and rear bonnet grilles (incorporating non-functional high-intensity light clusters), plated over buffer-beam marker lights, side-mounted air compressor, and two styles of buffer head – round on the front and oval on the rear – as per the prototype. However, representations of the roof beacon and air-brake pipes fitted to the prototype appear to be absent from the model.

Also supplied separately for the user to fit are a pair of dummy multiple-unit couplings; these require the removal of the NEM tension-lock couplings and dummy hook from the bufferbeam.

Mechanically, the model is similar to versions of the Sentinel 4wDH released previously (see review, RM March 2014), with all axles being driven by a three-pole motor – located within the front bonnet – via gear towers.

Provision for DCC is via a four-pin decoder socket, which is designed to accept the firm's X9659 (ref.R7274) four-pin decoder – access for which is gained by removing the locomotive body.

Livery application has been completed to a high standard throughout, with clean breaks between the main body colours. The plethora of wasp stripes has also been replicated very well, with lines matching near perfectly where they cross joins between components, with minimal paint bleed. Builders plates are crisp and fully legible, and have a pleasing metallic sheen.

Hornby should be commended for tackling this unique member of the class, one which is sure to please modern image aficionados. We eagerly await the arrival of the forthcoming 0-6-0 variant, which was announced as part of the firm's 2022 range.

Sample supplied by

HORNBY HOBBIES Ltd
Westwood, Margate,
Kent CT9 4JX
www.hornby.com

PRICE
ref.R30010 – £108.99

Dapol Vanwide/VEA 12T goods van

Dapol has delivered stocks of its latest ready-to-run O gauge wagons from new tooling – the BR Vanwide/VEA 12T goods vans, plans for which were first announced in our February 2013 issue.

With examples built at Wolverton and Derby works, nearly 2,000 Vanwides were constructed in total between 1961 and 1962, 550 of these being subsequently converted into VEAs following the addition of air brakes. Nine models have been produced, these covering examples of both types which are presented in a selection of BR bauxite liveries (including versions with Railfreight branding), together with BR Railfreight red & grey and Railfreight Distribution grey with yellow ends.

For review we received a sample of (ref.7F-049-203) Vanwide No.B784479 in BR bauxite and (ref.7F-049-004) VEA No.230142 in BR Railfreight Distribution grey with yellow ends and roller bearings.

The models consist of a plastic injection-moulded body and chassis, with a plethora of detail fittings



fabricated from a combination of plastic and metal. The three-hole disc wheel-sets are metal, fitted within brass bearing pockets. Buffer heads are also metal and sprung, as are the coupling hooks – complete with working instanter (Vanwide) and screw-link (VEA) couplings. Overall weight of the Vanwide is 136g, with the VEA weighing in at 138g.

The wagons feature remarkably detailed underframes that comprise numerous separately fitted parts; this is particularly worthy of note on the VEA

which features a fine representation of the air-braking system, including air reservoir, associated pipework, brake pull rods, safety loops and brake shoes (which are correctly in line with the wheel treads). Body detail includes, separately fitted lamp irons, vents, vacuum/air pipes, lower door guide rail and fine metal door grab-rails. (The doors themselves, together with the latches and upper guide rail are part of the body moulding.)

Livery application on both samples is first class with clean breaks

between colours, and details such as the brake handles and lamp irons picked out neatly in white. Lettering and data panels are crisp and legible throughout – including the Railfreight Distribution and Carlisle Currock depot logos applied to the VEA.

These releases are sure to prove popular among those modelling pre-TOPS through to the Sectorisation era in 7mm, providing ideal stock to accompany the firm's Class 08, together with other R-T-R diesel releases in O.

Samples supplied by

DAPOL Ltd,
Gledrid Industrial Park, Chirk,
Wrexham LL14 5DG.
www.dapol.co.uk

PRICES
ref.7F-049-004 – £58.59
ref.7F-049-203 – £58.59



New products from the **PECO** group of companies

New material sheet packs from Wills for 4mm scale

There have been two new additions to the range of Wills material sheet packs. The first is ref.SSMP235 Gabion Cage Walling. Supplied four sheets per pack, with each sheet measuring 132mm x 75mm. These sheets represent Gabion cages that in reality are filled with materials such as rocks, concrete or sand, and have numerous civil and railway engineering applications such as reinforcing embankments/cuttings, erosion control or landscaping.

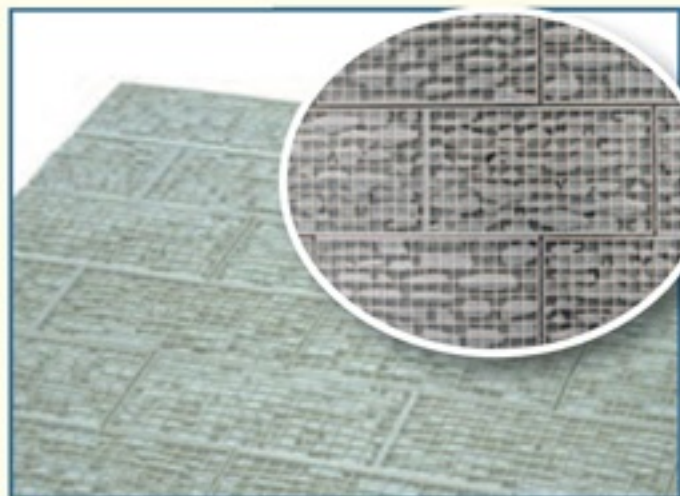
Each cage measures 22mm x 12.5mm. The sheets can be cut into strips, and then filed and re-joined to form stepped retaining walls. The buff colour of the moulded sheets aids final painting, forming an ideal base for painting your stone colour of preference.

The moulding is in itself particularly impressive, with a three-dimensional look to the layering of the stone and metal mesh.

Also new (and not previously announced for

release by Peco) is ref.SSMP236 Herringbone Block Paving. Moulded in brown/red brick coloured plastic, each sheet measures 132mm x 75mm and is ideal for modelling paved areas such as town centres, bus stops and driveways. Four sheets are supplied per pack.

Stocks of these new material packs are available from Peco stockists.



Samples supplied by

PECO
Underleys, Beer, Seaton, Devon
EX12 3NA
www.peco-uk.com

PRICES
ref.SSMP235
Gabion Cage Walling - £4.45

ref.SSMP236
Herringbone Block Paving - £4.45

Ratio wartime ARP flat-roof signal box kit in N

A new addition to the Ratio range of N gauge plastic kits is the wartime ARP (Air Raid Precautions) flat-roof signal box. The kit follows a 4mm version (to a similar design) as featured in our May 2020 issue.

Produced in brick-coloured plastic, this injection-moulded kit builds into a model with a footprint of 78mm x 29mm. Window frames are produced in a separate white moulding, with the clear plastic packaging recommended to represent the window glazing. Paints and adhesives are required for completion. A video showing the assembly of one of these kits can be viewed at: www.bit.ly/RatioARP



Samples supplied by

PECO, Underleys, Beer, Seaton, Devon
EX12 3NA www.peco-uk.com

PRICE
ref.259 - £15.00

GWR banana van in N

Peco continues to expand its extensive range of ready-to-run wagons in N with the addition of a new Great Western Railway ventilated banana van; the

new arrival complements the existing series of GWR vehicles available in the range.

Finished as No.95249 in GWR grey colour scheme with white roof, the van sports 'Banana Van' lettering and white spot marking - denoting that the van is fitted with steam heating to ripen the fruit in transit.

As with previous Peco 'Quality Line' wagons, the model features spoked wheels with pin-point axles and ELC couplings, which are compatible with the PL-25 electro-magnetic decoupler.

The full range of N gauge models is available from Peco stockists.



Samples supplied by

PECO
Underleys, Beer,
Seaton, Devon
EX12 3NA
www.peco-uk.com

PRICE ref.NR-42B - £9.30

New Harburn Hamlet scenic accessories

4mm

There are three new additions to the Harburn Hamlet 4mm scale range of 'ready-to-plant' scenic accessories, samples of which are illustrated here.

Firstly, there are two sets of wooden crates. These comprise ref.FL175 large wooden crates (x3) – each with a footprint of 20mm x 18mm, with a depth of 17mm – and ref.FL176 rectangular wooden crates (x4) – 20mm x 11mm, with a depth of 7mm.

Secondly, there is a pack of (ref.FL177) individual large sacks (x5). These items would make ideal additions to an industrial, dockside or goods yard scene, or even perhaps as a load on a road lorry or wagon.

All of these accessories take the form of a solid single-piece casting that is supplied pre-painted in suitable colours.

The range of Harburn Hamlet accessories is distributed to the trade by the Pritchard Patent Product Co.



Samples supplied by

HARBURN HOBBIES Ltd,
67 Elm Row, Edinburgh, EH7 4AQ
www.harburnhobbies.com

PRICES

Large wooden crates (x3)
ref.FL175 – £8.38

Rectangular wooden crates (x4)
ref.FL176 – £8.38

Individual large sacks (x5)
ref.FL177 – £8.38

New 3D-printed figures and accessories from Modelu

4mm

Modelu continues to expand its extensive range of 3D-printed figures and accessories covering scales from 1:148 (N gauge) through to 1:32 (Gauge 1). The figures and items are created using laser-scans of real people and encompass various categories including railway and lineside; trade and services; town and country; military; and industry.

For review we received sample figures of a woman and boy in c.1940s period dress: ref.1550 – 1940s woman 1, ref.1551 – 1940s woman 2, ref.1552 – 1940s woman and child, ref.1553 – boy sitting on milk churn, ref.1554 – boy with satchel, ref.1555 – boy sitting on case, and ref.1556 – woman with purse.

In addition GWR autococh passenger packs have also been released. The set (ref.1692) comprises five period passenger figures, a driver (for use in the driver's compartment of the coach) and fireman (for use on the locomotive footplate). A GWR autococh driver figure (ref.0911) is also available as a standalone figure (priced £4.50).

Also received (but not pictured) is a selection of graffiti artist figures comprising ref.1730 – graffiti artist standing, ref.1732 – graffiti artist crouching, and ref.1732 – graffiti artist drinking.

New accessories from the retailer include a ref.2741 fitter's bench with



▲ Woman and boy figures in c.1940s clothing.



▲ Autococh driver.

▲ Autococh passenger pack.



▲ Fitter's cupboard and bench.

separate vices, bench press and packing press, and a ref.2742 fitter's cupboard with posable doors. Worthy of note are the extremely fine renditions of assorted tools and containers/tins within the cupboard.

All figures and accessories are supplied unpainted in a grey-coloured material and require painting.

Samples supplied by

MODELU,
Unit 50, Easton Business
Centre, Felix Road, Bristol,
BS5 0HE.
www.modelu3d.co.uk

PRICES

1940s Town and Country (4mm)
refs.1550/1551/1552/1553
/1554/1555/1556 – £4.50
each

GWR Autococh pack (4mm)
ref.1692 – £21.60 each

Graffiti artists (4mm)
refs.1730/1732/1733
– £4.50 each

**Fitter's bench and cupboard
(4mm)**
refs.2741/2742 – £4.50 each

The full range of Modelu 3D printed figures and accessories can be seen on the firm's website, together with details of how to order.

A custom scanning service is also available at shows, and by prior arrangement at the firm's premises.

Eastern Region carriage boards from Sankey Scenics

4mm

Sankey Scenics has expanded its range of coach destination boards with the addition of sets for LNER/BR Eastern Region services, designed for use on Hornby Gresley or Bachmann Thompson coaching stock.

In all, 26 different sets have been produced to suit pre- and post-Nationalisation periods, printed on 240g/m² matt photographic card.

The sheets cater for a variety of routes including King's Cross – Edinburgh; Marylebone – Sheffield (Vic); and Parkeston Quay – March – Lincoln – Sheffield – Manchester – Liverpool.

Modellers can also order bespoke packs for destinations not currently available in the range or for fictional destinations that are unique to



their own layouts. Although these are currently only available in 4mm (OO) scale, the boards can also be produced upon request for other scales, such as 2mm (N) or 7mm (O).

