

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

APRIL 2022 £5.30

AT THE HEART OF THE HOBBY

VOLUME 73 No 858

RAILWAY MODELLER

Copper, Wort & Co Ltd

Join us for a tour
around this Edwardian
brewery system in OO

Bristol Bath Road

The essence of a large
MPD in a small space

Turbot makeover

Giving a bogie ballast wagon
the weathered look in OO

Foxbury

An ingenious Micro Marvel
in 3mm scale

Crediton station

The North Devon rail
scene recreated in N

RAILWAY MODELLER Cup winner declared!

Full competition results inside ...

Reviewed inside ...

Hornby APT-P brand new in OO
New tooling Class 86/4 from Heljan in OO
Bachmann VEA 12T covered goods van in OO

The tale of two Jinties

One modeller's
journey to fulfilment
in the hobby

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PECO

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RAILWAY MODELLER

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April 2022 vol 73 No.858

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Micro Marvel

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42a Societies & Clubs

A number of events are listed for March and April, 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.

RAILWAY MODELLING *Explored*

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280 Wagon tarpaulins in O

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275

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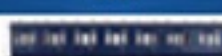
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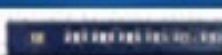
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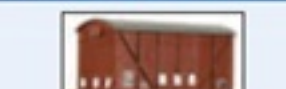


37-206B - 8 Plank Wagon Coke Rails 'Stanton' Red.....£24.61



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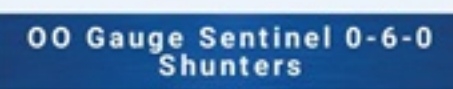


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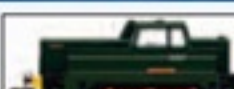
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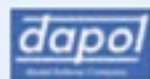


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ID Backscenes

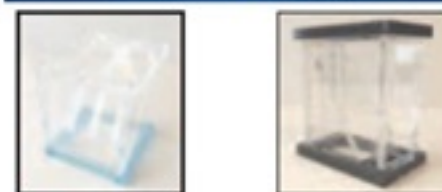
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ID206B - OO Gauge Backscene Hills & Dales Set B.....	£14.99
ID208A - OO Gauge Backscene Hills & Dales Set A.....	£11.99
ID208B - OO Gauge Backscene Hills & Dales Set B.....	£11.99
ID208NA - N Gauge Backscene Hills & Dales Set A.....	£11.99
ID208NB - N Gauge Backscene Hills & Dales Set B.....	£11.99
ID239A - OO Gauge Backscene Industrial Set A.....	£14.99
ID239B - OO Gauge Backscene Industrial Set B.....	£14.99

Ballast

Coarse Grey Ballast.....	£3.00
Fine Grey Ballast.....	£3.00
Fine Salmon Ballast.....	£3.00

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

Ballast Spreaders



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

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

Cork Sheetting

1/16" Thick - £6.50 each
2 for £12.00
1/32" Thick - £4.00 each
2 for £7.00
1/8" Thick - £9.00 each
2 for £16.99
3/16" Thick - £10.00 Each
2 for £19.00

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

Stock Boxes



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

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

4 of any colour large stock box for £13.00

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

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

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

Sundeala Board

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

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

Xuron
Track
Cutter
£15.00



Electrics



Toggle Switches

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

Grain of Wheat Bulbs

12v Bulbs

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

Layout Wire

Suitable for point motors, power feeds & more.

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

Red/Black/Blue/Green/Yellow/Brown/White
£9.00 a roll
Or any two 100 metre reels for.....£16.99

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



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

Mod Roc

Mod-Roc (Plaster Of Paris Bandage).....£3.60

Each roll is 15cm x 270cm approx.)

Lima OO Traction Tyres



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

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

Shop open

10:00am to 4:00pm Monday to Saturday

Telephones available

9:00am - 5:00pm Monday to Saturday

These times are subject to change depending on the latest Government announcements regarding Covid 19. Please contact us before travelling.

www.cheltenhammodelcentre.com

CHEL TENHAM
MODEL CENTRE

Cheltenham Model Centre

39 High Street

Cheltenham

GL50 1DX

Telephone: 01242 523117

: 01242 234644

Email: info@cheltenhammodelcentre.com

METCALFE

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

N Gauge Card Kits

PN103 - Red Brick Terraced Houses.....£8.95	PN104 - Stone Terraced Houses.....£8.95	PN110 - Platform Kit.....£8.50	PN116 - Corner Shop Red Brick.....£9.80	PN117 - Corner Shop Stone.....£9.80	PN128 - Coaching Inn.....£8.95	PN133 - Signal Box.....£8.10	PN135 - Stone Platform.....£8.50	PN136 - Footbridge.....£8.50	PN137 - Country Station.....£11.05	PN138 - Wayside Station.....£8.50	PN139 - Wayside Station Shelter.....£8.50	PN140 - Red Brick Viaduct.....£10.20	PN141 - Stone Viaduct.....£10.20	PN142 - Tunnel Entrances.....£7.25	PN143 - Tunnel Entrance Single.....£6.80	PN144 - Retaining Wall Stone.....£8.50	PN145 - Retaining Wall Red Brick.....£8.50	PN146 - Railway Bridge Brick.....£11.05	PN147 - Railway Bridge Stone.....£11.05	PN148 - Tapered Retaining Wall Red Brick.....£8.50	PN149 - Tapered Retaining Wall Stone.....£8.50	PN150 - Manor Farm.....£7.65	PN153 - Village School.....£9.35	PN154 - Village Shop & Café.....£8.10	PN155 - Workers Cottages.....£8.50	PN157 - Grange Cottage.....£6.80	PN158 - Gardeners Cottage.....£6.80	PN159 - Crofters Cottage.....£6.80	PN170 - Low Relief Cinema.....£6.40	PN174 - Brick Terraced House Fronts.....£6.80	PN175 - Stone Terraced House Fronts.....£6.80	PN176 - Low Relief Red Brick Terraced House.....£6.80	PN177 - Low Relief Stone Terraced House.....£6.80	PN179 - Low Relief Department Store.....£11.05	PN181 - Service Station.....£9.35	PN182 - Warehouse.....£9.35	PN183 - Small Factory.....£9.35	PN184 - Boiler House & Factory Entrance.....£11.05	PN185 - Industrial Unit.....£6.80	PN189 - Fire Station.....£10.20	PN190 - Low relief timber-framed shop.....£7.65	PN191 - Castle Gatehouse.....£11.90	PN192 - Castle Watch Tower.....£5.95	PN193 - Castle Curtain Walls.....£7.65	PN194 - Castle Hall.....£11.05	PN195 - Castle Stone Sheets.....£4.95	PN196 - Castle Bridge.....£6.80	PN900 - Brick Paper.....£5.10	PN901 - Cut Stonework M1 Style.....£5.10	PN902 - Mixed Stone Work.....£5.20	PN903 - Paving & Cobblestone Sheets.....£5.10	PN913 - Double Track Engine Shed.....£12.35	PN920 - Mainline Booking Hall.....£17.85	PN921 - Parcel Offices.....£13.60	PN922 - Island Platform Building.....£13.60	PN926 - Parish Church.....£10.65	PN931 - Engine Shed Single Track Red Brick.....£9.35	PN932 - Engine Shed Single Track Stone.....£9.35	PN933 - S&C Station Building.....£12.75	PN934 - S&C Station Shelter.....£6.80	PN935 - S&C Station Masters House.....£10.20	PN936 - S&C Goods Shed.....£12.35	PN937 - S&C Double Track Engine Shed.....£12.35	PN940 - Platform Canopy.....£14.05	PN941 - Wall Backed Platform Canopy.....£9.35	PN951 - Manor Farm Buildings.....£8.50	PN960 - Tower Block.....£10.20	PN971 - Low Relief Bank & Shops.....£8.50	PN972 - Low Relief Pub & Shops.....£8.50
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OO Gauge Card Kits

PO205 - Low Relief Pub & Shops.....£11.05	PO206 - Low Relief Cinema & Shops.....£9.35	PO210 - Paving Slabs.....£5.95	PO216 - Platform Kit.....£11.05	PO226 - Parish Church.....£13.60	PO228 - Coaching Inn.....£9.35	PO232 - Goods Shed.....£12.75	PO233 - Signal Box.....£9.35
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METCALFE

PO235 - Stone Platform.....£11.05	PO236 - Footbridge.....£10.65	PO237 - Country Station.....£14.45	PO242 - Double Tunnel Entrance.....£9.35	PO243 - Single Tunnel Entrance.....£8.50	PO244 - Retaining Walls Red Brick.....£11.90	PO245 - Retaining walls Stone.....£11.90	PO246 - Railway Bridge Brick Double or Single Track.....£12.75	PO247 - Railway Bridge Brick Double or Single Track.....£12.75	PO248 - Tapered Retaining Walls Brick.....£11.90	PO249 - Tapered Retaining Walls Stone.....£11.90	PO250 - Manor Farm House.....£9.35	PO251 - Manor Farm Barn.....£8.95	PO252 - Manor Farm Buildings.....£10.20	PO253 - Village School.....£9.35	PO254 - Village Shop & Café.....£11.05	PO255 - Workers Cottages.....£11.65	PO256 - Stable Block.....£6.80	PO257 - Grange Cottage.....£10.65	PO258 - Gardeners Cottage.....£8.95	PO259 - Crofters Cottage.....£8.55	PO261 - Red Brick Terraced House.....£9.80	PO262 - Stone Terraced Houses.....£9.80	PO263 - Red Brick Corner Shop.....£10.20	PO264 - Stone Corner Shop.....£10.20	PO271 - Low Relief Bank and Shops.....£10.20	PO272 - Low Relief Shop Fronts Red Brick.....£12.35	PO273 - Low Relief Shop Fronts Stone.....£11.90	PO274 - Low Relief Red Brick House Fronts.....£10.65	PO275 - Low Relief Stone Terraced House Fronts.....£10.65	PO276 - Low Relief Brick Terraced House Backs.....£10.20	PO277 - Low Relief Stone Terraced House Backs.....£10.20	PO279 - Low Relief Department Store.....£12.75	PO281 - Service Station.....£12.35	PO282 - Warehouse.....£12.75	PO283 - Small Factory.....£12.75	PO284 - Boiler House.....£12.75	PO285 - Industrial Unit.....£11.05	PO289 - Fire Station.....£16.15	PO291 - Castle Gatehouse.....£16.60	PO292 - Castle Watch Tower.....£5.55	PO293 - Castle Curtain Walls.....£9.80	PO296 - Castle Bridge.....£8.95	PO313 - Double Engine Shed.....£20.40	PO320 - Booking Hall.....£20.40	PO321 - Parcels Office.....£18.70	PO322 - Island Platform Building.....£17.00	PO330 - GWR Signal Box.....£13.60	PO331 - Red Brick Single Track Engine Shed.....£13.60	PO332 - Stone Single Track Engine Shed.....£13.60	PO333 - S&C Station Building.....£19.55	PO334 - S&C Station Shelter.....£9.80	PO335 - S&C Station Masters House.....£12.75	PO336 - S&C Goods Shed.....£20.40	PO337 - S&C Stone Engine Shed.....£20.40	PO340 - Platform Canopy.....£13.60	PO341 - Wall Backed Platform Canopy.....£13.60	PO360 - Tower Block.....£13.60	PO400 - Platform Underpass.....£5.55	PO410 - Wooden Pavilion.....£5.55	PO415 - Nissen Hut.....£6.40	PO421 - Low Relief Timber Framed Shop.....£7.25	PO430 - Small Signal Box.....£8.50
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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
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These tarmac sheets can be used for both OO & N gauge.

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

N Gauge Kits

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

OO Gauge Kits

411 - GWR/LMS Joint Gauge.....£4.25	412 - SR Loading Gauge.....£5.35	413 - Water Crane & Fire Devil.....£9.45	419 - Concrete Fence Posts gates.....£5.95	420 - GWR Station Fencing White.....£4.70	421 - GWR Station Fencing Black.....£4.25	422 - GWR Station Fencing Black.....£4.25	423 - GWR Lineside Fencing.....£4.25	424 - Lineside fencing White.....£4.25	425 - Lineside Fencing Black.....£4.25	426 - LMS (MR) Station Fencing white.....£4.25	427 - LMS (MR) Station Fencing Black.....£4.25	429 - Concrete Fencing.....£4.70	430 - Picket Fencing Green Gates & Ramps.....£4.70	431 - Picket fencing green Straight.....£4.25	432 - SR Precast Concrete Pale Fencing.....£5.75	432A - SR Precast Concrete Pale Fencing Gates & Ramps.....£5.95	434 - Spear Fencing (straight only).....£4.70	435 - Spear Fencing (gates & ramps).....£5.35	436 - Security Fencing.....£11.50	437 - Wooden Fencing.....£5.35	451 - Signal Laddering (4 lengths).....£3.85	452 - Telegraph Poles (16 per pack).....£4.25	453 - Swan Necked lamps (9 per pack).....£4.85	454 - Concrete Lamps.....£4.85	455 - Modern street lights.....£5.75	456 - Station Barrow Crossing.....£5.35	460 - GWR Home.....£11.05	461 - GWR Distant.....£11.05	462 - GWR Home & Distant.....£13.05	465 - Ground Signals (4 per pack).....£4.05	466 - GWR Square Post Signal.....£8.95	467 - GWR Round Post Signal.....£4.05	468 - GWR Round Post Signal.....£11.05	469 - GWR Junction/Bracket Signal.....£12.35	470 - LMS Home Signal.....£11.05	471 - LMS Distant Signal.....£11.05	476 - LMS Round post Signal.....£8.95	477 - LNWR Square Post Signal.....£8.95	478 - Pratt Truss Gantry.....£4.05	486 - LNER Lattice Post Signal.....£8.95	493 - SR Rail Built Signal Upper Quadrant.....£14.05	500 - GWR Signal Box.....£18.10	501 - Grounded coach Body.....£6.10	502 - Cattle Dock.....£18.10	503 - Platform/Ground level Signal Box.....£18.10	504 - Station Building.....£29.75
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505 - Coaling Stage.....£9.15	506 - Water Tower.....£18.10	507 - Grounded Van Body.....£5.70	508 - Pump House/Boiler House.....£18.10	509 - Occupation Crossing.....£5.75	510 - Industrial Fittings.....£3.85	511 - Wooden Lineside Huts (2).....£6.10	512 - Skylights.....£3.85	513 - Provender (Goods) Store.....£18.10	514 - Pack of Assorted Pallets & Sacks.....£4.25	515 - Platform Canopy.....£15.30	516 - Station Valancing Notice Board.....£4.25	517 - Concrete Footbridge.....£13.00	518 - Concrete Lineside Huts (2).....£6.10	519 - Large Grounded Mess Van/Store.....£9.15	520 - Platform/Including Ramps.....£8.95	521 - Industrial Window Arches.....£4.25	522 - Engine Shed Inc. Hut.....£28.50	523 - Industrial Windows.....£4.25	524 - Weighbridge & Hut.....£6.10	525 - Coal/Timber Merchants.....£23.80	526 - Coal Sacks (48 per pack).....£4.55	527 - Carriage Shed (320mm x 105mm).....£23.80	528 - Water Tower GW Pillar.....£13.40	529 - Oil Depot.....£15.10	530 - Oil Tanks (2).....£9.10	531 - Yard Crane.....£11.90	532 - Coal Depot.....£10.20	533 - Coal Staircases.....£5.70	534 - Stone Goods Shed.....£29.75	535 - Yard Office.....£4.25	536 - Midland Signal Box.....£23.50	537 - Retaining Walls.....£8.65	538 - Gutters/Downpipes.....£5.10	539 - Midland Signal Box Window.....£5.10	540 - Locomotive Servicing Depot.....£23.80	543 - Hoist.....£10.05	544 - Carriage Cleaning Platform.....£8.10	545 - Loco Lifting Hoist.....£22.35	546 - Traversing Crane.....£24.05	546A - Rolling Underframe.....£5.55	547 - Coaling Tower.....£26.60	548 - Modular Covered Footbridge.....£23.20	549 - Fogmans Hut.....£7.45	550 - Water Trough 768mm.....£10.00	551 - Large Water Tower.....£19.15	552 - GWR Brick Signal Box.....£24.45	553 - Signal Box Interior.....£13.40	554 - ARP Wartime Signal Box.....£15.95	558 - Nissen Hut.....£10.55	GJ01 - Plain Boarded End Panels 4 per pack.....£3.40	GJ02 - Window Panels 4 Per Pack.....£3.40	GJ03 - Single Door Panels 4 Per Pack.....£3.40	GJ04 - Plain Boarded Panels 4 Per Pack.....£3.40
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WILLS-KITS

OO Gauge Kits

CK10 - Farm Cottage Scene.....£16.15	CK11 - Semi-detached Houses.....£16.15	CK12 - Two Road Engine Shed.....£16.15	CK13 - Black Horse Inn.....£16.15	CK14 - Single Road Engine Shed.....£16.15	CK15 - Stone Goods Shed & Crane.....£18.30	CK16 - Country Station Brick Built.....£32.30	CK17 - Country Station Building.....£34.00	CK18 - Semidetached Shops.....£16.15	CK19 - Goods Shed Brick Type.....£16.15	CK20 - Post Office.....£16.15	CK21 - Semidetached Cottages.....£16.15	CK22 - Water Mill.....£25.50	SS10 - Victorian Gents Toilet.....£5.05	SS11 - Taxi Men's Rest Hut.....£5.05	SS12 - Station Garage with Pumps.....£7.65	SS13 - Domestic Garage.....£5.05	SS14 - Tea Kiosk.....£5.05	SS15 - Coal Yard & Hut.....£5.75	SS16 - Weighbridge & Hut.....£5.05	SS17 - Coal Bunkers.....£5.05	SS18 - Station Forecourt Shops.....£5.65	SS19 - Grotty Huts & Privy.....£5.10	SS20 - Greenhouse & Cold Frames.....£5.65	SS21 - Hoardings with Bill Poster.....£5.65	SS22 - Lamp Huts With Oil Drums (2).....£5.65	SS23 - Bicycle shed & Bicycles.....£5.05	SS24 - Conservatory with Garden Seat.....£5.05	SS25 - Station Halt Complete.....£5.05	SS26 - Victorian Bridge.....£5.05	SS27 - Station Halt with Waiting Room.....£5.65	SS28 - Occupational Bridge.....£5.65	SS29 - Ground Level Signal Box.....£5.05	SS30 - Stone & Timber Barn.....£5.65	SS31 - Village Forge.....£5.65	SS32 - Occupational Bridge.....£7.45	SS34 - Water Tower & Stone Base.....£7.45	SS35 - Pagoda Building Iron Type Hut.....£5.05	SS36 - Dressed Stone Type Wall.....£5.05	SS37 - Market Stalls.....£5.50	SS38 - Cattle Creep Stone Arches.....£5.05	SS39 - Crossing Keepers Cottage.....£7.25	SS40 - Scrapyard Small Stone Built.....£5.05	SS41 - Feather Edge Board Fencing.....£5.05	SS42 - Windows & Doors.....£5.65	SS43 - Concrete Fencing.....£5.65	SS44 - Larch Lap Fencing.....£5.05	SS45 - Rustic & picket Fencing.....£5.65	SS46 - Buildings pack A.....£5.65	SS47 - Bow Plate Girder Bridge.....£8.50	SS48 - Timber Signal Box.....£14.25	SS49 - Decked Girder Bridge.....£8.95	SS50 - Platelayers Hut.....£5.05	SS51 - Goods Yard Crane.....£5.05	SS52 - Brick Retaining Arches (4).....£13.40	SS53 - Brick Arch Bridge.....£13.00	SS54 - Station Canopy.....£8.50	SS55 - Brick Arch Overlays.....£5.05	SS56 - Level Crossing Gates.....£8.50	SS57 - Vari Girder Plate Girder Panel.....£5.65	SS58 - Garden Sheds Timber Type.....£5.65	SS59 - Brick Tunnel Mouth & Walls.....£8.10	SS60 - Station Platform Shelter Timber.....£8.50	SS61 - Station Platform Sections.....£5.65	SS62 - Station Platform Ramps (pair).....£5.65	SS63 - Goods Yard Store Timber.....£8.50
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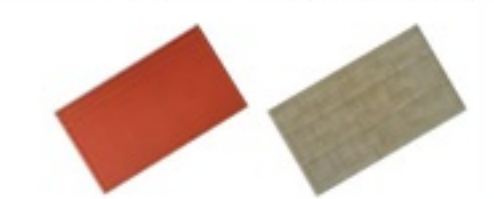
SS64 - Abutments with Wing Walls.....£8.50	SS65 - Small Gents Toilet.....£5.65	SS66 - Public Toilets.....£8.50	SS67 - Wayside Station Timber.....£11.90	SS68 - Platform Accessories.....£5.65	SS69 - Stone Type Retaining Arches.....£12.15	SS70 - Corrugated Iron Chapel.....£12.15	SS71 - Round Top Windows.....£7.15	SS72 - Village Scene.....£5.65	SS73 - Timber Yard.....£13.85	SS74 - Pill Box.....£5.05	SS75 - Bus Shelter.....£5.65	SS76 - Quoins/Corner Stones.....£5.65	SS77 - Period York Paving.....£5.65	SS78 - Timber Platform Shelter.....£13.00	SS79 - Parapet Bridge Walls.....£5.65	SS80 - Three Arch Viaduct.....£27.00	SS81 - Extra Arch & Pier.....£11.05	SS82 - River Canal Bridge.....£11.05	SS83 - 2 Stone Piers.....£11.90	SS84 - Water Wheel & Sluice Gates.....£8.00	SS85 - Relay Boxes (set 1).....£4.15	SS86 - Window Doors Gates & Porch.....£5.05	SS87 - Concrete Trunking.....£5.05	SS88 - Relay Boxes (set 2).....£4.15	SS89 - Point Rodding.....£11.30	SS90 - Point Rodding Extension.....£8.50	SS91 - Lever Ground Frames.....£8.50	SS92 - Garden Buildings.....£13.60	SSAM100 - Farmyard Junk.....£9.60	SSAM101 - Village Blacksmiths.....£9.60	SSAM102 - Workshop Set Tools.....£9.60	SSMP199 - Kit Builders Corner Fillet.....£2.65	SSM300 - Industrial/Retail Unit.....£24.65	SSM310 - Supermarket Frontage.....£10.45	SSM311 - Out Of Town Unit Frontage.....£8.10	SSM312 - HGV Loading Bays.....£10.45	SSM313 - Extra Roller Shutter Doors.....£5.05	SSM314 - Extra Window & Doors.....£4.80	SSM315 - Industrial/Retail Unit Extension.....£10.45	SSM316 - Modern Palisade Fencing.....£10.20	SSM317 - Modern Palisade Fencing.....£9.35	SSM318 - Modern Level Crossing.....£25.10	SSM319 - Modern Level Crossing Road Bed.....£7.90	SSM320 - Modern Level Crossing Equipment Building.....£5.75	SSM321 - Modern Level Crossing CCTV Posts.....£4.25	SSM322 - Modern DPD Distribution Depot.....£25.50	SSM323 - Modern Security Gate.....£7.25
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WILLS-KITS

OO Gauge Builders Sheets

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

SSMP199 - Kit Builders Corner Fillets.....£2.65	SSMP200 - Coarse Stone.....£3.80	SSMP201 - Wood Planking.....£3.80	SSMP202 - Dressed Stonework.....£3.80	SSMP203 - Slate.....£3.80	SSMP204 - Granite Setts.....£3.80	SSMP205 - Cobblestone Walling.....£3.80	SSMP206 - Pantiles.....£3.80	SSMP207 - Rounded Tiles.....£3.80	SSMP208 - York Stone Paving.....£3.80	SSMP209 - Waney Edge Boarding.....£3.80	SSMP210 - Crazy Paving.....£3.80	SSMP211 - Plain Tiles.....£3.80	SSMP212 - Brickwork Plain Bond.....£3.80	SSMP213 - Clapboarding.....£3.80	SSMP214 - Cement Rendering.....£3.80	SSMP215 - Limewashed Stone.....£3.80	SSMP216 - Corrugated Iron.....£3.80	SSMP217 - Fancy Tiles.....£3.80	SSMP218 - Cobblestones.....£3.80	SSMP219 - Corrugated Asbestos.....£3.80	SSMP220 - Tongue & Groove Boarding.....£3.80	SSMP221 - Victoria Stone Paving.....£3.80	SSMP222 - Chequer Plate.....£3.80	SSMP223 - Corrugated Glazing (Iron type).....£3.80	SSMP224 - Corrugated Glazing (Asbestos type).....£3.80	SSMP225 - Box Profile Corrugated Steel.....£3.80	SSMP226 - Brickwork Flemish Bond.....£3.80	SSMP227 - Brickwork English Bond.....£3.80	SSMP228 - Random Stone.....£3.80	SSMP229 - Sheet & Batten Roofing.....£3.80	SSMP230 - Concrete Blocks.....£3.80	SSMP231 - Flexible Brick Sheets.....£3.80	SSMP232 - Slate Wall.....£3.80	SSMP233 - Tactile Platform Pavings.....£3.80	SSMP234 - French Lozenge Tiles.....£3.80
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SSMP235 - Gabion Cage Walling.....£3.80	SSMP236 - Herringbone Block Paving.....£3.80
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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



'O' BR CLASS 56

AVAILABLE NOW

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



SRP **£699.00**
Weathered versions SRP: £729.00

'OO' CLASS 86/4

AVAILABLE NOW



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

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

SRP **£219.95**

'O' BR CLASS 47

AVAILABLE NOW



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

SRP **£699.00**

'O' BR CLASS 50

AVAILABLE NOW



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

SRP **£699.00**
Weathered versions SRP: £719.00

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In 1959 Sentinel Waggon Works produced a prototype diesel shunter which was operated on the military controlled Shropshire & Montgomeryshire Railway. In total 17 were produced and operated successfully during that year, leading to far greater orders and popular acclaim. Sentinels have continued to serve after retirement by being procured by a number of heritage railways.



NEW FOR 2022



R30083 Port of Bristol Authority Sentinel 0-6-0 No. 39 - Era 5

**DCC
READY** **6 PIN
CONNECTION**

**NEW
TOOLING**

**AVAILABLE
NOW**



R30084 MSC Sentinel 0-6-0 No. 3001 - Era 8

**DCC
READY** **6 PIN
CONNECTION**



R30085 NCB Sentinel 0-6-0 Stanton No. 57 - Era 7

**DCC
READY** **6 PIN
CONNECTION**

IN STOCK AND AVAILABLE NOW



R30009 London Carriers International Sentinel 0-4-0 'Jean' - Era 8

**DCC
READY** **6 PIN
CONNECTION**



R30010 Hitachi Sentinel 0-4-0 'Chiaki Ueda' - Era 11

**DCC
READY** **6 PIN
CONNECTION**

For more information please visit your local Hornby stockist or go to www.hornby.com

OO Gauge Steam Locos


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

OO Diesels & Electrics


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


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


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


Class 47
Stage: Prototype Due: Mid-2022
Price: from £186.95 Digital: 21-pin
hattons.co.uk/heljanoo47



Class 59
Stage: Painted Samples Due: Late 2022
Price: from £136.31 Digital: 21-pin
hattons.co.uk/dapol59

OO Gauge Multiple Units


GWR AEC Railcar (Parcels Variant)
Stage: Announced Due: Q1 2023
Price: TBC - Wishlist Digital: 21-pin
hattons.co.uk/heljanoorailcar


Class 104 DMU
Stage: CADs Due: Q1 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons


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



SECR 10t Goods Van
Stage: Deco Samples Due: 2023
Price: £28.01 Digital: N/A
hattons.co.uk/rapidosecrvan



GPV Gunpowder Vans
Stage: Deco 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: Engineering Samples Due: Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons


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

O Gauge Diesels/ Electrics


Class 26
Stage: Deco Samples Due: Q2 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/dapolorailcar


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


Class 121/ 122 & Trailer Cars
Stage: Early Development Due: 2022
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljanbubble

O Coaches & Wagons


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


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


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



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OO Gauge (1:76 Scale)

Dapol - Steam locos



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



4S-041-001 Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering £119.60
4S-041-001S Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering - DCC sound fitted NEW £243.06

Wagons



4F-043-013 YCV 'Turbot' bogie ballast wagon DB978281 in Civil Engineers 'Dutch' NEW £24.61

Hattons Originals - Steam locos



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

Heljan - Diesel locos



3464 Class 33/0 33021 'Eastleigh' in Fragonset black NEW £135.15

Electric locos



8645 Class 86/6 86401 'Mons Meg' in Caledonian Sleeper NEW... £186.96



8640 Class 86/4 86404 in Intercity Executive NEW... £186.96



8643 Class 86/4 86426 in BR 1980s heritage BR blue NEW £186.96



8646 Class 86/6 86609 in Freightliner NEW £186.96

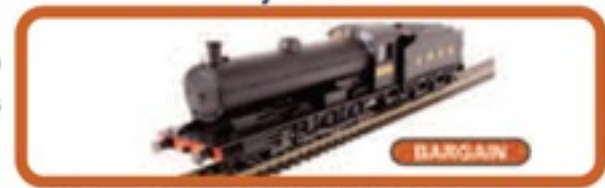


8644 Class 86/6 86622 in Railfreight Distribution grey NEW £186.96



8641 Class 86/6 86634 'University of London' in Railfreight Distribution sector triple grey NEW £186.96

Hornby - Steam locos



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (RRP £194.99) BARGAIN £114

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



R1230 Starter train set - 'GWR High Speed Train' £142

Coaches



GWR CoachPackE Collett 57 Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (RRP £215.95) BARGAIN... £119



R4844 ex-LMS Period III 50' parcels van M31137 in BR maroon (RRP £60.49) BARGAIN £29

N Gauge

Dapol - Steam locos



2S-013-007 Class 9F 2-10-0 92051 in BR black early emblem NEW... £114.75



2S-013-008 Class 9F 2-10-0 92189 in BR black late crest NEW... £114.75



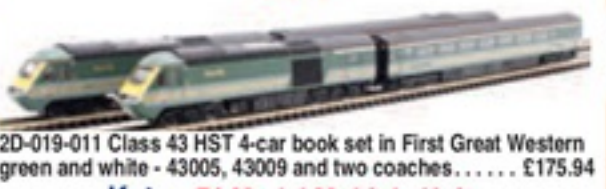
2S-013-009 Class 9F 2-10-0 92214 in BR lined green late crest - as preserved NEW £114.75

Diesel locos



2D-013-004 Class 27 D5382 in BR two tone green small yellow panels NEW £116.45

HSTs



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

Kato - Bi-Modal Multiple Units



K10-1674 Class 8000 5-car Bi-Modal IET 'Azuma' 800209 in LNER... £178



K10-1671 Class 8000 5-car Bi-Modal IET 800021 in GWR green... £178

O Gauge (1:43 Scale)

Dapol - DMUs



7D-009-005 Class 121 'Bubble Car' single car DMU W55020 in BR chocolate and cream - 1985 GWR 150 NEW £263.05



7D-009-004 Class 121 'Bubble Car' single car DMU W55023 in BR blue NEW £263.05



7D-009-002 Class 121 'Bubble Car' single car DMU W55027 in BR green small yellow panels NEW £263.05

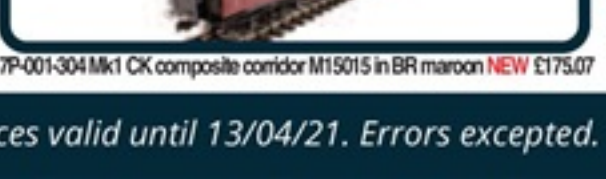


7D-009-003 Class 121 'Bubble Car' single car DMU W55029 in BR blue and grey NEW £263.05

Coaches



7P-001-302U Mk1 CK composite corridor BR green - unnumbered NEW £175.07



7P-001-304 Mk1 CK composite corridor M15015 in BR maroon NEW £175.07



7P-001-302 Mk1 CK composite corridor S15032 in BR green NEW £175.07

7P-001-303 Mk1 CK composite corridor W15062 BR chocolate and cream NEW £175.07

7P-001-104U Mk1 SO second open M3947 in BR maroon - unnumbered NEW £175.07

7P-001-104 Mk1 SO second open M3947 in BR maroon NEW £175.07

7P-001-102 Mk1 SO second open S3824 in BR green NEW £175.07

Heljan - Steam locos

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



H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue unstreamlined non-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



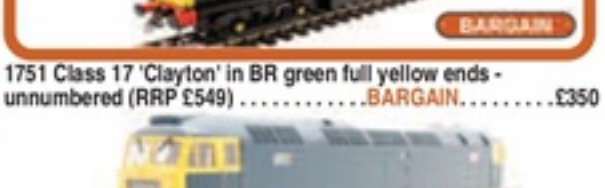
H7-A4-006 Class A4 4-6-2 60007 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (RRP £750) BARGAIN £579

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

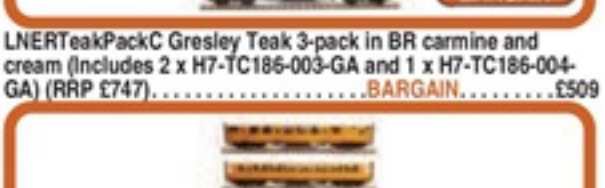


H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (RRP £750) BARGAIN £579

Diesel locos

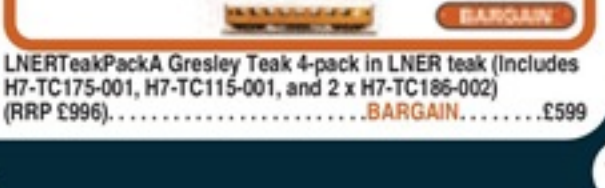


1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (RRP £549) BARGAIN £350



4852 Class 47 in BR blue (1970s) - unnumbered £594.15

Coaches



LNERTeakPackC Gresley Teak 3-pack in BR carmine and cream (Includes 2 x H7-TC185-003-GA and 1 x H7-TC186-004-GA) (RRP £747) BARGAIN £509

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

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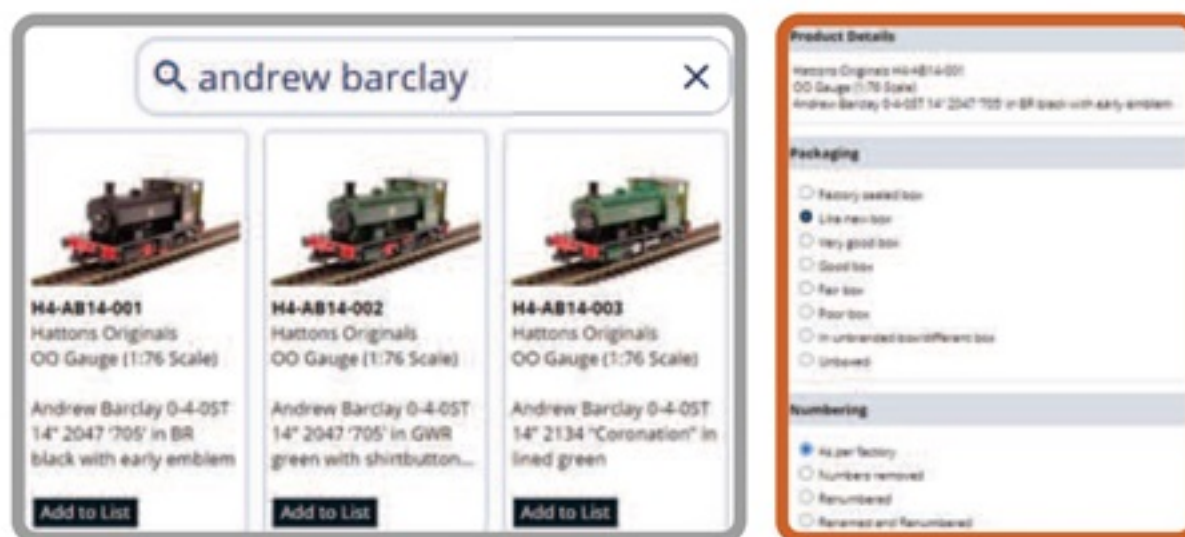