Each individual board requires cutting from the sheet using a sharp modelling knife and securing to the model using a suitable adhesive. Guidance for the positioning of the boards on models is

Samples supplied by

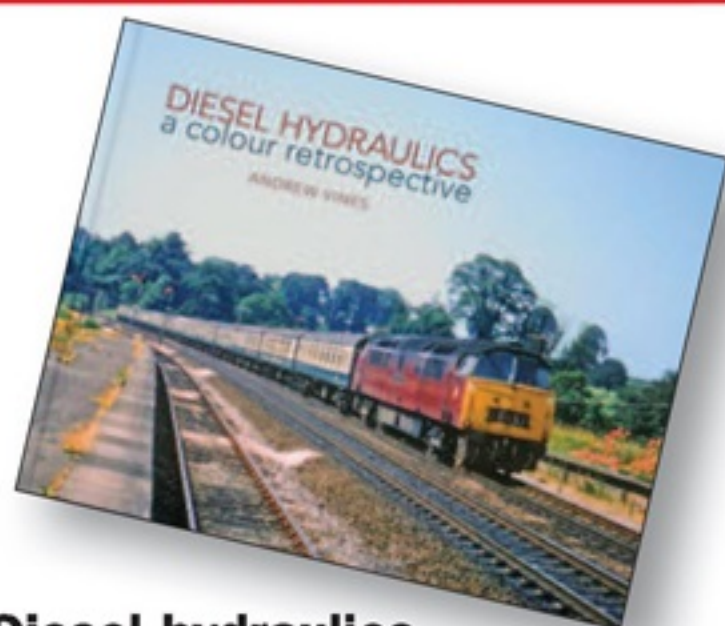
SANKEY SCENICS,
16 Norbreck Close,
Great Sankey,
Warrington WA5 2SX
www.sankeyscenics.com

PRICES

£3.20 per pack + P&P

included in the instructions provided. For details of the full range of accessories, plus other signage products available from Sankey Scenics, refer to the firm's website.

Book Reviews



Diesel hydraulics – a colour retrospective

Andrew Vines

It's unlikely that there is more misty-eyed regret of the passing of a locomotive group outside of steam than with the Western Region hydraulic classes. As with many of the first brace of British Railways diesels, they first attracted derision, followed by nonchalance and then all out enthusiasm when the withdrawals began. These 'non-standard' machines worked tirelessly over western routes with little fuss (though with less than 100% reliability) but ultimately the diesel-electrics won out and the hydraulics were gone after a remarkably short period in service. Remarkably, it is now more than 40 years since these types were supplanted in BR service – back when punk rock was just getting into its stride.

In common with all the first wave of diesel power, their initial unpopularity meant that photographers were slow to treat them as serious subjects. Therefore, this book is very welcome as it treats the hydraulics not only seriously but in full colour at a time when much of the railway scene was still being documented in black & white.

This Wild Swan book presents over 120 portraits of locomotives mostly in their workaday surroundings. The reproduction is, as you would expect, excellent throughout with some of the earlier images left with a subtle Kodachrome feel of the time, though some have obviously been (and admitted to be) treated to full digital restoration.

The book is landscape in format which suits the linear aspect of the subject matter with one photograph reproduced per page. Each photograph is accompanied by a good length caption which not only details the locomotive in question but presents a surprising amount of information about other items visible in the shot, such as locomotives, rolling stock and surrounding buildings. In some cases the opportunity has also been taken to include a short social commentary, the time period covered predating that which will be familiar to younger readers. However, the intended audience is of course those who remember first-hand the fleet of Westerns, Warships and Hymeks, and this volume will no doubt bring back fond memories for those who watched, spotted, and rode behind these machines.

For the modeller, the photos contained therein provide valuable detail information about the colour and weathering of the locomotives (the ochre colour of some of the Westerns was designed purely to conceal brake dust staining). Furthermore, as most of the views are quite wide in their composition, there is also much to be seen of the surrounding infrastructure, together with the decay of the late 1960s and early 1970s period. A panoply of locomotive liveries is featured – including the seemingly chameleon-like Westerns in green/red/sand/ochre/blue colours.

In short, this is a *tour de force* of a book that will serve as a very worthwhile addition to the bookshelf of any BR Western Region or diesel modeller.

CF

Wild Swan Books Ltd,
4 Tollbridge Studios, Toll Bridge Road, Bath, BA1 7DE.
www.wildswanbooks.co.uk

286mm x 224mm 128pp
Hardback £23.95
ISBN 978-1-912038-63-3

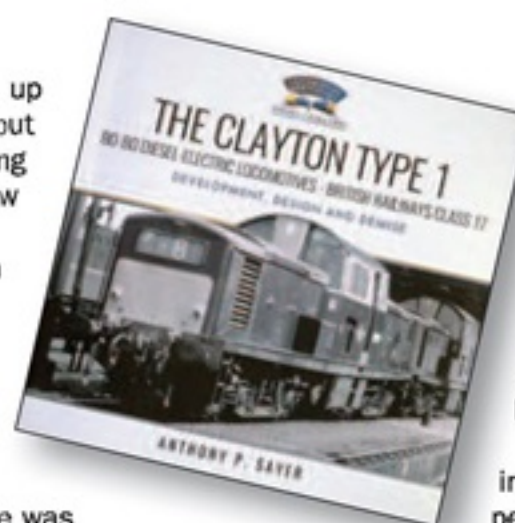
The Clayton Type 1 Bo-Bo Diesel-Electric Locomotives – Development, Design and Demise

Anthony P Sayer

This book could be summed up thus: quite hard to read, but undoubtedly contains everything you are likely to want to know about the Class 17.

The Clayton Type 1 formed a small but fascinating part of British Railways modernisation scheme of the 1950s. The single-cab Type 1s such as the Class 15, 16 and 20 had visibility problems and a centre cab/low bonnet machine was proposed using horizontal Paxman 6ZHL six cylinder engines. Building commenced in 1962 but reliability issues led to early withdrawals and the class was gone from main line use by 1971, though the visibility aspect of the design was a great success.

Anthony Sayer has probably written the ultimate reference on the Clayton Type 1. It's presented in a quasi-report style with chapter subheadings marked '5.1, 5.2' etc. While this jars slightly with your reviewer, it does suit the technical nature of the book. The opening chapters describe the thinking and requirement behind the modernisation plan and the aim of a standardised fleet before opening into detailing the building of the two batches of Class 17s and the technical details. There is a section on shed allocations and then what is the meat of the book: an individual loco-by-loco history from D8501 – D8616: the entire fleet, with only a few that don't have an accompanying photograph of the actual loco. Operational issues (and the much-discussed problems) are covered, whilst the book ends with



not only the withdrawals lists, but with pages of photos showing disposal and cutting up of the fleet.

This detailed guide is in landscape format and printed on good quality paper. The photo reproduction is excellent with in the region of 70% of the views being black & white, the rest in colour.

Noting how much effort has gone into the book's production, it is perhaps a trifle odd that drawings of the class are not included; the format would have allowed for a set reproduced

at 4mm scale, or larger. There are weight diagrams, but these are just that and only show side views – not end or plan elevations. A small point, but something that may have been useful for the modeller.

This is a top-quality portrait of the class and, the small above point aside, it is hard to see how it could be bettered. If you have the Heljan model in OO or O, or the EFE version in N gauge, and are looking to renumber, enhance or weather it, then this book is an ideal reference and represents a very worthwhile investment. Excellent.

CF

Pen and Sword Books Limited
47 Church Street, Barnsley,
South Yorkshire, S70 2AS
www.pen-and-sword.co.uk

260mm x 249mm 376pp
Hardback £40.00
ISBN 9 781526 762009

DVD Reviews

The Ivo Peters Collection Volume 10 Private Railways 1961-63

This, the 10th in the series of reissues of films originally released on VHS format, covers private railways. However, this description is somewhat misleading as if we think of private as 'individual' then strictly speaking the term only applies to one particular section. Accordingly, in this instance the term refers to operations that are not part of the British Railways network.

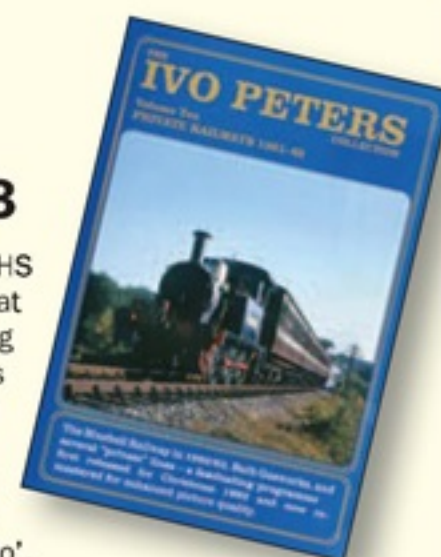
The first item is the then nascent Bluebell Railway. Now of course fully developed and one of the flagship heritage lines, in the first years of the 1960s it was fresh, finding its feet, and still with a 'can do', amateur feel. At this juncture it didn't even have sole use of the now line-central station of Horsted Keynes, which was still part of the BR system at the end of an electrified spur from Haywards Heath on the London-Brighton line. Much of the stock featured on the film (such as Stroudley 0-6-0T *Stepney* and P class 0-6-0T *Primrose*) remain an intrinsic part of the line today, and are accompanied by sequences showing specials hauled by motive power including an ex-GNR J52, Adams Radial and Caledonian Single No.123; BR allowing through running to the main line and servicing and turning at Brighton works.

With one exception the second half of the DVD is concerned with industrial lines: Bath gas works, Port of Bristol, Wirksworth stone, and ironstone lines at Buckminster, Exton Park and the 3' gauge system at Kettering. What is notable with these last four from a modeller's point of view is how rural the aspect is. Many modellers tend to surround such subjects with multiple buildings, but here the backgrounds in evidence take the form of shallow cuttings with wide-open spaces to the fore.

The oddity amongst this compendium is the Cadeby Light Railway owned by Ivo Peters' friend and co-conspirator, The Rev. Teddy Boston. This system was the ultimate garden railway, set in the grounds of the rectory with *Pixie*, a 2' gauge Bagnall saddle tank running light (and at some speed!) around the flat but tightly curved garden line. What comes across vividly is just how much fun both the owner and filmmaker are having!

Modellers will find plenty here to inspire. With the continuing rise in popularity of industrial subjects and the increasing availability of small ready-to-run locomotives, the footage included may provide the necessary catalyst to energise that new layout...

CF



Orders can be made by sending a cheque (made out to 'Ivo Peters Collection') to:
The Ivo Peters Collection,
2 Dark Lane, Steeple Aston, Nr Trowbridge, Wiltshire, BA14 6EY

DVD running time 56 mins
Price £16.95 (including p&p)

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Final call for 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 Products & Publications Ltd, Hornby Hobbies Ltd, Bachmann Europe Plc and Squires Models & Craft Tools – will bring together more than 120 exhibitor stands. This includes 42 layouts in various scales and



Available to purchase at the show will be a specially commissioned Class 320 in N.

Blair Atholl towards Drumochter in OO will be one of 42 layouts in action at Model Rail Scotland.

gauges, specialist trade support, society displays and modelling demonstrations. In addition Jenny Kirk will be in attendance with her 'upside down' layout as featured in the recent TV series *Hornby: A Model World* (see news, RM November 2021).

An exclusive N gauge Class 320 EMU – finished as 320 306 *Model Rail Scotland* in Strathclyde Passenger Transport Carmine & cream colour scheme – has been commissioned from Revolution Trains, which will be available to purchase at the show. (Revolution Trains first outlined plans to develop N gauge models of the Class 320/321 EMUs in the November 2015 issue.)

Advanced tickets for a single day admission (which allow entry to the show 30 minutes earlier) are priced as follows: adults £14.00, children £5.00 and



families (2+2) £31.00. Child tickets are valid for children aged five years old to 16 years; children under five are admitted free of charge. Tickets can be purchased online via the website. On the door ticket prices are: adults £15.00, children £6.00 and families £32.00.

It has been confirmed that there will be a free vintage bus service operating between Glasgow Central Queen Street and the venue. See the event website for more details and timetable.

For further details about the show, including a full list of layouts, opening times and tickets go to:

www.modelrail-scotland.co.uk

More SE&CR wagons in OO from Rapido Trains UK

Rapido Trains UK is developing two further South Eastern & Chatham Railway wagons in OO – the Dia.1426 van and Dia.1744 ballast wagon. The vehicles share the same 9' 6" underframe as the firm's previously announced five- and seven-plank open wagons – plans for which were first revealed in our August 2021 issue.



Dia.1426 SE&CR van painted sample in OO.

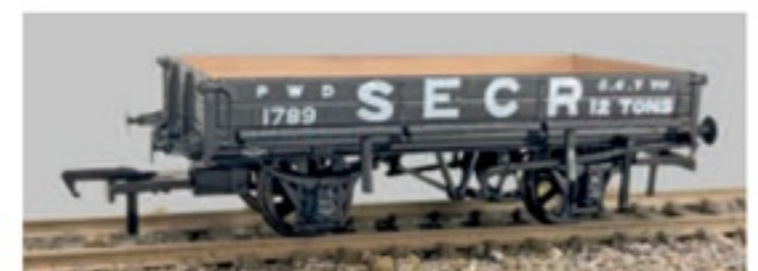
Tooling for the wagons will allow key detail variations to be produced, whilst the specification includes metal split-spoked wheelsets, metal cup bearings and NEM couplings. Both models are currently at the engineering prototype stage, with hand painted examples illustrated here.

A wide selection of SE&CR, SR, BR and Departmental liveries are planned for both models – each priced at £32.95 with delivery expected during late 2022. Pre-orders can be placed through Rapido Trains UK stockists, as well as direct from the manufacturer's website.

LB&SCR E1 confirmed in OO

Rapido Trains UK has also confirmed that it is developing models of the London, Brighton & South Coast Railway E1 Class 0-6-0T in OO. The project is currently at the development stage, with an image from the CAD artwork illustrated here. At the time of writing, identities, liveries and pricing were still to be confirmed.

For further details on both projects, visit the manufacturer's website: www.rapidotrains.co.uk



Dia.1744 SE&CR ballast wagon sample in OO.



CAD image of the LB&SCR E1 0-6-0T in OO.

All-new Hornby 9F takes shape



▲ This 9F sample is coupled to a BR1F pattern tender.

Hornby has shown tangible progress with the development of its all-new BR Standard 9F 2-10-0 model by revealing a first engineering prototype, as illustrated here. Plans for the firm to develop a brand new suite of tooling covering the fleet of Riddles ten-coupled machines were first announced as part of the manufacturer's 2021 range (see News, RM February 2021).

The tooling will cater for almost all of the variants that make up the 251-strong class and will cover five patterns of tender – BR1B, BR1C, BR1F, BR1G and BR1K (the latter with mechanical stoker).

Allowances have also been made for further tooling variations to be developed in the future, which potentially could pave the way for certain prototypes such as the fleet of Tyne Dock 9Fs that was equipped with Westinghouse air pumps.

The sample illustrated depicts a double chimney example paired with BR1F tender. Models will incorporate diecast bodies and will be equipped with a five-pole motor and flickering firebox effect.

The versions confirmed for the initial trio of releases comprise No.92167 in BR black with early emblems, mechanical stoker and BR1K tender (ref.R3986), No.92194 in BR black with late crests, paired with

BR1F tender (ref.R3987) and No.92220 *Evening Star* in BR lined green with late crests and BR1G tender (ref.R3988). The models are priced £252.99 each.

4-VEP EMU and Sentinel 0-6-0DH samples

Hornby has also revealed a running sample for the 4-VEP EMU that it is developing from revised tooling, which will incorporate various improvements to the body and mechanism over the original c.2011 releases.

In addition, livery samples of the firm's forthcoming Sentinel 48-ton 0-6-0DH diesel locomotive have been received, which were announced as part of the firm's 2022 range (see February 2022 issue). Illustrated here is No.3001 in Manchester Shipping Canal blue with wasp strips. The estimated delivery date for the Sentinel models is April 2022, priced £108.99 each.

For further information about all the models referred to here, see the manufacturer's website and social media platforms:

www.hornby.com



▲ The 9F cab area will feature extensive detailing.



▲ A running sample of the 4-VEP from revised tooling.



▲ Sentinel 48-ton 0-6-0DH decorated sample.

Accurascale parades decorated Manors in OO



Accurascale has received decorated samples of its forthcoming OO gauge GWR Collett Manor steam locomotive models – plans for which were first announced in our April 2021 issue.

In total 10 liveries – covering a selection of Great Western Railway and British Railways colour schemes – are planned, comprising five with original chimneys and five with BR (re-draughted) chimneys. A full list of numbers and livery combinations is on the manufacturer's website, but an example is illustrated here (as No.7812 *Erlestoke Manor* in BR lined green with late crests).

The manufacturer is keen to point out a number of further refinements are yet to be made, such as additional polishing of the die-cast body tooling to remove

traces of seams, together with adjusting the orientation of the lamp brackets.

Delivery is planned for the second quarter of 2022 with prices set at £169.99 for DC/DCC ready versions and £259.99 for DCC sound fitted models.



Pre-orders can be placed directly with Accurascale via its website, or with one of the manufacturer's 90 stockists.

Further 24.5T HUO hoppers in O
Accurascale has announced a new



production run of its BR HUO 24.5T Dia.1/148 coal hopper wagon in O, a sample of which was reviewed in our April 2019 issue.

A range of eight different wagons will be produced – seven in BR grey, and one in bauxite – each featuring different running numbers and lettering. In addition, two new buffer types have been added to the tooling suite, allowing for a greater variety of prototypes to be produced.

Wagons are available to pre-order individually priced £59.99 each, with delivery expected during the third quarter of 2022.

Further details on both projects and how to pre-order;
www.accurascale.co.uk

Revolution Trains shows progress with new models in OO and N



▲ SR General Manager's Saloon samples in OO.

Revolution Trains has received decorated samples of its forthcoming SR General Manager's Saloon No.975025 *Caroline* in OO – plans for which were first announced in our July 2020 issue. The saloon was converted in 1969 from a former Hastings unit buffet car and due to its ability to act as a Driving Trailer for a variety of existing locomotive types, it still forms an integral part of the Network Rail infrastructure inspection fleet.

Two samples have been received; one in original 1969 form (c.1969-1984) with headcode box and SR jumper cables in BR blue & grey, and the other in Network Rail SR mid-green (c.2015 to present) with modern light clusters, plated over headcode box and underfloor toilet retention tank. Both are illustrated here.

Two further examples are also to be produced, covering BR Network South East (c.1991-2003) and Viridian green (c.2008-2015) colour schemes – the latter being exclusive to the Linlithgow based retailer Rainbow Railways.

The specification is set to include switchable end lighting (with headcode, headlight, tail light and search light options where appropriate) together with interior and solebar footstep lighting, and a 'stay alive' capacitor for flicker-free operation.

Class 59 takes shape in N

The manufacturer has also received the first engineering samples of its forthcoming Class 59 Co-Co diesel electric locomotive in N – plans for which were first announced in our October 2021 issue.

The tooling caters for various detail differences between class members during their service careers, including two bogie and exhaust types, original and revised lighting arrangements, as well as both single and double handle doors – allowing nearly all class members to be covered – including class member 59 003 (which has a unique headlight arrangement).

The specification for the model will include a diecast chassis (weighing approximately 110g), switchable directional lighting, low friction pick-ups, NEM couplers, photo-etched roof and side grilles, and a factory-fitted speaker sited inside the fuel tank.

16 liveries/identities are planned for release covering both original and revised Foster Yeoman liveries, ARC

yellow, Hanson blue & grey, Aggregate Industries, EWS maroon, DB red and Freightliner G&W orange.

A number of retailer commissions are also planned, priced £124.95 DCC ready (limited time 'early bird' price £114.95 including free postage), £150.00 DCC fitted and £250.00 for DCC sound fitted versions. A number of retailer exclusives are also to be produced (see news October 2021).

Class 313 PEP units

In addition to the Class 59, Revolution has received the first running samples of the Class 313/314 'PEP' unit in N (see news, RM November 2019).

Tooling is set to cater for both original and revised lighting arrangements, and examples with or without NRN roof pods. The model specification will include directional lights (with different appropriate styles for each version – original or revised), a low profile drive unit (in the centre car), kinematic close couplings with electrical connections between cars, adjustable pantograph and a Next18 DCC interface.

Planned liveries for the initial releases include BR blue & grey, Network SouthEast, Silverlink, London Overground (ex-Silverlink), First Capital Connect and Great Northern (ex-FCC), together with Southern 'Coastway' for the Class 313, and Strathclyde PTE and Scotrail Saltire livery schemes for the Class 314. The order books are now open, with models



▲ SR GM's Saloon in c.2015 condition.



▲ Class 59 engineering sample in N.



▲ Class 313/314 'PEP' unit in N.

priced £210.00 DCC ready (limited time 'early bird' price £114.95 including free postage), or £305.00 for DCC sound fitted versions.

Drax Power hoppers – in colour!

Decorated samples of the firm's N gauge Drax biomass hopper models, which are being sold exclusively by Rails of Sheffield (see news, RM February 2021) have been received and approved for production. Models are to be sold as twin-packs priced £79.95. See the retailer's website for further details.

Also in colour – Mk.V TPE stock

Revolution Trains has received decorated samples of its forthcoming Mk.V Trans Pennine Express coaches for N gauge – plans for which were first outlined in our April 2019 issue.

Two packs are planned, each comprising four coaches and a driving trailer, with the packs priced at £225.00 each. The order book for these models is expected to close at the end of February, with delivery scheduled for late summer 2022.



A new face at Revolution Trains

Model railway enthusiast Mike Buick recently joined Revolution Trains as a third full-time member of the team.

Mike – a former member of the Fareham & District Model Railway Club – is a keen railway modeller in all scales; his 4mm layout Oak Road (which depicts a stretch of the present-day Great Western Berks and Hants line) has been a popular attraction on the exhibition circuit since its debut in 2017. Mike has used the layout to raise money for the charity Meningitis Now; having survived meningococcal meningitis at the age of 20, Mike is dedicated to supporting research into the disease.

Revolution co-director Ben Ando said, "Mike will be a familiar face to many and we are confident he'll be a good fit in our small but dynamic team."

For further details about all Revolution Trains projects or to receive newsletter updates, go to:

www.revolutiontrains.com



▲ Drax biomass hoppers in N.



▲ Trans Pennine Express Mk.V stock in N.

Dapol North British Type 2 Bo-Bos return in OO

Dapol has announced new production runs of three North British Type 2 Bo-Bos in OO, all of which are set for release during 2022.

Four new variants of the Western Region Class 22 are set to be produced (see review, RM January 2012), with a selection of BR green and BR blue liveries planned comprising (ref.4D-012-010) D6330 in BR green with disc headcodes; (ref.4D-012-011) D6328 in BR green with small yellow panels and disc headcodes; (ref.4D-012-012) D6356 in BR green with small yellow panels and headcode boxes; and (ref.4D-012-013) D6352 in BR blue with full yellow ends and headcode boxes.

Each version will be available DCC ready (priced £160.00), DCC fitted (priced £190.00) and DCC sound fitted (priced £300.00).

Versions of the BR Class 21 and Class 29 are also set to return (see reviews, April 2020). Three examples of the Class 29 are planned, which will be presented as (ref.4D-014-004) D6100 in BR blue with full yellow ends; (ref.4D-04-005) No.6101 in BR two-tone green with full yellow ends; and (ref.4D-014-006) D6132 in BR two-tone green with small yellow panels. There are two versions of the Class 21 planned, which will be finished as (ref.4D-025-005) D6140 together with (ref.4D-025-006) D6151. Both will be equipped with tablet catchers and finished in BR green with small yellow panels. Models will be available DCC ready (£170.00), DCC fitted (£200.00) and DCC fitted (£310.60).

New Class 86 identities for N

There will be further examples of the British Rail Class 86 overhead 25kV electric Bo-Bo from Dapol in N. The latest run sees four new identities/livery schemes, which will comprise 86 245 in BR blue (ref.2D-026-005); 86 253 *The Manchester Guardian* in InterCity Swallow livery scheme (ref.2D-026-006); 86 426 in EWS maroon (ref.2D-026-007); and 86 622 in Freightliner Powerhaul colour scheme (ref.2D-026-008). The models are each priced £120.00 DCC ready and £150.00 DCC fitted.