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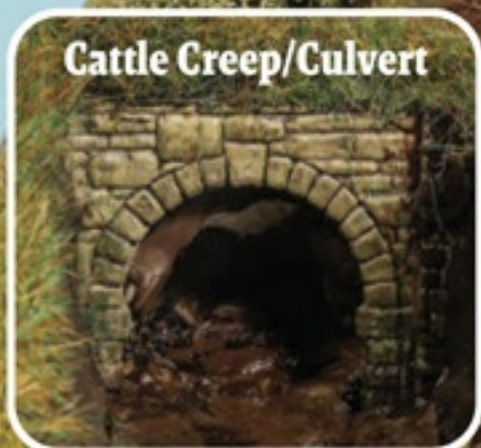
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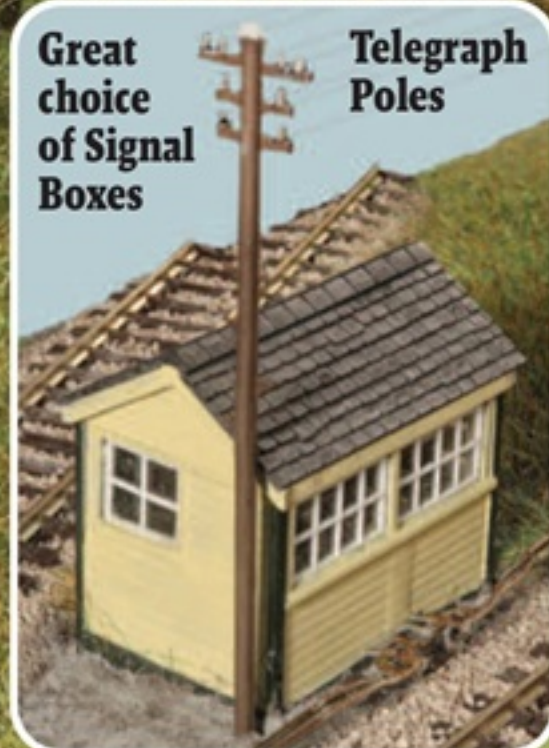
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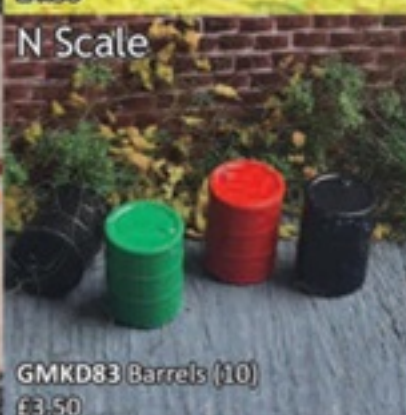
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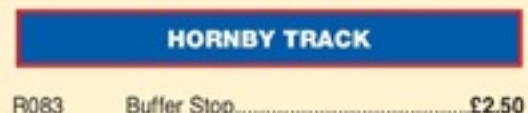
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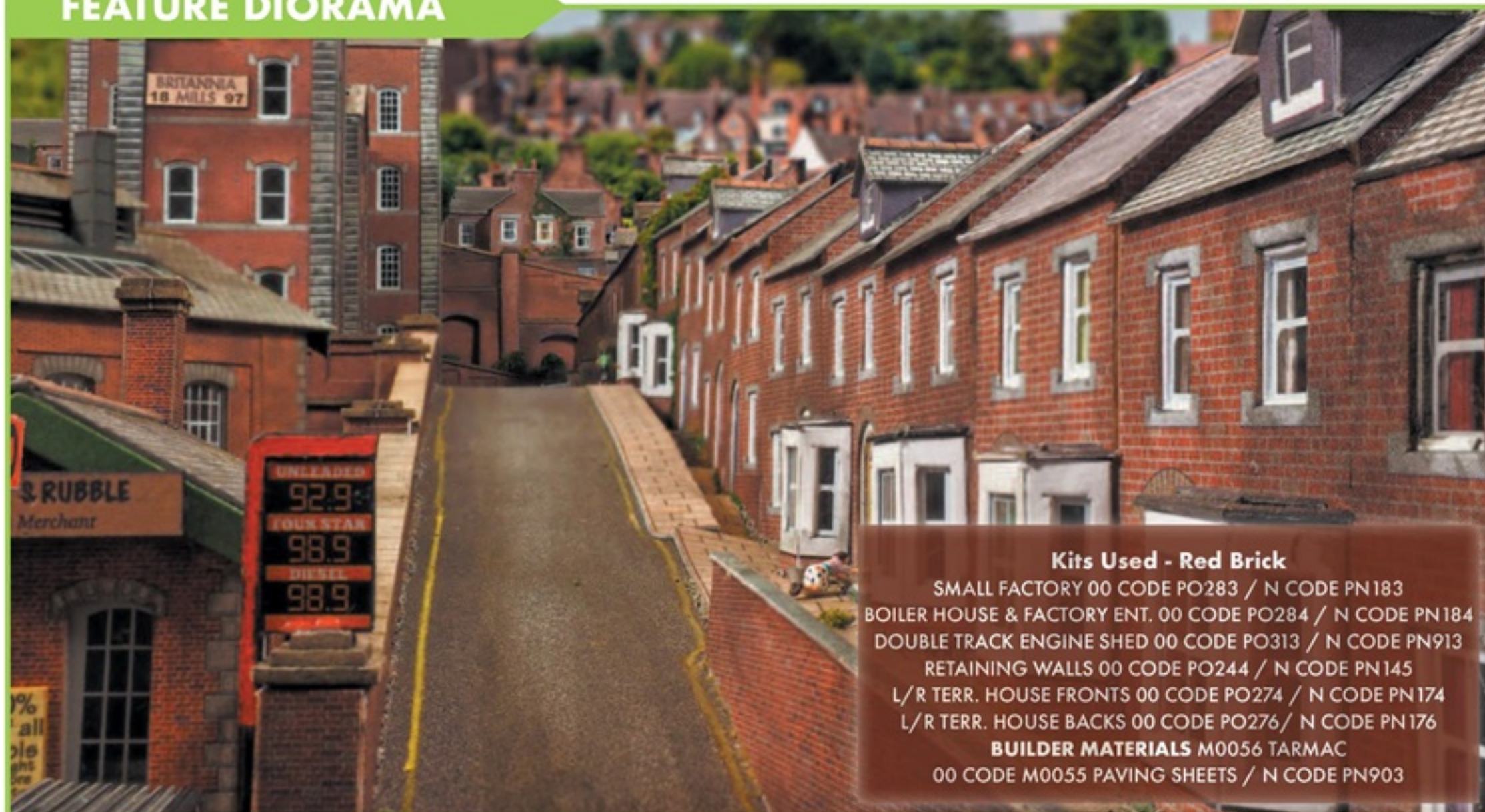
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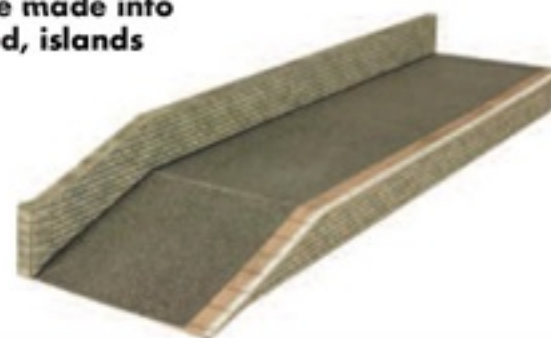


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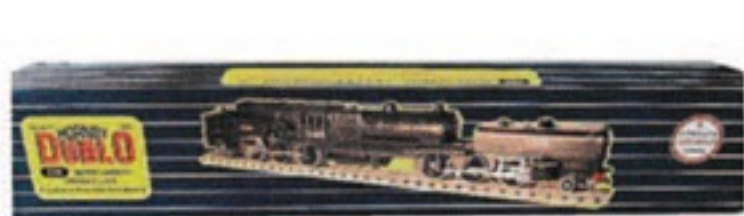
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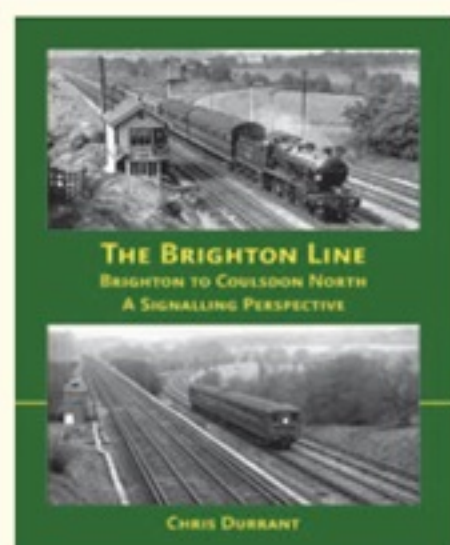
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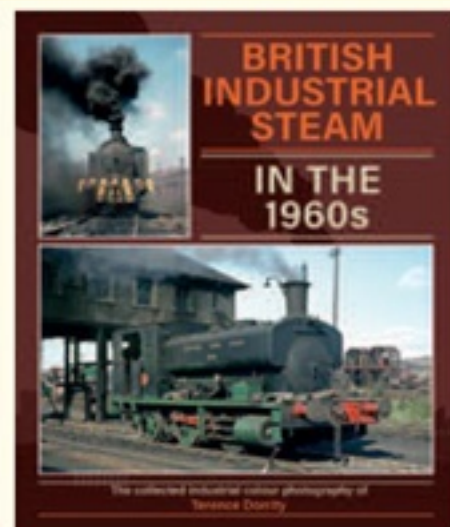


THE BRIGHTON LINE BRIGHTON TO COULSDON NORTH A SIGNALLING PERSPECTIVE CHRIS DURRANT

This book charts the developments of the LB&SCR through the Southern Railway to British Rail, from Brighton to Coulsdon North, with particular focus on a signalling perspective. With a wealth of illustrative detail, the historical progress of the railway is recounted – from steam to electric motive power, and mechanical to colour light signalling – using original documents and photographs from national and regional archives, supplemented by material from personal collections including the author's own. Whilst the author's technical and professional expertise as a signalling engineer is employed to the full, this book is also about a way of life. Giving access to the proudly polished interiors of historic signal boxes with glimpses of signalmen's domestic routines, the triumphs and tribulations of life in the S&T (Signalling and Telecommunications) maintenance department, and the liaisons with fellow departments, this book is as much a history of railwaymen as of the railway. The story of the surrounding landscape encroaches, too: the railway adjusts from racegoers to airport traffic at Gatwick and accommodates the building of a motorway; signal boxes encased in brick protect against wartime air raids; elements of the skyline change whilst others remain. Documenting a time before passengers became customers, when performance targets and train operating companies were unheard of, this book celebrates the work of the engineers who built the railway, recognises those whose aim was to maintain and run an excellent service, and honours the photographers who took time to capture evocative images of architecture and infrastructure from construction to demise. While thoroughly research-informed, it is threaded through with the author's inimitable personal commentary.

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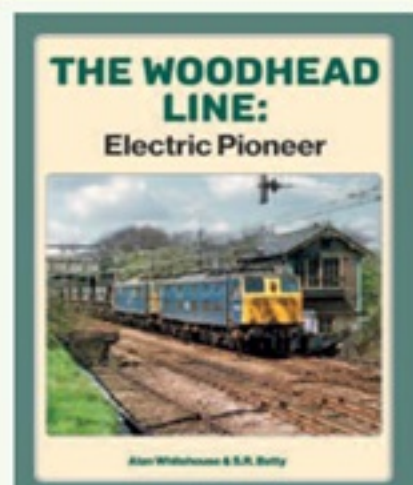
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BRITISH INDUSTRIAL STEAM IN THE 1960s The collected industrial colour photography of Terence Dorrity

As a schoolboy trainspotter, Terence Dorrity spent many an hour by the ex-Great Western Railway line at Stratford-upon-Avon but then subsequently discovered the parallel world of industrial railways in the late 1950s on a car journey from his home town to Banbury. Wisps of steam rising from the fields near Wroxton turned out to be coming from locomotives on the Oxfordshire Ironstone Railway with its fleet of tank engines which worked in the quarries and along the double track 'main line' to exchange sidings with British Railways. Acquisition of a copy of the Birmingham Locomotive Club Industrial Locomotives of the West Midlands Pocket Book, and subsequent membership of the club, led to further visits to industrial systems in and around nearby Birmingham. Next came the South Wales valleys with, at first, the aim of visiting the numerous BR sheds to be found there but the sight of NCB locomotives at coal mines, and the gradual demise of BR steam, soon tipped the balance and priority was given to industrial sites. There were many collieries much closer to home as well. The NCB Warwickshire Area pits used some very interesting locomotives, including an unusual Beyer-Garratt 0-4-4-0, and Staffordshire collieries and quarry lines in Northamptonshire were also within easy day trip range. Casting the net wider, Terence took advantage of visits to an aunt and uncle in London to investigate some sites in the capital, such as Beckton Gas Works, and the nearby south-east including the Bowater's 2ft 6ins gauge system at Sittingbourne. There were several excursions to Scotland to explore the extensive NCB Waterside system in Ayrshire, other collieries, steel works, gas works, power stations and even a distillery as far north as Aberdeen and Morayshire. There was a lot more and fortunately Terence was able to capture much of it in colour before everything disappeared forever; long lost scenes which are now presented within these pages.

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The Woodhead Line went from being the poster child of British Railways with its pioneering electrification scheme to closure in just under thirty years. What went wrong? Forty years after the closure of the Manchester, Sheffield & Wath lines, this is a long and dispassionate look at the whole electrification project. What led to the Woodhead Line, and the associated route to Wath Concentration Yard, being chosen for electrification? How was the design of the locomotives arrived at? How well did the system work? And, finally, why was it run down and closed so soon after the huge investment that turned into Britain's first all electric main line? This account brings together the hard facts and the memories and experiences of those who operated the MSW system to shed new light on an iconic part of the national railway network which still generates heated debate.

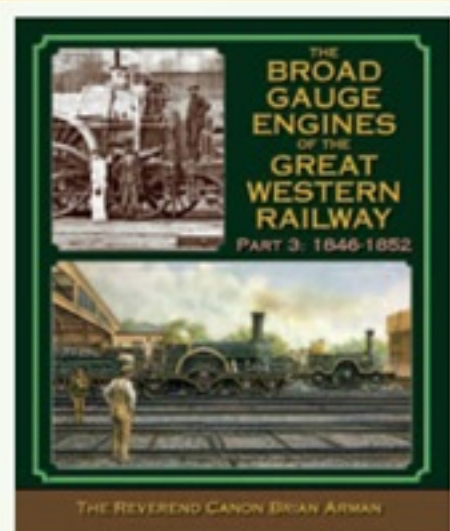
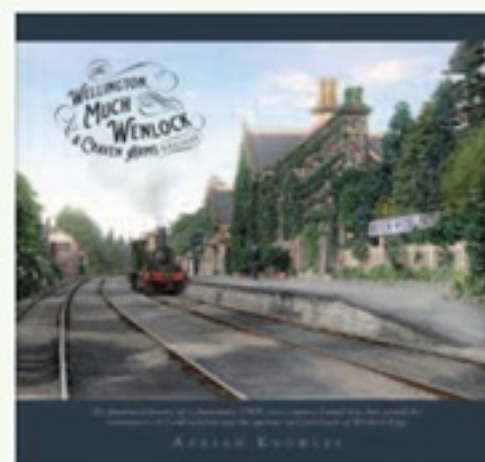
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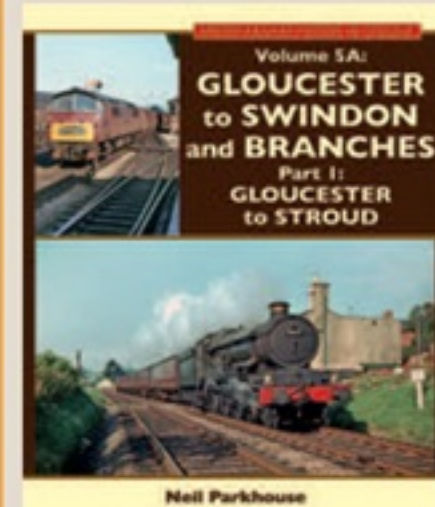
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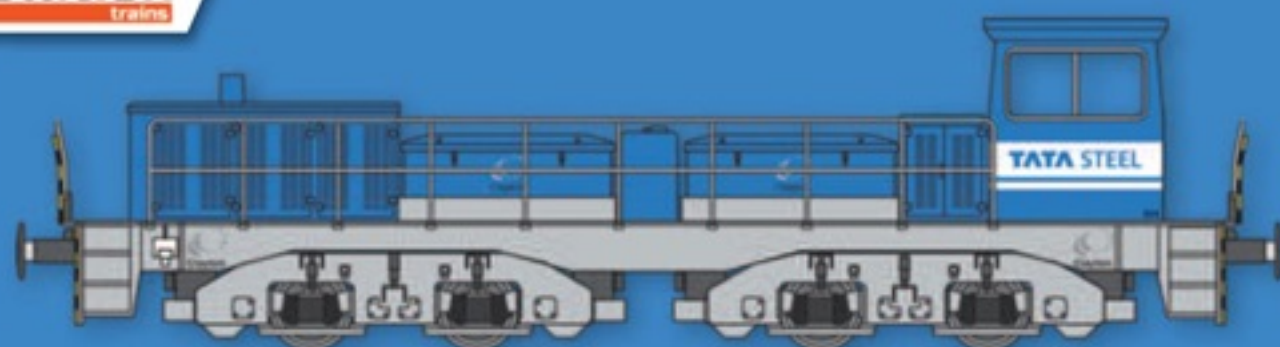
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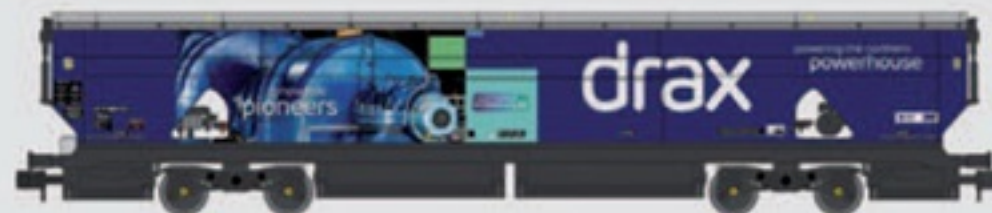
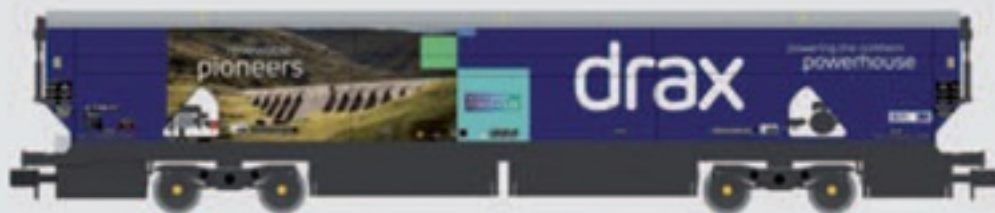
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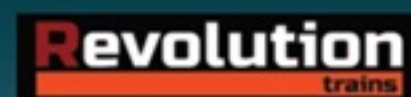
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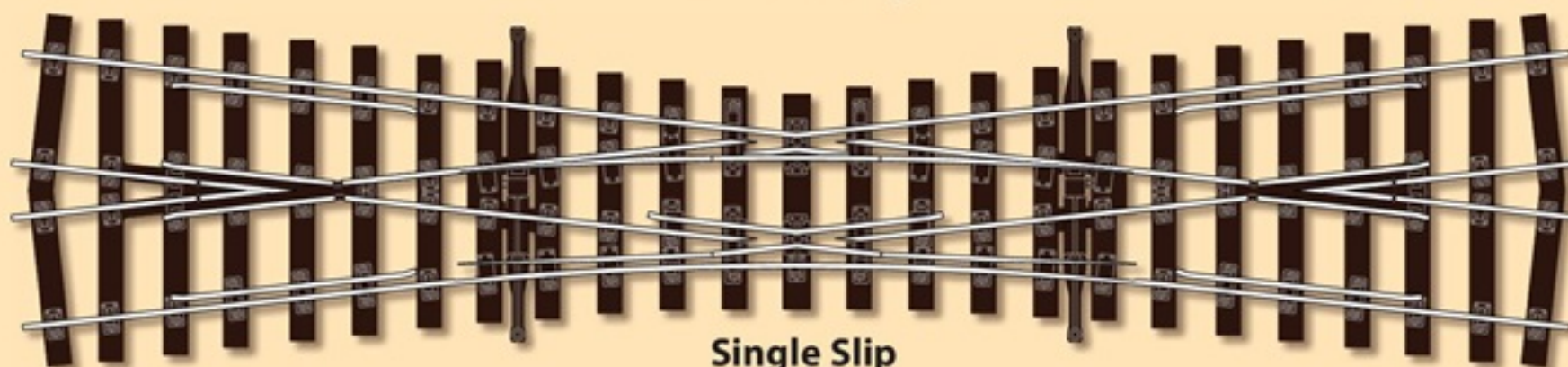
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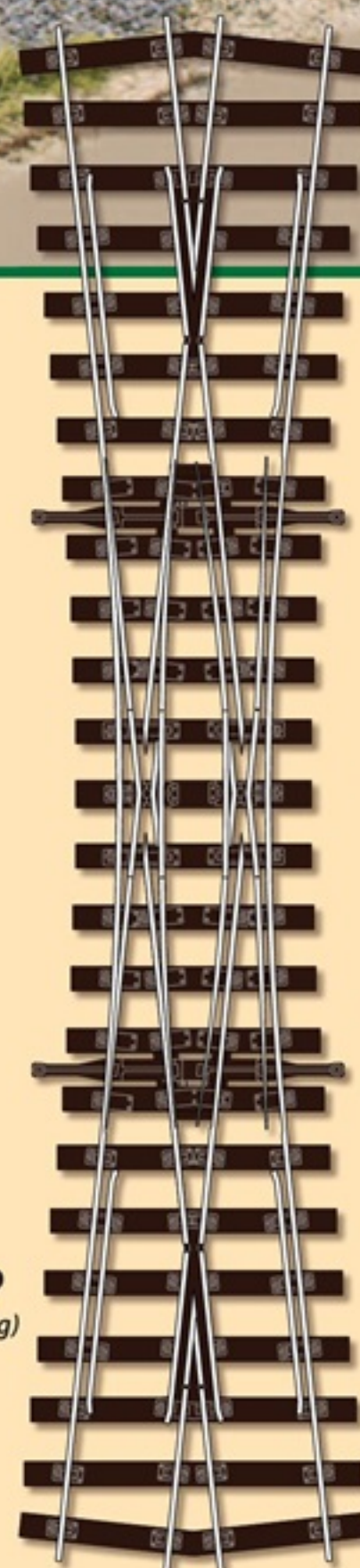


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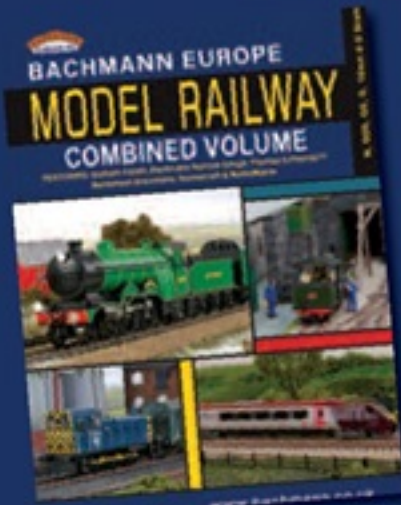
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Welcome from the Editor

Thanks and congratulations

There is always a sense of eager anticipation in the RAILWAY MODELLER editorial office during the preparation each year of the April-dated issue, for this is when the votes are counted for the annual RM Cup competition. Aside from the excitement of discovering the winning article and author, we find that it is always a fascinating process to review the entries received and evaluate what topics and features were enjoyed most by you, our readers, in the January – December editions from the previous year. Indeed, this feedback provides us with an important indicator for the types of articles that you like to see published in the magazine, which helps us to shape our plans for the content of future issues.

Accordingly, on behalf of the RM team, I wish to extend a huge thank you to all the readers who took the time to cast their vote for this, the 69th running of the RM Cup competition. However, I won't spoil the surprise by revealing the winning article here – you will have to turn to p292 to find out the result!

In addition, our congratulations to all the prize draw winners. For those who were unlucky on this occasion, look out for details of the next RM Cup competition and prize draw, which will be published later in the year.

There is also another reason to express gratitude to our readers: we are very pleased to report that the latest figures published by the Audit Bureau of Circulations confirm that RAILWAY MODELLER continues to maintain its long-held position as Britain's best selling model railway magazine. So thank you to all our readers, together with our contributors and

advertisers, for your much valued support.

Far from resting on our laurels, however, let me reassure you that we will be working hard to ensure that we continue to bring you the very best coverage from right across the railway modelling hobby – every month! To help us in this regard, we are delighted to welcome Toby Jennings to the Peco Publications team. A lifelong railway enthusiast, Toby climbs aboard the RM footplate in the full time role of Production Editor, bringing with him more than a decade of railway journalism experience, together with an extensive knowledge of railways – much of which he has acquired first hand as a steam locomotive fireman on preserved lines across the country.

This is also a suitable opportunity for us to formally welcome Chris Ford as a permanent member of the Peco Publications editorial team. A seasoned modeller and former editor of O09 News, Chris was first appointed on a temporary basis during the latter part of 2020.

However, we are delighted to have secured Chris' continuing involvement in the role of Content Editor. Chris is currently developing a wide variety of practical projects that will be featured in the magazine during the course of 2022 – including a series of step-by-step articles that will take readers through the construction of an N gauge layout project from start to finish.

There is indeed much to look forward to in the months ahead. In the meantime, keep an eye on our website (www.peco-uk.com) and social media channels for the very latest news from across the railway modelling hobby.

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



Amongst the content that readers can look forward to later in 2022 is a series of articles by Chris Ford chronicling the step-by-step construction of this N gauge layout project, which was built using readily available products and materials.



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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint



Take a tour around this rail-served brewery system

Copper, Wort & Co. Ltd

Master modeller and past RM Cup winner **PETER GOSS** is well known for his large layouts with detailed architectural studies and exquisite hand-painted figures. However, he has downsized slightly for his latest OO gauge project, which depicts the brewing industry of Burton-on-Trent set in the Edwardian era.

Alexander Copper and James Wort were merchant brewers in Burton-on-Trent before 1835, but within 15 years, both the partners had passed away. Their descendants formed a public limited liability company in the late 1880s, Copper, Wort & Co. Ltd. The company was later bought out and amalgamated in 1910 with a larger brewery.

Our period, the early 1900s, represents the high point of the brewing industry in Burton-on-Trent, when Copper, Wort & Co. Ltd. was still an independent company. The town was extremely busy as the bigger breweries started

to establish their real potential with the Midland Railway's network, and all the smaller breweries muscling in between them.

The layout depicts, essentially, the whole brewing process together with a small section of High Street and a level crossing. The track plan is loosely based on Worthington's brewery track arrangement at Burton at the turn of the 20th century, and the model buildings have been created using the larger brewery building designs found elsewhere in the town; predominantly Bass, Ind Coope, and Truman's. Some of these buildings

Left

Scraping the brickwork... The single track route connecting the brewery and malting yards weaves its way between backs of houses and back yards. The gates of the level crossing in High Street can be seen dead centre of the picture, whilst top right is the head office of Copper Wort & Co. Ltd. This building was originally Worthington's brewery office in Burton and is still in existence.

Right

We start our brewery tour at the entrance gates opposite the maltings building where the enginemen on Loco No.1 await instructions from the foreman.



are still in existence today, even though the railways have long gone. Assistance and advice were gleaned from various people, principally my friend Joe Stamper from Burton, and included numerous visits to remaining brewery building sites and to the National Brewing Centre in Burton.

The layout design

The layout is built to 4mm scale using OO gauge Peco Streamline trackwork, laid on a hexagon shaped six-board arrangement (4' length per hex outside edge) and is about a third of the size of my previous two layouts (*Rowland's Castle* – see RM November 2008 and *The Worlds End* – see RM October 2015). When erected on its clothes horse type trestles it covers an area of about 8' x 8'. Three long diagonal braces tighten up the layout's stability. At exhibition venues I, together with my wife Julie and our team of helpers, use a hexagon shaped interlocking foam floor mat marked out with the trestle numbers to set out the footprint, so nothing else needs to be measured when setting the layout up.

The track plan is a continuous run with plenty of sidings available for shunting. Four of the boards contain the complete brewery process, whilst the fifth contains the High Street crossing with shops and houses with a single track running between and behind the town buildings. The sixth board is a fiddle yard which includes a small maintenance area.

Point tiebar control is by piano wire running in plastic tube, which is set into the cork surface and connected to the points which have had their springs removed. At the operator end a DPDT (Double-Pole-Double-Throw) sliding switch changes the polarity of the live frogs and alternates the red and green LED route indicators. A couple of 'juicers' are included for the diamond crossing in front of the Ale Stores, which automatically change track polarity for those sections each side of the crossing.



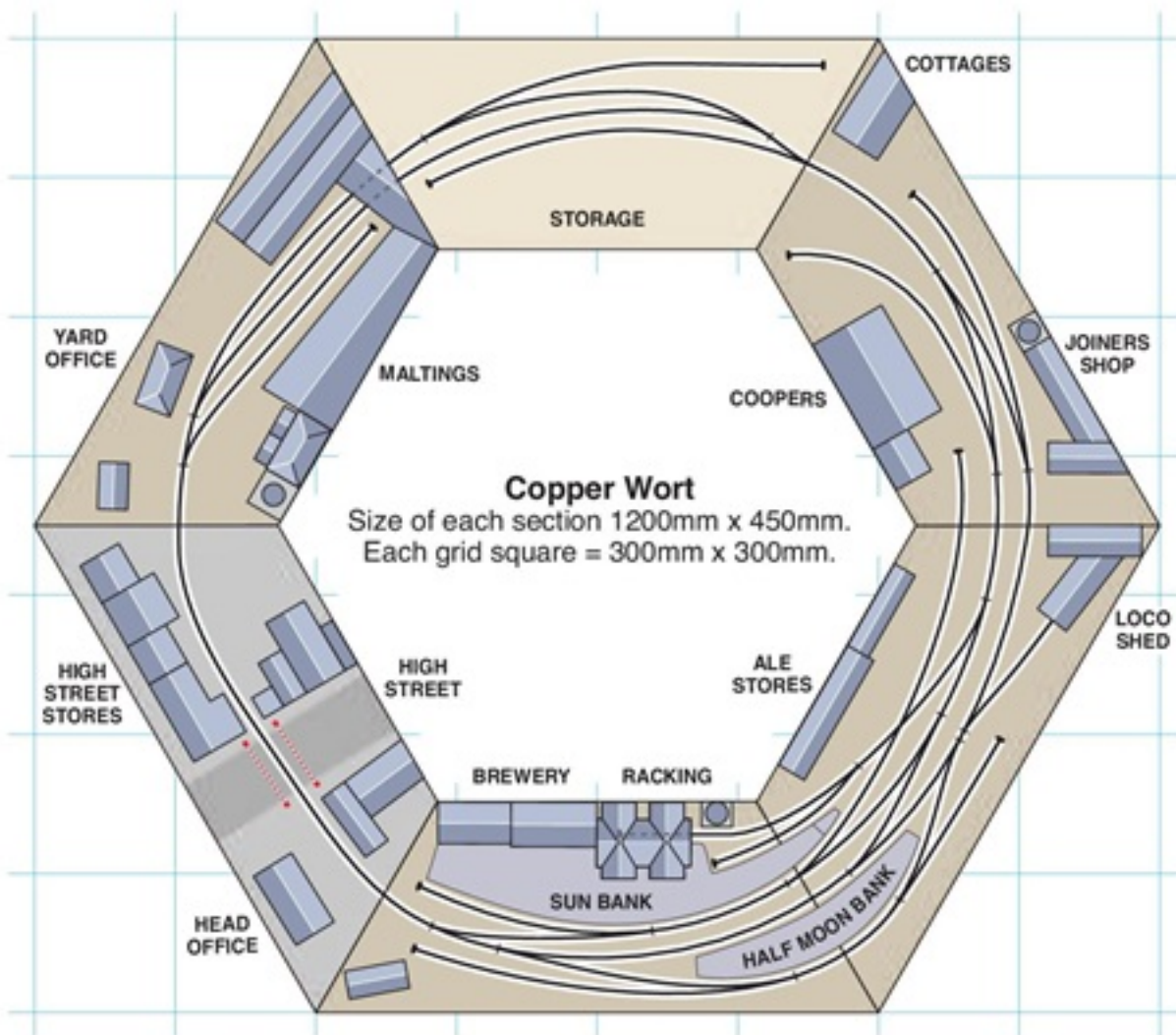
The maltings and the brewing process

The maltings is where cereal grain is delivered in covered wagons brought down from the main line exchange sidings at Burton station. The grain is dried in a process known as malting. The grain is made to germinate by soaking in water and is then halted from germinating further by drying with hot air. This is the malt.

Malting buildings were not originally included in brewery rail system plans as the process was considered specialist and was provided by other companies. Eventually, however, the breweries started to include maltings within their site designs but there was little

Above
The three-storey maltings buildings run along both sides of the railway with an arched link over the tracks. A rake of vans arrives with cereal grain ready for the malting process.





Top right

Visiting Midland Railway Johnson 0-6-0T No.1396 in crimson lined livery creeps into the brewery yard with a short cask train after crossing the High Street. The locomotive is a Bachmann 1F half-cab modified with a boiler top rebuild, new fittings and a re-paint.

physical room left within the very confined areas of Burton-on-Trent. The maltings were therefore often located on separate pieces of land well away from the breweries they served. To suggest this, I have deliberately located the High Street scene between the maltings and brewery boards (see plan above).

The brewing process begins with the liquor (water) being pumped from a well below the brewery up to the cold liquor tank which is right at the very top of the

tower. The prepared malt is transferred from the maltings to the brew house in covered wagons where it is crushed in the grist mill after which it travels to the masher and then on to the mash tuns. The mash tuns are just visible inside the brew house on the model. The brewing process then continues through the brew house until the product reaches the union and racking building to the right of the brew house, at which stage the beer is run into empty casks.

Left

A view across to the maltings with the yard office on the right. Loco No.7 trundles through with a train of MR open wagons loaded with casks. A maltster waits patiently on a balcony in anticipation of the next van train of cereal grain.

Right

The High Street crossing scene. The idea for the three shades of grey background came from a layout I saw at an exhibition. Subtle yet provocative. The smoke drifts in the same direction on all the boards. The figures around the High Street are mainly Andrew Stadden designs with others taken from our own range. The horse and dray cart is a Dart Castings conversion, whilst the tram track awaits a tram, although I haven't made the kit yet!



Modelling the brewing operation

Back in the model world we now see the filled casks being manhandled out of the racking building onto the 'Sun Bank' platform in front of the brewhouse ready to be loaded into open wagons. Spent hops are brought out of the brewhouse in open wagons and distributed back to farmers. The filled ale casks are either temporarily stored on the brewery site on the 'Half-Moon bank' opposite the brewhouse in open and covered wagons with woven dampened sunscreens, or inside the adjacent large ale stores building for later distribution.

Some of the ale goes to the bottling department at the right end of the ales store, opposite the loco shed, whilst wagons filled with casked ale are sent to the exchange sidings (the storage area on the layout) for main line distribution.

Meanwhile, empty casks arrive from the exchange sidings in the opposite direction and are taken to the cooperage for cleaning out and reuse. The cooperage baseboard includes the wash-out bank where cask heads are removed before the casks are sterilized using boiled water/steam from the nearby boiler house. The cooperage building includes steam-driven joinery equipment for cask production and machined repair work. The men from the small joiner's shop near to the wash bank carry out local cask repairs.

Bringing it to life

I pay particular attention to the figures on our layouts. Despite there being more than 200 figures on *Copper Wort* they are all different designs. The metal castings



“ – the track plan is based loosely on Worthington's brewery track arrangement at Burton at the turn of the 20th century – ”
Peter Goss



Left

The water tank and a 100' high chimney at the brewery. The vans being slowly propelled into the brew house contain sacks of malt fresh from the maltings at the other side of the High Street. Loco No.8 shunts a small cask train in front of the mess building.

Right

The 'Sun Bank' loading platform in front of the main brewery building sees lines of full casks being rolled out for loading into the empty open wagons. The MR Johnson 1F 0-6-0T No.1396 weaves through the yard heading for the cooperage.



have been taken from both our own Pete Goss Figures and Andrew Stadden's Edwardian ranges. Some figures have had their hats changed or hats added, heads turned, tools added, arms moved, or more drastically, have been sliced in half at the waist and carved to make them bend over to push casks before re-assembling.

To paint the figures, first a short section of 0.5mm brass wire is inserted into the underside of one foot of each figure, these pegs then enabling multiple figures to be lined up on a block of wood, which first had corresponding holes drilled into it. The figures are then batch-sprayed with white etch undercoat before painting the individual figures using acrylics. Finally, they are matt varnished before being fixed to the layout, slotting the pegs in pre-drilled holes in the layout scenery. Glued

in place, first with impact adhesive and then with a small drop of superglue, the figures remain robustly located.

Other buildings

A small engine shed serves the brewery but is undersized as the brewery locomotive fleet has grown considerably over the years. A coal loading bank and water crane are available nearby to keep the locomotives running during the working day. Mess rooms adjoin at the end of the engine shed and there is another mess building and toilet block opposite the 'Half-Moon bank'.

There are several boiler houses, coal stores and chimneys dotted around the site. The three octagonal shaped chimneys are a scale 100' high (400mm) and are removable from the model for transport purposes.

Below

Copper Wort Peckett 0-4-0ST No.4 takes the directors' saloon coach for a trip around the brewery. The directors' visitors will be able to see everything from the comfort of the short wheelbase vehicle. The model was scratch-built based on photographs of the surviving Bass directors' coach which can still be seen today at The National Brewery Centre in Burton.