Manor sound for general release

Dapol has teamed up with the Digital Command Control system manufacturer Zimo, to supply sound decoders for its forthcoming GWR/BR(W) Collett Manor project in OO. It has also been confirmed that sound fitted models are to be offered for general release,



▲ North British Type 2 D6150 (with tablet catcher) is pictured at Keith shed on 17 April 1965. Photo: Railphotoprints



▲ Sound-fitted versions of the Manor will be available from Dapol stockists.

with models available to order through all Dapol stockists. (Ordinarily, Dapol sound fitted models are only available direct from the manufacturer's website.) See the news pages in our May 2020 issue for further details, including planned liveries and identities.

BR 20T brake van samples in O

Dapol has received decorated samples of its forthcoming suite of new BR

20-ton brake vans covering versions built to Diagrams 1/506 and 1/507 in O gauge – plans for which were first announced in the news pages of our November 2021 issue.

Seven liveries are to be produced, presented as B951841 in BR grey; B951260 in BR bauxite; B953501 in BR bauxite with Oleo roller bearings; B954768 in bauxite and yellow with air brakes; B954781 in coal sector grey; DB951767 in engineers' grey & yellow, and B954561 in Railfreight grey & red colour scheme.

Delivery is expected during the first quarter of 2022, with the models priced £84.00 each.

VEA/Vanwide now in stock in O

Dapol has delivered stocks of its brand new British Rail Vanwide/VEA vans in 7mm scale, plans for which were first outlined in our February 2013 issue. Look out for a full review of these models in the April 2022 edition.

For further information about all the models referred to here, see the manufacturer's website and social media platforms:

www.dapol.co.uk



▲ Dia.1/506 and 1/507 BR 20-ton brake van samples in O gauge.

Gauge O Guild on track for Spring Show in Kettering

This year's Spring Show, staged by the Gauge O Guild, will be taking place on Saturday 5 March 2022 at the Kettering Leisure Village, Thurston Drive, Kettering NN15 6PB.

The event seeks to provide a showcase for 7mm modelling, with five layouts, plus test track currently booked to appear, together with a plethora of modelling demonstrations, specialist 7mm scale trade support and society stands.



Advanced and on-the-door tickets for admission are priced £10.00 (Guild Members £5.00): each ticket admits the purchaser, their partner, and children (aged 16 and under). Advance ticket holders benefit from earlier entry to the show.

Advanced tickets are available via the Guild's website, where a full list of traders is also obtainable. See Societies & Clubs for further details including opening times.

www.gaugeoguild.com

In brief

Caledonian Railway Association

The Caledonian Railway association was founded in 1983 to further the study of all aspects of the Caledonian Railway, its constituents, subsidiaries and successors, in all their forms and activities. The association recently announced that Hugh Gibb has taken over as Membership Secretary from Allan Ferguson, and Alex McAusland has taken on a new role as Marketing Manager. For more information about the association and its charitable objectives:

www.crassoc.org.uk

Dingham couplers

Following the recent retirement of Trevor Shaw, who developed the Dingham Auto-coupler, the Gauge O Guild has taken over the production and supply of these items in 7mm and 4mm scales. They can be purchased from the Guild's online store:

www.gaugeoguild.com

RAILWAY MODELLER bound volumes

Readers who wish to have their 2021 issues of RAILWAY MODELLER stitched and case bound, complete with index, should make their orders prior to Thursday 14 April 2022. Binding, without covers and advertisements is priced £55.00 (inc. VAT & P&P), or £60.00 (inc. VAT & P&P) to include covers and advertisements. Please remove all unwanted pages before sending the volume to:

Peco Publications & Publicity Ltd
Underleys, Beer, Seaton, Devon
EX12 3NA.

Interactive online map launched

A new interactive online map has been launched by the website We Are Railfans, with the aim of bringing together all aspects of the worldwide railway community. The map allows users from around the world to submit links to their own photographs along with coordinates, so that they appear on an embedded Google Maps tool on the We Are Railfans website. There are plans to incorporate other points of railway interest such as railway museums, historic buildings, disused railways and more.

www.wearerailfans.com

Peco event at West End Model Centre

On Friday 11 and Saturday 12 February 2022, this retailer will be staging a special Peco event. There will be a manufacturer representative on hand, together with a display of new and future products. The event will run from 1000 – 1700 each day at 113 Albert Road, Colne BB8 0BT.

Peco shows progress with forthcoming Ffestiniog Quarrymen's coaches in 009

Tooling samples have been produced for the forthcoming ready-to-run Ffestiniog Railway Quarrymen's coaches that are being developed by Peco in 009. Work has now moved on to the paintwork stage, prior to final production commencing. Plans for these models (which are being manufactured entirely in the UK) were first announced in the March 2019 issue.

The vehicle types pictured comprise a quarrymen's coach and two types of brake van.

These models will complement the growing range of Ffestiniog Railway rolling stock, including the



recently released Double Fairlie 0-4-0T+0-4-0Ts from Bachmann (see review, RM January 2022) and forthcoming George England 0-4-0ST+Ts which are

being manufactured by Kato in conjunction with Peco (see review, RM December 2021).

www.peco-uk.com

INCORPORATING PECO MODEL RAILWAYS • PECO PUBLICATIONS LTD • PECORAMA

Flangeway lands ASF bogie Salmon samples

Flangeway has revealed the first engineering prototypes of its forthcoming Salmon wagons in 00, these versions incorporating newly-tooled ASF roller bearing bogies – allowing for examples still in service on the network today to be covered.

The model specification will include a diecast deck (with chequer plate surface) and chassis structure, turned metals wheels, NEM tension-lock couplings (with optional three-link coupling chains supplied in a separate accessory pack) and optional clip-fit bolster assemblies. At the time of writing colour schemes, pricing and delivery are to be confirmed.

For further details and updates see: www.footplate.co.uk



▲ New Flangeway Salmon sample in 00.

Fundraising seven-plank wagon commissions in 00

Two promotional Dapol seven-plank open wagons have been commissioned jointly between the Navigation Locomotive Restoration Society (which is restoring Bulleid Merchant Navy pacific No.35011 on the Swindon & Cricklade Railway), and the Medway Queen Preservation Society (which is restoring the *Medway Queen* paddle steamer at Gillingham Pier). Sales of the models will help fund both projects.

Available in a choice of black or green with white 'General Steam Navigation' branding, the wagons are priced at £12.90 each (plus £3.75 per order for UK postage). Orders for two wagons – in each of the two colour schemes – including UK P&P is priced £29.65.

The models can be ordered from either society – via the General Steam Navigation Locomotive Society website, email or by post (please make cheques payable to



'R Halton') from: Richard Halton (for MQPS), 2 Drury Close, Hook, Royal Wootton Bassett, Wiltshire, SN4 8EL.

For further information, including overseas posting prices and other queries, contact Richard Halton by email or visit the respective societies' websites:

email: richardhalton1502@gmail.com

www.35011gsn.co.uk

www.medwayqueen.co.uk

Kernow serves up fresh Turbots in 00

Kernow Model Rail Centre has announced a new production run of its exclusive YCV Turbot bogie ballast wagons in 00 – an example of which was first reviewed in our May 2018 issue.

Between 1982 and 1988, over 900 bogie Bolster Es were converted at a variety of BR plants to the 34-ton rated bogie ballast wagons, featuring low-sided bodies fabricated with three drop-side doors, and end-mounted angled plates to prevent loads from spilling onto the draw-gear. The type was coded YCV and named Turbot, continuing the tradition of naming engineers' wagons after fish.

The vehicles could be seen either singly or in rakes across most parts of the rail network throughout the 1980s.

Four new fleet numbers have been announced, each finished in the livery of civil engineers' 'Dutch' grey & yellow livery with weathered finish. These models are now available via the retailer's website priced at £29.99 each.

www.kernowmodelrailcentre.com



AutoSignal from MegaPoints Controllers

The recently released AutoSignal from MegaPoints Controllers is intended for use in conjunction with two-, three- or four-aspect colour light signals, including those with a feather indicator.

The product is designed to operate independently of any control system and instead can connect to one or more sensors to detect route setting and track occupancy – including DCC current sensing for automatic block occupancy, points position sensors for automatic feather switching and infra-red sensors on analogue layouts.

The unit features built-in LEDs that replicate what the signal is displaying. The AutoSignal also features an adjustable timer mode for standalone operation or to simulate further signals beyond a scenic section.

In addition there is a built-in circuit to operate an Automatic Brake Controller (ABC) via a connected relay; this enables suitably equipped trains to decelerate and stop at a red signal automatically.

To find out more, or for more information about the full range of MegaPoints Controllers products, visit: www.megapointscontrollers.co.uk



New spares from Peter's Spares

The Middlesbrough-based retailer Peter's Spares has expanded its range of replacement and spare parts.

The new items comprise the following: PS147 Hornby (S3992) sword pick-up – price £1.00; PS148 Lima 30-toothed bloom gear – price £1.50; PS149 Lima (70-8026-026) 19-toothed gear – price £1.50; PS150 Lima (70-8026-027) 10-32 toothed gear – £1.50; PS151 Lima (70-8026-050) 10-24 toothed gear – £1.50; PS152 Lima (70-8026-051) 10-19 toothed gear – £1.50; PS153 Lima (70-8026-052) 23-toothed gear – £1.50; PS154 Lima (70-8026-053) 12-toothed gear – £1.50; and PS160 Hornby (S5871) Lord of the Isles pick-up spring – £2.99.

For more information and details of how to order, visit the retailer's website:



Peter's Spares Model Railway Ltd
2J/2H Brighthouse Business Village,
Riverside Park, Middlesbrough
TS2 1RT
Tel: 01642 248 584
www.petersspares.com

New rotary switches from Brimal Components

The Hartlepool-based retailer Brimal Components continues to expand its range of electrical products and accessories.

The latest additions to the range are a suite of rotary switches with screw terminals. The switches eliminate any need for soldering, allowing for quick and easy electrical connections to be made. Each terminal is numbered from 1-12 and the commons from A-D.

The three versions available are (ref.RS110) single-pole/12-way, (ref.RS112) double-pole/six-way, and (ref.RS116) quadruple-pole/three-way. All of the switches are 'break before make'.

Priced £4.70 each, mounting templates and indexing labels are available from the retailer's website. For further details: www.bclstore.co.uk



Price set for Class 56 in OO from Cavalex Models

Cavalex Models has released an update for its forthcoming suite of newly-tooled Class 56 diesel locomotives in OO – plans for which were first announced in our August 2021 issue. A render from the CAD artwork is published here.

12 versions of the Co-Co have been announced covering BR blue (including small and large logo variants), BR Railfreight grey (with and without red stripe), BR Sectorisation grey (including coal, metals and construction) and Loadhaul black/orange.

The firm has advised that the models will be priced £189.95 for DCC ready examples. Prices for DCC fitted and DCC sound versions are still to be confirmed, however. Models are available to pre-order through Cavalex



▲ A CAD render of the forthcoming Class 56 in OO.

Models retailers (see the manufacturer's website for a list of stockists).

The specification for the model – which is currently at the tooling stage – is set to include all-wheel drive, 'drop in' EM/P4 wheelsets (to be available separately), operating roof fans, a five-pole motor with twin fly-

wheels, a heavyweight metal chassis and a 21-pin DCC socket with provision for an EM2 speaker. DCC sound and 'stay alive' options are also planned. The first samples from the tooling are expected soon. For further details refer to the manufacturer's website:

www.cavalexmodels.com

Sprung wagon sub-frames for wagons in 4mm

Brassmasters has added a new version to its range of 4mm scale sprung wagon sub-frames, this latest release being suitable for the modelling of RCH 1923 wooden-framed wagons with a 9' wheelbase and Morton brake gear – as used extensively by the LNER and LMS.

The etched brass sub-frame kit has been designed to fit under Slater's, Cambrian and Parkside wagons, although it can also be used with kits from other manufacturers, together with modellers' own scratch-built wagons.

Included are full single-sided brakes activated from both sides by the Morton brake system, together with a choice of brake levers and brake lever guides (intended for wagons with a cross shaft between the V-hangers). Also included is a second set of push rods for those rare vehicles with brake blocks on all four wheels.