Locomotive fleet

To add some substance to what is essentially a little-known small brewery company I have given Copper Wort a few of its own 0-4-0ST locomotives to support the larger Midland Railway locomotives running through the town. The fleet currently stands at seven: six Hornby Peckett 0-4-0STs and one Bachmann Class 1F 0-6-0T. The Pecketts (four blue and two green liveried) have been re-numbered 1, 2, 4, 5, 7 and 8. All have had their cab upper rear panels removed for all-round crew visibility as Bass Brewery did, and the green ones have had their roofs halved to represent an earlier half-cab design that the Copper Wort brewery employed. 24" buffers have been added to the locomotives and very light weathering applied. Crews have been added using figures from our own range with various additions and enhancements.

The Bachmann half-cab 0-6-0T has had its LMS square shaped Belpaire firebox replaced with a plasticard round-topped version, together with replacement boiler fittings to suit. It has also received a complete re-paint from LMS black to the earlier Midland Railway lined crimson livery and was re-numbered to 1396.

To maximise electrical reliability when running at slow speeds, I created eight-wheel pick-ups on all the four-coupled Pecketts by having a match wagon permanently coupled to the locomotive using an articulating brass wire connector. The insulated steel wagon wheel axles are electrically connected to the locomotive using 0.5mm brass wire lengths which touch the wagon wheels, soldered to copper-clad acetate strips under the wagons with flexible wires soldered to the nearest two locomotive pick-up wheel wipes. The flexible wires pass through holes drilled in the modified Hornby locomotive coupling plate to hold them in place whilst allowing full articulation. The hook was removed, and the hole filled in with plasticard.

Wagons

The accompanying wagon stock is entirely kit-built, or scratch-built on a kit chassis. This consists of 40 or so Midland Railway and Great Northern open wagons with a few outside-framed Midland Railway vans. There are no brake vans on the layout as they were generally kept at the main station exchange sidings. All the wagon stock is kept out on the scenic boards either in sidings or constantly being moved around the layout. Aside from the open cask wagons, other trains running through our

Above

Loco No.1 with a train of Great Northern open wagons heads out of the yard. The steam cooperage building is based on the Bass example in Burton. Just visible on the left is the corner of the steam engine house.

Below

A classic shot attempting to replicate the vintage photograph showing all the Bass locomotives outside the loco shed getting steamed up ready for the day's work. Copper Wort locos Nos.2, 5 and 7 pose for a similar picture. Note the 24" diameter buffer heads required to prevent buffer locking as trains negotiate the very tight curves on the layout.



Far right

A Midland Railway shunter's wagon has been acquired by Copper Wort brewery for internal use. The figures are all converted and modified figures taken from our own range.

brewery include coal deliveries from South Wales, internal train movements using a couple of Copper Wort three-plank company wagons, the directors' saloon (see p229) and a Midland-liveried shunter's wagon (*right*) acquired for company railway worker and equipment movements.

The many hundreds of casks are resin or cast metal proprietary items in three sizes. Some of the casks have had their heads drilled out and separate lids laid in at an angle to represent the washing out and sterilising processes.

Electrics

DCC is included for locomotive drive only. This includes inertia starting and stopping. With the available eight-wheel pick up, the little 0-4-0STs run extremely well at slow speeds. A separate 12V dc circuit powers all the LED gas lamps (with suitable resistors) and the red and green LEDs on the back panels of each board showing main line routing.

Operation

The operational design started out with good intentions comprising a complex multi-move schedule sequence. Unfortunately, however, this proved too complicated for use at exhibitions and so it was refined to a simple 10-move train sequence with trains taking turns to run round the layout before being shunted back to the same, or a different siding. A variety of locomotives can be used during a running session with perhaps no more than two being in steam at any one time.

The wagons generally run as fixed rakes of five or six vehicles coupled together, with a piece of bent 0.6mm brass wire permanently located on one wagon and slotting into a short plastic tube on the end of the next wagon. This rigid articulation provides absolutely no slop in movement so the wagons can be propelled or pulled around the very tight curves with no risk of buffer

locking. Couplings on the wagon rake ends are short length Sprat & Winkle couplings with a single hook on the wagon end and an empty hoop on the locomotive. The wagons face the same way round so that hook and hoops or brass wire and tube receivers remain constant. Small magnets are pre-laid in the track at a dozen strategic locations and the



S&W hooks are slightly bent to the curvature of the main line to ease coupling and uncoupling. Some wagon rakes are made up of single wagons with S&W couplings but with a hook only at one end and a hoop only on the next wagon.

Looking forward

We hope to attend a number of shows in the near future once the uncertainty of recent times has passed, details of which I hope will be published amongst these pages in due course. It will be wonderful to get out and about and meet all our friends again on the show circuit.

Further details

Previous articles by the author about this layout were published in the following issues:

RM April 2020 *Prototype, planning, and drawings for the brewhouse and engine shed*

RM May 2020 *Drawings for the maltings, boiler house and chimneys*

September 2020 *Stock and operation*

Supplier information

Pete Goss figures

www.petegossrailwaymodelling.bigcartel.com/products

Andrew Stadden figures

www.acstadden.co.uk

Right

The High Street shops façade. The buildings are all based on contemporary photographs of Burton at the turn of the 20th century. Harry Hall – dresses, hatter and hosier – is on the corner and Coopers Tavern building is still in existence today.



Unusual wagons for Dentdale – 2

IAN NUTTALL presents a further selection of oddities and novelties from the extensive wagon fleet that is operated on his outstanding 4mm scale Settle & Carlisle layout. *Photography by the author*

When I was considering which of my wagons to present here for this second selection, I realised I was looking at a cross-section of my model railway history, individual cameos of what I had created over the course of more than 50 years of commitment to this fascinating and compelling hobby of ours. The first was built in my early days as a member of the Grimsby & District MRS, whilst the most recent rolled off the Kingswear Wagon Works production line only a couple of months ago.

Also apparent is the broad range of construction materials used including plastic injection mouldings, whitemetal, etched brass and plasticard sheet for the scratch-built examples. No card models from the likes of Kenline or ERG are featured here, and although I do have a few in my collection, it is a struggle for their level of detail to match modern offerings.

Ready-to-run models are very much in the minority on my layout and those I do possess have all had work done to impart my individual stamp on them. I have nothing against off-the-shelf wagons, particularly as the standard nowadays is so high, although I do not like to see wagons together carrying the same number. Furthermore, I do happen to like building wagons as opposed to merely opening a box!

And so, to the wagons forming this second batch (the first instalment appeared in RAILWAY MODELLER March 2021). Should my offerings encourage you to broaden the range of goods wagons on your layout by either kit- or scratch-building then I would be delighted (or the 'hands on' approach could become a dying art) and in many ways, that is what true railway modelling is all about.

Lancashire & Yorkshire Railway Diagram 3 van

The Lancashire & Yorkshire Railway was particularly keen on providing maximum ease of access to its rolling stock so included 'roof doors' to help. This feature was commonplace on L&Y vans but is rarely seen on model railways. The reason for this is obvious; you cannot buy one off-the-shelf, so must resort to kit- or scratch-building if you want one on your layout. Mine is the David Geen kit built to Diagram 3 which dates from around 1880 onwards. I stocked up with around a dozen of David's whitemetal kits at Railwells a while back.

To replicate the tarpaulin cover, which only covers half of the roof width, I used a sheet of tissue whilst strips of 20 x 40thou plasticard represented the slats attached to the tarpaulin, which provided stability in real life. Fine brass wire and twisted five-amp fuse made a decent job of fixing the lower edge and reasonably to scale. Many L&Y brake levers extended beyond the headstock so I am assuming the LMS replaced the original.



LMS 20T coke hopper

This is no longer quite so rare on layouts as Hornby has introduced a version relatively recently. And I do have one, still boxed to date, as I was interested to compare the latest offering with the ones already in



my possession. Those of a certain vintage will recall 3H Wagon Kits; top quality models and brought to us via Doug Hewson and Roy Jackson. The LMS coke hopper followed their LNER six-plank open and 12T goods van, both very common, run-of-the-mill vehicles; the coke hopper was not, and remains a gem. I bought three when they first appeared over 45 years ago and I also benefited as bags of failed mouldings would be deposited at our Grimsby MRS club room either by Doug or Roy as they lived in the area. From various sprues it was possible to gain a full kit of parts at no cost; hence I built another four.

The LMS built a total of 200, in two Lots of 100, in 1930 and 1935 and, with their 20T capacity and 12' wheelbase they were the state of the art in their day. Because of its open chassis the kit is slightly more fiddly to construct than the average, yet it was well designed, the mouldings were fine and detailed, and the result was a wagon of class and character. They also seem to have been very adept at avoiding the photographer's lens, so I can't confirm whether they only travelled in rakes. I'm plumping for 'not' to avoid having to buy another dozen. Though having rummaged through my mountain of unmade wagon kits I have found two more. Maybe I will require a rake!

GWR Beetle C Special Cattle Van

A truly 'posh' cattle van; you certainly don't see many of these around, but thanks to Parkside (Peco) we can all parade this smart, well-appointed GWR Special Cattle Van. Whether you needed to be a 'special cow' to travel in it I can't say, but I'm sure the tariff was higher than for using the more common versions. The vans were designed to be marshalled in passenger trains if necessary, so were part of the GWR's 'Brown Vehicles' stock which was part of the coach diagrams. The GWR also code named all of its vehicles: this was Beetle C to Diagram W7 from a batch turned out in 1928.

As expected, the basic dimensions of the kit are spot on with crisp detail. To raise the bar further, full brake gear was added, as were steam heating and vacuum brake pipes (ABS and 51L). Before painting the body, I repeated my ruse of painting all louvred areas black then dry brushing with GWR chocolate to enhance the illusion that the louvres are see-through.

Weathering is via an overall wash of 'thinned grot' followed by dry-brushing (Humbrol 26, 33, 34, 70) to achieve the 'in service' appearance I was after. How encouraging that the stock sales in Dentdale attract farmers from throughout the land; they must be doing something right.



Stubbs & Co. salt wagon

A Slater's (now Cooper Craft) kit. This is the firm's peak-roofed salt wagon, although it comes without transfers. I searched through Bill Hudson's pioneering series of Private Owner wagon books, to which Keith Turton has also added his considerable knowledge via his own volumes. Both authors have aided serious modellers on a huge scale. In Bill Hudson's third volume (OPC 1984) I came across Stubbs & Co., which proved an exact match for the kit. When built in the early years of the 20th century it only had brakes on one side. I have presumed it would have gained a second set by my era (1937-47), although perhaps I should have considered fitting more modern axleboxes.

For the lettering I used Woodhead transfer sheets, which are of the Pressfix type. I have had them in stock for at least 25 years, yet they still work. If a letter seems to have lost its tack when being fitted, a smidge of varnish soon sorts things out. Each letter is put on individually; even the 'Empty To Stafford station'. My eyesight was pin sharp in those days! Nowadays you can achieve this so much more easily as Powsides offers the full transfer set for Stubbs & Co. (ref.0164).



LMS five-plank wagon

This corrugated end five-plank LMS wagon is one of the earlier releases from Parkside, hence it didn't boast internal strapping detail to match more recent releases. Rather than add it all, I opted to fit a pipe load from plasticard tube protected with a wagon sheet, which has done remarkably well to survive the 12 years from its issue date to the start of my LMS period. In case the purists suggest the load is projecting too far over the wagon end I have marshalled a barrier wagon to provide immediate protection. The 16 ropes to the sheet are present, although I'm not sure I am allowed to use the buffer shank as an anchor point; no doubt someone will advise.



LMS 20T loco coal wagon



This is my one example of an LMS 20T loco coal wagon, built to D1974 in 1936/7. At some stage some were given extra plating for protection over the side T-sections and the corners (see *LMS Wagons Vol.1* pp163-4 by R J Essery, OPC 1981) as they suffered rough treatment. I have modelled mine in original condition as they were almost new at the start of my chosen period. Whilst many were built (1000 up to 1945) they are far from common on model layouts because, as far as I am aware, there is neither a ready-to-run wagon nor kit available. I scratch-built mine and can recall that it was during a two-week Thames boating holiday in August 1971. However, I did take the basic body and solebars with me and, whilst cruising sedately between watering holes, added all the bracing, solebar strengthening brackets and just over 700 individual rivets. All lettering was by hand using a mapping pen. The rather chunky three-links give away its age, yet it still performs well as it approaches its 51st birthday.

Charles Roberts seven-plank private owner wagon

This evokes happy memories indeed of my halcyon days with the Butcombe Junction Group. We revelled in each other's company, and we were all competent modellers in different ways. Hence, more than average layouts resulted, or at least I like to think so, but then I am biased. This wagon is one of six made, one for each of our group, as Christmas presents; a tradition which I started in the late 1970s and still continues with one of the original group to this very day. I regret the wagons were never seen together as a rake; I like to think they would have looked the part. The 'Cider Drinker' artwork on the side is courtesy of my wife Sally, who has a natural gift. I do wonder what became of the other five wagons, for only one of our original group is still modelling.

The wagon itself is the Slater's Charles Roberts seven-plank PO end door wagon; I can't recall the source of the barrels, but they are effective. The transfers are from Letraset. I befriended a rep who gave me many a sheet; she couldn't understand why I only wanted white. I applied the red shading with a mapping pen, which seems to have worked as it gives the desired effect. Because of the cider connection, we used to take a gallon of Farmhouse Scrumpy with us to exhibitions to allow the paying public to sample the true nectar of the Mendips; it seemed to be appreciated! After one exhibition we realised we had spilt a bit as it had taken the varnish off the wooden floor!



LNER 12T sleeper wagon



I must be getting old; I was convinced good friend Roger Ellis and I had found this ex-LNER 12T sleeper wagon at Parkend in the Forest of Dean in the very early 1970s when it was still used by BR. However, my photos show the buildings of Grimsby Docks poking up behind the wagon. Hence the location must be East Marsh Sidings, not a million miles from where we measured the ex-LNER grain van (RAILWAY MODELLER January 2020). As with the grain van we created a scale drawing and took photos which were published in *Model Railway Constructor* in the mid-1970s. This information allowed me to build the 4mm scale model pictured using plasticard as a basis, with 10thou cube bolt heads to the fore. This was one of my first wagons to feature the finer scale three-link couplings which were then available.

Apart from the 'NE', all the lettering and numbering is by hand as PC Transfers, now HMRS, were not available for wagons at that time. My end handrail seems to have taken a bit of a battering, but then they did in reality, so I will leave it in its 'used' state. This wagon would make an ideal first scratch-building project as a drawing and photographs are available in *LNER Wagons Vol.4Aa* by Peter Tatlow (published by Wild Swan, 2011), and it is not available ready-to-run; you could be the envy of your friends!

Cliviger Coal Company 10-ton wagon

Trying to expand my knowledge of railways and modelling options I bought a job lot of *Model Railway News* in the late 1960s. I came across this particular wagon amongst a series of wagon drawings published in the early 1940s issues, and was attracted to it because my family roots are in the Burnley area. I found out only last year that I have family connections allied to this very wagon. My sister has recently researched my mother's side of the family tree and discovered that our great-great-grandfather, one Barnard Wood, lived in a miner's cottage at Copy Pit between Burnley and Todmorden, right next to Cliviger, and worked at the mine. What a coincidence that I chose to build this, of the huge range of wagons available.

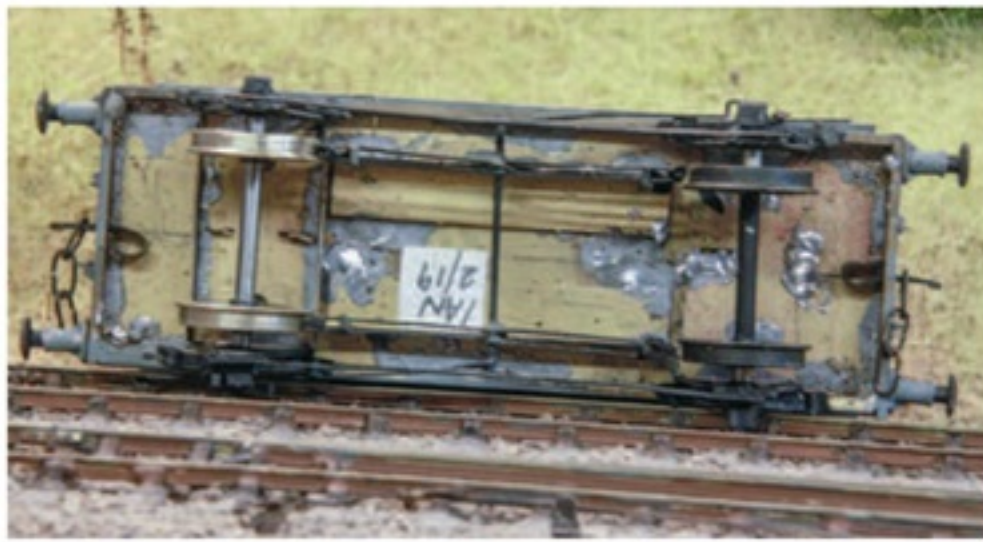
Construction is from plasticard with Romford wheels and the same firm's chunky three-link couplings, whilst metal fittings are all Kenline. With a build date of either 1968 or '69 this represents one of my earliest scratch-built wagons, and I think the very first to feature cubes of plasticard to represent the bolt heads. The lettering is by hand using a mapping pen and Pelikan Plaka white ink which had excellent opacity. However, I have made a veritable howler as I have spelt Cliviger incorrectly. The wagon has just celebrated its half century.



LMS 20T cement wagon

Just a few months ago I stumbled on four Jidenco etched brass examples which I had completely forgotten I owned. I must have picked them up from a second-hand exhibition stall somewhere. All four were far from common types and perhaps that was the appeal. This is the Dia.1806 LMS 20T cement wagon which saw the light of day in 1932. A drawing, plus the only known photo, is in *LMS Wagons Vol.1* (by R J Essery, published by OPC 1981).

There were certain aspects of construction I found beyond me. It proved impossible to fold the solebar into a neat channel, so I substituted 3 x 1mm milled brass, overlaying the channel part with 5thou plasticard to allow me to add all the detail from 10thou plasticard cubes. I had to resort to plasticard to model the end stanchions accurately and was able to represent the missing rivets round the top of each end. The roof was



1.5mm too short so I formed a replacement from 10thou brass sheet, then added hinge detail to the roof hatches.

The view of the underside shows several upgrades. As supplied, the Jidenco brakegear lined up with the axleguards, so I moved it to be in line with the wheel treads instead and added a second layer of brake rodding from Masokits parts, plus plasticard brake blocks, and more accurate brake levers from Ambis Engineering. The left-hand axle pivots so the wagon benefits from three-point suspension. My build date of February 2019 is apparent.

LMS Calf Van

Another uncommon wagon courtesy of the Jidenco stable, or maybe that should be byre, as this is an LMS Calf Van, 10 of which were built at Derby to Dia.1819 in 1929. They also feature, albeit briefly, in *LMS Wagons Vol.1*; the Midland origins are obvious. The body for this kit was far more user friendly to assemble than the cement wagon, although one or two louvres weren't etched through fully. A channel solebar was provided but the real vehicle actually had a wooden one, so I used the Slater's MR cattle wagon chassis instead; all its dimensions and details matched the Calf Van, and I had a spare one lurking about. To some degree the layout of the wagon lettering (HMRS Sheet No.6) is guesswork as there doesn't appear to be a photo of one in LMS livery, but I am hoping my portrayal is acceptable as I have based it on similar vehicles.



LNWR one-plank wagon



This is my second wagon loaded with a container, which is an ex-LNWR one-plank offering from the David Geen range of whitmetal kits. Many of these wagons were converted for use with container traffic; the kit provides the etched lugs fitted along each side for securing either ropes or shackles. I have opted for the latter which are from an Ambis Engineering etch. Very fine brass wire rings are fitted to each corner of the container for attaching the shackles, whilst more etched shackles replaced the moulded ones on the roof. Brackets are fitted on the opening end, and I had made an angle piece to fit between these to secure the door whilst in transit. However, this appears to have gone AWOL so I must make a replacement. The container is an old Mainline one; I would have liked to change the number, but this was built as the prototype, a batch of one, so K1 it will remain.

Little Aire

RICHARD PRATT owned OO gauge models of Class 308 and 321 Electric Multiple Units but had nowhere to run them. This led him to design this West Yorkshire inspired layout, complete with overhead catenary, which was developed in conjunction with the members of Harrogate Model Railway Club.

Photography by Derek Shore

My interest in railways began with a layout created in the loft by my dad. Unfortunately, however, this model was dismantled following a

house move, which left me with a hankering to build something new. Many years later I became a member of Harrogate Model Railway Club and it

was this that presented me with the opportunity to fulfil my dream.

Setting the scene

Little Aire is a fictional location, but is nominally set in the Aire Valley in West Yorkshire. The period modelled is during the last years of British Rail ownership in the late 1980s to the early 1990s, just prior to Privatisation. The layout consists of a double track passenger station which narrows to single track at one end, a Traction Maintenance Depot (TMD), a wagon works and a fuel unloading point.

Much of the reasoning for the concept of the layout arose from the desire to





▲ A Regional Railways branded Class 321 (Bratchell Models) enters Little Aire station. Much of the surrounding infrastructure is from adapted commercial kits: the station is from the Peco office building, the stairways from Ratio and the catenary is a mix of Hornby International and Dapol products.

◀ A brace of English Electric motive power stands outside the MPD. The high yard lamps are typical of modern depots and the rarely modelled block of flats make an excellent end backdrop.

run my models of Class 308 and Class 321 electric multiple units. This pair of models had already been built, but at the time did not fit with anything else that I owned. This new layout also in fact facilitated several firsts for the Harrogate club – namely the employing of Digital Command Control, adding lights and sound, and the installation of (non-working) overhead catenary.

Traditional baseboards

The layout measures 2' wide and is just short of 20' in length which is split over four boards; the two end boards are 6' x 2' whilst the two inner boards are 4' x 2'. The baseboards were made by the club using MDF top surfaces with the frame and leg units constructed from 50 x 25mm softwood.

Control

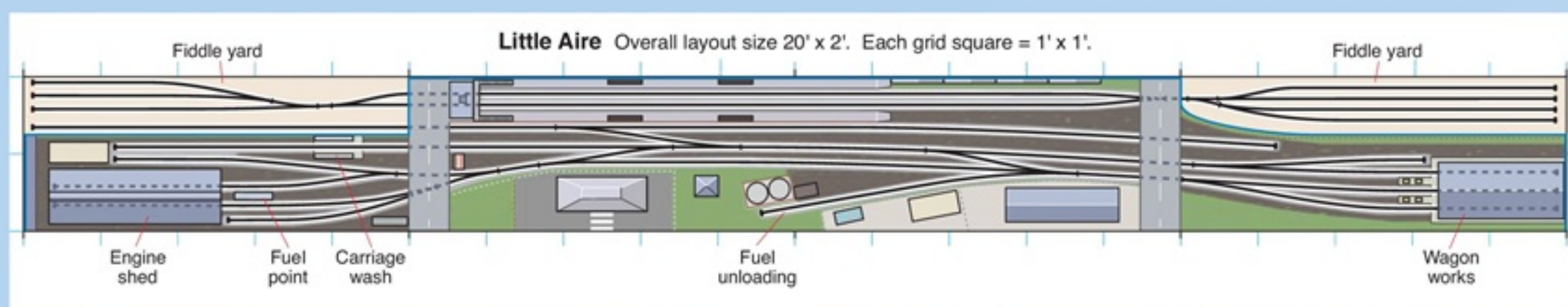
Little Aire is actually two layouts in one with the station and passenger lines at the rear being completely separate operationally from the depot and wagon works on the front. This allows us to operate the passenger lines on regular 12V dc analogue power using a Gaugemaster hand-held controller at the rear of the layout and shuttling the passenger services up and down between the eight-road fiddle yards. The depot, wagon works and fuel unloading point at the front of the layout are under DCC power. I use an NCE Powercab with a master controller at the depot side and a slave controller at the wagon works end. Both these controllers operate from the front so there is no hiding from the public at exhibitions!

All the trackwork is from the Peco code 75 Streamline range, with the point tiebars operated using Peco twin-solenoid motors – controlled using traditional switches.

Operation

The layout requires a minimum of three operators, but extra hands are invited in for additional support at exhibitions, which usually ensures something is always moving on the layout. Generally speaking we do not stick to a fixed timetable or sequence, but there are eight hidden roads in the fiddle yards to hold passenger units and we usually





work through these in rotation.

At the front of the layout, the depot, wagon works and fuel unloading points are at the mercy of the individual operators who can run these areas as they see fit with random shunting and varied turns for the locomotives. However, in addition to locomotives running light to and from the depot, and carriages being conveyed to the washing plant, there are a number of works and engineering department trains that can be seen on the layout.

The main visual trick of the layout is that the rear passenger lines and the more industrious front section are completely independent of each other. The passenger services run through the scene and the locomotive and wagon traffic enters from the left-hand fiddle yard.







English Electric Type 1 20 101 Caroline is seen, unusually, running in single loco format as it departs with a rake of empty tankers. Note the seldom modelled trackside driver instruction board.

have been gradually building up a collection of departmental and engineering wagons for the layout, including a structure gauging train. For the most part these have been converted from ready-to-run items.

Scenery

I have used a variety of 'ready-to-plant' buildings, largely from the Hornby and Bachmann ranges, along with some appropriate Peco kits (such as the office building).

Quite a bit of time was spent detailing the layout, which included the installation of the non-working catenary fitted to the passenger routes. These assemblies took some time to engineer and comprise a mixture of Hornby International items for the single masts, while the gantries were made by modifying Dapol masts with metal strip. Whilst the finished result may not be entirely accurate, the catenary has proven to be sufficiently robust to withstand the rigours of transporting the layout to exhibitions.

Reflections

Once the layout had been completed I naturally started to evaluate aspects that, in my mind, could be improved upon. For example, I wish I had paid more attention to the length of roads in the fiddle yard as only one is of sufficient length to accommodate a

A Class 37 is employed on civil engineering duties with a structure gauging train, whilst in the background multiple units pass in the station.

Locomotives and rolling stock

Models of locomotives and DMUs are appropriate for the time period modelled, including the Class 308 from DC Kits and the Class 321 from Bratchell Models. With regards to locomotives, I have a particular preference for Heljan Class 58s and Hornby

Class 60s, and I try to ensure that all locos have working lights and DCC sound. All have also been subtly weathered.

We use the American Kadee magnetic coupling system for rolling stock at the wagon works, which enables hands-free shunting. For additional operational interest I



The layout is profusely populated with appropriate figures. Here the track gang removes some time expired permanent way material with the lookout keeping a watchful eye on the passing trains.

four-car EMU. To get around this (and to allow flexibility when operating at exhibitions) we have had to add a small extension to one end so that all roads are capable of holding any of the passenger units. I also wish that more planning time had been given to constructing a frame for transporting the layout between home and exhibitions.

In terms of operating the layout, I am now considering changing the point control so that the tiebar operation can be controlled digitally from either end; currently the controls are split such that points can only be operated from one end of the layout. This would mean that run-rounds would be much easier and could be completed without having to walk the whole length of the layout. Certainly there are many things to ponder upon for the next project...



Further information

For further details about Harrogate Model Railway Club go to:
www.modelrailwayclubs.co.uk/clubs/north-yorkshire/harrogate-model-railway-club

Yet another brake van fire. A faulty stove or was it vandals perhaps?

A pair of Class 08 diesel shunters are stabled on the right while a typical mix of motive power stands outside the shed. Note the subtle weathering effects including the windscreen clean patches.



A motorised coach for OO9

PAUL BASON required a means of auxiliary propulsion for his collection of small 4mm scale narrow gauge locomotives and experimented by adapting a Peco bogie coach for this purpose.

Photography by the author except where stated

Recently I embarked upon an extensive programme of refurbishment on my 1980s built *Vale of Maentwrog* OO9 layout. During the course of this work I obtained a number of models of unusual and small locomotives to add further interest around the evolving project. Although some intrepid modellers find ingenious ways of incorporating tiny mechanisms into such models, I will admit to having reservations about their reliability and performance under exhibition conditions.

Thinking that the models would simply become static features in the yard on my layout, to start with I had no plans to use them in anger. However, following the gift from my friends Doug and Jenny Thompson of a redundant Graham Farish N gauge Class 158 DMU, I had an idea to fit the mechanism from this into a ready-to-run OO9 carriage. This could be used to propel these small locos and assist with pulling longer trains around the layout.

With the seed of a project in mind I decided that a special Ffestiniog Railway liveried version of the Peco Lynton & Barnstaple brake coach (see photo 1) would fit in rather nicely with the echoes of Ffestiniog theme of my layout. The only problem with this idea was that the Class 158 model had a much longer overall wheelbase than that of the Peco coach.

Disassembly and assessment

Having removed the body of the donor Class 158, I started to strip the chassis down to its essential parts (photo 2) taking several photographs at each stage to act as an aide-memoire to assist reassembly if needed. To reduce the length of the wheelbase I decided to shorten the chassis by removing a section from the centre part of the casting.



▲ The completed powered coach conversion is seen in action on the author's *Vale of Maentwrog* layout.



The Peco OO9 bogie coach was produced as a special livery commission for the Ffestiniog Railway shop in 2016, presented as coach No.14 in FR maroon & cream livery. Versions of these coaches in other liveries are available from Peco stockists. Photo: Craig Tiley



The chassis from the donor N gauge Graham Farish Class 158 DMU model is seen partly dismantled to assess the work required before any alterations were made. The Class 158 was manufactured during the Poole era of Graham Farish from 1992, the tooling being acquired by Bachmann in 2000.

Before commencing with this, however, I drew a sketch of the chassis in plan view to provide a check for how it would fit into

the body – thereby avoiding any mistakes with my modifications to either the Graham Farish chassis or Peco coach.

Shortening the chassis

Next, using a small engineer's square, I marked out the section of the chassis block that needed

to be removed before using a junior hacksaw to make a couple of precise cuts (photo 3). After a little cleaning up it was a case of so far so good. The next job was to reassemble the remaining parts.

From past experience I was aware that the alloy used in the manufacture of the chassis block wouldn't be suitable for soldering and that there would not be a large enough joining area for an adhesive to be used for bonding the parts together unsupported.

Therefore I decided to make up some brass channel sections from 10thou sheet that could be fixed in place either side of the shortened chassis block using Araldite Rapid epoxy adhesive (photo 4). Whilst the resultant assembly was left to harden, the drive spring was removed and then reduced in length (on one side at the motor fixing end) to match the reduction made to the chassis length. Once the spring had been refitted, the rest of the chassis parts were reassembled ready for testing and fitting to the coach body.

A new support bracket

To accommodate the motorised chassis inside the Peco coach, it was necessary to remove the seating and then cut away the floor part of the bodyshell moulding (photo 5). I next had to work out the best way of joining the body and chassis.

My solution was to make a supporting bracket from 20thou brass sheet that runs the entire length of the vehicle, with vertical end pieces that could be glued to the insides of the ends of the plastic body. Two screws were also soldered in place such that the chassis could be clamped firmly between them using a purpose made brass retaining strip and a couple of nuts.

To try and disguise the bracket on the finished model, it was given a couple of coats of car spray primer and satin black prior to final assembly (photo 6).

Trial run

With the chassis and coach body assembled (photos 7 and 8), the model was deployed on a test run around the layout which was successful.

I am pleased with how this somewhat unorthodox project has turned out. In due course I intend to cut some painted passenger figures in half and fix these in the seating positions to

3 The modified DMU chassis block showing the short section that has been removed to reduce the overall length so that it could fit inside the bodyshell of the Peco coach. A junior hacksaw was used to make the cuts. Visible in the top part of the photo are the Farish bogies.



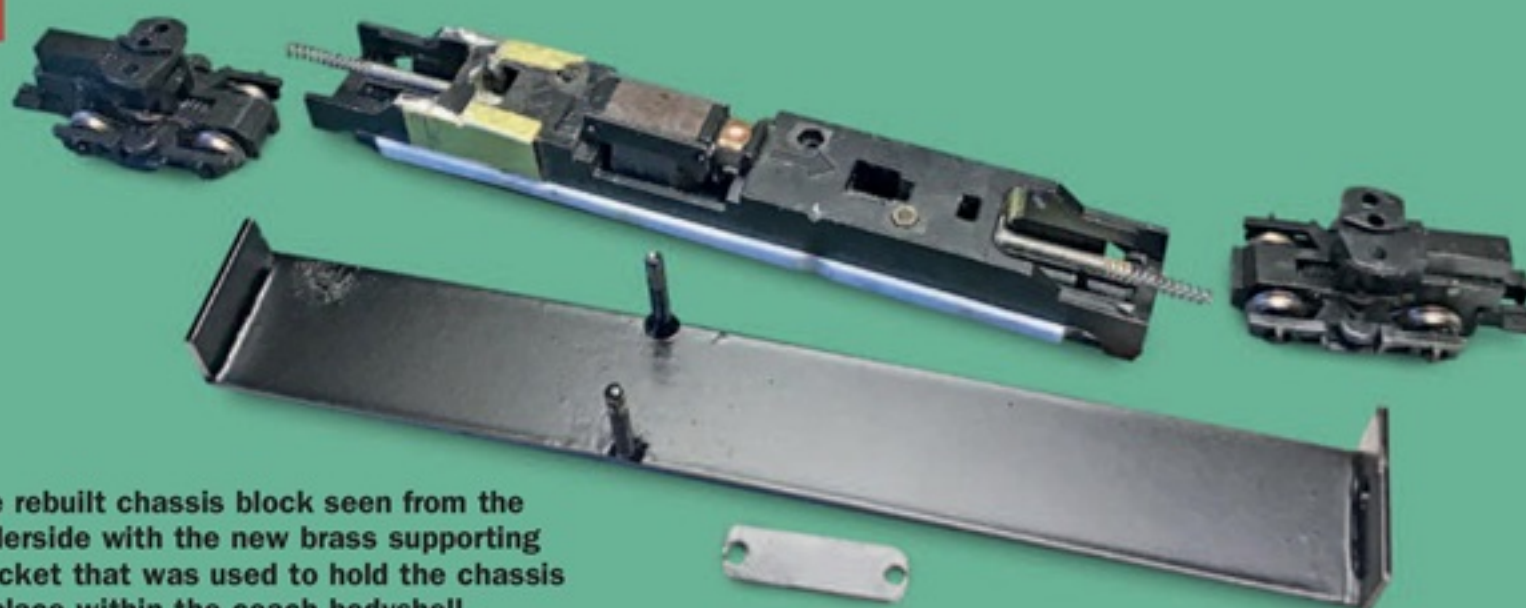
4 A view of the top of the rebuilt chassis block showing the purpose made brass angle framework that was used to join the remaining parts of the donor Farish chassis together.



5 To accommodate the motorised chassis, the seating from the Peco 009 coach was discarded and a large amount of the floor area was removed from the body moulding, as can be seen here.



6 The rebuilt chassis block seen from the underside with the new brass supporting bracket that was used to hold the chassis in place within the coach bodyshell.



7 A view showing the underside of the completed model, with the chassis held in place using a cross piece fabricated from brass strip, secured with the pair of wing nuts. The footboards that run the length of the coach serve to disguise the origin of the powered bogies.



8 This view of the coach interior illustrates why the seat detail could not be retained. In due course it is planned to add representations of painted passenger figures.



add a little more detail to the finished model.

The pair of Peco bogies that were left over have even found

alternative uses, these being repurposed for use with 3D printed bodyshells for OO9 Simplex diesel locos; these have

made for useful additions to the stock box, particularly with a bit of lead added to help keep them on the track.

Preserving the ball clay tramways of Dorset in 4mm and full size

Purbeck Mining Museum

PETER HOLLINS *uncovers the background to this fascinating heritage centre at Norden which now includes* **RON DYSON's** *exquisite depiction of the Pike Brothers' transhipment sidings and workshops at nearby Furzebrook.*

Photography by Steve Flint or as credited

In Roman times, to produce pottery in this part of Southern England, extensive use was made of the local clay extracted from around Poole Harbour. Fragments of Roman pottery have been found at Newton and other locations throughout Dorset. A Roman kiln was unearthed in lower Hamworthy in 1926, and a working replica kiln has recently been demonstrated at the Romano-British farm in the grounds of Upton House much further north.

Ball clay, which is rare and only found in a very few places in the world, has been dug in Devon and south Dorset since the 16th century, much for the production of clay tobacco pipes, but by the mid 18th century, new firing methods developed by potters such as Josiah Wedgwood, increased the demand for all types of pottery and the fine



▲ The main transhipment shed at the Furzebrook site where the narrow gauge wagons discharged clay in BR open wagons.

▼ A busy scene at the entrance throat to the site with a selection of narrow gauge locomotives and side-tipping wagons in action.



ball clays of these areas were now being used to mass produce white bodied tableware that was exported all over the world. In 1669 ball clay was being shipped by a Mr Fellows from Russell Point, Arne, to a merchant called Cornell.

Thomas Hyde worked the Dorset clay from 1731 to 1795, and established a quay in this area in 1768 to ship the mineral from the lands of John Calcraft of Rempstone and William Moreton Pitt of Encombe.

In 1771 Hyde was contracted to supply Wedgwood with 1400 tons of ball clay per year, but by 1793 Hyde was declared bankrupt and the key landowners, Calcraft and Moreton Pitt formed a consortium to continue the extraction of ball clay and appointed Mr Barker Chiffney, a Liverpool merchant, as their agent in 1798.