The sub-frame kits can be built for OO, EM and P4 gauges and incorporate springing as standard. Comprehensive illustrated instructions and diagrams are provided.

Individual packs are priced £7.00 each, whilst bulk packs of five are priced £30.00 (all prices exclude P&P). Full details of these and the entire range of Brassmasters products can be found on the supplier's website:

www.brassmasters.co.uk



Coming next month

April 2020 –
Out Thursday 10 Mar.

Copper Wort
Pete Goss' hexagonal
brewery masterpiece

**Railway
of the
Month**

Little Aire
Pre-Privatisation era
diesels in OO

Foxbury
A Western branch terminus
modelled in 3mm scale

inside

• **PURBECK CLAY WORKINGS**
Exploring Dorset's narrow gauge
mining heritage

• **CREDITON**
A recreation of this Devon station in N

• **UNUSUAL WAGONS IN DENTDALE**
Ian Nuttall presents a further selection
of rolling stock items in 4mm

plus all the
regular features

New 3D printed freelance locomotive body kit produced by OO Neal Designs

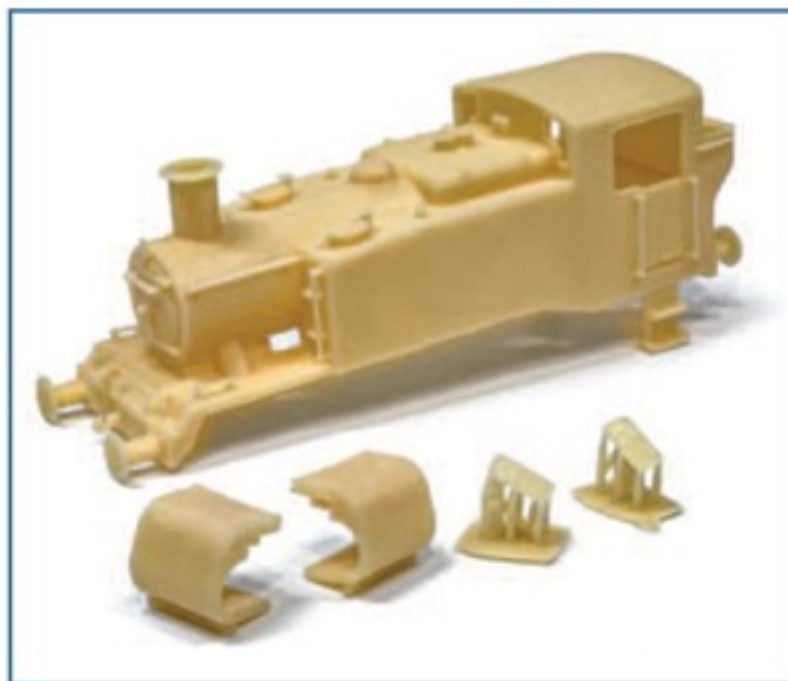
OO Neal Designs has expanded its range of 3D printed accessories with the development of a freelance locomotive body kit, which is designed to fit the Hornby 'Smokey Joe' 0-4-0ST chassis.

The freelance design takes inspiration from various railway company prototypes, with the front end bearing some resemblance to an Ivatt tank, whilst the cab and other fittings appear to be of GWR influence.

Manufactured using a UV curing resin 3D printing process, the body features fine renditions of handrails, lamp irons, vacuum pipes and smokebox darts. The body is designed to fit directly onto the existing clips of the donor chassis, with minimal modification required.

The kit comes supplied unpainted and comprises the 3D printed body, together with separately printed cylinder covers and number plates. Priced £30.00, a donor chassis, plus glues and paints are required to complete. Orders can be placed via the website:

www.oonealdesigns.com



New DCC accessory decoder available from Heathcote Electronics

The Staffordshire-based electronics manufacturer and retailer Heathcote Electronics continues to expand its range of electrical equipment and accessories.

A new addition to the range is the DCC Accessory Decoder-1. This is a stand-alone DCC accessory decoder designed for operating lighting, electric motors, sound boards, signals and the firm's other accessory boards such as the single- and dual-servo controllers.

The unit features two outputs both of which respond to the same DCC command. One output is a simple on/off switch, while the second mimics a Single Pole Double Throw (SPDT) switch – suitable for applications including the operation of Dapol motorised semaphore signals.

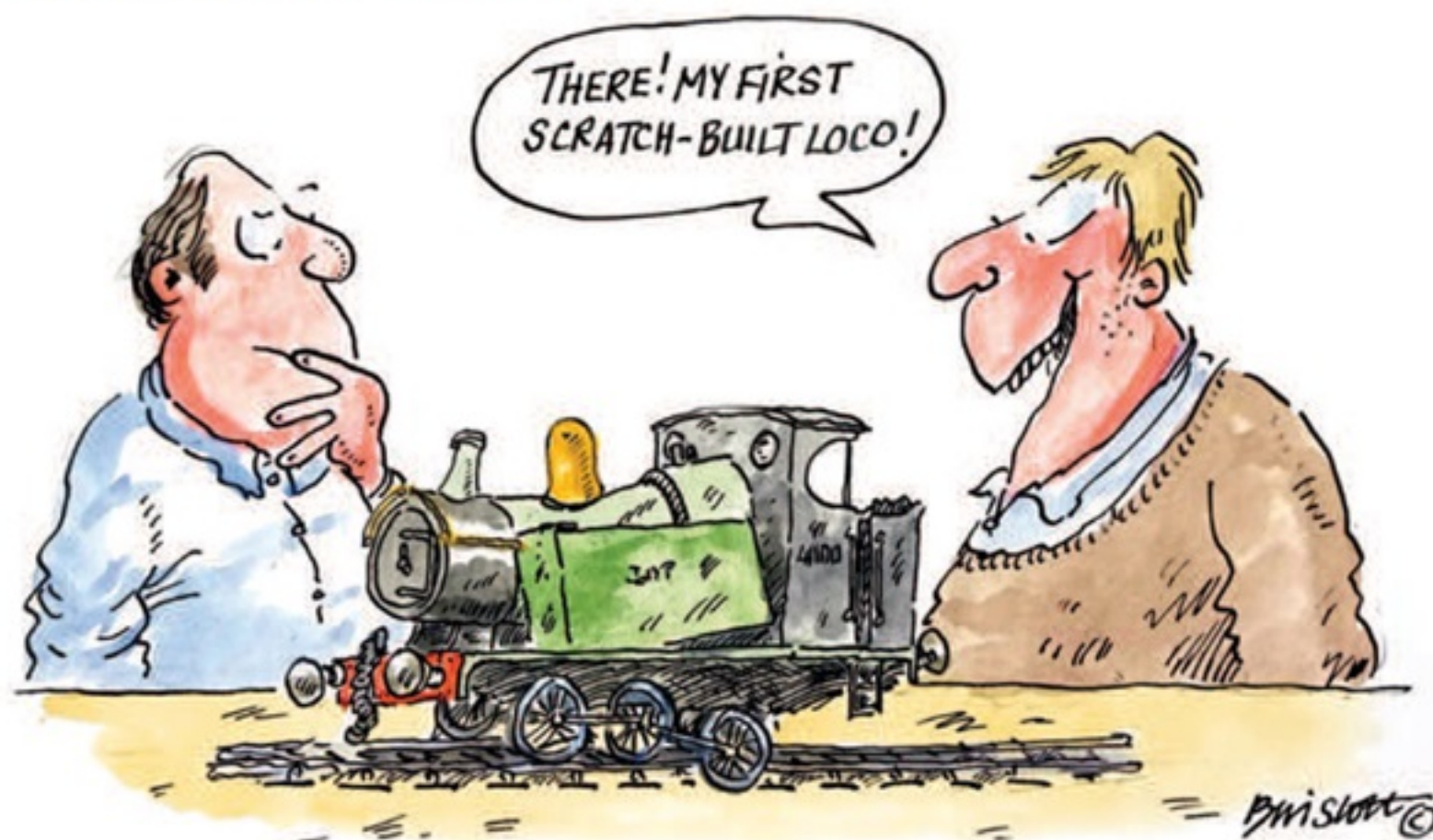
Power for the unit and DCC command input is via two wires that connect to the track (power for the accessories is supplied from their own power supply).



Priced £12.50 (P&P £4.00), further information and details (including settings and diagrams) can be seen on the firm's website:

Heathcote Electronics
1 Haydock Close, Cheadle,
Staffordshire ST10 1UE
Tel: 01538 756 800
www.heathcote-electronics.co.uk

Laughter Lines...



Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications via email to clubs@railwaymodeller.co.uk is required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

MAY 2022 issue deadline: MARCH 1st

CANCELLATIONS

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.
Contact: 07805 562649

Saturday 12 & Sunday 13 February WIMBORNE, Dorset

Organiser: Bournemouth MRE
Venue: The Hamworthy Club, Magana Road, Wimborne, BH21 3AP.
Contact: 07970 641493

Saturday 19 February TONBRIDGE, Kent

Organiser: Tonbridge Model Railway Club
Venue: The Angel Centre, Tonbridge TN9 1SF.
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.
Contact: paul-cox46@outlook.com or 07918 979093

Saturday 19 & Sunday 20 February SILEBY, Leicestershire

Organiser: Syston Model Railway Society
Venue: Sileby Community Centre, High Street, Sileby, Leicester LE12 7RX.
Contact: 0116 26057603
Website: www.systonmrs.org.uk

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.
Contact: Henry Kukiewicz 0789 505 5321
Website: www.nmdrm.co.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. The details are correct as of 28 January but we recommend that visitors should check with the organisers before travelling to the venue.

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

PRINCES RISBOROUGH, Buckingham

Organiser: Risborough & District Model Railway Club

Venue: Risborough Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX.

Open: Sunday 1000 – 1700

Admission: adults £4.00, Child £2.00 (5-17)

Amenities: Light refreshments, disabled access.

Features: Local layouts, trade support and demonstrations.

Contact: risexmanager@rdmrc.org.uk

Website: www.rdmrc.org.uk

Sunday 20 February OLDBURY, Birmingham

Organiser: Warley Model Railway Club

Venue: Warley Clubrooms, Unit 1F, Pearsall Drive, Oldbury B69 2RA.

Open: Sunday 1100 – 1600

Admission: Open Day – free admission but subject to government Covid regulations applicable on the day.

Features: View progress on current club projects in N, OO (steam and post-steam era schemes), EM, O and S7, see demonstrations by club members. Meet our friendly members and discuss the benefits of club membership.

Website: www.warley-mrc.org.uk

Saturday 26 February

COMPTON DUNDON, Somerset

Organiser: Glastonbury & Street Lions Club

Venue: Meadway Hall, Ham Lane, Compton Dundon, Street, Somerset TA11 6PQ.

Open: Saturday 1030 – 1630

Admission: adults £5.00, child £1.00, Family (2+2) £10.00

Amenities: Refreshments, including home made cakes, trade stands.

Features: 20 layouts

Contact: Howard Martin, 01458 830542 or 07810 644661 hmartin3611@btinternet.com

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.