By October 1803 Chiffney was also bankrupt and Benjamin Fayle & Co., a London merchant and shipping insurer, purchased the Dorset clay pits and signed a contract with Wedgwood to supply 7,000 tons of ball clay.

First 'railway' in Dorset

In 1805 Fayle commissioned a plateway to be built from his clay pits at Norden to Middlebere Quay on the Arne peninsular within Poole Harbour. This was constructed by John Hodgkinson, and when completed in August 1806, became the first 'rail' transport in Dorset, and also one of the first systems of its kind in the South West.

In about 1760 the Pike family moved from Devon to prospect for clay in the Purbeck area and by the 1830s they had opened up a clay pit at Furzebrook.

In 1840 they built a tramway to connect the pit to an inlet of the Wareham Channel at Ridge. From Ridge Wharf a steam tug towed a string of flat bottom barges to Poole Quay, where the clay was transhipped into sea going vessels for shipment to London, Staffordshire via Liverpool, and many other potteries around the world.

Pike and Calcraft were instrumental in bringing the Southampton & Dorchester Railway to Wareham, and W J Pike went on to promote the first Swanage Railway scheme with Thomas Phippard Junior in 1847.

In 1866 the horse drawn tramway was rebuilt to take a steam locomotive called *Primus*, built by Bellis & Seekings, which was joined by another from the same maker in 1874 called *Secundus*. This locomotive is now preserved, and is currently on display at the museum in Corfe Castle goods shed.

During the 19th and early 20th century the network of tramways expanded as new mines were opened up, and the production of ball clay increased to 100,000 tons a year.

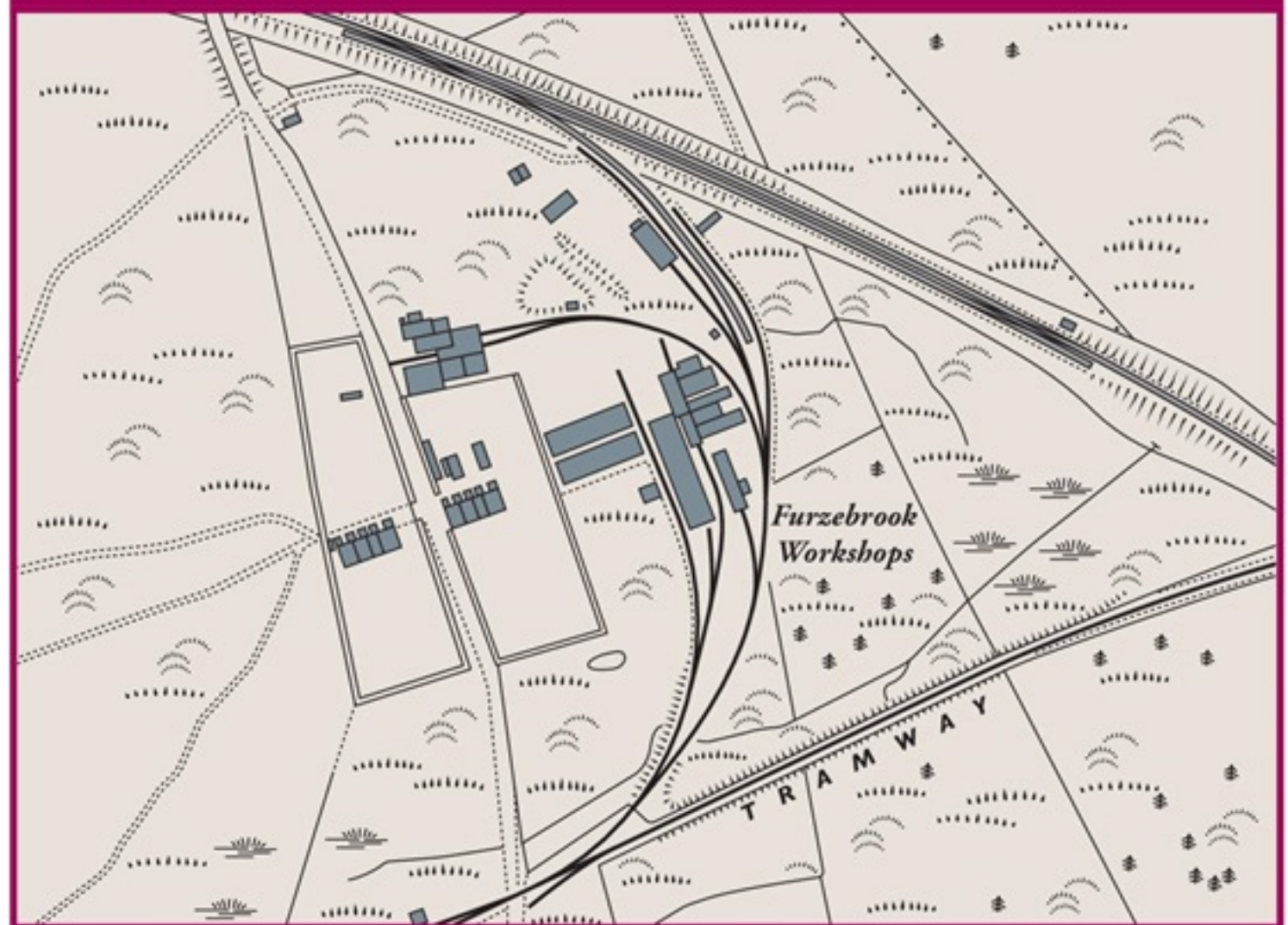
Ball clay was the main traffic of Pike's tramway; inbound supplies were also shipped, such as pit props, coal and machinery, but no regular passenger services were run.

After the Second World War there was a decline in the clay industry, and road vehicle transportation saw the closure of the



▲ The workshops and locomotive shed at the Furzebrook site seen in the late 1950s. The main transshipment siding and shed is just out of sight on the right. Photo: Author's collection

Furzebrook c.1920s



▲ Plan of the Pike Bros' site in the 1920s. Original map data courtesy National Library of Scotland

Preparing the model for display at the museum are (from left to right) volunteers Robin Barratt and Toby Hollins-Jones, and builder of the layout Ron Dyson.





▲ The side-tipping narrow gauge wagons are being propelled towards the transshipment shed, these models having been built from Golden Arrow Productions kits.

Heading for the terminus at Swanage, a passenger train passes the goods loop in which a number of empty BR opens are being shunted.



tramways serving the mines.

In 1949 Pike Brothers and B Fayle & Co amalgamated, and were taken over by English China Clay in 1967.

New uses for ball clay, such as fillers in plastics, have increased the demand for clay, and open cast mines in the Purbeck area

operated by Imerys Minerals continue to supply industry today.

The Purbeck Mineral & Mining Museum Group is formed

Around 2003 Imerys Minerals approached the Swanage Railway Trust to see if they could make use of the firm's redundant Norden No.7 mine transshipment shed. The Purbeck Mineral & Mining Museum Group (PMMMG) was thus formed to consider establishing a permanent mining museum at Norden and to exhibit artefacts primarily connected with the mining of ball clay in Dorset. Subsequently the mine transshipment shed was dismantled and has been re-erected at the Purbeck Park adjacent to Norden station on the Swanage Railway.

It is now operated as a volunteer-led museum and aims to open to the public in the summer season from April to October, although actual opening is totally dependent on there being sufficient volunteers in attendance – see the panel at the end of the article for further details.

The Pike Brothers Furzebrook scene

The layout was inspired by Ron Dyson's late father – Peter Dyson. As a child, Peter lived in Wareham where his father was the Wareham Station Master and his mother, the Booking Clerk. Peter used the branch line to travel to school in Swanage and could recall many tales from his commute – not least during the War. He also had fond memories of the old clay lines and would regularly cycle out to the workings and chat with some of the 'real' Dorset characters working on the narrow gauge railway.

Ron found such stories fascinating and on returning to his home county in the early 1990s, he decided to resurrect his former childhood interest in modelmaking and create a layout that would bring the area around the Furzebrook interchange siding and transshipment sheds back to life.

At its peak, Pike Bros' narrow gauge railway comprised no less than 25 miles of track for transporting very high-quality ball clay from mines around Creech Grange to the weathering beds, the processing works at Furzebrook, and the Frome estuary. The interchange siding, connected to the adjacent Wareham-Swanage branch line, was provided in the early 20th century.

As well as the interchange siding, Furzebrook also housed a weighbridge, processing works and transshipment sheds and was essentially the centre of railway operations, with two engine sheds, a wagon repair shop and other facilities such as a coaling stage.

Between 1866 and 1958, eight different locomotives featured on the network and there were approximately 120 wagons in use – most of which featured elm bodies on oak frames and were built in the workshops at Furzebrook, by J Newbury of Wareham and the Cambrian Wagon Co..

The 4mm scale model illustrated provides an indication of what the railway system

would have been like at Furzebrook in the 1950s when steam locomotives provided the main form of transport for the clay.

Because of the unusual design of side-tip and flat-bed wagons used on the tramway, Ron was particularly grateful for kits provided by Golden Arrow Productions.

Pike's locomotives were named *Primus* through to *Septimus*, so my OO9 model locomotive was named *Octavius* as it was slightly different to the seven original locos.

"In some respects," admitted Ron, "I knew the model would never be fully finished, since gaps in my early knowledge of the site were filled as more photographs appeared on the internet."

An unexpected house move some years ago required the full, but incomplete layout to be dismantled.

"The only part of the model that could be salvaged was the main transshipment area at Furzebrook," he added. "For the next two years this section of the model was left leaning against a wall, gathering dust from building work, cement mixing and plastering!"

Once Ron's house renovation was complete, he opted to give the layout some TLC. "I reinstated the buildings and restored and finished some of the landscaping. I then offered the model for display as a static exhibit at the former Blue Pool visitor attraction." This was a place most closely

associated with the Pike Bros' tramway and was around 2006: a time when the Purbeck Mineral & Mining Museum was just a twinkle in the eyes.

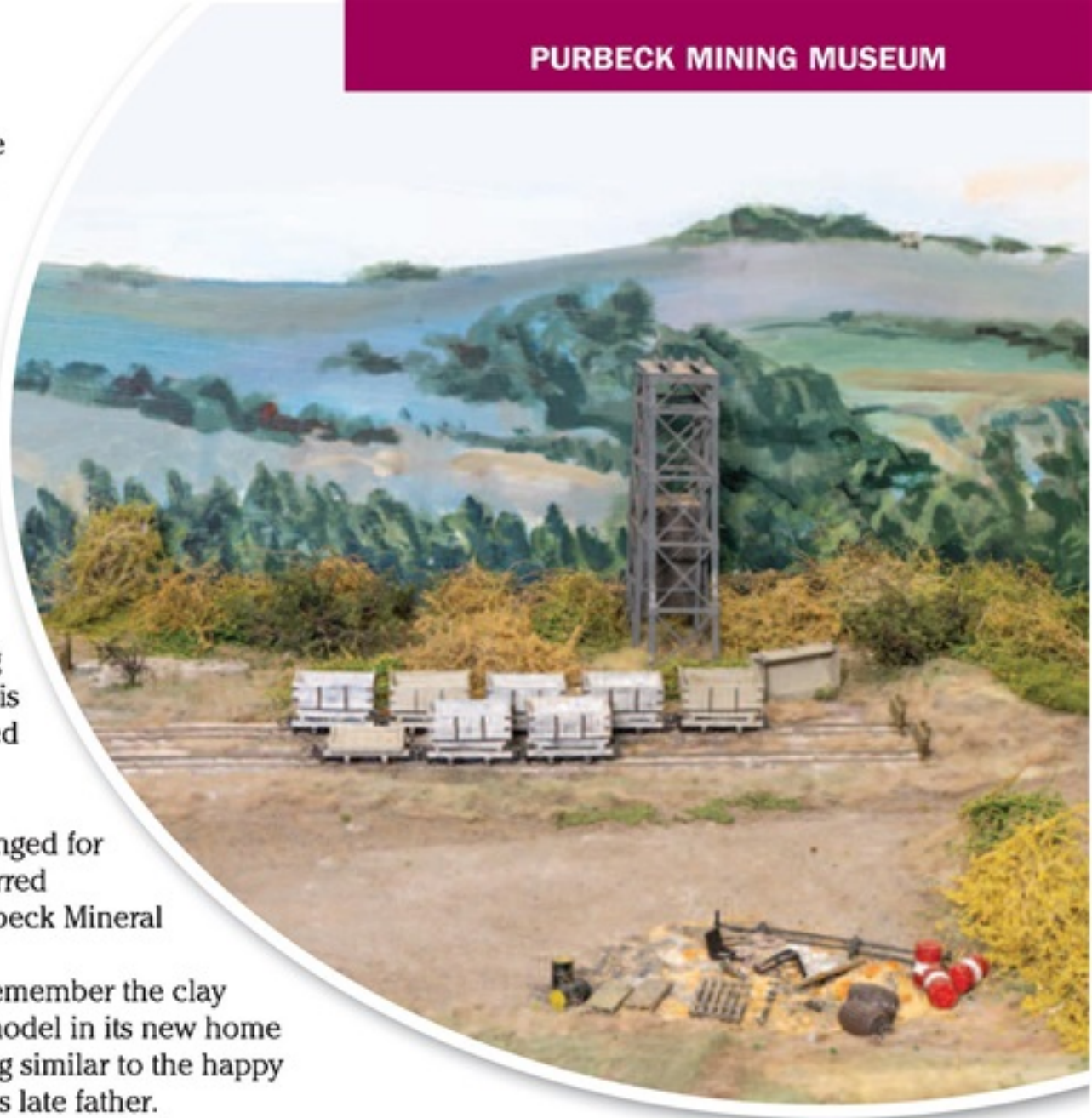
Peter added, "Credit must go to the team at Blue Pool for looking after the model and creating a display case complete with painted backdrop."

Following the passing of the owner in 2020, this popular attraction closed and its future became uncertain.

"Consequently, I arranged for the model to be transferred permanently to the Purbeck Mineral & Mining Museum."

For those who can remember the clay lines, Peter hopes the model in its new home will engender something similar to the happy memories to those of his late father.

"Along with the full size artefacts at the museum I hope the layout will help to give an impression of what life must have been like during that period. A time that, quite literally, helped to shape this lovely part of Dorset known as the Isle of Purbeck."



▲ Some vertical mine shafts did exist on the Pike Bros' site, though remote from Furzebrook. Ron included this one on the model to show the alternative means of clay extraction, in difference to the drift mine and adit as depicted full size at the museum (see below).

The Purbeck Mineral & Mining Museum

This unique and exciting visitor attraction is centred around a reconstruction of a typical Dorset ball clay drift mine as it would have appeared in the 1960s. It includes a short operational narrow gauge line for demonstration purposes which uses industrial diesel locos (including one that originally worked at this location) and a set of prototypical skip wagons, along with a variety of mining rolling stock and permanent way material.

The ex-Pike Bros' Bellis & Seeking 2' 8" gauge locomotive *Secundus* (mentioned above) is on loan to the PMMMG and is currently on display in the goods shed at Corfe Castle station. The intention is that it will eventually be transferred to the Norden Museum site when suitable accommodation can be provided. Also on display at the Norden Museum is the sledge brake clay wagon, which *Secundus* hauled across the Dorset heathland over 100 years ago.

Details of the museum opening times in 2022 will be published on the museum website and Facebook page in due course.

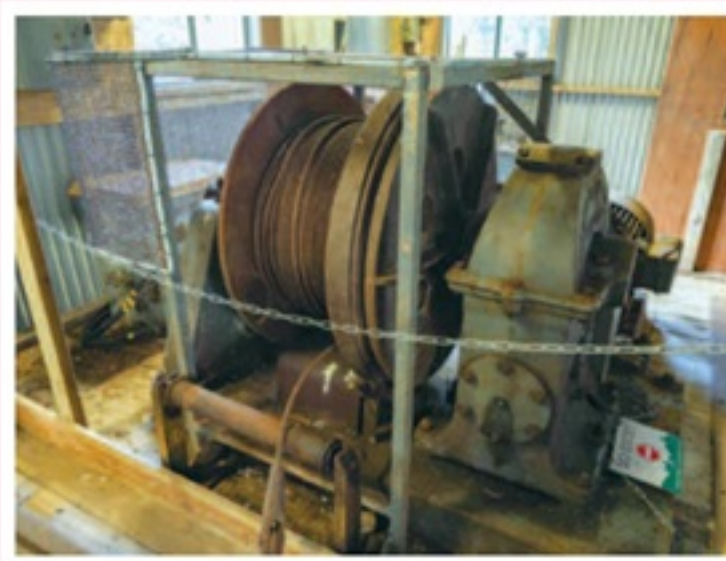
Anyone wishing to arrange a group visit should use the 'Contact Us' link on the museum website:
www.purbeckminingmuseum.org/



▲ The No.7 mine transshipment shed, which was donated by Imerys Minerals and re-erected at Norden, now forms the museum's main building.



▲ Recreated at the site is this inclined tramway running from the mine adit, seen at the bottom. Clay was brought out of the mine in small tubs.



▲ This electrically powered cable winch hauled the full clay tubs (only used underground) up the inclined section seen top right.



▲ The clay was then end-tipped into the narrow gauge side-tipping wagons marshalled below the hopper for onward transshipment to Furzebrook.

Turbot makeover

RICHARD BARDSLEY

bought this OO gauge Dapol Turbot bogie ballast wagon as a Christmas gift for a friend. The problem was that it looked too clean!

Photography by the author

My friend Colin Whalley and I always exchange railway modelling-related gifts at Christmas. The latest such present that I gave to him was one of the Dapol Dutch liveried Turbot bogie ballast wagons in OO, this model fitting in with his 1980/90s era layout. These ready-to-run models look superb, but they are not representative of how I remember the real versions looking back in the 1990s – they were definitely not in pristine ex-works condition!

I decided that a weathered version of the wagon would make a better present than the out-of-the-box model. It was time to get to work!

The Turbot

Turbot bogie ballast wagons were converted in the 1980s from bogie Bolster E wagons, a BR design dating from the early 1960s which proved largely unsuccessful as it was too short for most steel traffic. Even the Turbots were on borrowed time as they were vacuum braked,



▲ The completed wagon, in service on the author's new micro layout *Chequer Lane* which will feature in a future issue of *RAILWAY MODELLER*.

◀ This Turbot was photographed in 1991 in the sidings just outside St Helens Central station. The number is hard to read but appears to be DB978551. Modellers worried about overloading their wagons can treat this as a prototype for everything – it was possibly the reason for it being left on its own.



▲ The Dapol Turbot model straight out of the box. The yellow is bright, and the interior looks too pristine, but some weathering will easily address this.

examples displaying varying degrees of rust and dirt.

Assessing the work

Straight from the box, the Dapol model really captures the look of the Turbot. The Dutch yellow band, notoriously hard to apply to models, is good and Dapol has sensibly chosen to model the body in rail grey coloured plastic which then only needs the yellow band and lettering to complete. The inside is the same colour as

and most were withdrawn by the late 1990s. Most photos showed them in their earlier life when

they were still quite presentable, though my own photographic collection gave three 1990s

1



An air eraser is used to remove some of the yellow paint and lettering, creating a faded and distressed appearance.

2



The results of using the air eraser. Note how I took a little too much off on the top right of the TOPS panel. The grey coloured floor is improved with a coat of Humbrol wood colour paint applied with a flat brush.



3



The model after applying some of the Citadel Typhus Corrosion paint. The inset view shows the bubbling rust texture that can be achieved.

4



One of the ends, toned down with a lighter grey and then weathered with Humbrol black.

the outside which I am sure would not have been the case for long, and I doubt that the planked floor would have received a coat of paint. The photos show that the ends stayed in reasonably good condition with just a slight fading of the paintwork. The dropdown sides did not fare so well, however, with damaged paint and rust being very evident.

Therefore, my work on the model would include painting the interior, toning down the bright yellow band, introducing rust patches, and generally weathering the whole model so that it looks like it's had a hard life exposed to the elements.

An air eraser

All the work can be undertaken without the need for any disassembly. The only thing I did was to remove the couplings which simply pull out of their NEM pockets.

The first job was to tone down the yellow band. Weathering would tone it down, but I took a different approach. I used what's often called an air eraser. This is a miniature shot blaster which fires a very fine abrasive sand. It connects to a compressor just like an airbrush and works in a very similar way, using abrasive powder, not paint. It can be used for etching materials or cleaning the hard-to-reach parts on metal models before priming. The air eraser can be difficult at first but it's a handy weathering tool once you have mastered it. The trick is to understand how thick the paint is that you're attacking.

The lettering on the Turbot is just printed on so it needs only a light touch to begin erasing it, thus making it look faded and damaged. The yellow paint is quite thickly applied relative to the printed lettering, so it needs quite a heavy touch with the air

5



The colours inside and outside the wagon have been toned down with Humbrol black using an airbrush. Using paint washes would also achieve the same effect.

eraser. In places this succeeded in taking the paint back to the plastic while overall it took most of the shine off the paint finish. Finally, the model was given a good brush to remove any of the abrasive lodged on.

Not everyone has an airbrush let alone an air eraser so what are the alternatives? For many years I achieved the same effect by using a glass-fibre burnishing brush to remove paint and take off the shine. These handy little tools cost just a few pounds. Both do the job, but the air-eraser can be more subtle on the lettering and is better able to get into nooks and crannies. The next job was the wooden floor and I used Humbrol wood colour paint and a flat brush to paint the planks. A perfect finish was not required as the later weathering would tone it down.

Base weathering

The weathering was commenced with an airbrush, using a tone of grey that was slightly lighter than the rail grey base colour, suggesting that the ends had faded slightly from the original colour. I did this with an airbrush, but that's not to say that you can't achieve the same effect with a paintbrush by thinning the paint until it is a wash and then applying several thin coats.

Now it was time for the rust, for which I used Citadel Typhus Corrosion. There is a fine powder in the paint which, when dry, adds a very convincing texture to the rust patches as if the steel is bubbling up and peeling off. I daubed several patches on the sides and a few lighter strokes with the brush to imitate scratches.

Final weathering

To complete the weathering, I used an airbrush with Humbrol matt black to tone down and darken all the yellow and grey colours both inside and outside the wagon body.

For the chassis and bogies, I swapped over to Precision Paints Frame Dirt as well as also giving

the superstructure a waft of this second colour. I'm certainly no expert with an airbrush, and I'm still in the early stages of learning how to use it, but I would not now be without it.

The weathering certainly lifts the out-of-the-box model and makes it look much closer to how I remember Turbot wagons in reality. Furthermore, the work described here only took a short amount of time to complete, so it would be quite a quick process to replicate on a whole rake of Turbot models.

The only task that remained to do with this example was to pop it back in the box, wrap it up and pass it over to Santa for delivery to Colin!

6



The completed wagon after a final airbrushing with Precision Paints Frame Dirt on the chassis and bogies.



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Foxbury

Photography by Ian Manderson

BOB BROWN revived the name of a previous layout for his latest 3mm project, which was designed as a small and lightweight setup for taking to exhibitions. A commercial baseboard kit and an ingenious 'half station' design – inspired by Rodney Hall's Llanastr – formed the basis.

Whilst all aspects of the former Great Western Railway and BR (Western Region) interest me, it is the branch and secondary routes that really hold my attention. However, my fascination is not with the locomotives and trains, but the whole scene; the architecture and overall ambience

of the archetypal GWR country station.

Looking back to my youth, I was forever doodling plans for potential layouts. These would almost always be for branch line termini and composed of the obligatory platform road, bay, loco shed, goods shed, cattle dock and dairy. Such was the

erroneous perception at the time as to what a branch line terminus should consist of. It just seemed to be that one would have to model the entire terminus, often crammed into the confines of the baseboard with little or no scope for any of the surrounding scenery beyond the railway fence.



Thankfully things change and the one layout that struck a chord with me in particular as one of the catalysts for change in layout design was Rodney Hall's *Llanastr* (published in *Model Railway Journal* No.4). When it appeared it was revolutionary in concept; why model the entire station when you can model part of it?

Planning a 'bitsa' station

Although I appreciate any size of layout, I prefer something small and manageable. My previous layout, *Chipping Compton* (RM December 2016) was the largest one yet and after two exhibitions I decided to sell it to a fellow 3mm Society member. I set about planning the next layout and my thoughts instantly went back to *Llanastr*.

I wanted to use various aspects of certain GWR stations and finally came up with a design which met my criteria reusing the name of my first 3mm exhibition layout *Foxbury*. Like its predecessor, it is set in my native Gloucestershire, although its exact location is undecided. As it only portrays half the station, being bisected by a convenient



▲ An ex-Great Western AEC railcar has just arrived at Foxbury. The whole scene is very well observed and avoids the pristine cliché of the GWR branch. A typical pagoda waiting shelter helps to set the scene.

◀ Non auto-fitted Collett '5800' 0-4-2T No.5805 makes ready to leave Foxbury station. Nearly all the items in the view have been scratch- or kit-built giving a very individual feel to the layout.

road bridge, the unseen half of the station could contain whatever I liked. It allows for freight stock to enter the station and be taken to the imaginary siding at the other end of the run-round loop. On *Foxbury* this is imagined to include a cattle dock and a private siding serving the small gas works.

I would describe myself as a builder rather than an operator and layouts seldom get used between exhibitions. Time at home is spent building structures that take my fancy or a new item of stock. This influenced the design of the layout in that it is operated from the front. With *Foxbury* I can stand to the side in front of the fiddle yard to operate and answer any questions.

Laser-cut baseboards

On my previous layouts I used plywood baseboards supported by girders formed from strips of ply with blocks of softwood fixed between them at regular intervals. Whilst strong, it was rather over-engineered for the light loads they were designed to bear. With this latest incarnation of *Foxbury* I wanted something lighter but not at the expense of rigidity and strength.

“ – My preference is to build everything, either from kits or from scratch – ”

Bob Brown





◀ The competition is starting to make its presence known. Private car ownership was on the up in the 1960s and did as much to drive a nail into the coffin of rural branches as any government diktat. The driver of No.5805 wonders how long it can last.

Scratch-building

My preference is to build everything, either from kits or from scratch and I don't usually run anything that I haven't made myself. I try to keep developing my skill levels and not stand still and I would certainly encourage others not to be afraid to step out of their comfort zone. For years I resisted the urge to use an airbrush to paint or weather locos and rolling stock, preferring to brush paint everything, but I invested in an airbrush back in 2012 and I can't imagine being without it now. I had similar worries about low-melt soldering until recent years, having previously used epoxy to build whitemetal loco bodies; the ones I'd glued were fine but soldering makes them so much stronger. It's simply a matter of getting some decent tools, some advice and above all, plenty of practice.

Whilst I am happy with my soldering skills, I have so far shied away from track construction, instead preferring to commission Hugh Martin to build the points for me. These are worked by wire in tube using components from Wizard Models. Plain track is from the 3mm Society stores.

I used 2mm scale ballast from Woodland Scenics on the main running line and some very lifelike ash powder. In steam days railways would have used ash as ballast in sidings and even on the running lines of branches. The rails were painted with suitable track colour from Precision Paints.

Like *Chipping Compton*, much use has been made of static grass, on the cutting sides particularly but also on the track to give a weed-strewn effect.

Card buildings

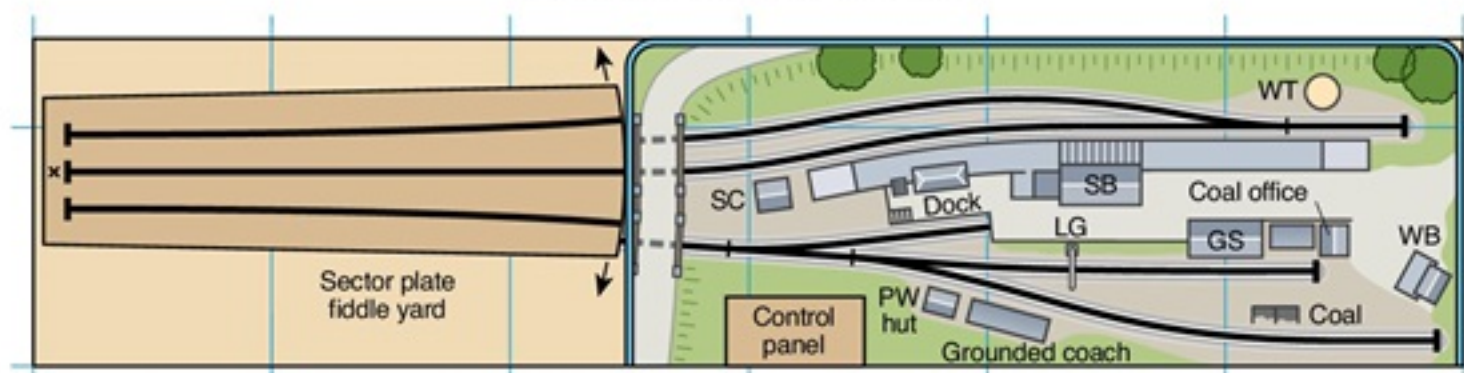
One of my main modelling interests is buildings and my preferred material for making them is good quality card. Using plenty of layers combined with internal bracing creates a good, sturdy box structure with no tendency to bow or warp. The techniques I learned from George Illiffe-Stokes and my late friend and modelling mentor, Peter Gentle.

A visit to the Stafford Model Railway exhibition in 2020 resulted in me discovering Grainge & Hodder from Birmingham, the supplier of laser-cut ply baseboard kits. Construction of one of these was simplicity itself, suitably augmented by a ply fascia and

backscene. An afternoon's work gave me two baseboards which lined up perfectly; the layout measuring 6' x 16½", 3'6" of which is scenic, with the remainder forming a three-road sector plate hidden behind the scenic break of the road bridge.

FOXBURY

Scenic dimensions: 3' 6" x 1' 4½". Fiddle yard dimensions: 2' 6" x 1' 4½".
Each grid square = 1ft x 1ft.



A journey in 3mm scale modelling

Growing up in the 1970s, my brother and I had a OO gauge layout that our father built for us, and it was a terrific introduction to the hobby. This was a double track Tri-ang 'Super 4' system with numerous sidings and loops, and to us it was sheer heaven.

It was later on that my attention was drawn to 3mm scale and, after joining my local group of the 3mm Society, I never looked back. I was able to learn from experienced modellers first-hand, something which only active membership of a club can really offer.

I began building kits in 1977, initially loco body kits in whitemetal from the likes of GEM and BEC which could be



mounted on proprietary Tri-ang chassis (although long since out of production, these were available second hand through the 3mm Society). Eventually I progressed to making etched brass loco bodies from kits.

I have never regretted my decision to adopt 3mm scale for my modelling, and I continue to enjoy the challenge of having to make everything myself. Furthermore, one advantage of modelling in a 'minority scale' is that you don't have to worry that the loco you've just spent months building will suddenly appear as a ready-to-run item!

To find out more about the 3mm Society go to:
sites.google.com/site/3mmpublic/



The station building is one of the distinctive types designed by William Clarke and is the second one of the type that I have built, the previous example being for *Chipping Compton*. The matching goods shed is also based on a William Clarke design, whilst the diminutive signal box is based on the one at Watlington.

Locomotives and stock

All the locomotives seen on the layout are built from kits, the exception being the '7400' 0-6-0PT, the basis of which is a heavily modified GEM '5700' 0-6-0PT kit with scratch-built tanks and boiler. There are two '5700' Pannier tanks from Brynkits, a Collett '2251'

▲ A view across the yard shows Collett '5700' 0-6-0PT No.8717 positioning an ex GWR Mink at the doors to the goods shed. The coal office and dry storage are a very individual touch and show the benefits of working in a scale where not everything is provided by the trade.

A Pannier tank constructs a rake of empty coal wagons for the midday goods departure. The wagon weathering is particularly notable. In theory the bridges bisect the station site, but in reality, only the sector plate lies beyond.

0-6-0 from the same stable and a pair of Collett 0-4-2Ts (one a '1400' and the other a '5800'), both old GEM kits running on Brynkits chassis. A '9400' Pannier will soon join them which is an old BEC kit updated by 3SMR running on a Brynkits chassis with a great deal of additional detail.

For passenger services a two-coach B-set (an Ian Kirk plastic kit) and various autocaches appear together with a GWR AEC diesel railcar. A recent addition though is an AC Cars railbus. This uses a 3D printed body from Lenny Seeney powered by a Halling tram chassis. The quality of the body



▲ The new kid on the block is this AC Cars railbus. This uses a 3D printed body from Lenny Seeney and is powered by a Halling tram chassis. The view also shows the attention to detail on the station roof and chimneys.





▲ The driver is already in the cab of the autococh and ready for the off while the fireman remains on the locomotive for the trip. The embankment on the left is highly detailed and beautifully represents the condition of many post-nationalisation branch lines.

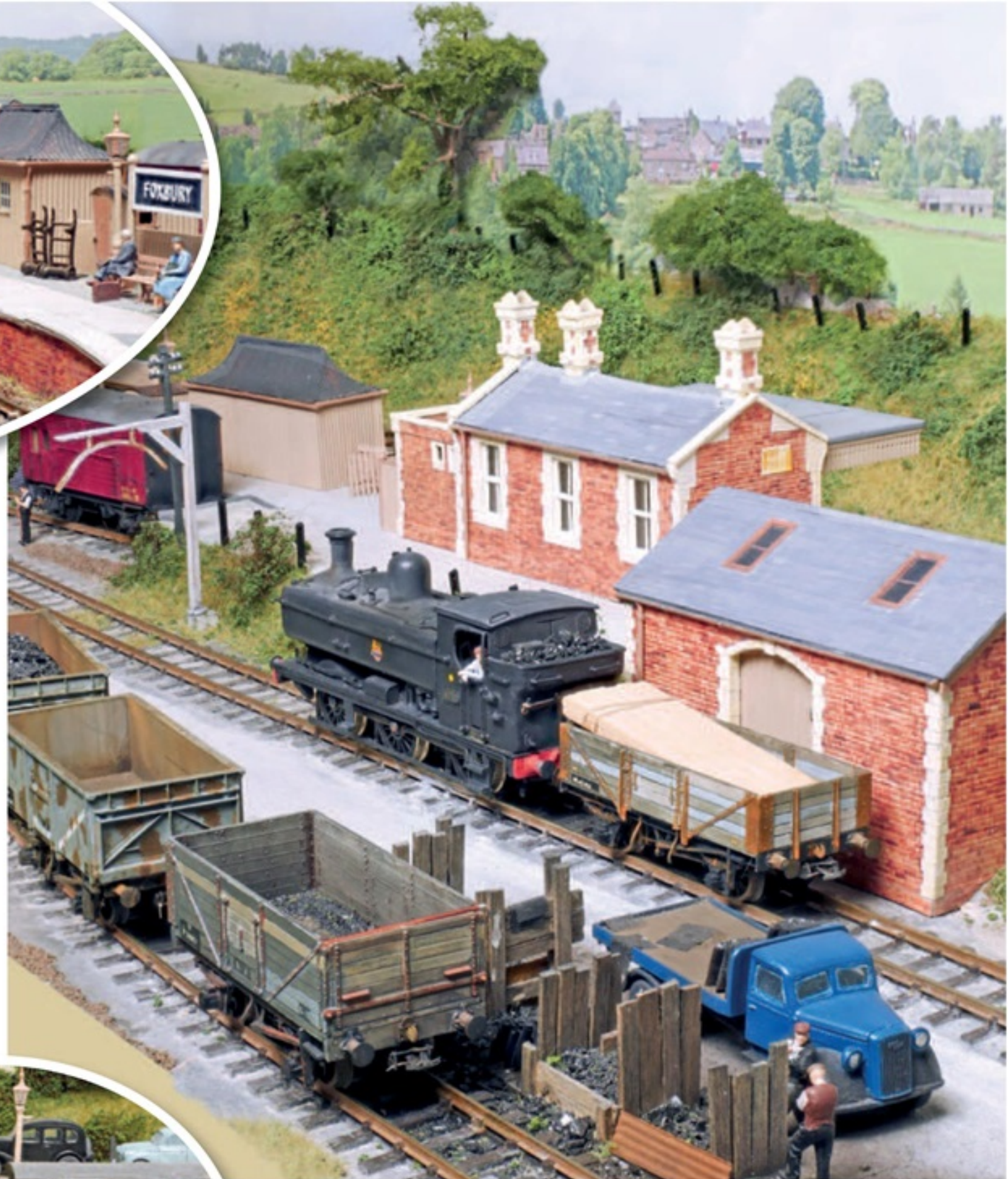
is superb and was well worth the time spent creating an interior and individually flush glazing the windows.

Waybill operation

The wagons are all plastic kits from the likes of Parkside and Cambrian, commissioned by the 3mm Society or Finney & Smith.

I use B&B couplings on all the stock and employ electro-magnets to uncouple them. As they are delayed-action units this only means having an uncoupler at the neck of several sidings; once uncoupled the wagon is then propelled to wherever it is needed. The couplings can be susceptible to knocks when handling so to ensure they continue to be set correctly I have made a simple set of

► **Foxbury** is full of detailed scenes and this coal yard view is beautifully observed with the human figures set in natural poses. The B&B delayed action couplings are clearly visible here.



gauges to check the height of the hooks.