▲ **Arun Quay**, a 7mm layout by master modellers Gordon & Maggie Gravett (see RM April 2019), will be on display at Glasgow on 25-27 February. Photo: Gordon Gravett

Features: Quality layouts and 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. 52nd Avenue (HO) Blyth & Tyne MRC, Arun Quay (O) Gordon & Maggie Gravett, Barton Road (N) Benn Pollard, Beiliao (HO) Paul Stapleton, Blair Atholl (OO) Scottish Diesel Electric Group, Bron Hebrog (OO9) Rob Waller, Burford GWR (HO) Peter Howells, Cadhay Sidings (EM) East of Scotland 4mm Group, Canal Quay (N) Robert Reap, Canal Sidings (O) Helensburgh MRC, Clackmannan Goods (P4) Blyth & Tyne MRC, Cover D'Alane Railway (On30) Perth, Craiglang (O) Cupar MRC, Dalby Lane (OO) Bonnybridge MRC, Glen Devon (OO) Edinburgh & Lothians MRC, Glenochil (N) Stirling & Clacks MRC, Hillport Goods (O) Steve Farmer, Humphrey Sidings (OO) Norman Raven, Hyde Lane (O) Nick Hughes, Jim's Pals (kids interest layout) Cumbernauld MRC, Kilbowie (OO) Brian Thompson, King Street (N) Moray MRG, Lisworth Bay (N) John Spence, Loch Dubh (O) Falkirk MRC, Montague Field (OO) 57 Study Group, Oldshaw (EM) Guy Molyneux, Peacock Cross (OO) Glasgow South Train & Tram Group, Perceton (OO) Ayr MRC, Phoenix Lane (OO) Glasgow & West of Scotland MRC, Pig Lane (OO) Clive Mortimore, Smartorp (HO) Aberdeen MRC, Splott (P4) Paul Spencer, St Andrews and Guard Bridge (N) East Neuk MRC, Stonelaw on Sea (OO) Rutherglen MRC, The Quarry (Kids interest layout) Rodney and Christine Hodge, Thomas in the Highlands (G) G Scale Scotland, Tri-ang Railways (TT) Dave Coddington, Tuerlan (N) Clydeside MRC, Tyock Junction (N) Elgin MRC, Wellgate Wagon Works (OO) Clyde MRC, Woodside Central (OO) Glenrothes MRC. Modelling Demonstrations by: Roland Turner, Scottish Modellers Group, Scottish Region Study Group. Modelling and Line Societies; 2mm Finescale Association, Caledonian Railway Association, Double O Gauge Association, Friends of the West Highland Line, Gauge O

Guild, Glasgow & South Western Railway Association, Great North of Scotland Railway Association, N Gauge Society, NBR Study Group, Paddle Steamer Society, Railfuture Scotland, Railway Correspondence & Travel Society, Scalefour Society, Scottish OO9 Society, Scottish Wildlife Trust, SRPS. Retail trade and manufacturers; Accurascale, Back on Track, Bill Hudson Books, D&E Videos/Real Track Models/Lego Biffoman Sound, Cheltenham Model Centre, DCC Concepts, Digitrains, Douglas Blades, Durham Trains of Stanley, EKM Exhibitions, Footplate, Gagemaster, Going Loco, Green Scene, H&A Models, Heljan, JDM Models, KMS Railtech, KR Models, Langley Models, Locomotion, Northumbrian Painting Services, Peco Models and Publications, Pennine Models, Petite Properties, Plus Daughters, Rails of Sheffield, Rainbow Railways, Revolution Trains, Scale Model Scenery, Shawplan Model Products, Squires Models & Craft Tools' Scenic Route Models, Ten Commandments, The Galloway Fudge Company, T Gauge.Com, The Model Centre, TTC Diecast, Woodys Ice Cream, Brushes 4 Models, Ellis Clark Trains, Cavalex Models, West Hill Wagon Works, DMG Electech, Scottish Garden Railways, Transport Treasury Publishing, Deltic Preservation Society, Road Transport Images, The Wagon Yard, Bachmann Europe PLC, Peco Publishing Ltd, Hornby Magazine, Warley Exhibition, Wigan Model Railway Exhibition.
Website: www.modelrail-scotland.co.uk

Saturday 5 March

KETTERING, Northamptonshire

Organiser: Gauge O Guild – Spring Show

Venue: Kettering Leisure Village, Thurston Drive, Kettering NN15 6PB

Open: Saturday 1000 – 1600

Admission: members £5.00, public £10.00, Ticket admits purchaser, partner and their children under 16. Face coverings and Covid status checks required.

Amenities: Disabled access to all areas, free parking, refreshments.

Features: see website for details

Website: www.gaugeoguild.com

Saturday 5 March

LEICESTER, Leicestershire

Organiser: Train Collectors Society

Venue: Trinity Methodist Church Halls, Narborough Road, Leicester LE3 2RD.

Open: Saturday 1000 – 1600

Admission: members £5.00, accompanied children free.

Amenities: Hot and cold refreshments.

AGM (TCS members only) at 1500.

Features: Several layouts in a mix of gauges, several traders with recent to old models

Contact: bryanpentland@hotmail.co.uk

0780 1818764

Website: www.traincollectors.co.uk

New email address for show notices clubs@railwaymodeller.co.uk



▲ Christopher Payne's 7mm scale narrow gauge Pyn Valley Railway (see RM November 2018) will be in action at the Swindon Model Railway Club's exhibition at STEAM, Museum of the Great Western Railway on Saturday 5 March 2022. Photo: Craig Tiley

Saturday 5 March SWINDON, Wiltshire

Organiser: Swindon Model Railway Club
Venue: STEAM Museum of the GWR, Fire Fly Avenue, Swindon, SN2 2EY.
Located next to the Great Western Designer Outlet, Swindon and 10 minutes' walk from the bus & railway station, there are a number of bus service serving the designer outlet
Open: Saturday 1000 – 1630
Admission: adults £5.00, child £2.00 (U16) admission to STEAM museum is not included and not required to visit the exhibition. The museum will be offering a combined discounted entry to show visitors.
Amenities: The building has disabled access. Refreshments are available on site. Parking is at the designer outlet car park.
Features: 16+ layouts and demonstrators in N, 3mm, OO and O standard gauge representing British and Continental railways including narrow gauge. We will be featuring the following layouts: *Pyn Valley Railway*, *Jäger Straßenbahn*, and *Lochty*. For a full list of layouts and traders please see the website for updates to both layouts and traders. There will also be a Hornby Dublo drive-it-yourself layout for the young or young at heart. Trade support from local traders.
Contact: Ian Burbidge 07880 654755
imburbidge@btinternet.com
Website: www.swindonmodelrailwayclub.com

Saturday 5 & Sunday 6 March PRESTON, Lancashire

Organiser: Preston & District MRS
Venue: Sports Hall, Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR.
Open: Saturday 1000 – 1700
Sunday 1000 – 1600
Admission: adults £8.00, accompanied under 16s FREE, Wheelchair users £4.00 (carers FREE).
Website: www.prestonanddistrictmrs.org.uk

Saturday 5 & Sunday 6 March ROMSEY, Hampshire

Organiser: Romsey & District Railway Modellers Society
Venue: The Crosfield Hall Broadwater Road Romsey SO51 8GL.
Open: Saturday 1030 – 1700
Sunday 1000 – 1630
Admission: adults £5.00, child £3.00, family £12.00 (two adults plus one child)
Amenities: Refreshments, car park adjacent to venue - free on Sunday. The hall provides accessible facilities including for people with disabilities, wider aisles and more ventilation. Masks advised.
Features: 11+ layouts and trade support
Contact: Howard Coulson 023 8073 6217
Website: www.rdmrs.com

Saturday 12 & Sunday 13 March BASINGSTOKE, Hampshire

Organiser: Basingstoke & N Hants MRS
Venue: Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HQ.
Open: Saturday 1000 – 1700
Sunday 1000 – 1600
Admission: adults £8.00, child (U16) FREE
Amenities: Free parking, light refreshments. City centre shuttle bus to venue from bus stand outside the station entrance, (down the steps towards the Mall), our usual service provided by ADORRS.
Features: 20+ layouts & trade support including RAILWAY MODELLER and Peco Publications stand.
Contact: Rob Score 01202 619851
Website: www.basingstokemrs.org

Saturday 12 & Sunday 13 March LEAMINGTON SPA, Warwickshire

Organiser: Meridienne Exhibitions Ltd Midlands Garden Rail Show
Venue: Warwickshire Event Centre, Nr Leamington Spa, CV31 1XN.
On the Junction of the A425/B4455.
Open: Saturday 1000 – 1600
Sunday 1000 – 1600
Admission: adults £9.00, child £4.50, senior citizen £8.50. All tickets MUST be purchased in advance at present via the website to guarantee entry to the show in 2022. The organisers hope to sell tickets on the day but this decision will not be made until 1 March 2022 pending any changes to the Covid-19 restrictions.
Amenities: Visitor car park entrance off Southam Road B4455 Post code: CV31 1FE
Contact: Avril Spence 01926 614101
avril@meridienneexhibitions.co.uk
Website: www.midlandsgardenrailshow.co.uk

Saturday 19 & Sunday 20 March DRIFFIELD, East Yorkshire

Organiser: Yorkshire Wolds Railway
Venue: The Rix Pavilion, Driffield Showground, Driffield YO25 9DN
Open: Saturday 1000 – 1600
Sunday 1000 – 1600
Admission: adults £5.00, child (U16) £3.00.
Contact: Matthew Brown 01377 338053
Website: www.yorkshirewoldsrailway.org.uk

Saturday 12 March PUDSEY, Yorkshire

Organiser: Narrow Gauge North 2022
Venue: Pudsey Civic Hall Dawsons Corner Pudsey West Yorkshire LS28 5TA.
Open: Saturday 1030 – 1630
Admission: adults £8.00, child £1.00.
Amenities: Disabled access to all areas except the stage. Free Parking proceeds to Sue Ryder Care Wheatfields, Leeds.

Features: Over 18 layouts in various scales and gauges including *Canalside Ironworks*, *Coleford*, *Tony's Forest*, *Wood Brook*, *Turtle Bay*. Over 12 societies and traders including Worsley Works, Dundas Models, 422 Modelmaking, Stoneybridge Structures.
Contact: 01423 598230
Website: www.narrowgaugenorth.org.uk

Saturday 19 March TADWORTH, Surrey

Organiser: North Downs Model Railway Circle
Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE.
Open: Saturday 1030 – 1700
Admission: adults £6.00, child £3.00, concession (senior/disabled) £5.00.
All proceeds to Good Shepherd Church.
Amenities: Free parking, venue is close to station and bus stop, refreshments, facilities for disabled visitors.
Features: 33 layouts, demonstrations and trade support.
Contact: Stuart Robinson 07758 458827
stuart.robinson27@outlook.com
Website: www.ndmrc.info/Home/Tadworth.htm

Saturday 19 & Sunday 20 March EAST GRINSTEAD, West Sussex

Organiser: East Grinstead Model Railway Club
Venue: Sackville School Lewes Road, East Grinstead, West Sussex RH19 3TY.
Open: Saturday 1030 – 1700
Sunday 1000 – 1600
Admission: adults £5.00, concessions £4.00, accompanied children under 16 free.
Amenities: Free parking, refreshments, disabled parking, buses from station and town centre stop outside.
Features: *Burleigh Arches* (O) *Grinley* (OO) *Hobbs End* (16mm) *Hasting Tramway Museum* (OO). *Ashington* (OO) *Aldermouth* (O) *Halden Lane* (OO) *Medway Quay* (O) *Tramlink* (OO) *Shillingstone* (N) *Sewel* (O.16.5) *Earledean* (OO) *St Mary's Cove* (N) *Brankstone* (OO) *Framnock Bay* (OO). Retailers include Kent Garden Railways, Railroad Trading, Harrison-Brown Models, Simply Southern, Euroscale Models, A&N Models, Andy Lynch Model Railways, Supercast.
Contact: Mick Champion 01342 314228
m.j.champion@btinternet.com
Website: www.egmrc.org.uk

Saturday 26 March

NEWTON AYCLIFFE, Co Durham
Organiser: Rotary Newton Aycliffe and Shildon MRC
Venue: The Newton Aycliffe Youth and Community Centre, Burn Lane, Newton Aycliffe DL5 4HT.
Open: Saturday 1000 – 1700

Admission: adults £6.00, concessions £5.00, family £12.00, children 50p, wheelchair users free.
Amenities: Full disabled access, refreshments all day, car parking.
Features: 20+ layouts, 10 traders and three preservation societies.
Contact: John Burrows 07870 210269
jandeburrows@gmail.com
Website: www.newtonayclifferotary.org.uk

Saturday 26 & Sunday 27 March NAILSEA, Somerset

Organiser: Nailsea & District MRC
Venue: Nailsea School, Mizzymead Road, Nailsea, Bristol, BS48 2HJ.
Open: Saturday 1030 – 1700
Sunday 1000 – 1600
Admission: To be advised.
Amenities: Parking, disabled access, refreshments.
Features: *Somewhere in France* (OO9, see CM June 2019), *Pontresina* (Swiss HOm, part of the Andeer line modular project), *Klappring* (Austrian HO, CM October 2018), *Norge* (Norwegian HO, CM May & June 2020), *Karolina Falls* (US On30, CM September 2014), and *Murphy's Mill* (On30)
Contact: 07581 182561

MEETINGS

Thursday 17 February – 19.30

Lutterworth Railway Society
Silver City Airways by Paul Ross
Venue: Lutterworth Bowls Club, Coventry Rd Lutterworth, LE17 4RB.
Contact: Dave Hanger on 01455 203307
www.lutterworthrailwaysociety.co.uk

Wednesday 26 February

Organiser: Gauge O Guild via Zoom
Website: www.gaugeoguild.com
Open: Starts 2000hrs GMT
Admission: Free to Gauge O Guild members. Nonmembers £2.00. Booking is essential as places are limited. Visit front page of website to secure your place.
Features: **An Evening With Rob Bishop**
Ask all of your brass and Nickel Silver soldering questions.
Contact: jackiegogevents@gmail.com

Thursday 3 March – 19.30

Lutterworth Railway Society
Railway Films with Cliff Pratt
Venue: Lutterworth Bowls Club, Coventry Rd Lutterworth, LE17 4RB.
Contact: Dave Hanger on 01455 203307
www.lutterworthrailwaysociety.co.uk

Tuesday 8 March – 19.30

Wells Railway Fraternity
Taff Vale Railway No.28 by Iain McCall
Venue: Wells Town Hall, Wells, Somerset
Contact: Andrew Tucker on 01749 830695
www.lutterworthrailwaysociety.co.uk

Thursday 17 March – 19.30

Lutterworth Railway Society
Annual General Meeting – members only
Venue: Lutterworth Bowls Club, Coventry Rd Lutterworth, LE17 4RB.
Contact: Dave Hanger on 01455 203307
www.lutterworthrailwaysociety.co.uk

Saturday 26 March

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. Visit front page of GOG website to secure your place.
Features: **An Evening With Kevin Cartwright**
Building vehicles for your layout

New email address for show notices **clubs@railwaymodeller.co.uk**

RAILWAY MODELLER

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH
THE COLUMNS OF GREAT BRITAIN'S
BEST SELLING MODEL RAILWAY MAGAZINE

See order form on page 46a for advertising rates and conditions
If, when responding to advertisements, you have a query which needs a
reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

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.

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

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. Tel: 01444 413723 Email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

MIDDLETON PRESS - PUBLISHED 19TH FEBRUARY, CARLISLE TO BEATTOCK including the Dumfries Branch. Recently published - Bolton to Preston, Hull to Scarborough, Alnmouth to Alnwick, Coldstream and Berwick. All albums £18.95 FREE P&P each (UK) MAIL ORDER SERVICE. Cheque, Visa or Mastercard. Write or telephone for latest brochure. Middleton Press, 126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ. Tel: 01730 813169 Email: sales@middletontpress.co.uk www.middletontpress.co.uk

GOOD SELECTION OF RAILWAY PERIODICALS. Model Railways and Prototype. We buy and sell. See website at www.railmags.org

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. See www.aardstorm-models.com

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk

BASEBOARDS BUILT IN TOP QUALITY PLY. Also trestles and legs built. Friendly help & advice available. Delivery & Assembly possible. Based in Hampshire. Phone Phil 07305 632 546.

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, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165 Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. Tel: 01491 681 262 Email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! **S&J MODELS.** Tel: 01606 872 786

Email: sjmodels@tiscali.co.uk

Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. **PAUL CULL,** telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623. Mobile: 07526 768 178. Email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to **DEREK BARNETT,** 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. **Rails of Sheffield** 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436 www.railsosheffield.com

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to **CLAIRE CLARKE:** 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclarke@aol.com Tel: 01691 772 969.

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone **VINCENT:** 07721 087 810 or email vincelonergan@hotmail.com or send your list to **VINCENT – DORSET RAILS,** 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314.

Email: gambiacat@tiscali.co.uk

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

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 28 February from 12 noon. Due to ongoing changes to Covid regulations this sale will be an **INTERNET ONLY AUCTION**, plus our usual commission and phone bids. As always, we have a good selection of model railways, and many other various toys and models. Our Buyer's Premium is 16% - one of the best in the country (plus 3% surcharge for online bidding). For further information please visit our website www.uktoyauctions.com. Tel: 01270 652773, 07892 870729.

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through **LYME BAY HOLIDAYS.** Website: lymebayholidays.co.uk Tel: 01297 443363

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

DVDs FOR SALE. 63 DVDs, 4 VHS Tapes and 3 Books of Railway and general interest for sale. Please contact BDMRCG112@gmail.com for details.

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 ELECTRIC 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

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.

February 2022

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) 10am-2pm

IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting. Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

20 February (Sun) 9.45am-1.15pm

WORTHING – NEW EVENT – DURRINGTON HIGH SCHOOL. The Boilevard, Worthing BN13 1JX. Car parking for 350 cars. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

March 2022

5 March (Sat) 9.45am-1.15pm

HERNE BAY, High School, Bullockstone Road, Herne Bay, Kent CT6 7TL. Large free car park, 10 minutes walk from Herne Bay Station. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

6 March (Sun) 10.30am-2.30pm

LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA.

Adults £3, Seniors £2.50, First Child £2.00. Catering and Free Parking.

J & J Fairs.

Tel: 01522 880 383

www.j-jwebbtoyfairs.com

jandifairs@virginmedia.com

8 March (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.

12 March (Sat) 10.30am – 3.30pm

CREWE TOY & TRAIN COLLECTORS FAIR, Crewe Heritage Centre, Vernon Way, Crewe, CW1 2DB. 6ft tables £20. Enquiries: 93 Merlin Way, Crewe, CW1 3YP Tel: 01270 505781 (before 8pm).

12 March (Sat) 10.30am-2pm

DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £1, free car parking, refreshments available. Contact: PETER STANTON.

Tel: 01773 279 407 or 07798 858 532.

Email: pstanton1000@gmail.com

12 March (Sat) 10.30am-3pm.

HEREFORD TOY & TRAIN SALE (EXTRA SHOW). Hereford Leisure Centre, Holmer Road, Hereford, HR4 9UD (Main A49 road). 80 tables, Cafe, Parking. Details at www.chrisdyerfairs.co.uk

Tel: 07966 694579.

13 March (Sun) 10.30am-3pm.

LLANELLI/LLANGENNECH TOY & TRAIN SALE. Llangennech Community Centre, Llangennech, Nr Llanelli, Carm. SA14 8TH. One mile from J48 of M4. 45 tables. Parking, Cafe.

Details at www.chrisdyerfairs.co.uk

Tel: 07966 694579.

13 March (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

13 March (Sun) 9.45am-1.15pm

ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

13 March (Sun) 10.30am-3pm

STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4, Seniors £3.50, Children £1. There are many stalls selling OO and O gauge trains.

Tel: 01604 846 688

www.bpfairs.com

15 March (Tues) 6.30pm-8.30pm

ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry.

Clementsairs@aol.com Tel: 07936 441 381.

19 March (Sat) 9.45-1.15pm

HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

19 March (Sat) 10.30am-3pm

OSWESTRY TOY AND TRAIN SALE. The Pavilion, Oswestry Showground, Park Hall, Oswestry, Shropshire, SY11 4AS. Located just off the major A5 road, close to the England/Wales border and within easy reach of all parts of Wales and much of England. 70 tables packed by many of the UK's top toy and train traders. FREE PARKING, CATERER. **BUY*SELL*EXCHANGE*. We are back but with the added features for your safety.

Tel: 07966 694 579

Website: www.chrisdyerfairs.co.uk

20 March (Sun) 10.30am-3pm

NEC BIRMINGHAM 550 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £8, Senior Citizens £7.50, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest Toyfair.

Tel: 01604 846 688

www.bpfairs.com

20 March (Sun) 9.45am-1.15pm

RAYLEIGH ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

20 March (Sun) 10.30am - 2.30pm

SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET.

Adults £3, Seniors £2.50, First Child £2.00. Catering and Free Parking. J & J Fairs

Tel: 01522 880383

www.j-jwebbtoyfairs.com

jandifairs@virginmedia.com

24 March (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.

27 March (Sun) 10.30am-3pm

BUXTON - 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains.
Tel: 01604 846 688
www.bpfairs.com

27 March (Sun) 9.45am-1.15pm

DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srpoyfairs1.co.uk

27 March (Sun) 10.30am-3pm

SHEPTON MALLETT, 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

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for May 2022 issue is 21st February.

Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).
Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 35p, Swapmeets 65p.
Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £.....
(made payable to Peco Publications).

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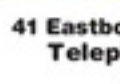
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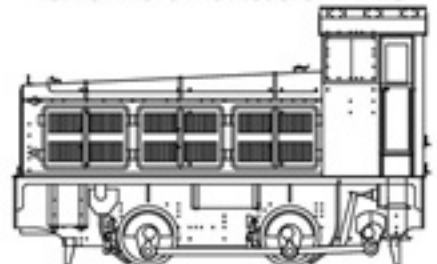
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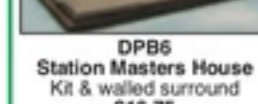
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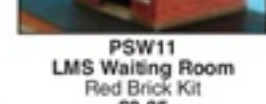
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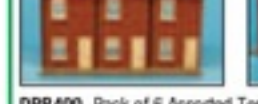
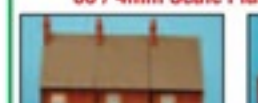


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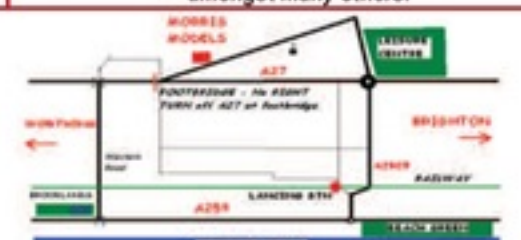
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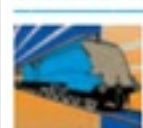
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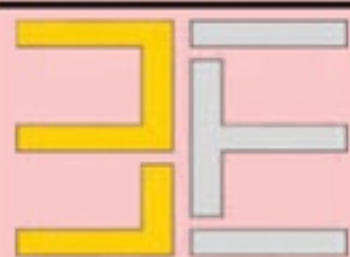
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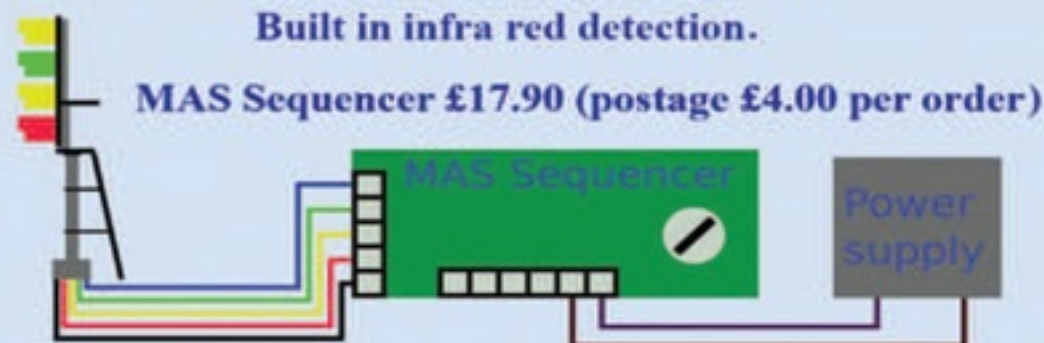
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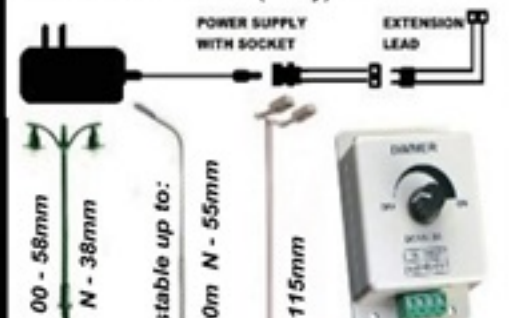
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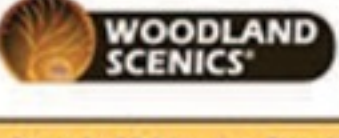
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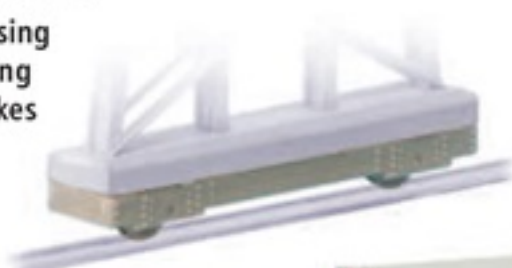
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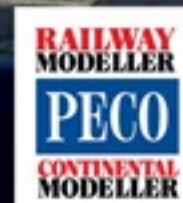
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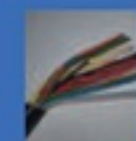
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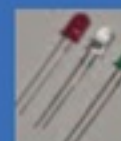
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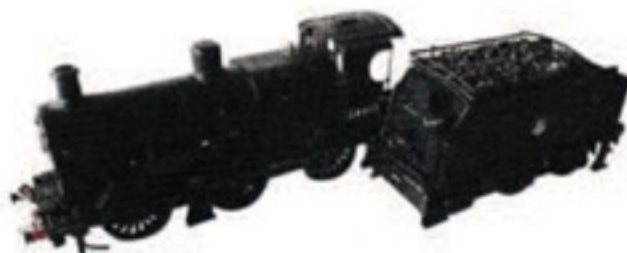
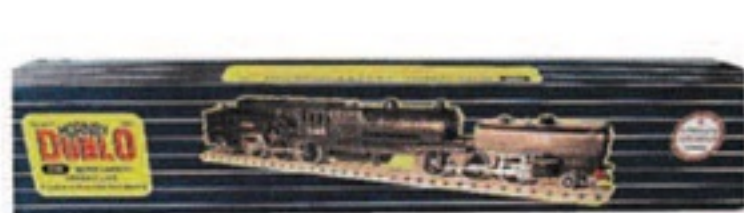
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PS17