I employ a basic system of waybills to decide on traffic flows. Each wagon is represented by a card, these being shuffled along with a quantity of blanks, thus altering the train length when dealing out the required six cards. This adds an extra dimension to operating and adds an element of unpredictability to running goods trains.

What's next?

With *Foxbury* complete, thoughts have now turned to developing a fixed layout at home portraying several stations on a branch. I envisage something along the lines of Jas Milham's *Yaxbury* or H W Burchell's *Broad Aston* (RM November 1974). This would certainly result in much more

▲ Collett '5700' Pannier tank No.8717 shunts a load of newly cut timber past the distinctive Clarke-designed goods shed. The coal bins, which are built up from timber sleeper and corrugated sheet, are typical of many country coal yards.

operating interest, especially if I was to employ a similar waybill system for the goods train operation.

For anybody looking to try 3mm scale modelling (see panel) I would thoroughly recommend starting by joining the 3mm Society. Not only is the organisation a supplier of kits and components for members, but also has a network of area groups that meet regularly, together with regional meetings.

Supplier information

Wizard Models
www.wizardmodels.ltd

Grainge & Hodder baseboards
www.graingeandhodder.co.uk

◀ The post has arrived. A photographic backscene has helped to add a great deal of depth to a layout which is only 16½" wide; the layout ending at the line of fenceposts.



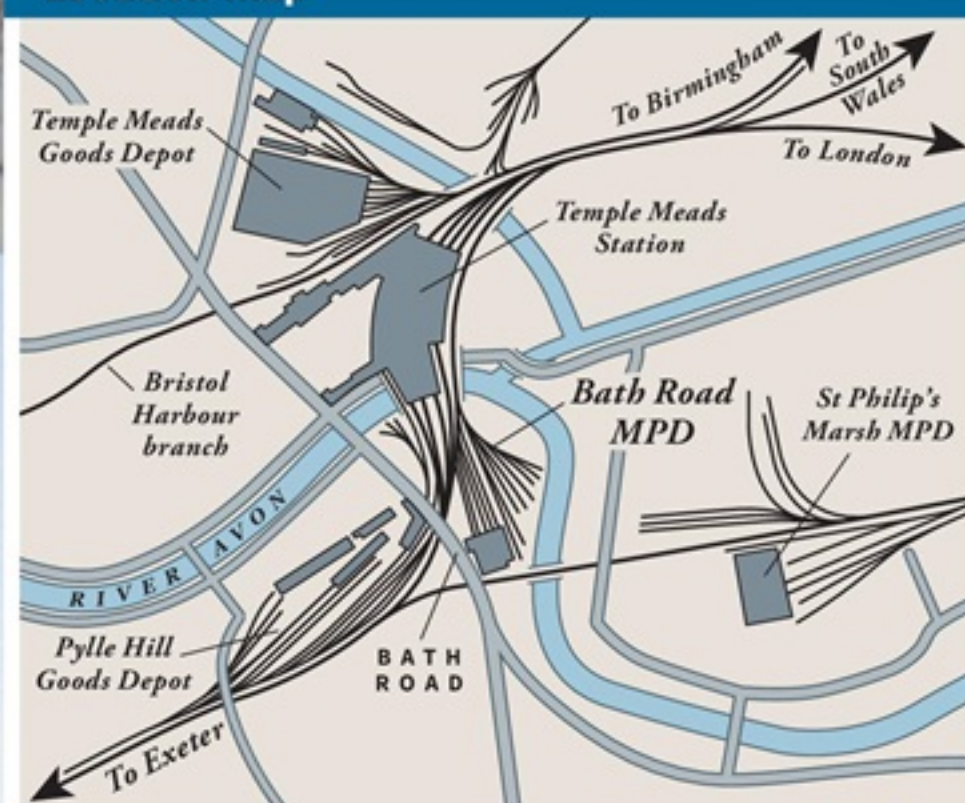
Bristol Bath Road

ALISTAIR BOLT rekindled memories of his teenage years standing at the western end of Bristol Temple Meads station with this OO gauge scheme, which accents the adjacent locomotive depot and demonstrates how an expansive prototype can be recreated in a modest space.

Photography by the author or as credited



Location map



A magnificent line-up of BR green diesels at Bath Road depot on 4 September 1966, with Sulzer and Brush Type 4s, Beyer Peacock Type 3s, a Warship and a BR Swindon Type 1 visible. Photo: Colour Rail

As a teenager in the 1960s I had undertaken much of my trainspotting from the far end of Platform 4 at Bristol Temple Meads, watching the departing trains to the West, whilst the adjacent Bath Road depot provided the stage for a seemingly endless procession of locomotives running to and fro, or lurking elusively in the distance.

Recently, the availability of a long attic room presented me with the ideal opportunity to recreate in miniature a representation of the western end of the station and shed, as I remembered it from all those years ago. The prototype covers an enormous area with

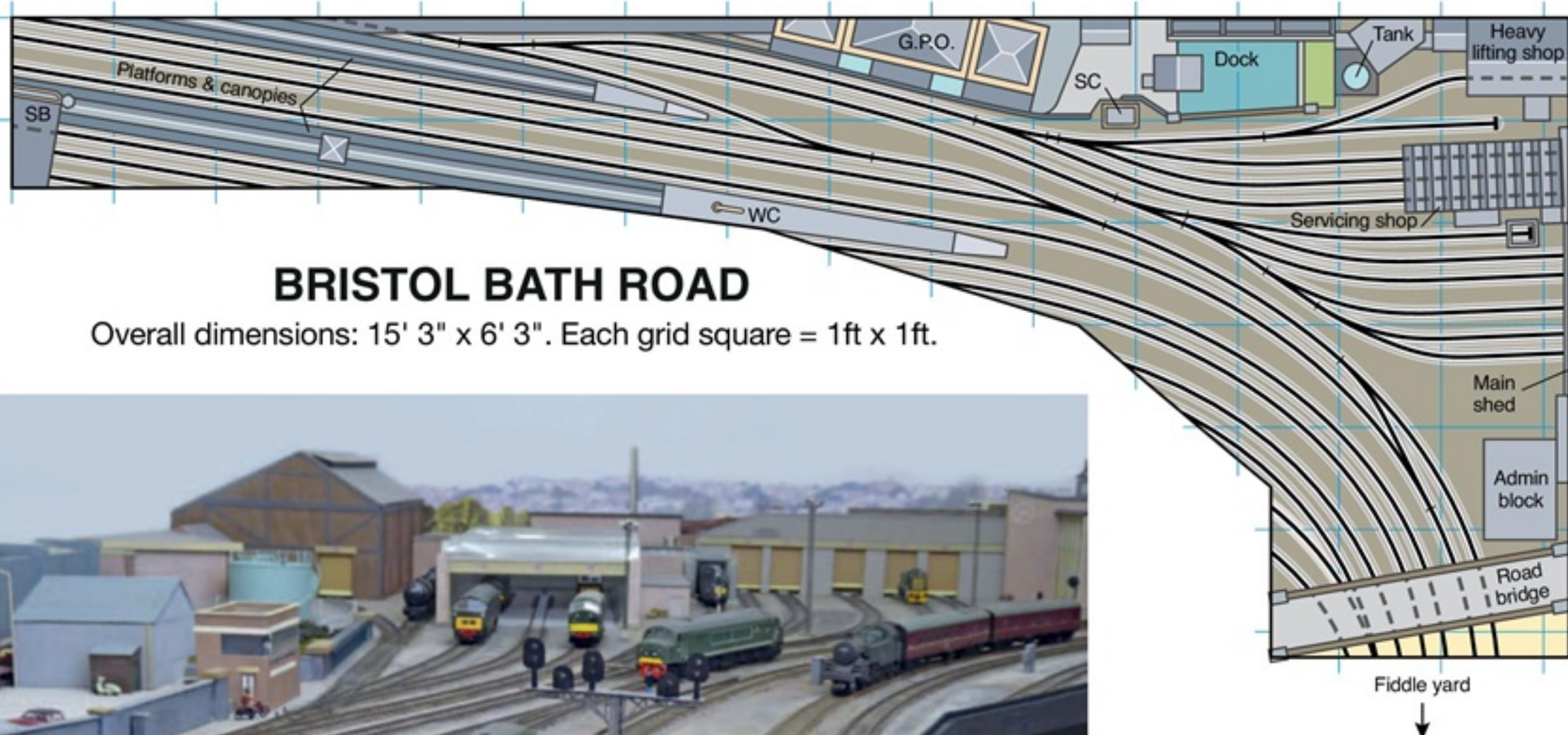
Western Region diesel-hydraulics to the fore on the OO gauge model of Bristol Bath Road depot, recreating the feel of the 1966 scene below.

sprawling features, but my idea for the layout aimed to give an impression of what I had seen.

Layout overview

The operational focus of the layout centres around the movements of locomotives in and around the depot area, with much of the foreground station trackwork comprising cosmetic (non-operational) sections of line that are not physically





BRISTOL BATH ROAD

Overall dimensions: 15' 3" x 6' 3". Each grid square = 1ft x 1ft.



▲ A Warship prepares to depart for the West, having just taken over from the Sulzer Type 4 moving onto the depot in the background. This view shows to good effect the idea of including the trackwork, but cutting it off at the baseboard edge.

connected to the rest of the model; some of these sections of track are in fact cut through at angles where they meet baseboard edges.

The scenic area occupies 15' 3" x 6' 3" in a curving L-shape (see plan). The fiddle yard is accessed under the model of Bath Road bridge and is actually through a hole in the wall!

Baseboards and trackwork

The baseboards are formed of a 50 x 25mm softwood frame with a fibreboard top. As the

shape of the layout was configured to follow the curved departure lines out of the station, an irregular, bespoke framework was developed.

The electrics for the operational parts are 12V dc analogue with two feeds and the layout divided into two. All the track and points are from the Peco range, which was pinned in place and then ballasted with 2mm scale grey granules, subsequently dulled down with beiges and browns.



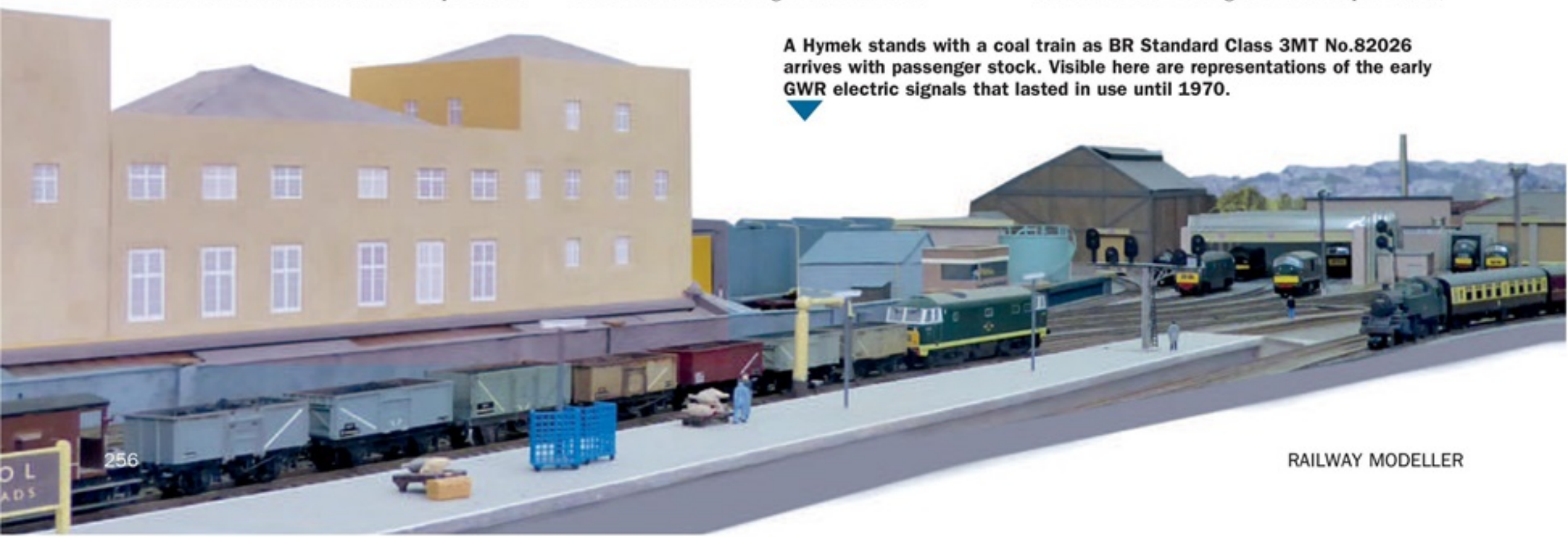
The main platform is 9' 6" long and was made on the dining room table! The canopy is 5' long and is supported with corrugated cardboard.

Hydraulic operation

The front part of the layout represents the far western end of the station platforms, which allows me to set up trains to then depart around the curve and under Bath Road bridge. Parcels and freight stock can be stabled in the middle road. The back half of the layout is the depot, which provides ample scope to run locos on and off shed.

My memories of Bath Road are from the transition era when green diesels prevailed,

▲ A Hymek stands with a coal train as BR Standard Class 3MT No.82026 arrives with passenger stock. Visible here are representations of the early GWR electric signals that lasted in use until 1970.



History of Bristol Bath Road depot

Bristol Bath Road depot was built on the site of the original Bristol and Exeter Railway shed and was rebuilt in 1934 by the GWR. The site served as the major repair and maintenance point for the Bristol divisional area and featured a straight eight-road running shed with northlight roof. The site had a standard GWR twin-ramp coal stage and two 65' turntables, one to the rear of the shed, and one close to the repair shop which was located to the north of the depot's site adjacent to the River Avon.

While Bath Road handled passenger traffic locomotives, St Philip's Marsh depot (situated a short distance away to the east – see map) handled freight types. After Nationalisation both Bath Road (now code BR) and St Philip's Marsh gained allocations following the closure of the local Midland Region sheds. By 1950 Bath Road had a collection of 93 locomotives, mostly 4-6-0s and a fleet of 2-6-2Ts for running local traffic.

Closed to steam locomotives from September 1960, Bath Road was rebuilt as a diesel depot and became home to a large contingent of the Western Region's hydraulic stud. The depot ceased operation in 1995 when all operations were transferred to St Philip's Marsh.

Warship D863 *Warrior* and Sulzer Type 4 D22 at Bath Road depot on 12 July 1964. Also visible are three unidentified Hymeks and a Brush Type 4. Photo: Rail-Online



▲ Pictured at Bath Road on 3 July 1965, BR Type 4 diesel-hydraulic D1020 *Western Hero* is only two years old, but its maroon paintwork is already looking somewhat weathered. The Brush Type 4 on the right appears to be D1670. Photo: Railphotoprints

47 018 arrives at Bristol Temple Meads from Malago sidings with the empty coaching stock for a returning 'Merrymaker' excursion on 21 April 1979. Photo: Railphotoprints





▲ The platform ends at the west of Temple Meads station with a Beyer Peacock Type 3 passing through with a train of vans. Although there is still steam power at the station, the water crane looks slightly embarrassed amongst the diesels.

virtually all of which were hydraulic classes. This is reflected on the layout and, other than a few kit-built wagons, all the stock has been purchased ready-to-run.

Structures and scenic details

The structures are mainly made of card, using a combination of corrugated cardboard and mounting board. The main

platform, which is 9' 6" in length, features a bevelled canopy and proved to be an interesting challenge to make on the dining room table!

The signals are representations of the early GWR electric system which was installed in 1935 and replaced in 1970; these were constructed from oddments of card, signal gantry components and ballpoint pen parts.

The model includes the western corner of the station's magnificent train shed, complete with a castellation, which made for a satisfactory end-piece to the scenic section. The glazing was created from acetate with paint rubbed into scribed bars.

The GPO sorting office, where my late father worked, not only supplied vast amounts of traffic to the railway but was a feature of the scene and was made from mounting card. The numerous windows are computer printed infills. The building had a sunken bay for the loading of vans, and I included some of the (much later) mail conveyor as part of the background.

The River Avon flows underneath the station throat at this point, and I morphed this into part of the nearby Bristol dockland

◀ The brick-built heavy lifting shop was modernised from the GWR steam shed and is built from cardboard, but the skylight brings it to life. The staircase on the oil tank is made from commercial fencing.



with a reproduction of a prototype corrugated iron shed that was used for unloading tobacco.

At the far end of the layout is the model of Bath Road bridge, which is both on a skew and a rising grade. I built it in sections, largely from cardboard.

Bath Road depot

The depot site consisted of a varied group of structures. The brick-built heavy lifting shop was modernised from the GWR steam shed. On the model it is essentially just a cardboard box, but the skylight helps to bring it to life.

The servicing shed, which is similar to that at Landore, is a classic example of 1960s architecture with steel, concrete and glass panels. It is a long structure and was quite a challenge to build using acetate and plastic display board material. I think the model evokes the open feel of the original.

The main shed is low-relief, but the administration block includes the period eggshell blue window panels that were used all over the site. The oil tank has a spiral staircase fabricated from plastic fencing parts.

Dreaming

So imagine if you will, a morning in 1964. Station platforms are occupied by lengthy rakes of passenger stock, forming services to and from the Midlands, South West and London. An express that has arrived from the Midlands has its Sulzer Type 4 locomotive



detached, to be replaced for its onward journey by a Warship diesel-hydraulic that is waiting under Bath Road bridge in readiness to couple up. In the centre road a fitted freight has been parked most of the morning, whilst beyond it parcels are being loaded into a motley array of vans.

Elsewhere there is the sound of nondescript steam locomotives occupied on pilot and suburban work, whilst from Bath Road shed comes the subdued rumble of

▲ A Beyer Peacock Type 3 hauls a parcels train under Bath Road bridge, which was scratch-built mainly from card to replicate the distinctive steel structure.

multiple diesel engines idling or warming up. Hymeks and Westerns emerge and retire, whilst Type 2s wander off to do local turns. Eventually the Warship departs with its express, easing its way under Bath Road bridge and accelerating away to the West...

Derby built Type 4 D49 *The Manchester Regiment* moves 'on shed' after arriving with a train from the Midland Region.



Have the manufacturers abandoned heritage DMUs?

In the midst of ever more amazing model releases and announcements from the mainstream firms, Steve Flint asks a pertinent question, motivated by some potent '70s and '80s nostalgia.

I've long been a fan of first generation – or heritage – diesel multiple units, and to a lesser degree, their electric counterparts. They were the staple passenger service vehicles during my formative years, when train travel was a thoroughly compelling pursuit.

Although regarded as second best to locomotive haulage, if your rail-roving was away from the key main lines, a DMU would be your usual mode of conveyance. Yes, the toplights rattled and a whiff of diesel could hang around in the saloon, but they were ideal transport for youthful, eager railway enthusiasts discovering the network.

If you were lucky you might get a seat behind the driver's cab with a full view of the line ahead. Failing that, the door droplights were always inviting portholes through which you could – with due caution – stick your head out for a better view.

We had our favourites; the Metro-Cammells were considered the bee's knees, whilst a ride in a Birmingham unit was thought of as least desirable. Others had a touch more luxury and form the subject of this discourse, as you will have guessed, no doubt, from the accompanying photographs.

Model scarcity

So ubiquitous were DMU vehicles on all BR regions, except for much of the Southern and the remoter parts of the Scottish – and over a 30-year span from the 1950s to the 1980s – that modellers of the time were mystified by the concomitant paucity of ready-to-run DMU models.

Sparse it was. We had make do with the old Triang-Hornby R157 'shortie' version of the Metro-Cammell 101s, or slice up Lima Class 117s and attach etched brass Craftsman sides in order to gather together the barest of a fleet.

Then, ironically, by the late 1980s as most of the real units were reaching the end of their working lives and being withdrawn, 4mm scale modellers were steadily seduced by a growing range of heritage DMU models.

This was manifest firstly in the guise of Charlie Petty's quite extensive DC Kits range of Black Beetle-powered self-assembly models; an array that kept heritage DMU devotees on track during the 1990s.

Then, biting the bullet after the turn of the century, came Bachmann and Hornby, seemingly with release after release of many of the classic DMU and EMU types. Bachmann deserves a pat on the back, with matching releases for N gauge enthusiasts as well.

It looked like a golden age for aspiring DMU layout builders had finally arrived, and although further excellent models depicting second generation units, and even the Pressed Steel 117s, have more recently appeared, the momentum has slowed to a trickle, with high hopes for further heritage unit models currently only hanging on Heljan's promise of Birmingham RC&W Co. 150hp sets (Class 104).

High hopes

Speaking of high hopes, mine have long been pinned on seeing off-the-shelf models of the Swindon-built long-bodied Inter-City sets of which several designs (planned for selected routes and services) emerged from the former GWR Works between 1956 and 1963.

Most survived long enough to be designated under TOPS as Classes 120, 123, 124 and 126 but the entire series seems to have been

completely overlooked by the mainstream model manufacturers. To my mind, that's a big hole in the market that can currently only be plugged by some significant conversion work on suitable existing R-T-R vehicles. In this area Silver Fox Models is a key supplier of suitable conversion packs (the firm also offers ready-to-run versions available to order).

Of the series, my first preference would be for the Trans-Pennine (124) sets, closely followed by the Inter-City (123) units, the reasons for which will become obvious a little later.

Introduced in 1960, the Trans-Pennines were originally six-car sets outshopped in lined BR green livery. The blue/grey with full yellow cab fronts appeared in the late 1960s. The Trailer First Buffets were withdrawn in the 1970s resulting in five-car sets as seen leaving Hull in 1978. *Photography by the author*

Towards the end of their lives four-car sets became standard as illustrated here in May 1982 passing Hesse Haven.



Been here before

Readers with long memories will no doubt recall that we have been here before. Back in 1966 Trix (British) introduced a model of the Trans-Pennine sets which, for the time, was to a high standard, albeit to a hybrid HO-OO scale of 3.8mm/ft! The model was still available under the Lilliput (UK) branding until 1988, but examples were rarely, if ever, seen running at exhibitions or indeed on layouts featured in magazines.

Insufficient scope

Quite why Trix saw it fit to produce such a model in the 1960s remains a mystery, especially as today's established manufacturers have long since proclaimed that such trains had a limited area of operation, and thus the production of a model as complex as a six-car set would not be commercially viable.

Well, possibly? All the original six cars would each need to be tooled up separately to meet today's exacting standards and expectations of course, but, insufficient scope? Surely not?

Constructed and introduced in 1960 for the main Liverpool-Leeds-Hull services, the Class 124 sets held sway for the best part of 20 years, but did work to numerous other destinations either side of the main route across England's backbone, both on 'filling-in' turns as well as scheduled services and weekend specials.

Blackpool, in particular, played host with a regular overnight stop; a weekend special was recorded at Blaenau Ffestiniog in 1968; and one filling-in turn that operated between Hull and Beverley included the buffet car – though whether it sold any refreshments on the 10-minute journey is unclear!

Numerous other routes were also traversed from time to time and following the transfer of Swindon's later Inter-City sets from the Western Region in 1977, the reach of these trains spread to the tracks



▲ The arrival of HST sets on routes out of Paddington in 1977 released the Inter-City Class 123 DMUs which were then deployed to bolster the Trans-Pennine services. One such three-car set halts at Broomfleet station c.1978. All the 123 units were fitted with BR B4 bogies.

on the South bank of the Humber, Sheffield and the Hope Valley route.

As modellers we are past masters at justifying why such-and-such a train, locomotive, or wagon might feature on our layouts, so it's legitimate to suggest that any model railway setting in the North of England, post 1960, would be fair game to include an example or two of the Swindon sets.

Mixing and matching

The original six-car 124 sets lost their buffet vehicles steadily during the early 1970s as customer demand fell and by the middle of that decade, five-car sets were the norm, but for a short period only.

When the Inter-City sets, noted above, arrived in Yorkshire in 1977 a mix and match exercise occurred and hybrid four-car sets became commonplace on the Trans-Pennine traffic: often with a 124 cab at one end and a 123 cab at the other, though not always.

During this period, these venerable trains could also be spotted much further afield than just the Hull-Liverpool corridor, again as noted above.

The combined sets retained this formation until withdrawal in May 1984, displaced by Class 31s and Mk.I stock as an interim measure until sufficient second generation DMUs became available.



▲ This eastbound service seen approaching Hesse station in May 1982 illustrates one of the four-car 'hybrid' sets with a 124 Driving Motor Composite leading and 123 Driving Motor Brake Second at the rear. The second vehicle is a de-engined 124 Non-driving Motor Brake Second.

Any takers?

The current gamut of major model manufacturers in the UK operate at all points of the market compass. Some are searching to provide the ultimate all-singing, all-dancing superlative model locomotives – if only to improve on earlier incarnations of the same class. Another is tackling a cavalcade of unsung industrial engines, or is turning out amazing one-off pioneers like the APT or the Gresley W1. Celebrity film engines and early Victorian rolling stock items are on the cards, whilst in complete contrast, we should soon see 4mm scale examples of state-of-the-art Flirt hybrid-power sets; and even a promise of the modern-day Nova 3 TransPennine Expresses in both N and OO.

Don't get me wrong: all of the above is really fantastic stuff, but for now, I've only been enticed sufficiently to head off on a couple of essay-sized modelling projects, both a very long way from those much cherished rail explorations of my youth.

If any manufacturer is reading and listening; take note that back then hundreds of 'gricers' just like me were out and about on the network, revelling in British Rail's finest hours. And, just like me, many will wish to recapture those jaunty days of freedom and discovery through the medium of scale modelling – please don't forget us.



▲ A Hull-bound Trans-Pennine unit draws into Huddersfield station in this everyday scene caught on camera in April 1977 – happy times!

References

A Pictorial Record of British Railways Diesel Multiple Units
Brian Golding, Cheona Publications, 1995.

ISBN 1 900298 00 7

www.railcar.co.uk

www.silverfoxmodels.co.uk

Crediton

CHRIS HEGGADON revives the workings of Meldon Quarry in Devon with this modern N gauge recreation of a key passing station on the Tarka Line.

Photography by Steve Flint



Perhaps in difference to the majority of those in the hobby, I have no childhood memories of watching trains or even having a model railway when I was young. It wasn't until my early 20s that I started to become interested in the hobby; this was following a visit to Pecorama with my father-

in-law, which inspired me to build a small L-shaped OO gauge GWR branch line terminus.

Two house moves followed, which saw subsequent grandiose layout schemes attempted in the loft spaces, none of which were completed. What I did learn during this

time, however, was that I enjoyed the construction and detailing aspects of modelling much more than running trains.

Class 150 two-car DMU 150 128 departs from Crediton with an Exeter-bound train. A Colas Rail liveried Class 66 diagrammed for a ballast train pauses in the short bay siding.



The Exeter & Crediton Railway

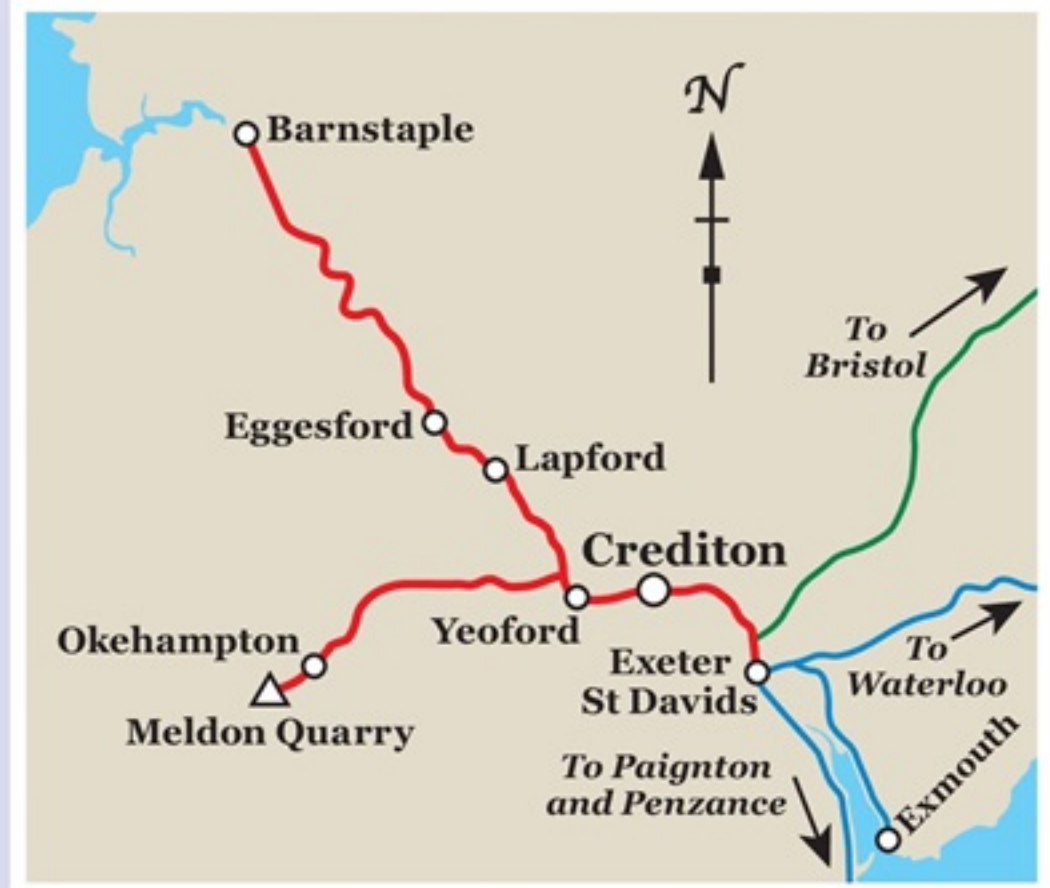
The route between Exeter and Crediton was engineered by Robert Dymond and would have opened in 1847 but for a dispute over the track gauge, which delayed its opening until 12 May 1851. An extension to Barnstaple was opened in 1854.

Crediton is sited approximately halfway between Exeter and Yeoford Junction, from where further lines were opened to Okehampton and North Cornwall, and by 1877 on to Plymouth. Originally operated by the Bristol & Exeter Railway, the lines were subsequently taken over by the London & South Western Railway (later the Southern Railway) with the line from Exeter to Crediton forming part of the route for 'Atlantic Coast Express' services from Waterloo, bound for the coastal resorts of Devon and Cornwall.

In the mid-1960s the lines beyond Okehampton were closed, leaving access on this section of line from Yeoford Junction only



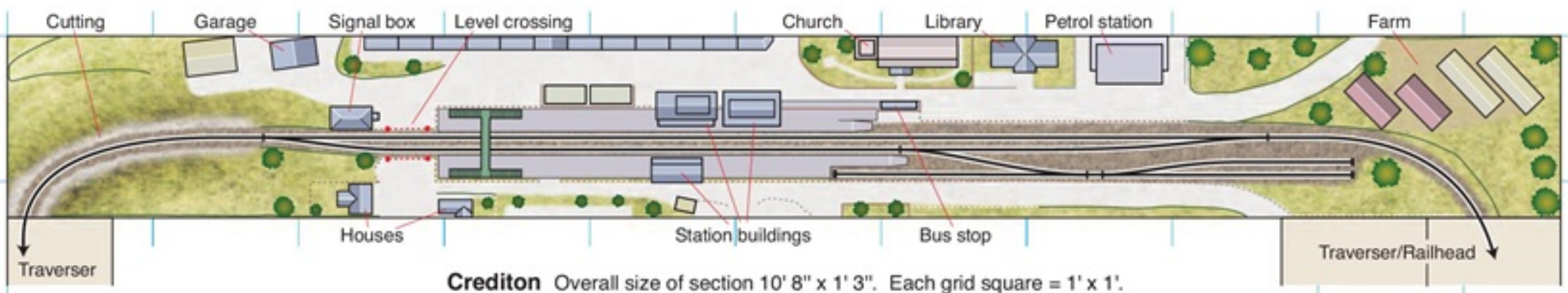
▲ Class 150 two-car DMU 150 265 arrives at Crediton from Barnstaple on May 21 2009 and pauses for the driver to exchange tokens with the signalman. The line on the left leads to Okehampton and Meldon Quarry. Photo: Colour Rail



as far as Meldon Quarry. However, Crediton continues to serve as one of two passing places on what is known as the Tarka Line, with DMUs running a regular service between Exeter and Barnstaple.

In recent years the Dartmoor Railway was based at Meldon, and operated heritage passenger services along the short section between Okehampton station and Meldon. However, in November 2017 the Government included the reopening of the line from Exeter to Okehampton as part of its plans to expand the national network. This has seen the reintroduction of passenger services on this route by Great Western Railway.

For more information on the northern stretch of the Exeter-Barnstaple line, see the article on *Lapford and Eggesford* which featured in the March 2022 issue of RM.



▲ A HST led by power car 43 187 is seen on a special operated by GWR. The model was an impulse buy that caused problems initially as the seven-car unit was too long for the traverser!





▲ A single car Class 153 has been added to strengthen the two-car DMU for the morning service to Exeter. The ballast wagons are a regular sight at the permanent way yard.

A change to N gauge

In 2010 I decided to embark upon the construction of a much more achievable scheme and I discovered a plan for an N gauge interchange facility (*modern micro* by Paul Lunn, RM February 2008) which would only require a small amount of space. I had no experience of N gauge and was not at all convinced that I wanted to work in this smaller scale, but I bought a few items of modern image stock and some track and had a go. After a year or so I had something that I was pleased with and decided to expand what I had created into a bigger layout.

By now I was sold on modern image and, given that I wanted to create a realistic station scene, what could be better than modelling my local station of Crediton? I made a site visit, took lots of photos and measurements and drew up the plan.

Built for a house move

The scenic baseboards are two 5' long boards made from 2"x1" timber topped with 6mm MDF. I was conscious of the fact that we would be downsizing our house at some time in the next few years, so I had to be able to dismantle and re-assemble the layout, so the tracks in the station were laid straight across the join but with the intention to cut through them when the move came.

The main running line forms a circuit via a seven-track traverser with a branch to the railhead. The track is all Peco code 55 with Electrofrog points, controlled by Seep

point motors which are operated by a probe and studs.

Control is 12V dc using a Gaugemaster Model D twin-track controller. The layout is split into seven sections, each of which can be switched to either controller circuit, or isolated by using DPDT switches on the control panel. A Gaugemaster HF-2 electronic track cleaner is also employed to keep the rails clean.

Ballast was laid using a mix of granite chippings and builder's red sand.

Buildings

The buildings come from a mix of sources. The station building is a much modified Metcalfe card station kit, which gives a good impression of the actual building although it is a little small. The shelters are scratch-built using card and plasticard over wooden blocks.

The footbridge – which is a crucial element of the station – uses steps from a Faller footbridge with a scratch-built deck and supports. However, no sooner had I completed this in the green colour it wore in 2015, than the bridge was refurbished and repainted in LSWR colours! The signal box is from an ABM Railcraft Kit with altered steps.

The signals were made by CR Signals including the custom built down platform signal with route indicator.

The signage around the station is created from photos which were cropped, resized, and printed on photo paper.

The High Street is made up from Metcalfe

▼ The footbridge at the western end of the station uses steps from a Faller item with a scratch-built deck and supports. Soon after the model had been completed in the green colour worn by the prototype, the full-size version was refurbished and repainted into LSWR colours!





Buildings such as this Shell petrol station, and modern road vehicles, set the scene firmly in the privatised railway era.

kits, whilst the farm and industrial units are a mix of ready-to-plant buildings and scratch-built.

Scenic modules

Many of the scenic areas were built away from the layout as stand-alone modules so that they could be removed safely when the move came. The cutting by the signal box was made using lightweight packaging material mounted on a piece of cardboard; this made for a very light structure with

bumps and hollows, which I then coated in plaster bandage and dressed with scenic materials.

Other modules were created in a similar way, including the signal box area, the church grounds, the gardens, and the platforms which were built from Metcalfe kits.

Up-to-date rolling stock

The two main items of rolling stock that I have for the layout comprise a pair of First Great Western Class 150 DMUs, which

operate the regular journeys from Exeter to Barnstaple. These are sometimes supplemented by a dummy Class 153 which is a Central Railways model with vinyl sides.

I couldn't resist a Dapol seven-coach HST in GWR colours as there have been a number of HST specials through the station over the past years. I have fitted the set with Hunt Magnetic couplings and corridor connectors which have really improved the look.

In addition there is a Colas Class 66 that is used to haul a train of JNA ballast wagons to and from the yard at Crediton.

To uncouple stock I have employed Dapol Easi-Shunt couplings, placing magnets on the layout where needed.

Operating the layout

Operating trains is not my main interest, so I run an ad hoc timetable of trains when it suits me. A typical sequence consists of setting the Up line to come from the left-hand control and the Down line from the right-hand control. A DMU can then be sent from the traverser towards Exeter on the Up line and another DMU comes the other way on the Down line to Barnstaple. The Exeter-bound train stops at the signal box to drop

A view across the station platforms to the High Street. The Robert Dymond-designed station is modified from Metcalfe card kits.





off the token and pulls into the station. The Down train just pulls into the station. When the signal clears the points are set, the sections are switched to the other controller channel and the Up train moves on towards the traverser. Meanwhile, the Down train stops at the signal box to collect the token and then moves onwards to the traverser. They both then remain stabled on the traverser ready to make their return journeys.