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PS30



PS31



PS32



PS34



PS35



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PS14 British Railways 'Grampus' Ballast Wagon
(diagram 1/572) Over 4,000 built from 1951-1959, with some in service into the 21st century. Used for carrying ballast and materials. Includes etched brass BR region plaques and transfers for early and post-TOPS BR.

PS15 British Railways 21 ton Mineral Wagon
(diagram 1/107) 1,500 examples built 1950-1951, mainly for the transport of coal. Widely used and lasted until the 1980s. Transfers for early and post-TOPS BR.

PS17 British Railways 12 ton Pipe Wagon
(diagram 1/462) Designed to carry heavy cast iron or steel pipes for water and drainage works. Kit represents one of 350 built in 1955. Withdrawn late 1970s/early 1980s. Transfers for early and post-TOPS BR.

PS21 British Railways 21 ton Trestle Wagon
Design allowed for over-sized steel plates to be carried on a mounted trestle. In service into the 1970s. Securing chains and shackles included. Transfers for BR.

PS25 British Railways 24½ ton Mineral Wagon
(diagram 1/115) 2,150 built 1953-1956 to carry coal for steel works, power stations etc. Intended as the standard mineral wagon, but too large for many customers. Withdrawn by 1982. Transfers for BR 1950s-1970s.

PS30 British Railways 16 ton Mineral Wagon
(diagram 1/108) The definitive BR standard mineral wagon built during the 50s, used into the 80s mostly for coal. Parts included for Instantan couplings and double brake gear. Transfers for early, late and post-TOPS BR.

PS31 BR (ex MOWT) 16 ton Mineral Wagon
(diagram 1/100) Sloped sided, evolved from pre-1939 P/O wagons by Charles Roberts. 2,500 went to France after WWII, 1,900 later returned. Lasted to the 1960s. Some ended up in private industry. Transfers for BR.

PS32 BR (ex SNCF) 16 ton Mineral Wagon
(diagram 1/112) 6,000 built at the end of WWII for service in France. Returned to Britain in the 50s and remained in use into the 60s. Many then sold to private industry. BR transfers.

PS34 British Railways 12 ton 'Mogo' Motor Car Van
(diagram G31) 350 built between 1933-1936. Telegraphic code MOGO. The main traffic was from Morris Cowley, also used for general merchandise. All withdrawn in the 1960s. Transfers for GWR and BR.

PS35 British Railways 12 ton 'Mogo' Motor Car Van
(diagram G43) Similar to diagram G31, built in 1946 and 1947, but with a plywood body. They lasted into the 1960s. Transfers for GWR and BR.

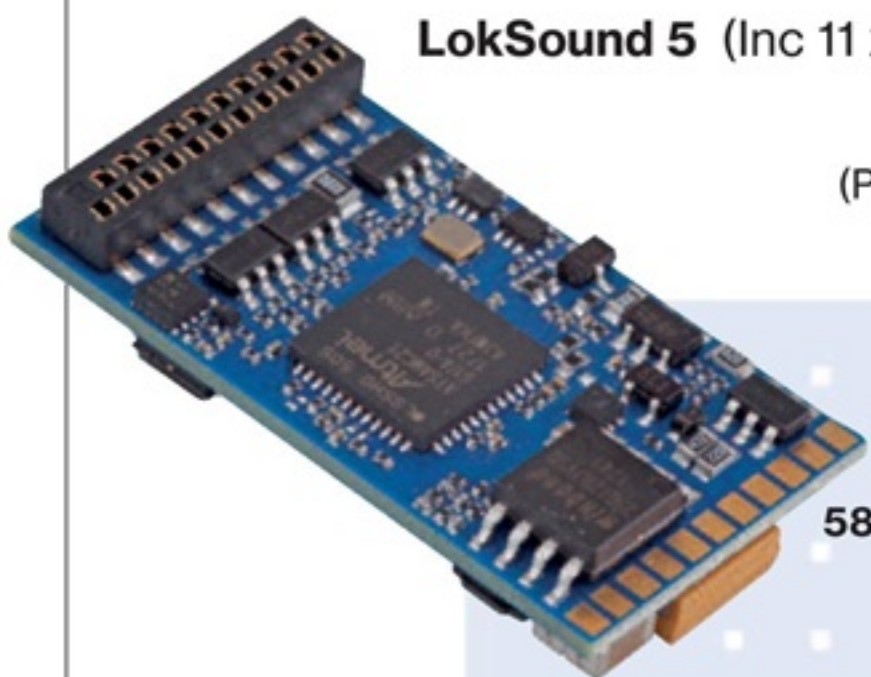
PS136 British Railways 10 ton Fish Van
(diagram 134) The LNER built 2,000 of this design. With a 12 foot chassis they suited fast transit. Fitted with through steam heating pipes for passenger trains. Lasted into the 1960s. Transfers for LNER and BR. Formerly Wagon ref. PS36.

PS38 British Railways 18 ton Sand Wagon
(diagram 1/071) Specialists for industrial/building sand, constructed in the early 50s. Designed for emptying by tipper or grab. Withdrawal from the 70s, some lasting to the 80s. Transfers for early and post-TOPS BR.

PS104 British Railways 21 ton Coal Hopper
(diagram 1/146) Used in the North East for transporting coal. Roller bearing axle boxes applied to some in the 1960s, options for which are in the kit. Lasted into the 1980s. Transfers for early, late and post-TOPS BR.

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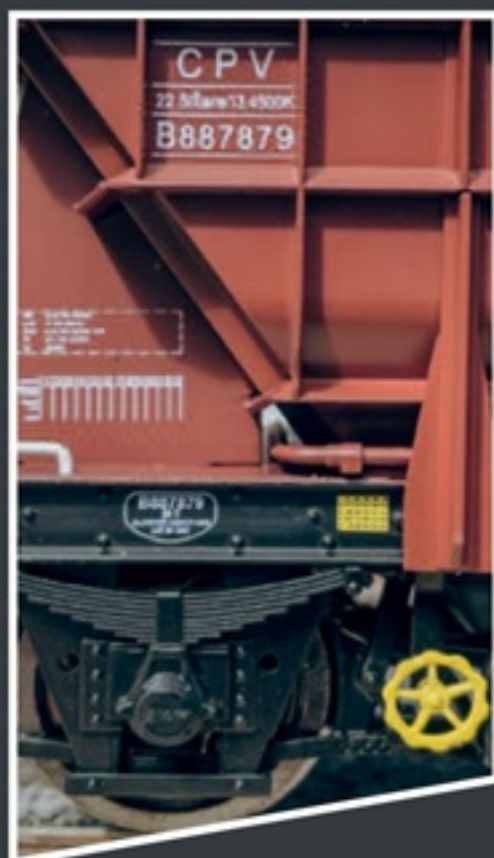
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The connection of much larger external energy storage is now allowed; 'Maxi' (8-pin, MTC-21, PluX-22 & Hardwire) now have no top limit! Other smaller types have limited direct connection.

● ENHANCED CURRENT PROTECTION

is provided for all function outputs with a new methodology employed to prevent unnecessary cut-outs due to quick overload scenarios (e.g. the high start-up current of tungsten bulbs).

Do not worry! The established and highly-regarded original MX-series of sound decoders will continue to be offered alongside the 'new generation' MS-series for the foreseeable future.

'DON'T FOLLOW THE CROWD - LET THE CROWD FOLLOW YOU!'
ASK FOR 'ZIMO' BY NAME AND PURCHASE WITH CONFIDENCE FROM YOUR REGULAR AUTHORISED ZIMO RETAILER

For more details of the MS decoder family and stockists contact ZIMO UK
Telephone: 01780 470086 E-mail: sales@zimo-digital.co.uk

THE NEW MS-SERIES LINE-UP

MS440 'Maxi'

30 x 15 x 4mm
3W - 1.2A - 8 FOs
21-pin MTC socket

MS450 'Maxi'

30 x 15 x 4mm
3W - 1.2A - 9 FOs
8-pin & PluX-22

MS480 'Mini'

19 x 11 x 3.1 mm
1W - 0.8A - 6 FOs
6-pin & 8-pin

MS490 'Mini'

19 x 8.6 x 2.9 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS580 'Mini'

25 x 10.5 x 4 mm
1W - 0.8A - 4 FOs
Next-18 only

MS500 'Micro'

14 x 10 x 2.6 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS590 'Micro'

15 x 9.5 x 3.3 mm
1W - 0.7A - 4 FOs
Next-18 only

MS950 'O' Gauge

50 x 23 x 13 mm
2 x 3W - 4A - 11 FOs
34-pin L-interface

MS955 'O' Plus

50 x 26 x 13 mm
2 x 5W - 4A - 11 FOs
38-pin L-interface

MS990 'Flagship'

50 x 40 x 13 mm
2 x 10W - 6A - 15 FOs
38 screw terminals

SEEP GMC-PM10 Classic Solenoid Point Motor

BEST FOR
Versatility



- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.

The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

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

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



SEEP GMC-PM2 Standard Point Motor

BEST FOR
Great Value



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

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

SEEP GMC-PM20 Surface Mounted Point Motor

BEST FOR
Tight Spaces



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

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

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

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



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

ACCESSORIES



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



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

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



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



GM612 45mm Hole Saw & Arbor for Point Motor Fitting

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



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

GM360

Gaugemaster Catalogue

SEEP Point Motors

GMC-PM1	Point Motor with Built-In Switch	£6.50
GMC-PM2	Point Motor No Switch	£4.25
GMC-PM4	Point Motor with Latching Mechanism	£7.75
GMC-PM10	Classic Solenoid Point Motor	£8.25
GMC-BPPM10	Classic Solenoid Point Motor (5 Pack)	£36.50
GMC-PM10D	Classic Solenoid Point Motor (DCC-Fitted)	£21.25
GMC-PM20	Surface Mounted Point Motor	£11.75
GMC-BPPM20	Surface Mounted Point Motor (5 Pack)	£52.00
GMC-PM20D	Surface Mounted Point Motor (DCC-Fitted)	£27.50

Point Motor Accessories

GMC-CDU	Capacitor Discharge Unit	£16.25
GMC-PM50	Connection Boxes (3)	£5.75
GMC-PM51	Point Motor Wire (Red/Green/Black) 10m Tripled (14x0.15)	£9.75
GMC-PM52	Point Motor Accessory Pack	£3.25
GMC-PM53	Harnesses for PM10D (2)	£4.25
GMC-PM54	Harnesses for PM20 (2)	£3.25
GM09RB	Red/Black Twinned Wire 10m (14x0.15)	£7.50
GM612	45mm Hole Saw and Arbor	£3.75



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