Other trains can come from either direction stopping at signals and the signal box as appropriate. The ballast train comes from Exeter and shunts the wagons into the yard. The wagons are emptied by using a

▲ **A gathering of classic military vehicles is in progress as the Colas Rail Class 66 arrives with the Network Rail ballast train.**

magnet to remove the loads and the locomotive shunts them out onto the Down platform before running round and taking the empty wagons back to Exeter for onwards movement from there.

What's next?

The layout is all but complete, although there are still some scenic elements to finish on the boards that link the main station section with the traverser fiddle yard.

I have also started on my next layout project, which depicts a simple country halt built inside a gun case and is small enough to take to exhibitions.

▲ **A farm neatly occupies one corner of the layout, mixing ready-made and scratch-built structures, and again complete with modern road vehicles.**



Duns engine shed

JIM HAY presents drawings for this two-road steam locomotive shed situated on a former through station on the Berwickshire branch. Although this structure is to a North British Railway design, it has modelling potential for a wide range of other applications.

Photography as credited

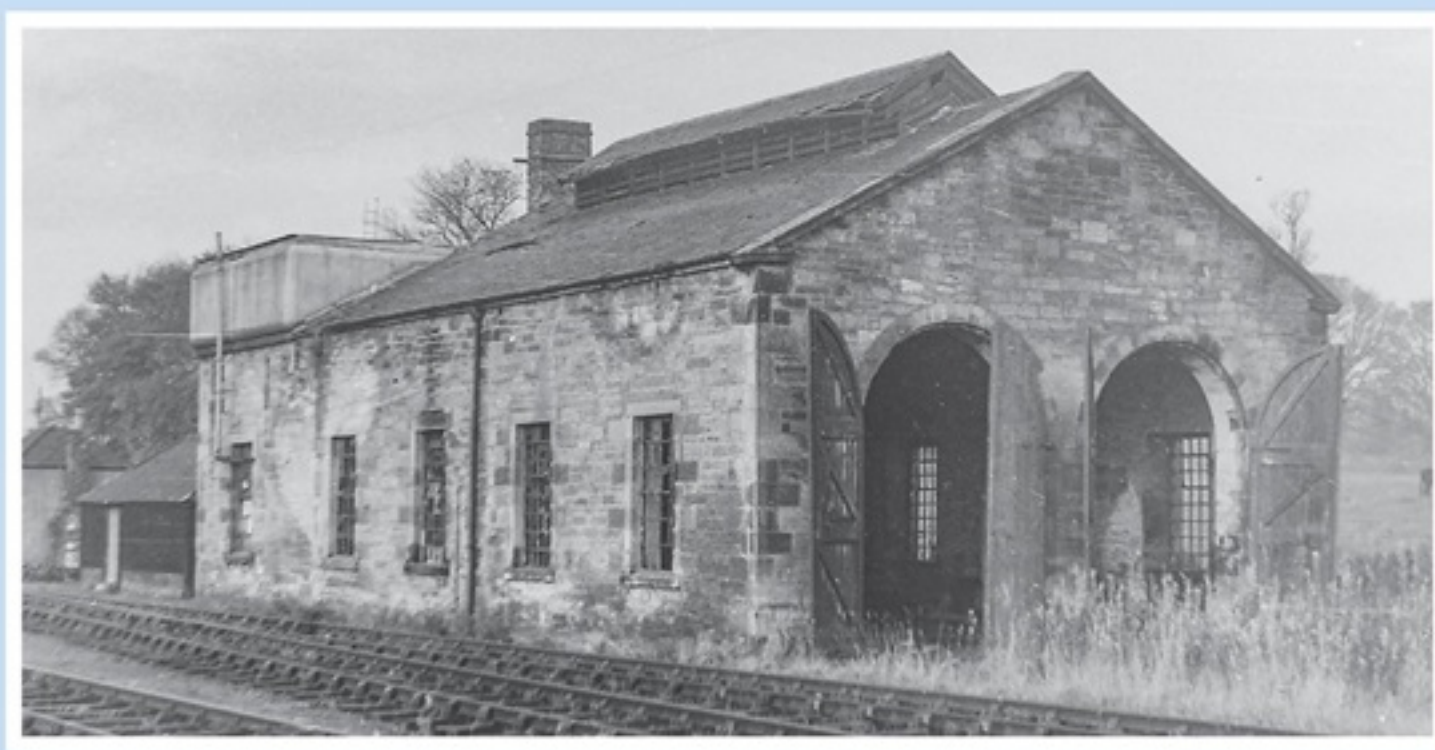
The North British Railway opened what was then called the Berwickshire Railway from Reston (on what is now the East Coast Main Line) in 1849. Confidence for the scheme was so great that the branch was built as a double track line, though like so many of the routes constructed during the period, the reality of the scheme failed to live up to expectations. Consequently, by the late 1860s one of the lines had been lifted.

Duns was originally the terminus for the route, which was subsequently extended to Earlston in 1863. This was not to be the end of its chequered history, however, as during 1948 the central section was subject to extensive flooding and the poor traffic flows deemed that the portion between Duns and Greenlaw (including Marchmont station) should be abandoned, thereby making Duns the terminus once again.

Of course, this didn't improve the line's fortune, with the passenger service considered uneconomic and, with the exception of the occasional special, this was curtailed in 1951. The freight service continued until the branch cuts of the mid 1960s.

The shed

The locomotive shed reflects the early part of the line's history as a terminus (it would have



▲ An undated view of the characterful locomotive shed at Duns – in many ways a typical branch line terminus structure, except for the provision of two roads.

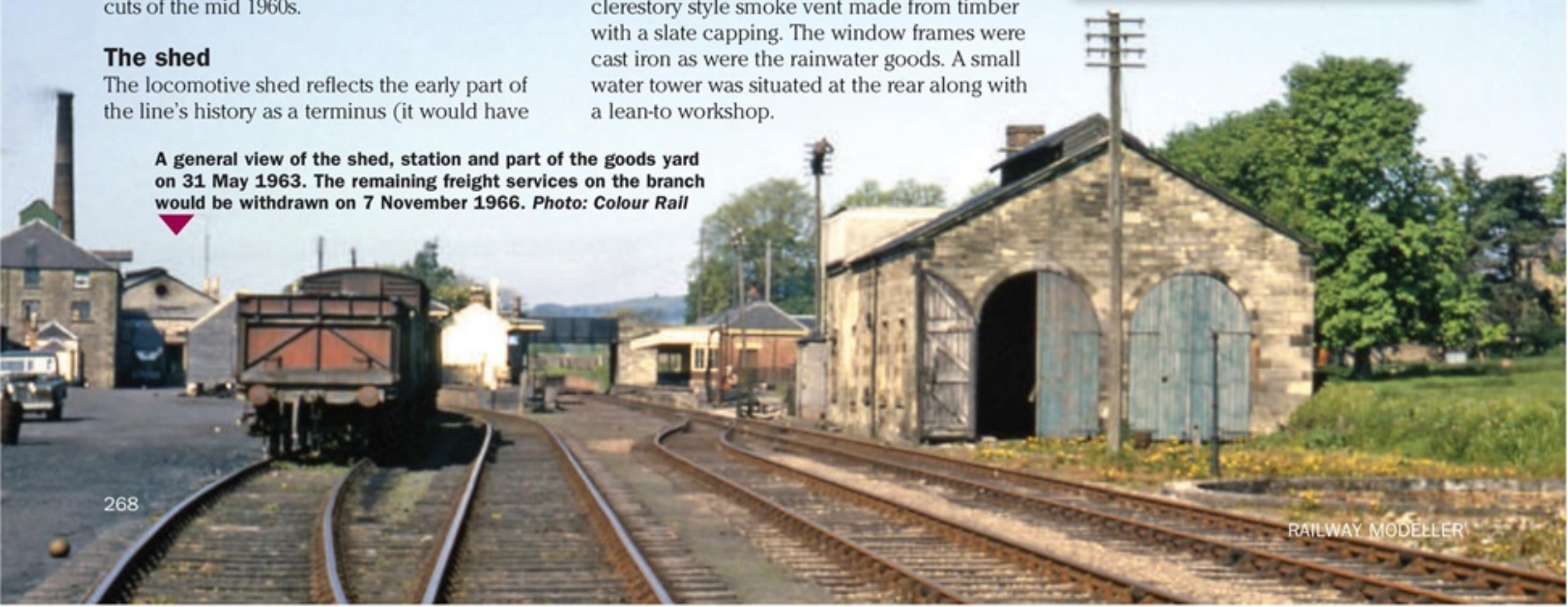
▶ A close-up of the chimney, water tower and the roof of the lean-to workshop at the rear of the building. Both photos: Author

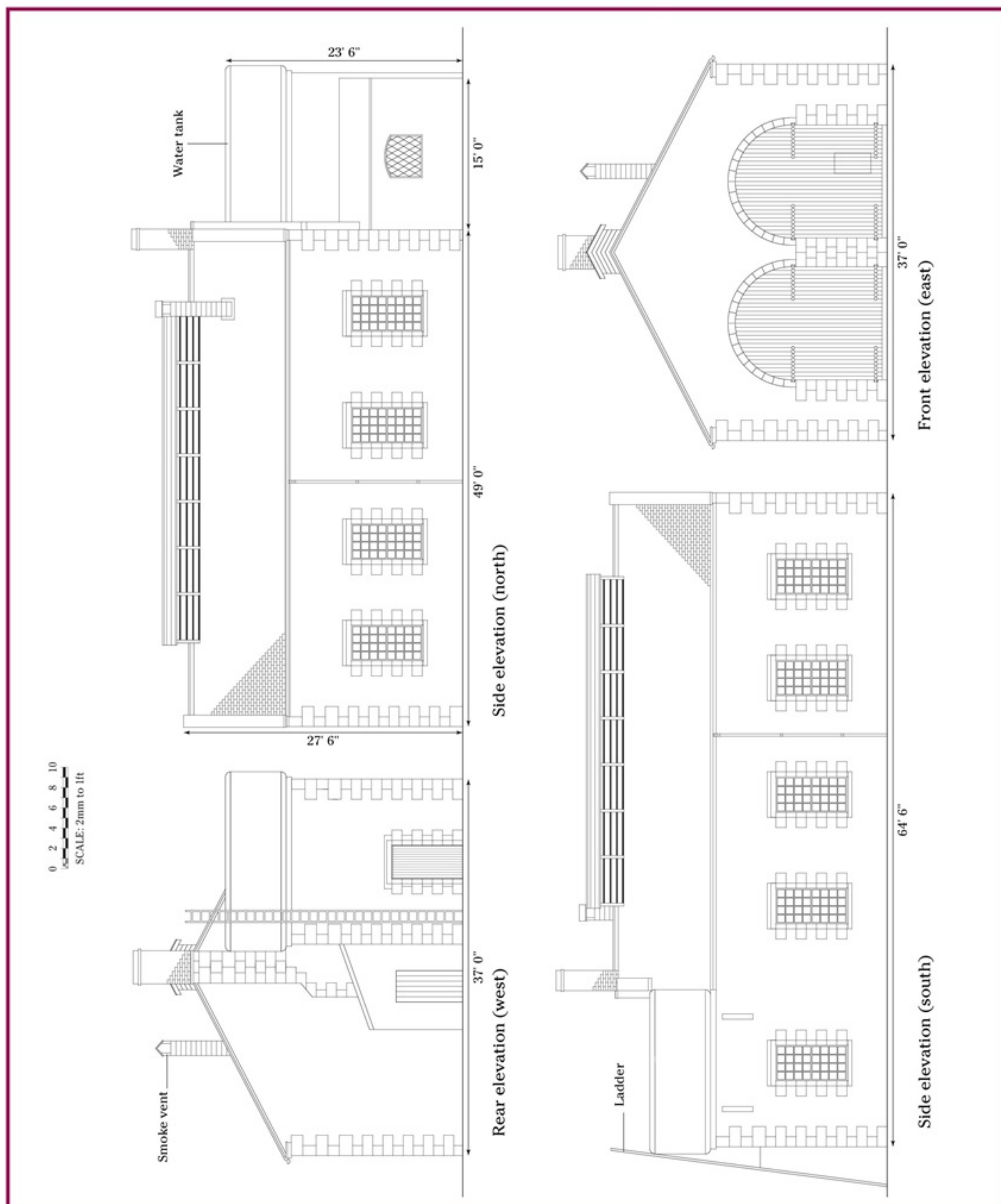


been unusual to site locomotive facilities on a branch through station) and given the eventual traffic flow, making the structure capable of accommodating two locomotives perhaps demonstrates the initial over ambitious plans for the line.

The building was situated at the north side of the line with a turntable at its eastern end and was substantially built from faced rubble walls under a slate roof with the quoins projecting $\frac{1}{2}$ " from the face. The gable ends were capped with a single layer of stone projecting above the slate line. The two internal roads were accessed via a pair of arch top openings with wooden doors. The shed features a long clerestory style smoke vent made from timber with a slate capping. The window frames were cast iron as were the rainwater goods. A small water tower was situated at the rear along with a lean-to workshop.

▼ A general view of the shed, station and part of the goods yard on 31 May 1963. The remaining freight services on the branch would be withdrawn on 7 November 1966. Photo: Colour Rail





Modelling

A representation of the shed can be modelled in 4mm scale using Wills Coarse Stone material sheet (ref.SSMP200) which could have the surface sanded almost flat using a sanding block. Suitable windows could be adapted from the Wills round top mouldings (ref.SS71), with the quoins from thin plastic sheet or the Wills cornerstone pack (ref.SS76).

Further reading

St Boswells to Berwick: Via Duns – the Berwickshire Railway
by Roger Darsley & Dennis Lovett.
Published by Middleton Press.
ISBN-13 978-1908174444

Duns station building and signal box were featured as scale drawings in the January 2016 and July 2021 issues of RAILWAY MODELLER respectively.

Through the Railway Room Door

The tale of two Jinties



The Tri-ang 'Jinty' 0-6-0T, which was originally reviewed in the August 1953 edition of *RAILWAY MODELLER*.

GREG BADDOCK'S childhood introduction to model railways didn't go well, with the temperamental running of his first train set leaving him feeling disillusioned with the hobby. However, this all changed more than half a century later following his re-acquaintance with an old friend...

Photography by Paul Bason





▲ A BR Sulzer Type 2 (later Class 24) stands with a very short passenger train. The station building is built from the venerable Airfix HO scale booking hall kit.



When I was young I owned a Tri-ang train set which consisted of a small oval of track with two sidings. A plastic Tri-ang engine shed sat on one siding and a cardboard goods loading dock on the other. The loco was a Fowler 3F 'Jinty' 0-6-0T locomotive together with half a dozen various wagons.

I remember that I was particularly interested in the transportation of goods on the railway, never passenger traffic, so I used to search in the garden for twigs to make up timber loads. I had some small – but not to scale – Watneys Red Barrel casks and I even asked my mum to make some sacks for me, which she duly did, each complete with 'FLOUR' lettering written neatly on each one. The fact that each sack was almost as big as the wagon itself didn't bother me at all – what bothered me was something far more fundamental...

The dark times

There was little room in the house for a layout on a permanent baseboard, so the whole lot lived in a cardboard box under the stairs. I would set it up on the living room carpet, clipping the track together carefully, then plugging in the transformer and then the control box. Then the train was placed on the track, the control knob turned and away it went. Except that it didn't. The locomotive and its train often ran only a short distance before stopping, requiring a wiggling of the joiners to get it moving again.

◀ There were barrels, timber and sacks for the first Tri-ang 3F 'Jinty' 0-6-0T but it never collected them. However, this Bachmann model does... every single time!

Sometimes the loco needed a push and a prod, and occasionally carpet fibres needed removing from the pick-ups too.

It was this unreliable state of affairs which bothered me the most. All I wanted was to drive that train like a real one, slowly and smoothly down to the loading dock, fill the wagons with barrels and sacks and then slowly pull away.

Each time I set up the layout, I harboured a renewed hope that it would all work perfectly, but on every occasion I ended up disappointed.

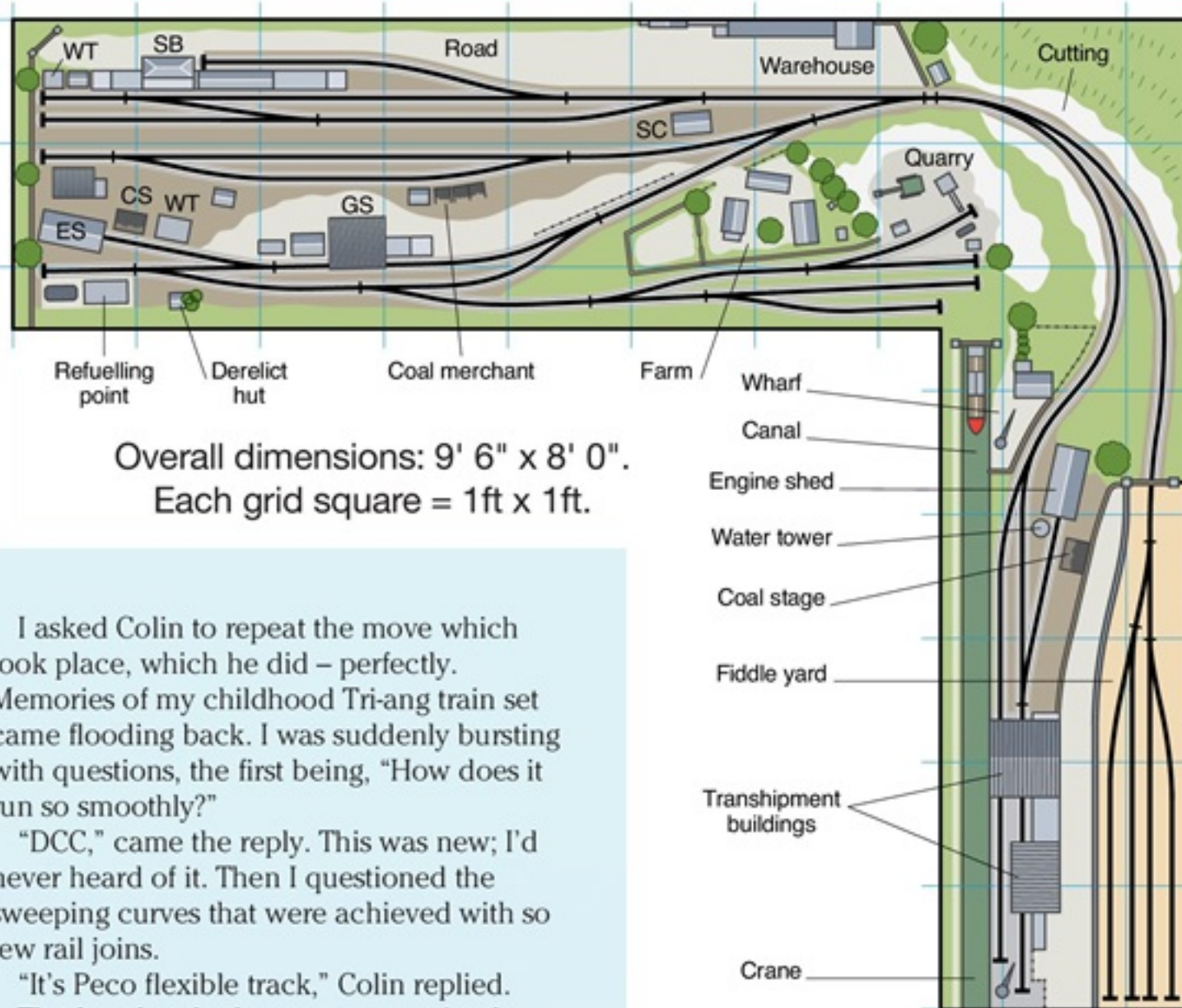
One day I put the entire set back in the box and vowed that I would never play with it again. As far as I was concerned my interest in model railways was finished.

Into the light

That was then, but fast forward 50 years to my retirement, and I decided to look up my old friend Colin Batterham whom I hadn't seen for ages. "He's in the model room," said his wife Sue.

On further investigation I found Colin with a superb, compact, L-shaped modern image layout, the operation of which centred on a cement works.

As I watched, a Class 66 with a rake of 10 Presflo wagons eased effortlessly out of the works, rounded the bend, and disappeared into the fiddle yard. Seconds later a Class 47 emerged with a string of empty wagons and, at a snail's pace, shunted them into a siding. I was transfixed.



I asked Colin to repeat the move which took place, which he did – perfectly. Memories of my childhood Tri-ang train set came flooding back. I was suddenly bursting with questions, the first being, "How does it run so smoothly?"

"DCC," came the reply. This was new; I'd never heard of it. Then I questioned the sweeping curves that were achieved with so few rail joins.

"It's Peco flexible track," Colin replied.

The fact that the layout was not circular also puzzled me and it was explained to me that it was quite possible to run in an end-to-end fashion.

Between the junction of the lines stands a small farm whose speciality is pigs. Most of the buildings here are from the Wills range.

I could feel the excitement gathering and it took a moment to compute that it was possible to have a freight-based layout, with slow moving trains and locos that respond to the merest electrical signal.

This could only mean one thing – I had to build my own layout.

Things come together at last

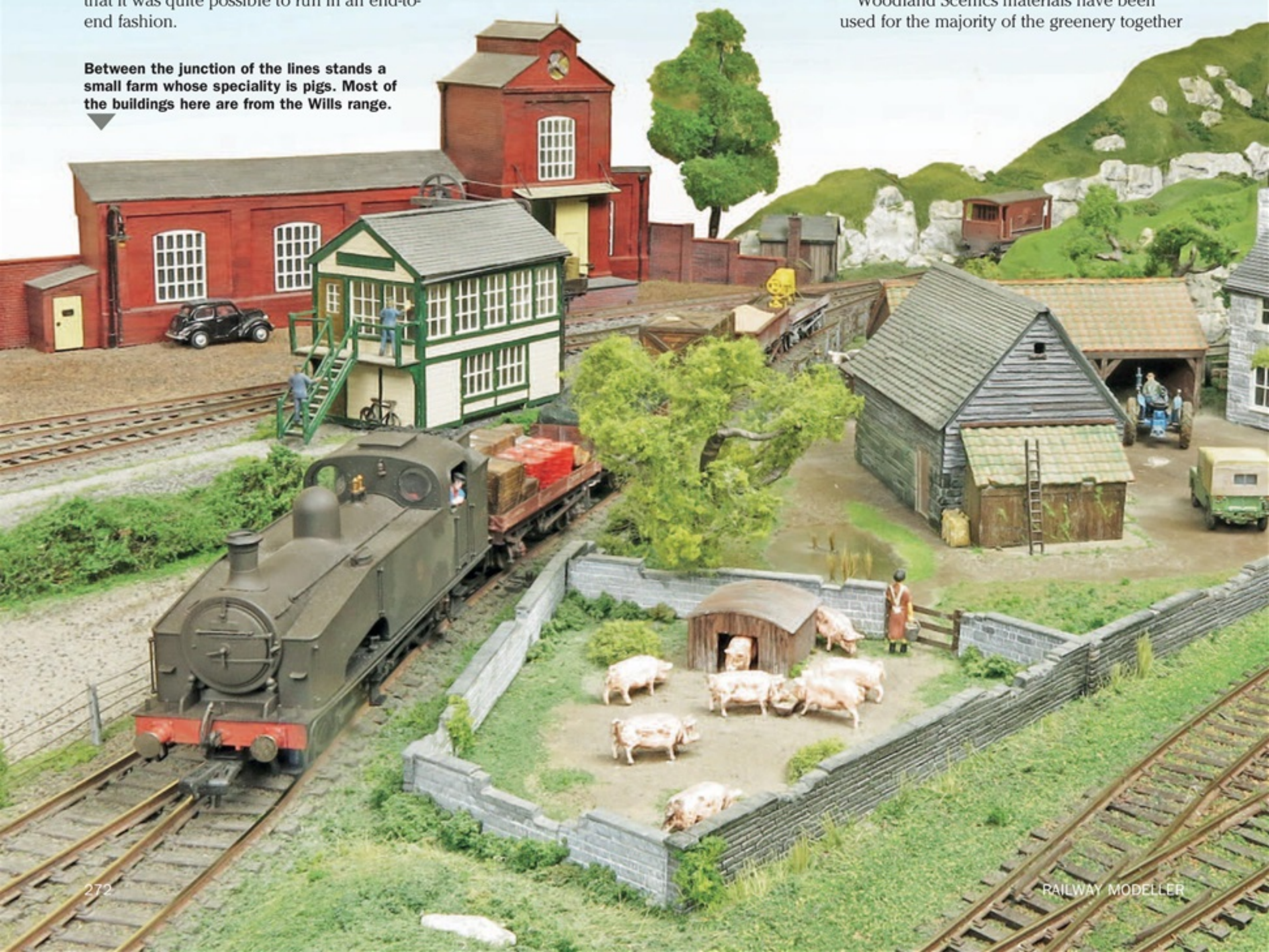
I was very fortunate to have a spare bedroom available in which I could build such a layout. However, it must be said that planning is not a strong point. For example, the canal base was incorporated into the layout at a later stage when I suddenly decided I wanted to model a wharf area.

The track is Peco code 100, and thanks to Colin the whole lot is wired to run on DCC through an NCE Power Cab system. The points are electrically operated and are mainly Insulfrog, with some Electrofrog examples in and around the quarry.

The layout has overhead lighting in the form of adhesive LED strips hidden inside white electrical trunking.

Most of the structures have been constructed from kits except for some scratch-built sheds and the warehouse, which was made from a kit-bashed Dapol (ex-Airfix) engine shed.

Woodland Scenics materials have been used for the majority of the greenery together





▲ The covered wharf with Bachmann BR 350hp diesel shunter and USA tank in residence. Both are superb slow runners and were easy to weather with an airbrush.

with the same firm's rock mould kit for the quarry and the cutting. The tarmac area at the wharf was made using Polyfilla™, which was then painted with grey acrylic. I waited for the filler to be partially set before pushing a wagon slowly along the rails to create the running grooves.

Most of the scenery and stock is weathered to some degree as I love using an airbrush to

▼ An overall view of the layout showing the set of four storage sidings that are located adjacent to the transshipment buildings. Also visible is the scenery in the corner part of the layout with a cutting to disguise the sharp curves.

try and create that dusty, rusty look of the steam to diesel transition era, but as yet I don't have the skill and confidence to attempt detailed work like limescale streaks on steam engines.

Locomotives and stock

I run models that appeal to me – rather than maintaining strict historical authenticity – and I am quite content with this relaxed arrangement. Therefore on my layout you might see, for example, a USA 0-6-0T dock tank alongside a Gresley J50 0-6-0T.

Most of the locomotives and rolling stock items are from either Bachmann or Hornby, together with a Dapol Sentinel. All of the locos are superb slow runners and, although the layout is now five years old, I still get a huge kick out of shunting at realistic speeds.





▲ Looking in the other direction at the wharf, as the Southern Railway USA 0-6-0T shunts a wagon underneath the crane for its load to be transferred onto a narrowboat.

However, my favourite locomotive has to be my Bachmann Fowler 3F 'Jinty' 0-6-0T, finished as No.47483. Remember the Tri-ang 'Jinty' from my childhood? I cried at that one half a century ago, but this modern equivalent brings a smile to my face.

Conclusion

I don't consider myself to be a seasoned modeller – this essentially being my first layout. As such, I hope this article may encourage those who themselves are considering embarking on a layout project for the first time.

Finally, a note of thanks to Paul Bason for his excellent photography – I could hardly believe it was my layout!



▲ The Gresley J50 with a mixed freight. The Ratio timber merchant's kit coupled with the Wills shed makes a useful goods depot.

The Sulzer Type 2 comes round the bend which connects both legs of the L-shaped layout. The wharfage was an afterthought, squeezed in when the layout was part-built.





RAILWAY MODELLING *Explored*



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

THIS MONTH • A heritage line in N • A loco build in 009 • Wagon covers in O

Brooking Vale to Lyallcombe

JASON PIERCE imagined a heritage diesel operation for this compact L-shaped N gauge system, which was created using clip-together Kato Unitrak components.

Photography by the author

After many years of producing small, portable N gauge layouts, I recently found myself with the opportunity to create something more permanent and with increased operational scope. However, despite having an entire room at my disposal in which to house my new model railway project, I concluded that it would need to take the form of an L-shaped shelf layout

running along two of the walls, one end of which would be above my workbench.

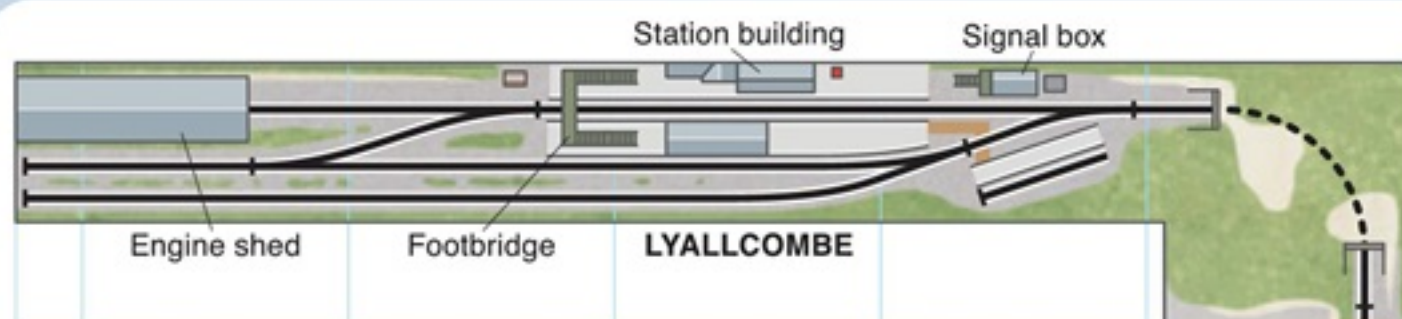
I worked out that the layout could measure around 1.5m on each side, giving me a total end-to-end layout length of around 3m. There was a restriction in depth that I had to allow for; the side above my bench could be no deeper than 180mm, whilst the other side

▲ In reality, no North British Type 2 diesel-hydraulics have survived into preservation – but this heritage line has an example.

could be anything up to 280mm deep. Suitable baseboards were fabricated, these being largely of plywood construction.



▲ The Lyallcombe terminus, with a BRCW Type 2 on the siding while a BR Derby Type 2 waits to depart for Brooking Vale.



BROOKING VALE

Overall size: 1575mm x 1500mm.
Each grid square: 300mm x 300mm.



▲ Kato's Unitrack system, with its moulded ballast base, provides quick results with a realistic appearance.

made to look very convincing if the edges of the plastic trackbed are 'feathered' into the layout using modelling clay or Milliput. The appearance can be enhanced further with additional weathering.

Magnetic uncoupling

I decided to incorporate a magnetic uncoupling arrangement on the run-rounds that I'd used on previous layouts: this involved placing a small, rare-earth magnet under the trackbed at the required location and then fitting Peco uncoupling lifting arms (ref.NR-103) to the knuckle couplings on the coaching stock. With the careful installation of these arms, the magnets cause the couplers to lift when the stock passes over them at very slow speed. It's a system that I have found to work very effectively on my layouts.

The two ends of the layout are joined in the corner by a curve of minimum (9") radius, which even my model of a Peak – with its gigantic eight-wheel bogies – can negotiate.



A bird's eye view of the Brookings Vale terminus. Note the BR 350hp diesel shunter on display at the entrance by the car park.

Examples of Type 2, 4 and 5 power are stabled at the Diesel Heritage Centre, while a BRCW Type 3 enters Brookings Vale platform with a short rake of BR Mk.I stock. The Devonshire Arms pub is visible on the left.

Using Kato Unitrack

I settled on a track plan that was almost symmetrical – in that each side of the L was virtually the same, with each incorporating a run-round loop and sidings.

For the trackwork I chose to use Kato's Unitrack system together with the 'plug and play' points and switches from this range, together with a controller by the same manufacturer. Kato Unitrack items (which are intended primarily for Japanese N scale) feature an integral moulded ballast base and can be simply clipped together. The ballast base makes this track system particularly suited to modellers who are perhaps slightly wary of undertaking their own ballasting with loose granules, which for some could be the difference between starting a layout build and just dreaming about it!

I have found that Unitrack items can be



The severity of this sharp curve is hidden under a hill with a tunnel portal at each side. A lift-out section of the scenery provides track access, should the need arise.

A heritage railway scene

With the track plan and construction basics established, I needed to decide what I wanted this layout to depict. As a self-confessed diesel enthusiast, and due to the compact nature of this layout, I thought that it would be best suited to running locomotives only, with very little rolling stock. This in turn meant that I was looking at some kind of motive power depot or perhaps a heritage line. As my diesel loco collection liveries span most of the eras, a scene



▲ BR green and Rail blue 'Deltics' stand at the shed and refuelling point, while the NBL Type 2 has just arrived at the station.

depicting a heritage line seemed to me to be the logical choice.

Low-relief stations

I decided that both ends of the layout would incorporate a station and at least two platforms. The station buildings needed to be very low-relief, so I purchased a Kestrel Station Master's house and small station, cutting these in half to create the low-relief, then grafting them together to create two good sized models of station buildings for the price of one!

I also converted some Kestrel footbridge kits to provide passenger access to all the platforms. I wanted a decent sized engine shed at each end of the layout as well, but I couldn't find a kit which was the correct type or size, so I scratch-built these structures using embossed plasticard. I also built a couple of cut-down Kestrel signal boxes and



▲ A classic car show is being held in the car park by the Diesel Heritage Centre at Brooking Vale. A Kestrel model was used to create the low-relief buildings for both stations.

incorporates the main entrance and visitor centre which takes the form of a brand-new building, once again created using a modified Kestrel commercial building kit.

I imagined that a consortium of diesel enthusiasts had recommissioned an out of use branch line, laying new track but restoring the old original station buildings at each end of the line. I wanted the whole scene to look fairly new and not run down in any way, hence the very minimal track weathering.

The car park features a BR 350hp diesel shunter mounted outside the entrance to the visitor centre – giving a hint of what was to be enjoyed once inside!

West Ham score!

At this point I felt that the layout was worthy of a name. As a lifelong fan of West Ham United FC, it was an easy decision to make this layout a tribute to my heroes, and so the Brooking Vale to Lyallcombe Line was born. The theme didn't end there though; next came the Devonshire Arms, a very pleasant drinking establishment down by the canal where one can watch the comings and goings of the three canal boats 'Paolo', 'Carlos' and 'Bonzo'. Elsewhere on the layout members of the Upton Classic Car Club have met up to show off their highly polished prized possessions whilst enjoying a nice cup of tea from the urn under the gazebo!

A plan early on in the project to detach one side of the layout for exhibition use was ultimately shelved, but I have managed to exhibit other examples of my modelling; these include Brooking Vale Brewery – a 7mm narrow gauge layout that was featured in the December 2021 edition of RAILWAY MODELLER. There is also Lyallcombe Quay – an N gauge 'Inglenook' style shunting layout, but this has yet to have an outing.



▲ The Devonshire Arms is just one of a set of cameo scenes which are a nod to the builder's support of West Ham United FC.

scratch-built a few other lineside items including a refuelling station.

Developing the heritage theme

At this point the whole backstory for the layout was becoming defined, with the site assuming the guise of The Diesel Heritage Centre. Accordingly, one of the platforms

Building a brass locomotive body kit in 009

CALLUM WILLCOX explains how he assembled an etched kit for this four-wheeled narrow gauge locomotive in 4mm scale – without using a soldering iron!

Photography by the author

In recent years the specialist narrow gauge supplier Narrow Planet has introduced a number of locomotive kits consisting of a mixture of etched nickel silver, whitmetal and 3D printed components, which are designed to fit various types of ready-to-run chassis. One example from this range is a kit that covers the Baguley McEwan Pratt '677' 10hp Class 0-4-0PM (ref.NPL-016). These locomotives were originally constructed for the War Department during WWI but examples subsequently also saw employment in industrial service.

The kit consists of a combination of etched nickel silver and whitmetal components,

which are designed to fit a Tsugawa TGW TU-DB 158 chassis with some slight modification. (At the time of writing, this kit is available to purchase complete with a modified version of the chassis, fitted with a Tramfabriek 0615 coreless motor – refer to the supplier's website for further details.)

Only a basic set of modelling tools is required for assembly, together with paints and transfers to suit. Soldering is recommended; however, the instructions mention that contact adhesives can also be used to achieve similar results, as demonstrated here.

For further details about the kit featured

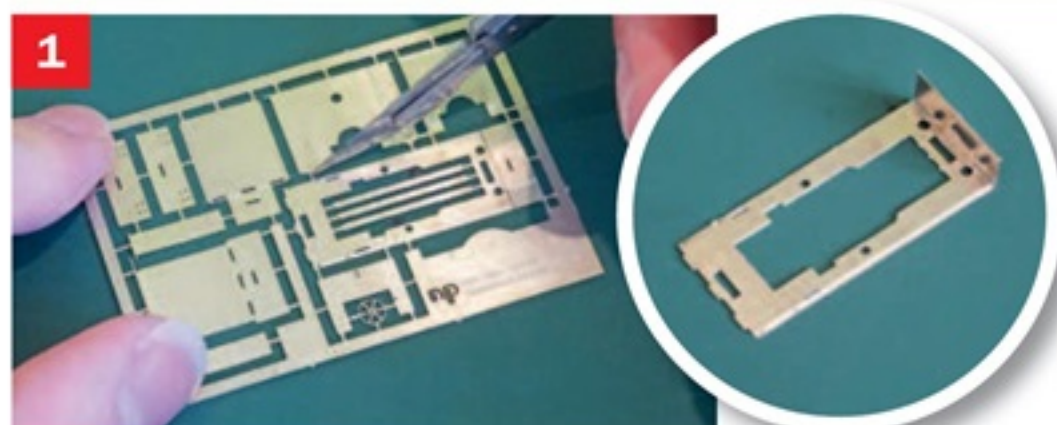


▲ The kit of parts for the Narrow Planet War Department petrol-mechanical locomotive, and the finished product.

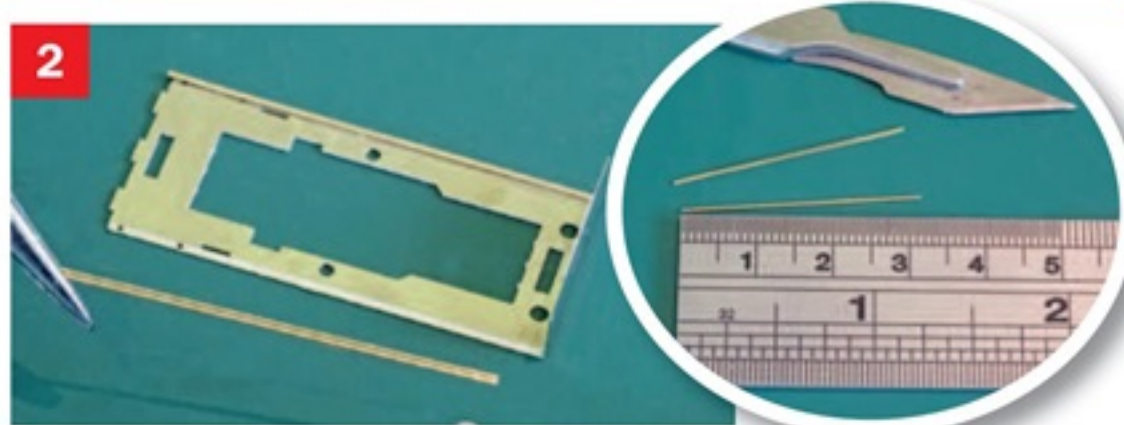
here, together with a link to download the instructions, go to:

www.lightrailwaystores.co.uk

Assembling the body kit

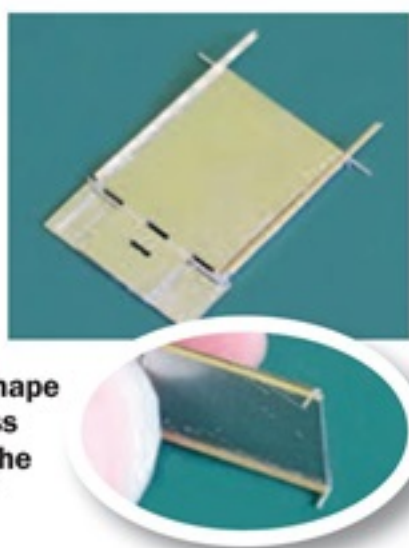


Starting with the running plate, I removed this part from the etch before filing the edges smooth (this process is repeated on all components). The front buffer beam was then formed by folding this part to 90° following the fold line (inset).

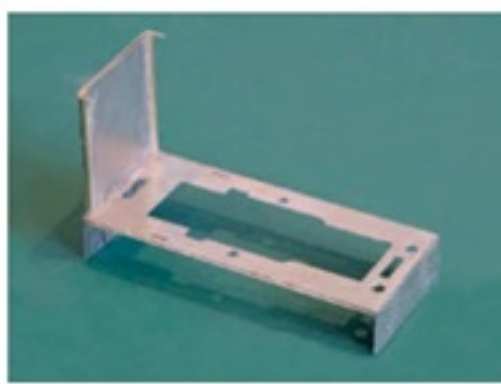


The valances of the running plate are created by cutting two 31.5mm lengths from the 0.5mm angle sections supplied (inset). These are then each fitted to the recess on the underside of the running plate with the inner section of the L facing outwards. Once secured in position the four marker holes for the cab grab rails are drilled out using a 0.3mm bit.

3 The rear of the cab is the next item to be tackled. This section is made from two components which are joined by butting the edges up against each other; I found that filing the joining edges made for a stronger assembly. Using a similar technique to the previous step, I then attached two over-length pieces of the 0.5mm angle to the recesses on either side of the cab interior (this time with the inner section of the L shape facing inwards). Once in position the excess was trimmed, before the two supports for the grab rails were then folded around at a 90° angle (inset).



4 Before the cab rear and running plate were joined together, the outer layers for the bufferbeams were first attached,

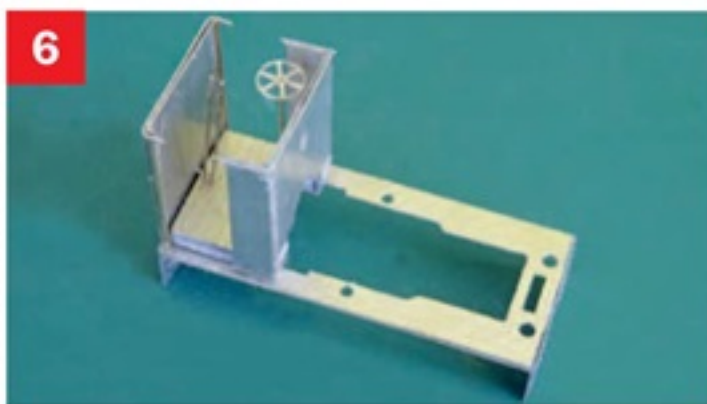


ensuring that the slots for the couplings remained clear (inset). A flat surface (such as a piece of glass) is useful to ensure that a right-angle is formed between the cab and running plate when joined together.

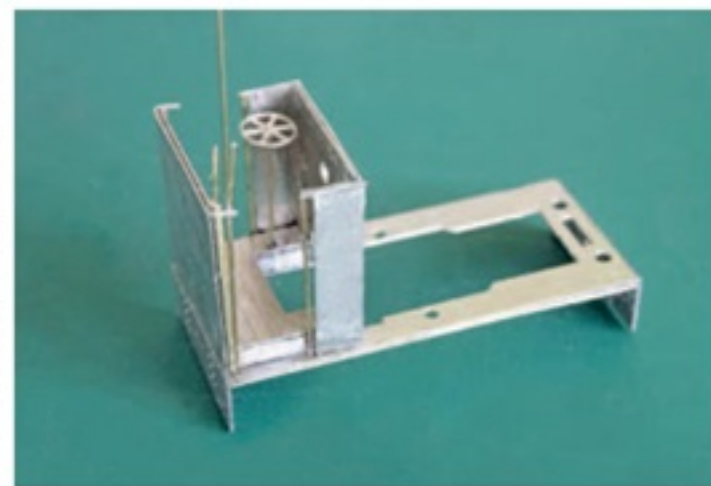
5 Next the etched cab floor is attached to its whitemetal sub-base, with care taken to ensure the two parts are in correct alignment. A 0.3mm drill bit was then used to open up the three holes to accept the brake column and gearbox controls. Using the 0.3mm wire provided, the column for the brake wheel is then formed; this is cut such that the brake wheel itself sits about 1mm below the line of the top of the cab. The same wire is also used to create the gear levers, which are also cut to a similar height.



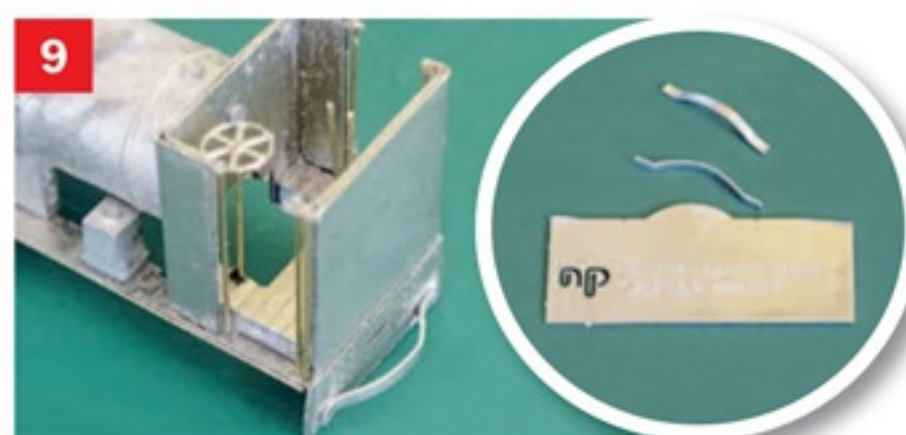
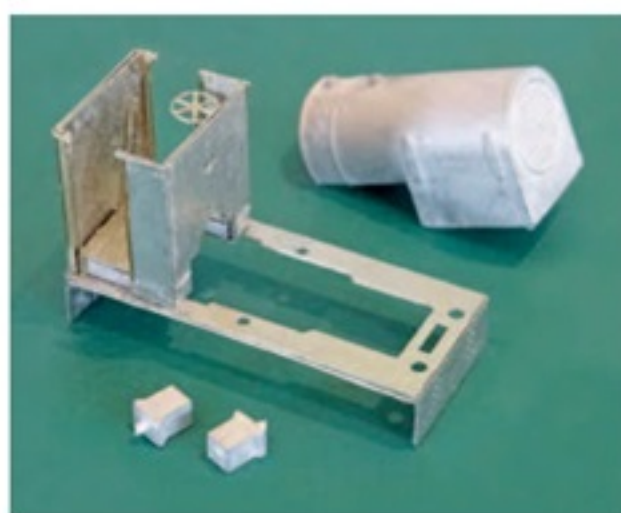
6 The front of the cab consists of five parts. First, the two cab sides are formed by bending the sides of the main cab part into right-angles. Then separate overlays for the cab front and sides are added – making sure that they are each aligned precisely and flush around the edges. The cab front can then be attached to the running plate using the alignment holes provided; I found that adding the cab floor first made for an easier fit, whilst also helping to set the cab front exactly vertical.



7 With the complete cab in place the grab rails were then added. These were created from four lengths of the supplied 0.3mm wire and then inserted into four corresponding holes in the running plate. The grab rails were then attached to the supports at the top, with the excess wire then trimmed such that the rails were set flush with the top of the cab sides.



8 The engine bonnet consists of a single whitemetal casting, which needed minor cleaning up before fitting. The base and rear of the barrel were filed gently to remove traces of excess material, thereby enabling the part to sit flush against the running plate and cab front; the locating pips also required a small amount of fettling to slot into the corresponding holes on the running plate. The pair of sandboxes are also formed of whitemetal castings, which fit into holes located on either side of the running plate.



The bufferbeam irons were the next to be tackled. A profiling jig for these is provided as part of the etch (*inset*) with the bars formed to shape by pressing them around the edge of the jig. The bars were then trimmed to length using the measuring marks on the jig as a guide. The completed bars could then be attached to the front and rear buffer beams.



Greenwich couplings are recommended for use with the kit, although these need to be sourced separately. The couplings were assembled in accordance with the instructions, minus the loops, and then trimmed to the desired length. Once in position on the model, excess sections of the coupling shanks protruding through the bufferbeams were then removed, thereby ensuring that the fitting of the chassis was not impeded.



With the body complete it was now ready for painting. After priming with a light grey primer, the body received an all over coat of Humbrol Acrylic Spray No.155 Olive Drab. The cab floor was then picked out using Humbrol Matt Enamel No.110 Natural Wood. The livery was finished off with the addition of some W^AD waterslide transfers from Railtec Transfers, these being applied to the upper portion of the bonnet. Finally the body was sealed with a quick mist of Humbrol Acrylic Matt Varnish No.49.

12 Citadel Nuln Oil wash was brushed onto the paintwork using downward strokes. The wash instantly transformed the look of the paintwork, giving it an oily appearance. Further coats of the wash were added around the front grille and bufferbeams, as these areas would be likely to receive a build-up of dirt. AK Interactive Dust & Dirts Deposits Wash was also added to the lower portions of the frames to represent track dirt. Once happy with the desired effect, the model was sealed with another quick mist of Humbrol Matt Varnish.



14 A view of the finished model *in situ* on Argonne Forest, the author's WWI micro layout. The driver figure is from the Modelu range.



13 The Tsugawa TGW TU-DB 158 chassis was supplied pre-fitted with a 3D printed extension piece attached to the front end so that the length matches that of the locomotive body. Before attaching the body, the opportunity was taken to weather the chassis using a similar approach to that described above. The chassis was a simple push fit, with the lugs lining up with the corresponding holes on the body. Care was taken to ensure all wires were safely tucked away inside.



Fitting a wagon cover

CALLUM WILLCOX shows how he fitted a Parkside Models tarpaulin sheet to a seven-plank open wagon model in O gauge.

Parkside Models by Peco recently released a range of tarpaulin wagon cover packs in 4mm and 7mm scales. There are five different packs available, representing each of the four pre-Nationalisation railway companies, together with British Railways. The covers are produced from a material that seeks to replicate the texture and look of canvas tarpaulins, as were once commonly used on open wagons to protect the contents underneath.

For this project I have used the ref.PS90 BR tarpaulin set to cover a Dapol BR seven-plank open wagon in O gauge. This pack contains three covers of various sizes (eight are supplied in the 4mm packs), together with a quantity of cord to represent the tie-ropes, used to attach the cover securely to the wagon.

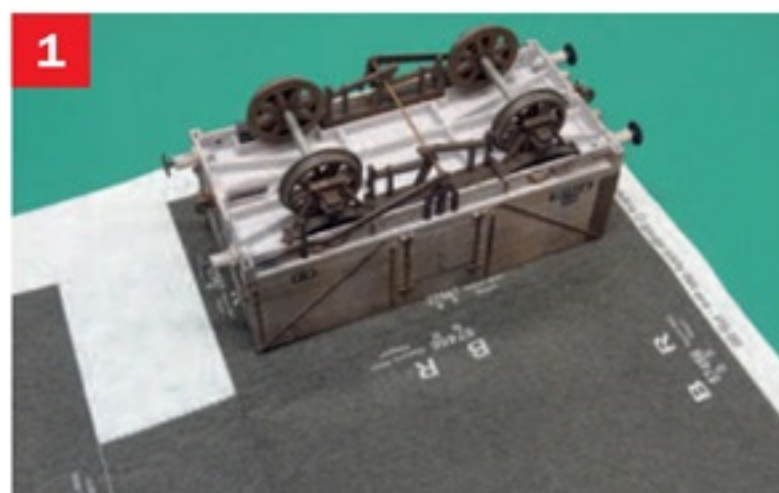
Additional items required include a sharp knife (for cutting the cover from the sheet), steel ruler, pin vice, tweezers, cutting mat and contact adhesive.



▲ The 7mm pack contains three tarpaulins.

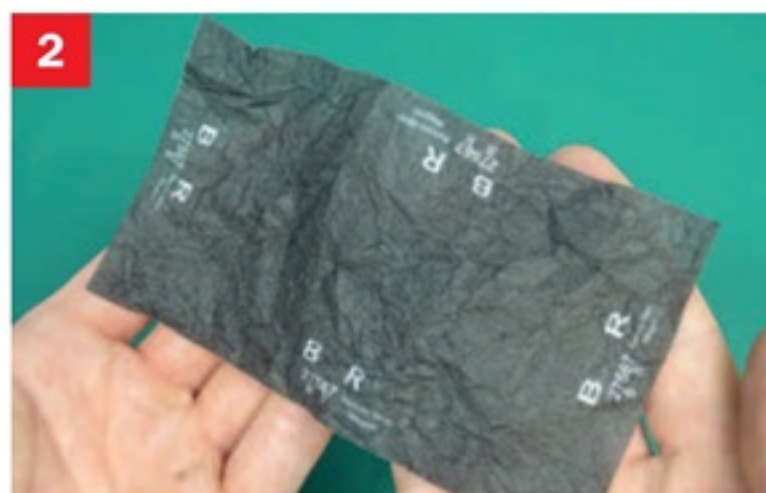
See the Peco website for further details about these products, which are available from Peco stockists: www.peco-uk.com

Fitting the tarpaulin cover



1

By placing the wagon upside down on the sheet, I was able to determine which tarpaulin was the most suitable size. The cover was then cut from the sheet using a sharp knife and steel ruler.



2

To replicate the creases and folds that are characteristic of real tarpaulins, the cover was scrunched up into a tight ball by hand. Be careful not to tear the material.



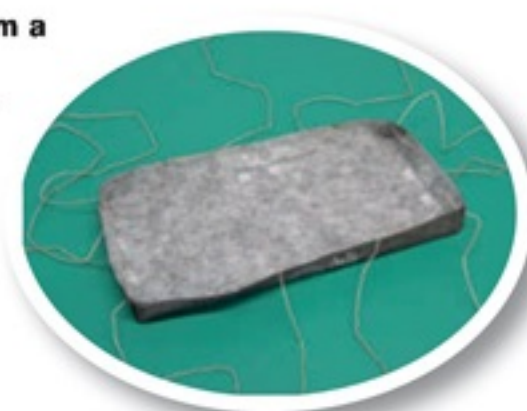
3

With the cover placed centrally on the top of the wagon, I then folded the sides of the cover over the upper edges of the body; I found that after folding the material it was able to retain its shape quite well. The ends of the cover were folded down next, adding small additional folds into the corners as illustrated; these folds were each reinforced on the inside using a small drop of contact adhesive, dispensed with a cocktail stick.



4

Taking inspiration from a prototype image, locating holes for the tie-ropes were opened carefully with a 0.5mm bit in a pin vice, through which lengths of the provided cord were threaded and tied. The knots were reinforced with small amounts of contact adhesive.



5 Each tie-rope was then fixed to a suitable mounting point on the wagon chassis, ensuring that all ropes were pulled tight (*inset*). Once everything was in place, any excess cord was removed. The finished tarpaulin pictured here was not subject to any additional weathering, but such treatment using paints or powders could be undertaken if desired.



Comment

Observations and opinions on railway modelling

Peter Osborne



In the right order

“I have often pondered on the notion that, whilst the majority of the methods and techniques associated with modelmaking require a certain proficiency, there are other skills beyond these practical aspects that can prove hugely beneficial to have in your armoury.

Take the analogy of building a house. This can be broken down into the individual practical tasks of digging a hole, mixing cement in the correct proportions, laying bricks, measuring, cutting wood, hammering in nails, fixing screws, joining pipes, painting, decorating and so on – all of which can be mastered with sufficient practice. In addition, there is also an undoubted expertise involved with the coordinating of these multiple and various tasks, such that a logical order or sequence is followed to suit the particular project and its objectives.

So it is with our model making, with layout projects comprising a similarly wide array of operations (though we rarely need to dig holes, as I may be doing in writing this!). For instance, we measure, drill, cut, use pins and screws, and apply adhesives, solder and paint to our models. However, over and above these varied hands-on aspects, there is an additional mastery that lies in the ability to optimise the order in which they are tackled.

This approach first came home to me when I built *Cleckhuddersfax* (RM August 2013). I knew I wanted to build a model

railway in an urban setting. This was because I only had a limited space at my disposal, and I wanted a model that would keep me going for several years before I ran out of room. At first, I had only vague ideas of the track layout, so my first objective was to construct the required buildings. These were mainly card kits, which were subject to increasing amounts of modification and enhancement as my skills improved and developed. After fabricating a low-relief hotel from two Metcalfe main line station kits I wondered whether scratch-building may be the more straightforward solution, so I ‘graduated’ into doing just that.

Eventually I built the baseboards and laid the track. I could do this whilst placing buildings temporarily in position to evaluate how everything looked. Almost by accident I had hit upon a sequence that enabled me to juggle around with the overall appearance of the scene I was modelling as track was being laid, and so make minor adjustments as work proceeded.

Another advantage of the ‘buildings first’ approach was that I didn’t have to abandon the layout, with track and electrics completed, and revert to creating the buildings, which would have imposed a frustrating pause in the overall layout build.

Ultimately the layout was sold, and I embarked on *Langdon Beck* (RM April 2018) a rural layout, which was built in a similar sequence despite having far fewer buildings. The scratch-built station took three months and was the first project-within-the-main-project to be completed; long before the actual layout build was started.

I recently embarked on a minimum space O gauge scenario suitable for exhibition use (*A. Bodge Engineers Ltd.* RM February 2021). This includes several working features: a fully working overhead crane, a wagon turntable, doors that open and close, and even some dual-gauge track. Working to my evolved sequence I built the various features first as stand-alone modules; the locos were completed next, then two or three wagons, a narrow gauge electric trolley, the wagon turntable, the overhead crane, the motorised door opening mechanisms, and so on.

The individual features were set up temporarily to see how it all looked and mock-ups of the buildings were made in card. Only then was the minimum size of the baseboard, together with the overall design and presentation, fully established.

I believe that, to have applied convention and constructed the baseboards

To have applied convention and constructed the baseboards first would have been very restrictive...

first would have been very restrictive, and would have limited the options of what I could or could not have included on the finished model. The sequencing of the project needed careful forethought and choosing to start with the rolling stock and buildings allowed time for the overall design of the layout to evolve whilst changes could still be made. Crucially this approach significantly reduces the likelihood of encountering the all-too-common ‘I wish I had done such-and-such first’ scenario – something I am sure many fellow modellers have experienced at least once during the course of their endeavours...”

Peter Osborne is an experienced railway modeller who has built layouts in OO and O.

Peter Osborne has over time gradually developed and refined how he approaches his layout projects. He believes that making a start by assembling the baseboards may not always represent the optimum sequence of construction. This photo shows *Cleckhuddersfax*, a OO gauge layout completed by Peter that was featured in the August 2013 edition of *RAILWAY MODELLER*. Photo: Steve Flint



Readers' Letters

Queensbury's amazing relics

The 'Plan of the Month' article in the March issue about the former triangular station at Queensbury in West Yorkshire was extremely interesting.

The system out of Bradford to Keighley and Halifax, which eventually became part of the Great Northern Railway, formed a wonderful route through most attractive scenery.

It is still interesting today because several of the major features have survived the ravages of time, such as the viaducts at Thornton and Hewenden and the tunnels at Queensbury and Lee's Moor.

Queensbury tunnel has been subject to some controversy in recent times with proposals to turn it into a cycleway

being challenged by other plans by the landowners (Highways England) to have it abandoned.

I am fascinated by this route and also the other former GN lines in the area linking Shipley (Windhill) with Bradford via Idle and Laisterdyke.

In my own small way to help preserve the memory of these charming lines I have started two Facebook pages entitled 'The Queensbury lines' and 'The Idle line' which together attract over 2,500 followers all over the world.

I would encourage those who are also interested to use these pages which I intend as a growing archive of the lines.

M NEALE



▲ A lovely study in the snow of Hewenden Viaduct near Cullingworth on the Keighley leg of the ex-GN routes which split at Queensbury. The viaduct survives today as part of the Great Northern Railway Trail, a right of way for cyclists, walkers and horse riders. Photo: R Wildsmith, Armstrong Railway Photographic Trust

Highley hauntingly familiar

I was interested to read the letter from Hugh Trevor-Jones in the December 2021 issue of RAILWAY MODELLER that included a photograph of his model of Highley signal box.

Readers may be interested to know that the BBC 1974 series of 'Ghost

Stories for Christmas' includes *The Signalman* by Charles Dickens. Much of the film's interior footage was shot in the Highley box.

The film is now available from BFI on a single DVD.

GODFREY STAFFORD



The Nuttall way with Western Region rolling stock... Anyone?

Thank you for publishing the various parts of *Passenger trains for Dentdale*. The author Ian Nuttall has obviously spent a considerable amount of time researching the subject and I have been taken back by the amount of knowledge he presents with such a high level of detail in his models.

Please can we have more of these types of articles? They are great reading with inspiring content, and the author deserves a very large pat on the back for his efforts.

I wonder if there are any modellers out there who could produce something similar for Western Region stock, especially for the late-1950s to early-1970s British Railways period, which I model?

ROGER GREGORY

[Ed. We certainly have more to come from Ian Nuttall's pen and camera as he continues to chronicle his modelling empire. Though if there are any BR Western Region modellers with similar exploits to tell, do please get in touch.]

Micro Marvels – last words

I was interested to read the comments in the January RAILWAY MODELLER about the layout *Penmaenbach*.

One of the most important aspects of this diverse hobby is that everyone who participates should enjoy what they do and get pleasure and fulfilment from it. Hobbies and pastimes are for enjoyment, are they not?

We all have different levels of skill and experience, and many have that uncanny ability to create outstanding model scenes, as with Chris Hopper and his small layouts.

I regard myself as an average modeller and like so many, I do not have huge amounts of space available to create a large permanent layout. I have a British layout, an around-the-wall one depicting South Australian Railways, and a small New South Wales layout called *Yanga* (See CONTINENTAL MODELLER July 2020).

As the term 'micro' layout does not seem to find favour with some of the modelling fraternity, I have adopted the term 'compact' for small layouts. The layout I use the most is the compact NSW layout *Yanga* and most days I will go into the garage and run some trains.

It is operated to a sequence and I use train cards which detail the train consist entering the station; i.e. the wagons to pick up to form the departing

train (see my article *Planning an operating sequence* in the August 2020 issue of RM). That is about as close to the prototype operation as I get, and as it's a compact railway scene, I am very confident that, if and when we have to downsize to a smaller home, I will still have a layout that I can enjoy operating.

British modellers do seem to excel in possessing the skills and observation necessary to produce quality compact layouts. From initial thought, planning and design, to execution to finish, the end results are a credit to the builders.

Keep building!

LES FORDHAM

I have been following the debate about micro layouts with interest. Having exhibited O gauge ones in various forms over 25 years, I do not feel authenticity or prototypical operation are the most vital considerations when exhibiting.

Micro layouts have their place and do much to promote the hobby especially in the larger scales. Keep up your good work with the enjoyable features such as Micro Marvels that promote them.

PETER LEWIS

[Ed. On that note, we'll draw this debate to a close, at least for now. Thanks to everyone who participated on both sides of the argument.]

Soldering jig for joining layout wires

I hope this little soldering jig I have made from wooden clothes pegs will be of interest to fellow readers.

On the left is the 'bench' version which allows wires to be held rigidly whilst leaving hands free to hold the solder and soldering iron. I aim to use the idea to extend the wires on DCC

decoders with open-wire harnesses, so as to fit more easily into DMU bodies.

The partly dis-assembled version on the right is the one I use when repairing wires under the layout. The pegs are held in-line by the short wooden stub, being fixed via the 20mm screws.

ALEC BROWN



Using downloadable self-print kits as scratch-aids

I much enjoyed reading James Smith's article in the March 2022 issue in which he described how he modified Scalescenes kits (*right*) during their physical construction. This was particularly timely for me as, having recently returned to modelling after many years, I decided that I would start with some Scalescenes kits.

The kits as designed weren't quite right for their intended locations on my nascent layout, but I found that the sheets, once downloaded, could be easily modified prior to printing.

The Scalescenes PDFs, once purchased and downloaded, were modified using a PDF editing programme, a free version of which is available for non commercial uses from: www.pdfsam.org

The app is available for Windows, Mac

and Linux and it enables the PDFs to be split into their individual pages. The pages containing the items I want to modify are then imported into a free vector drawing app called Inkscape (this is another freely available open source programme: www.inkscape.org).

The objects as imported are grouped together so need to be ungrouped, often numerous times, until the element which I want to alter becomes editable.

I then modify the elements to suit my requirements and when complete use the 'Save as Copy' in PDF format command to produce a new file.

I am however a novice in Inkscape and find printing the files somewhat challenging, so as yet I have only used this method for simple edits of the Scalescenes designs.

With practice I see no reason why the Scalescenes designs cannot be adapted as 'scratch-aids' to prepare bespoke designs for your own layout, in much the same way as we often modify plastic and etched brass kits to suit our specific layout requirements.

IAN HENDERSON



www.scalescenes.com

Bovington Camp – a railway connection

With reference to the February 2022 edition of the RAILWAY MODELLER, one particular article that I found very interesting was that which featured the layout *Bovington Junction* described by Rob Hopegood, especially as it had some military activities included.

It brought to mind, in a big way, memories of the large camp of the same name in Dorset – Bovington Camp – which is the home of the British Armoured Corps. Also, about two or three miles from the camp the nearby Lulworth Gunner School was situated on the Dorset coast.

What is possibly less well known is that in the early 20th century Bovington Camp had a rail connection from the station at Wool, on the Weymouth to London main line.

The rail connection was eventually lifted sometime after WWI, but the line and the camp sidings are shown on maps of the period and there is still evidence of where it ran if you know where to look.

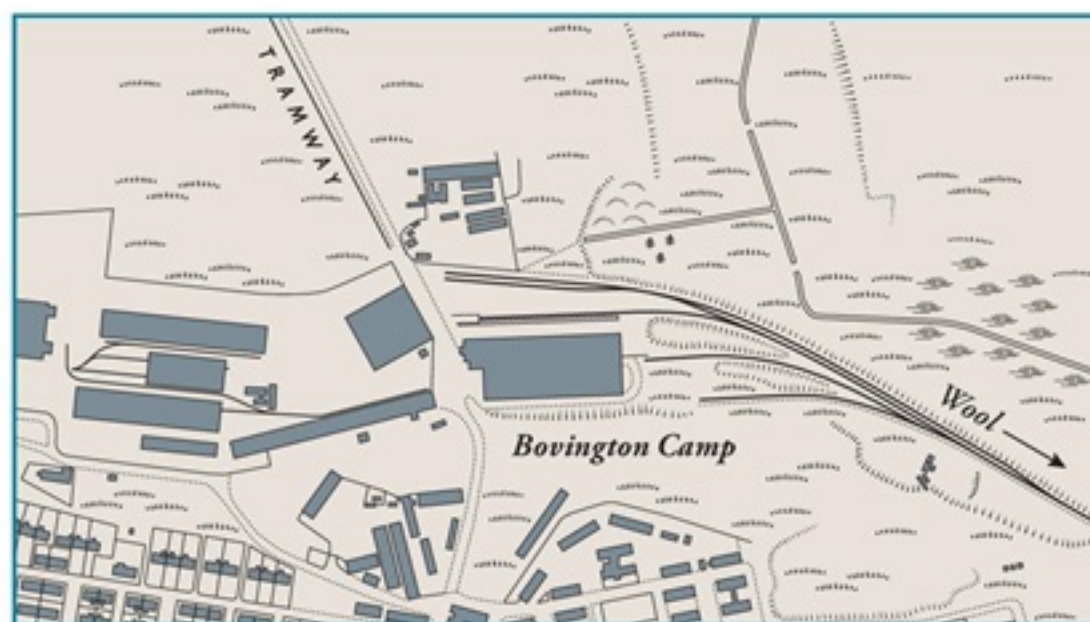
For instance, where the route crossed a small river, the bridge footings were still to be seen for many years afterwards. Also there is a small hotel on a nearby road where evidence of a road/rail crossing can possibly still be detected: some rail ends stick out from beneath the tarmac at the side of the road.

As an ex-soldier I find it interesting to see layouts in RAILWAY MODELLER which feature models of Army barracks, airfields or docks that are rail served

J E KIRBY



▲ A rake of wagons loaded with Mk.IV tanks is shunted along the short-lived Wool-Bovington Camp line. Photo: Bovington Tank Museum Facebook page



▲ A map of part of the Bovington Camp site c.1935 showing the rail connection incoming from Wool station. Plan detail courtesy National Library of Scotland



▲ A busy scene on the N gauge layout Bovington Junction, which was described in the February 2022 edition of RM. Evidence of the armed forces theme can be seen behind the railway. Photo: Callum Willcox

Snippets...

Issue No.1 stirs more memories

The reproduction of issue No.1 of RM was fascinating and the advert by Tyldesley & Holbrook caught my attention in particular.

It advertises a GWR Pannier at £11.00 when the average weekly wage was only £5.00. Presumably this wage was before stoppages as in today's money it equates to over £250.00. Perhaps those that complain at the price of a GWR Pannier today, might pause for thought!

TONY KIRK

Issue No.1 of RAILWAY MODELLER attached to the February edition brought back lots of memories.

If I were to select my favourite articles from those early years they would be those by Norman Eagles describing the *Sherwood Section of the LMS* from around 1951-2 and subsequent issues, after the original layout was relocated and enlarged. Although it featured spring drive locomotives on coarse scale track, in my opinion the operation of the layout was the most realistic ever described in this magazine.

I found it a most inspiring layout and one which I have tried to emulate ever since.

JOE BROWN

...and more on the subscribers' issue cover designs

I see from February's letters page that the move to decluttering the cover for subscribers has divided opinions. I should like to add my support for the change; the covers had become a bit of a mess and it is wonderful to be able to appreciate the photograph of the featured layout without distracting type.

JUDI RASTALL

Just to assist with your reader feedback, may I add my voice to those giving a 'thumbs up' to the new Subscribers' Edition covers?

It was a brilliant idea to dispense with the clutter and provide a beautiful, unspoilt image on the cover – almost worthy of framing. I for one very much hope that you continue with this policy.

GARY BOOTH

Not a Brush

Did anyone else spot the caption error on page 176 of the March issue? The loco hauling a train under the bridge on Nick Waugh's exquisite N gauge model of Lapford is a Class 33 (i.e. BRW Type 3) not a Class 31 (a Brush Type 2). An elementary mistake in my view.

E COURT

[Ed. An unfortunate 'typo' which sneakily penetrated all our proofing stages. Our apologies all round.]

NEW PRODUCT REVIEWS

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

British Rail Class 370 APT-P Brand new from Hornby in OO

Hornby celebrated its centenary year in 2020. It was a major milestone that coincided not only with the 40th anniversary of British Rail's Class 370 Advanced Passenger Train commencing its short period of service, but also the release of the original Hornby model of this prototype in OO (see Reviews, RM October 1980). Therefore it came as no surprise that, as part of its 100th anniversary celebrations, Hornby announced that this ground-breaking train was to be made available once again in OO from all-new tooling.

This brand new model of the APT-P has been released as two separate train packs – a five-car or seven-car set – together with several additional

coach packs, and stand-alone NDM (Non-Driving Motor) to build up a full 2+12 formation. The suite of tooling for the different vehicles comprises a DTS (Driving Trailer Second); TS (Trailer Second); TRBS (Trailer Restaurant Buffet Second); TU (Trailer Unclassed); TF (Trailer First); TBF (Trailer Brake First); and NDM (Non-Driving Motor). Additionally, Hornby has also catered for the unique APT-U Test Vehicle, Sc48204/977527, which was developed from a TS (Trailer Second) and ultimately led to the development of BR Mk.IV stock.

For review we received a sample of the five-car set (ref.3873), comprising DTS No.48103 & No.48104; TBF No.48603 & No.48604; and NDM



▲ A ball and socket on the articulated bogies allows the body to tilt.



No.49003 *City of Derby*, along with coach expansion packs; (ref.R40011) TS No.48203 & No.48204; (ref. R40012) TRBS No.48403 & No.48404; (ref.40013) TU No.48303 & No.48304; (ref.40014) TF No.48503 & No.48504; and (ref.R3948) NDM No.49004.

The models are all supplied in cardboard 'egg box' style packaging with the exception of the NDM vehicles,



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



which are supplied in the usual clear plastic 'ice cube' style packaging.

An instruction manual is included with the train packs, which feature diagrams for the five-, seven-, and 14-car formations – although the arrangement of the individual vehicle numbers in each case is not specified.

Our sample in detail

The five-car set depicts half sets (see panel) 370 003 and 370 004 in the original InterCity APT livery scheme

with clean breaks between colours, although a slight difference in shade was noted between the cream of the main body and the lower nose section on the DTS models. A fine white can-trail stripe runs the full length of the set. Renditions of the various vehicle lettering and InterCity branding are crisp and clear, and all are legible under a glass.

Passenger window frames are neatly picked out in aluminium, and the cab windcreens in black. Etched City of



Derby nameplates for the NDM are supplied for the modeller to fit over the printed versions if desired.

The construction of the vehicles comprises plastic mouldings for the most part, with the exception being the

grilles atop the driving trailer cabs and NDM, which are formed from etched metal. The windscreen wipers are separately fitted and are also formed from plastic.

VINTAGE VIEW British Rail Class 370 APT-P



▲ APT 370 006 leans to the curve through Lancaster with a southbound test train in August 1984.
Photo: Rail Photoprints

Prototype information

Authorised for assembly in 1974, three APT-P train sets were constructed at Derby for operation on the West Coast Main Line between London and Glasgow. Each full 2+12 consist was formed of two half sets, comprising a driving trailer, five intermediate trailers and a non-driving motor. These half sets were marshalled back-to-back with the NDMs located in the centre of the train. With a combined total output of 8,000 horsepower (6,000kW), the APT-P was the most powerful domestic train to have operated in Britain, a title which it still holds today.

The APT-P was officially unveiled to the public on 7 June 1978, although it was not until 1979 that powered main line testing began, with passenger testing commencing during April 1980.

However, following more than a decade of development, BR management found itself under increasing pressure (including from the press) and consequently the prototype trains were put into service despite continuing technical problems.

On 7 December 1981 representatives of the media were invited aboard the first official run from Glasgow to London. However, despite the train setting a new record time on the outward run, the event ultimately proved to be a public relations disaster for BR, with the press reporting on the sickness experienced by some passengers as a result of the tilt system.

The train continued to operate sporadically until the mid-1980s, when the prototype fleet was withdrawn from public service. Despite the troubled history of the APT, the design was highly influential, directly leading to the development of other high speed trains including the British Rail Class 91 and Mk.IV stock, together with the Class 390 Pendolino, the latter operating on the WCML to this day.

The majority of the APT-P vehicles were hastily cut up following their withdrawal. However, one set formed of six cars (comprising DTSs Nos.48103 & 48106; TRSB No.48404; TBFs No.48602 & 48603; and NDM No.49002) has been preserved at Crewe Heritage Centre, with a second NDM No.49006 also preserved on site.

Glazing is flush with smoke tint, with the exception of the windcreens which are clear. However, it was observed that some mounting pillars for the body retaining screws are visible through some windows (as are capacitors in the passenger compartments of some vehicles).

The NDM is furnished with various 25kV overhead equipment, including insulators – which are separately fitted – and high-voltage bus-bar which is formed from fine metal wire.

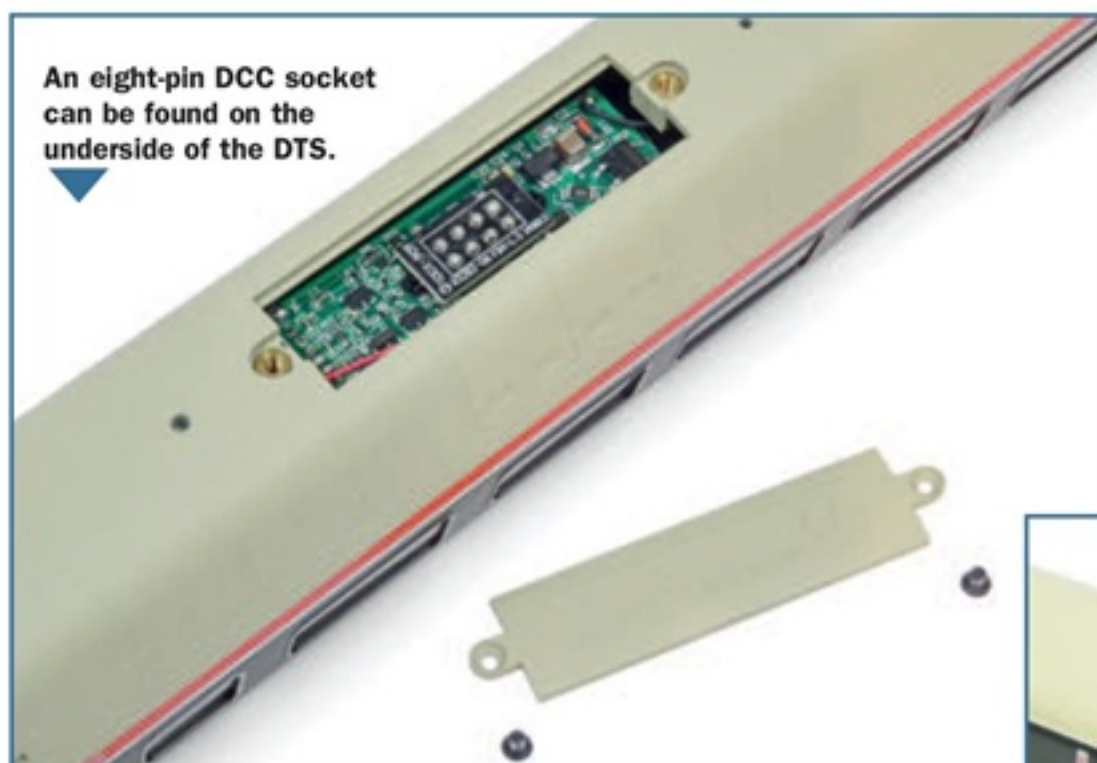
As per the prototype, the pantograph assembly is attached directly to the bogie (through the body) allowing it to remain level while the body tilts on curves. Mainly of plastic construction, the pantograph can be posed either stowed in the down position, or deployed in the up position.

Two coupling systems have been utilised on the model; the first is a ball and socket arrangement for use between the vehicles equipped with intermediate trailer bogies – this is a simple rest fit, allowing free movement for the tilting function. The second type is a clip-fit drawbar used between the TBFs and NDMs. Two packs of spare drawbars are also provided; however it





An eight-pin DCC socket can be found on the underside of the DTS.



is worth noting that these are made up of two different lengths – the shorter of which are intended for fitting to the NDM models.

Lighting

The model is equipped with directional and interior lighting (with the exception of the NDM). Each car is equipped with wiper pick-ups that collect current directly from the rails, powering roof-mounted LED strips; these illuminate when power is applied to the track under 12V dc operation or constantly

when using digital control. (There is no option to switch these on/off on DCC.)

An eight-pin DCC socket is provided in each DTS for digital control of the directional marker and tail lights; this is accessed via a panel on the underside of the model which is held in place by two screws.

Mechanism and performance

As per the prototype, drive is provided solely by the NDM vehicles. Weighing

361g, each model is equipped with a centrally-mounted twin-flywheel fitted 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. As with the DTS, an eight-pin interface is located on the underside of the model.

Removal of the body first requires the pantograph assembly to be detached – it is held in place by two screws – before undoing the two main body screws which are located at each

with ease – no doubt due to the power provided by the pair of NDMs – while the 3' radius curves provided an excellent demonstration of the tilting function, which is the signature feature of the prototype.

Conclusion

Despite at the time being regarded as something of a white elephant, the APT-P for many has become a celebrated symbol of the 1980s railway scene – and the same was true of the original OO model released by the manufacturer in 1980. This latest incarnation truly captures the essence of these ground breaking machines, one which is sure to see wider application than the full-size counterparts.

Samples supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICES

Ref.R3873 – Five-car pack
£477.99

Ref.R3948 – Non-Driving Motor
£133.49

Ref.R40011 – TS Coach Pack
£108.99

Ref.R40012 – TRBS Coach Pack
£108.99

Ref.R40013 – TU Coach Pack
£108.99

Ref.R40014 – TF Coach Pack
£108.99



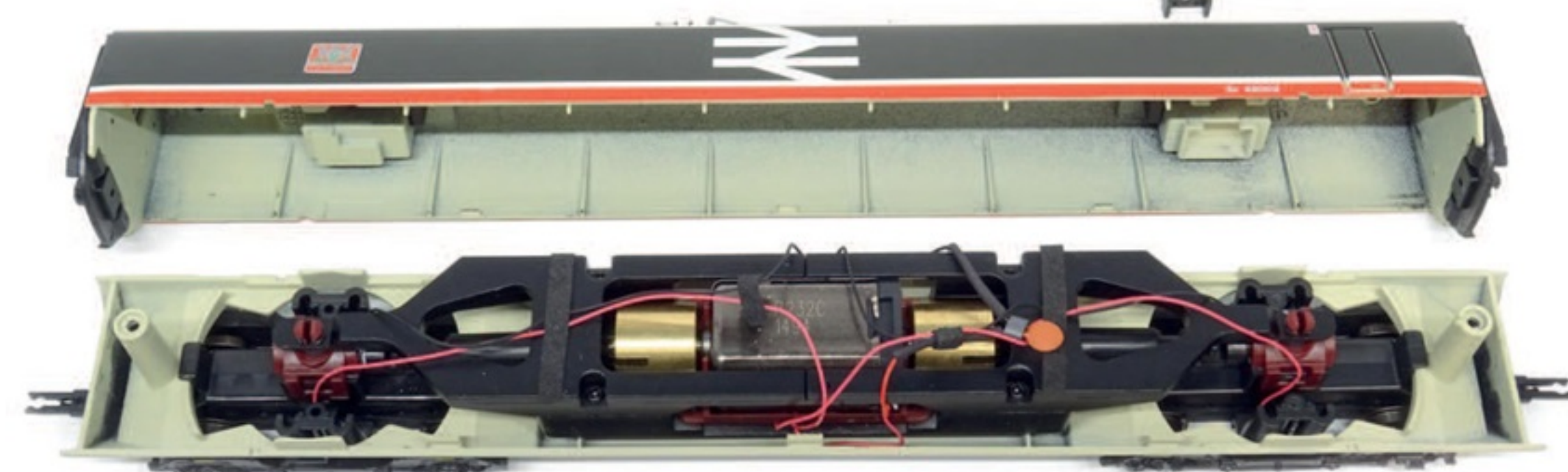
end of the chassis. There are also six retaining clips present where the upper and lower bodyside sections join together; some resistance was experienced when separating these parts.

The full 2+12 set certainly made for an impressive sight on the Pecorama exhibition layout Peckwick Rye. The model proved to be a smooth and quiet runner through the speed ranges, and capable of handling the 1:48 gradients

The interiors reflect the colours of the prototype, with the seating in the First class carriages in blue (pictured) and the Standard class vehicles in red. The upholstery in the real thing was a tartan pattern.



One of the Non-Driving Motors dismantled to show the twin-flywheel motor.



Hornby has received stocks of its Gresley W1 Class 'Hush-Hush' 4-6-4 in its post-1937 rebuilt form. This follows our review of the model in the loco's original high-pressure form in the February 2022 issue. The Margate manufacturer developed both versions in tandem, with plans for both being first outlined in the news pages of our February 2020 edition.

Once it was deemed that no more progress could be made with the application of the high-pressure water-tube boiler, plans were drawn up for No.10000 to be rebuilt with a conventional boiler. The last movement of the locomotive in its original form took place on 13 October 1936 when it ran from Darlington to Doncaster Works.

Emerging in November 1937, the rebuilt machine retained as many components from the original locomotive as possible – including the frames (though shortened by 18") and 4-6-4 wheel arrangement – with the addition of three 20" cylinders, outside Walschaerts valve gear and inside conjugated valve gear, and diagram 111 boiler (similar to that fitted to P2 Class No.2006 *Wolf of Badenoch*) encased in A4-style streamlining. The cab, while similar to that of the A4 class, was considerably longer due to the 4-6-4 wheel arrangement; its spacious layout and the engine's smooth ride proved popular with drivers, though less so with firemen due to the extra distance between the tender shovel plate and firebox.

In 1948 the engine passed into British Railways ownership. Now numbered 60700 the locomotive continued to work King's Cross services, venturing to Leeds, Cambridge and occasional 'lodging' turns to Newcastle. Following its allocation to Doncaster on 25 October 1953, No.60700 became a more frequent visitor to Leeds and also worked turns to Sheffield, as well as hauling Doncaster to Peterborough passenger services and various fitted goods trains.

On 1 September 1955 No.60700 became derailed shortly after departing Peterborough owing to a failure of the front bogie frame; however it was repaired and returned to service.

Officially withdrawn on 1 June 1959, the locomotive was broken up at Doncaster Works later the same year.

For review we received a sample of No.60700 without side-valances in BR lined green with early emblems (ref.R3844) – one of two versions announced as part of the Hornby 2020 range; the second (ref.3843) is presented as No.10000 in LNER Garter blue with side-valances.

Three further versions were added as part of the Hornby 2021 catalogue

and recently announced 2022 listings (see News, February 2022), to be presented as (ref.R3978) No.10000 in LNER works grey with valances (a livery that the loco wore but is not believed to have run in), together with (ref.30125) No.60700 in BR Garter blue with 'BRITISH RAILWAYS' lettering and (ref.3980) No.60700 in BR lined green with late crests and without valances.

The construction of the model takes the form of cast metal for the

fitted here for photography, are cylinder draincocks, front and rear vacuum pipes, locomotive brake rigging and flanged rear Cartazzi truck and pony wheelsets. A front NEM tension-lock coupling is also provided.

On the whole, the livery application is crisp, with neat representations of the numbers and emblems – although a slight fuzziness was noted to the orange and black lining around the sweeping curves of the smokebox. The BR Brunswick green has a pleasing smooth satin finish, with the black areas (around the streamlined casing and roof) having an almost

adjusted for close coupling as intended, due to the drawbar being obstructed by the location of the electrical socket on the tender. This could be rectified by trimming the excess length from the drawbar or creating a new one from scratch.

Body removal mirrors that of the original version, the undoing of three screws being required; one accessed through the rear of the front bogie frame and the other two situated under the footplate. Additionally, the rear lubricator assembly needs to be detached from the right-hand trailing driving wheelset (for which a R913 Con rod nut spanner is recommended).

It was noted on our sample that the tender body was not sitting flush with the frames at the front.

On test the model handled a load of 11 Pullman cars with ease around the Pecorama loft layout, with its 1:48 gradients and 3' radius curves. This was on a par with the original condition W1, although this latest release was able to achieve this without coming into contact with the layout scenery.

Despite a few niggles highlighted here, the model is an excellent sequel to that of the locomotive in its original form. It will doubtless prove to be a popular addition to many BR Eastern Region layouts where, just like the prototype, its close resemblance to an A4 will be sure to fool many onlookers at first glance!



chassis, with plastic mouldings forming the boiler, cab and tender body. The sleek A4-style streamlining has been well captured.

Handrails are fine metal wire and the metal buffer heads sprung. Cab roof ventilators can be opened and closed and the moulded coal load in the tender is removable.

Supplied as optional details, and

metallic appearance. Cab backhead detail is well represented with fittings picked out in appropriate colours – this extends to the printed dials and gauge glasses.

Mechanically, the model shares the same set up as the 'as-built' W1, comprising a five-pole motor fitted with a substantial brass flywheel providing drive to the centre coupled axle, with current collected from all driving and tender wheels. Overall weight is 461g, just 2g lighter than its 'high-pressure' counterpart.

There is an eight-pin decoder socket located in the tender, which is electrically connected to the locomotive via an adjustable drawbar. However it was found the drawbar could not be

Sample supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE

ref.R3844 — £241.99



Heljan Class 86/4 from brand new tooling

Heljan revealed at the 2018 Warley National Model Railway Exhibition that it was to develop a OO gauge Class 86 from brand new tooling (see News, RM January 2019) thereby supplanting the previous version released by the manufacturer (see Reviews, RM June 2010). Heljan subsequently expanded its plans for the new-tooling Class 86 to cater for the mixed traffic Class 86/4 and freight-only 86/6 sub-classes seen from the mid-1980s onwards – see News, RM January 2020. The fruits of these projects have recently arrived with retailers.

The last of the 1960s-built fleet of 25kv locomotives, the Class 86 (classified AL6 on introduction) officially entered service in August 1965, with the entire 100-strong fleet (constructed between English Electric at Vulcan Foundry, Newton-le-Willows and British Rail at Doncaster Works) completed within a period of 24 months.

Upon introduction, the locomotives were noted to be notorious rough riders at speed, often resulting in track damage due to their axle-hung traction motors. This was cured with Flexicoil springs, which were eventually rolled out across the whole fleet.

Over the years the class – which was sub-divided to reflect various modifications – proved its worth on both passenger and freight duties. The electrification of further routes also enabled examples of the class to venture away from their main stamping

ground of the West Coast Main Line.

Today members of the class are still going strong, both on railtours (such as with Locomotive Services Limited) and with open access operators, as well as Freightliner; a number have even found a new lease of life overseas exported to countries including Bulgaria and Hungary.

The initial model releases cater for the 86/4 and 86/6 variants of the class, fitted with either Faiveley or Brecknell-Willis high-speed pantographs. There are seven versions that have been

produced, all of which are supplied DCC ready; these comprise 86 404 in BR InterCity Executive livery (ref.8640), 86 634 *University of London* in Railfreight Distribution grey (ref.8641), 86 416 in Rail Express Systems red & grey (ref.8642) as per our sample, 86 426/E3195 in BR 'retro' blue (ref.8643), 86 622 in Railfreight Distribution European grey (ref.8644), 86 401

Mons Meg in Caledonian Sleeper livery (ref.8645), and 86 609 in Freightliner green & yellow.

The construction of the model takes the form of diecast metal for the chassis, with a moulded plastic bodysell. All bufferbeam details are factory-fitted, including the pipework and screw-link couplings. The sprung pantograph is supplied in the clipped down position for transportation. Constructed from a combination of metal and plastic, the design (which has no electrical connection to the chassis) is sturdy enough for operation on a layout with catenary, such as the items in the Peco range.

Buffers are plastic and sprung. Two NEM slimline tension-lock couplings are supplied in an accessory pack, along with what appears to be a pair of yellow lamp irons, although there seems to be no indication of where these should be fitted.

Bodywork detail is moulded for the most part, including the jumper cables which have been picked out in orange and black. Handrails (with the exception of the long horizontal rail



New livery Cargowaggon IGA bogie flat from Heljan

Heljan has received stocks of its latest run of Cargowaggon IGA bogie flat wagons in OO, plans for which we outlined in our February 2021 issue. Eight versions have been produced with a selection of new running numbers – as well as pristine/weathered finishes – that cover examples in Corus Rail or Cargowaggon blue liveries, with or without wood/pipe loads. A RailAdventure grey barrier wagon twin-pack with concrete panel load has also joined the range.

Our sample (ref.5114) is presented in Cargowaggon blue with weathered finish. Lettering and data panels are crisp and fully legible, while the weathered effect gives the model





below the windscreens) are metal and separately fitted, as are the windscreen wipers. The high-voltage rodding is also represented in wire. The Flexicoil suspension springs are body-mounted; this affords ample movement for the bogies, while not detracting from the overall look of the model.

The Rail Express Systems red & grey colour scheme has been well captured, with clean breaks between the main body colours. The livery includes the fine orange cantrail stripe around the roof line of the body. The silver cabside BR 'double arrow' symbols have been applied crisply and data panels are legible under a glass.

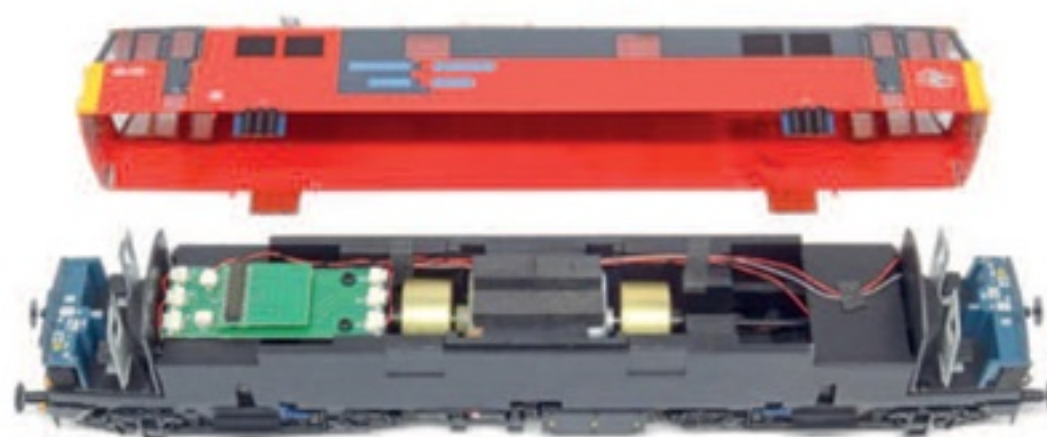
The model has a large five-pole motor with two brass flywheels amidship, driving all eight wheels via shafts and gear

towers. Provision for DCC is via a PCB with 21-pin decoder interface located atop the chassis; access is gained by removing the bodyshell which is held in place by four clips (located behind each bogie).

There is no specific allowance for DCC sound; however, there is sufficient space within the body for a speaker of choice. The model is equipped with headcode and marker lights; these can be switched on/off independently under DCC operation; 12V dc users are restricted to just directional head and tail lights in analogue mode.

Tipping the scales at 466g, on test the model performed smoothly and quietly. (The manufacturer recommends curves of no less than second radius.)

The re-tool of these 25kv loco-



motives, which for many years were synonymous with electrified services out of Euston and further afield, is most welcome. It means that another chapter of the BR AC electric locomotive story is represented amongst the latest

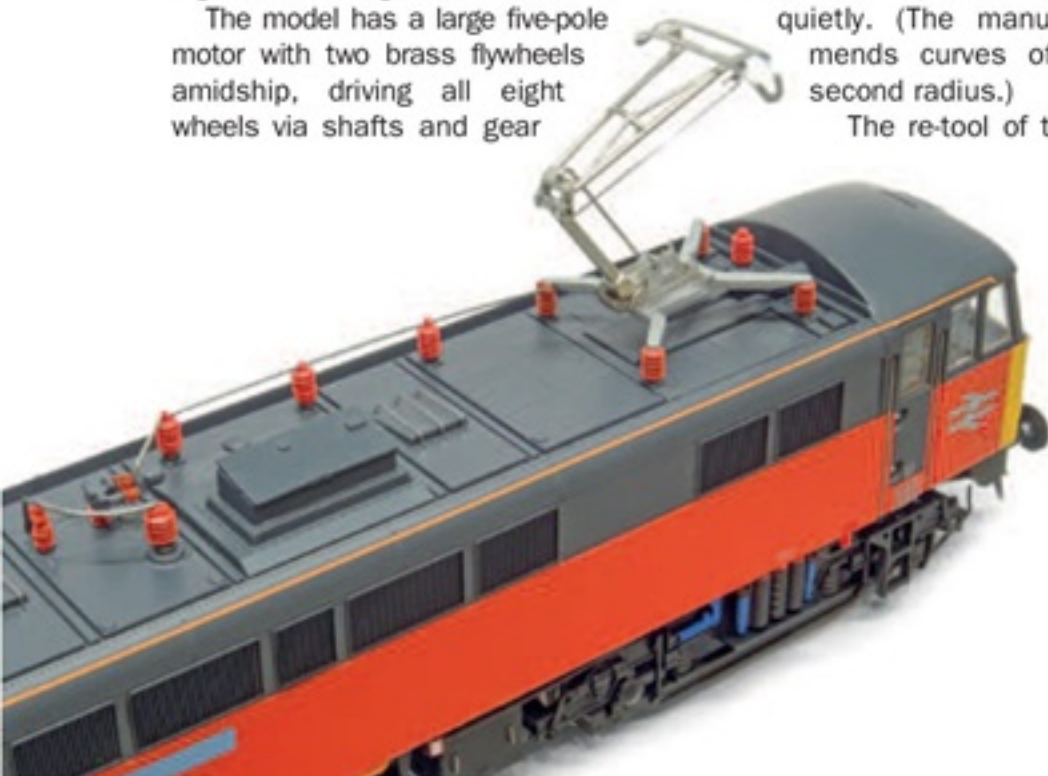
generation of OO gauge ready-to-run models, the Class 86 joining the recent Class 87 releases from Hornby.

Sample supplied by

HELJAN A/S,
Rebsagervej 6, DK-5471
Søndersø, Denmark.
www.heljan.co.uk

UK Office for spares and retailer returns –
Gaugemaster House,
Ford Road,
Arundel, West Sussex
BN18 0BN.
www.gaugemaster.com

PRICE
ref.8642 – £219.95



a convincing 'in service' appearance. Construction takes the form of injection moulded plastic, with metal wheels giving the models an overall weight of 103g each (without load). NEM slim-line tension-lock couplings are fitted as standard, which are mounted in spring-loaded brackets attached to the

underside of the floor (independent from the bogies).

The vertical stakes are posable with hooked ends formed from fine metal wire. These can be pivoted down to lie horizontally at the solebar level when not required. The four end stakes are fixed. Air brake pipes are pre-fitted,

while buffer heads are plastic and not sprung. Grabrails are fine metal wire. The model is complemented with a selection of timber loads formed from plastic mouldings, with real wood utilised for the wooden dunnage.

Details of liveries and options can be found in Heljan's 2022 catalogue.



Samples supplied by

HELJAN A/S,
Rebsagervej 6, DK-5471
Søndersø, Denmark.
www.heljan.co.uk

UK Office for spares and retailer returns – Gaugemaster House,
Ford Road, Arundel,
West Sussex BN18 0BN.
www.gaugemaster.com

PRICE
ref.5114 – £69.95

It was announced in our March 2018 issue that Heljan was to produce models of a Brush Type 4/British Rail Class 47 Co-Co in O gauge from all-new tooling. The project covers both 'as-built' and later condition versions of the class, with examples of 47/0s (depicting c.1960s/70s era machines with glazed headcode panels and steam heating boilers) together with examples of 47/4s (representing c.1980s/90s examples of the class fitted with high intensity headlights, Electric Train Heating equipment and with boiler tanks removed).

In total 11 liveries/variants have been produced for the initial set of releases, which comprise three versions of the 47/0 finished in BR two-tone green with small yellow panels, BR two-tone green with full yellow ends and BR blue with full yellow ends; and eight versions of the 47/4 comprising BR blue with full yellow ends, BR large logo blue, Railfreight 'Red Stripe' grey, Railfreight sector three-tone grey, BR engineers grey/yellow, BR Parcels Sector red/grey, InterCity Executive and Network SouthEast colour schemes. Each model comes unnumbered/unnamed.

For review we received a sample of the 47/0 (ref.4851) finished in BR two-tone green with full yellow ends. Upon receipt of our sample, one of the bogie sideframes had to be reattached, this part having become separated from the model in transit.

The model consists of a cast metal chassis, with plastic moulded bodyside that is detailed with numerous separately fitted components, including metal wire grabrails. Particularly worthy of note are the fine etched cab steps and brake actuators which incorporate real springs.

Photos of the real machines suggest that the appearance of the cab fronts is not entirely convincing, although it is hard to establish where exactly the shape of the model deviates from that of the prototype. We suspect that it is, at least

in part, caused by the ledge that runs underneath the cab windows, which on the model does seem to be too pronounced and flat.

The etched roof grille affords a clear view of the red engine fan inside, which rotates when the model is under power (above a certain voltage on 12V dc), via its own separate motor. Cab detail is also impressive, with fine representations of the desk controls, including crew hot plate. The locomotive is supplied with detail parts factory fitted (including functional screw-link couplings), with further parts included in an accessory bag; these include two pairs of buffer steps and snowploughs (with mounting screws).

The overall weight of the model is an impressive 2759g. Transmission is via two horizontally mounted fitted motors – each equipped with a hefty brass flywheel – which drive the outer axles on each bogie. The directional headcodes/marker and cab lights all illuminate in the direction of travel under 12V dc – these can be controlled via three on/off switches located on



the underside of the chassis to the rear of the No.2 end bogie.

Provision for the installation of Digital Command Control takes the form of a screw terminal fitted to the Printed Circuit Board (PCB) on the chassis; the manufacturer advises that decoders such as the ESU LokSound V5 XL or similar are suitable. A mounting point for a DCC sound speaker has been provided in the No.2 end, with an opening for sound catered for, appropriately, by the exhaust.

The livery has been applied to a high standard throughout, with clean breaks between the green shades of the two-tone colour scheme. The full yellow ends border neatly the cab windows and roof line. The British Railways late crests have been crisply applied, along with clear renditions of the overhead warning flashes on the bodyside and nose-ends.

Bufferbeam and underframe pipework has been picked out in the appropriate colours; however the unpainted wheels would certainly benefit from a coating of black paint.

The return of the Class 47 in 7mm is certainly a welcome one, with these releases joining the ever-growing stud of BR diesel locomotives that are available ready-to-run in the larger scale. The sight of this O gauge Class 47 also whets the appetite for the all-new OO gauge version of these prototypes being developed by Heljan, which we look forward to reviewing a sample of in due course.



Sample loaned by

HELJAN A/S,
Rebsagervej 6, DK-5471
Søndersø, Denmark.
www.heljan.co.uk

UK Office for spares and retailer returns –
Gaugemaster House, Ford Road,
Arundel, West Sussex
BN18 0BN.
www.gaugemaster.com

PRICE
ref.4851 – £699.00

Bachmann VEA 12T covered goods van

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Bachmann has received stocks of its latest ready-to-run OO gauge wagon type, the BR VEA 12T goods van, plans for which were first announced in our March 2017 issue.

Four versions have been announced covering a selection of BR Railfreight liveries, including bauxite, red & grey and Distribution Sector grey & yellow.

A total of 550 VEA vans were converted from BR Vanwides between 1978 and 1983 at Ashford, Horwich and Shildon. The refurbished vehicles were designed to offer an air-braked wagon for MoD munitions and supplies that could negotiate the tight curves that existed at some Army bases. As well as running in short block trains on their own, the vehicles could also be found marshalled as part of mixed BR Speedlink consists. The VEAs were in widespread use until the mid 1990s, subsequently continuing in service at MoD sidings and depots.



For review we received a sample of ref.38-880 finished in BR Railfreight bauxite livery. The model consists of a plastic injection-moulded body and

chassis, with various detail fittings fabricated from a combination of plastic and metal. Body detail includes separately fitted lamp irons, lower/

upper door guide rails and fine metal door grabrails. Door latches are also formed from metal wire. Wheelsets are metal and chemically blackened.

Overall weight is 41g. Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets.

The model features a remarkably detailed underframe, including fine representations of the air-braking apparatus, including reservoir, pipework (much of which is formed from metal wire), brake pull rods, and brake shoes which are positioned in line with the wheel treads. An additional detailing pack is also provided for the user to fit if desired, which includes brake yokes, safety loops (also metal) and air pipes – all of which have been fitted here for photography.

Livery application is to a high standard, with a pleasing richness to the BR bauxite. Railfreight markings and data panels are crisp and clear, while details such as the brake handles and lamp irons are neatly picked out in white.



Sample supplied by

BACHMANN EUROPE Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.38-880 — £39.95

Double Fairlie engine crew and miner figures from Modelu

4mm

Modelu continues to expand its extensive range of 3D-printed figures, which covers scales from 1:148 (N gauge) through to 1:32 (Gauge 1).

For review we have received samples of the new Ffestiniog Railway Double Fairlie crew packs (ref.11200 & 11201), each comprising a driver and fireman figure. Currently available in 4mm scale these figures are ideal for populating the recently released OO9 scale model from Bachmann – as illustrated here.

There are also plans to offer these figures in further scales in the near future, possibly making them an ideal



candidate for larger Double Fairlie models, such as the 32mm/45mm live steam David Lloyd George/Dafydd

Lloyd George produced by Roundhouse Engineering Co. Ltd.

Also received for review is a set

of five 1950s-1960s miner figures, each in various poses; ref.1485 miner with sandwich, ref.1486 miner leaning, ref.1487 miner with lamp and knapsack, ref.1488 miner in donkey jacket and ref.1489 miner eating sandwich.

All of the figures are supplied unpainted in a grey-coloured material and require painting.

The full range of Modelu 3D printed figures and accessories can be seen on the firm's website, together with details of how to order. A custom scanning service is also available by prior arrangement.



Samples supplied by

MODELU,
Unit 50,
Easton Business Centre,
Felix Road, Bristol,
BS5 0HE.
www.modelu3d.co.uk

PRICES
Double Fairlie Crew Pack
refs.11200/11201 –
£9.00 (4mm/1:76)

Miners
ref.1485/1486/1487
/1488/1489
– £4.50 (4mm/1:76)

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Norwich Central wins RM Cup competition!

We are delighted to announce the results of the latest RAILWAY MODELLER Cup Competition, which we run annually to give readers the opportunity to vote for their favourite articles published during the course of the previous year. The winner of the 2021 RAILWAY MODELLER Cup is *Norwich Central*, the exquisite pre-Grouping 7mm scale model by Peter Thompson that was featured as 'Railway of the Month' in the May issue. The twin-level layout depicts a joint Great Eastern and Midland & Great Northern station scene set in the city of Norwich. Our congratulations to Peter and his team of layout operators.

Running a close second was Bob Jones' 2mm Fine Scale magnum opus *Fence Houses* (RoM July), whilst rounding out the podium places was the OO gauge depiction of Sandy on the East Coast Main Line by the Rt Rev Michael Bourke (RoM March).

Just missing out on a podium spot was *Alston* in N gauge by Peter Brown, (RoM April) whilst in fifth



spot was *Llanfair Revisited* by Simon Atkins (RoM June). This was closely followed by another Great Western themed 4mm layout in the form of *Kingsferry* by Allan Howles (RoM February). Next was Peter Kazer's model of *Boot* (RoM November), which was the highest placed narrow gauge entry in seventh, followed by another narrow gauge entry in the form of the 16mm live steam garden railway constructed by father and son team Robert and Stephen Gliddon (RoM August). Completing the top 10 was *Railways of South Gloucestershire* in OO by Tony Ditchfield (RoM October) and *Amlwch* in O gauge by Robert Ogden (RoM September).

The highest placed article that was not a 'Railway of the Month' article was *Lammermuir*, the N gauge layout constructed by members of Greenock & District Model Railway Club that was featured in the March issue. In all, 90 individual articles received votes, which goes some way to confirming that the fare we serve up with each issue of RAILWAY MODELLER

is welcomed by you, the readers!

So, now to the lucky winners of the prize draw. First out of the editorial hat was Peter Hook, who wins £400 worth of vouchers to redeem at any approved Peco stockist for models of his choice; second prize of £200-worth of vouchers goes to Derek Smyth, whilst Christopher Coward gains £85 worth of vouchers as the third prize. The seven winners of the runners-up prizes of a one year subscription to RAILWAY MODELLER are Clem Dye, Richard Holland, Dave Deakin, Redmond Hill, Jeremy Potter, George Evans and Peter Brown. Congratulations to all!

We would like to thank everyone who entered the competition – by post or by email – as the feedback we receive is most valuable. Don't forget to enter this year's RM Cup Competition, the 70th, details of which and the entry form will be published in the January 2023 edition. A list of all RM Cup winners (back to 1953) is available on the website: www.pecopublications.co.uk



▲ The Norwich Central team (from left to right) – Nigel Seaman, Mike Cullen, the late David Smith and layout owner Peter Thompson. Photos: Steve Flint

Black Five from Ellis Clark takes shape in O

Ellis Clark Trains has received the first engineering prototype of its ready-to-run LMS Class 5MT 4-6-0 in O gauge.

First announced in the November 2019 RAILWAY MODELLER, it depicts the batch of 227 long-firebox engines, Nos.5225-5451, constructed by Armstrong Whitworth in 1936/7 – the largest single locomotive order ever placed with an outside contractor by a British railway company.

18 versions are planned in LMS and BR black liveries, including the 1936 LMS guise with sans-serif lettering in which the engines were delivered new. The BR models will carry lined black with early emblems or late crests, and the plain black applied after 1963.

As well as un-numbered versions, five running numbers will be offered, including three preserved examples – No.45337 (currently under overhaul at the East Lancashire Railway) in plain or lined BR black with late crest, No.45379 (owned

by the Mid-Hants Railway Preservation Society and currently displayed at the former Hornby factory in Margate) in late BR lined black, and No.5428/45428 *Eric Treacy* (in service at the North Yorkshire Moors Railway) in LMS or early BR lined black. The others are No.5241 in LMS lined black with 1936 insignia, and No.45430 in early BR lined black.

The previously advertised option of sound and smoke has now been replaced with DCC sound only. Ellis Clark explained: "The reason is that the smoke function will delay the project by around six months due to availability of parts, which in turn would have a knock-on effect on the testing and tooling stages."

The model is expected to be available in the third or fourth quarter of this year, with recommended retail prices of £949.00 for DC/DCC ready versions and £1,175.00 for sound-fitted locomotives. A further £50.00 should be added to



▲ The first engineering prototype of Ellis Clark Trains' O gauge Stanier 5MT, complete with bufferbeam snowplough. Photo: Ellis Clark Trains

these prices for limited edition model ref.E1003Y (No.45428 in early BR lined black) as a signed print is included.

Ellis Clark Trains is also now stocking the Intention range of 15 laser-cut O

gauge building and lineside kits, such as permanent way huts, signal boxes and coal staithes. These can be found, and orders placed for the 'Black Fives', at: www.ellisclarktrains.co.uk

Heljan unveils North British prototype 10800 in OO

Danish model railway manufacturer Heljan has unveiled plans to produce the unique British Railways No.10800 Bo-Bo in OO.

Built in Glasgow by the North British Locomotive Company in the early-1950s, No.10800 was originally ordered by the LMS as part of its pioneering investigations into main line diesel traction. It was envisaged as the equivalent of 3MT tank locomotives for lighter passenger and freight work and fitted with an 827hp Paxman diesel engine. Eventually delivered to BR in 1952 it was tested on the London Midland, Southern and (briefly) Eastern Regions. After withdrawal by BR in 1959 it was sold to Brush and used as a testbed for new traction equipment before eventually being scrapped in 1976.

Following in the footsteps of the firm's previous OO gauge prototype diesels – such as BRCW *Lion*, Brush *Kestrel* and DP2 – models of No.10800 will be produced in limited quantities across four versions depicting the NBL machine in post-1954 SR/LMR and final BR condition with later external modifications, each priced £234.95 DCC ready.

The specification is set to include fine etched metal parts, working marker and cab lights, 21-pin DCC interface, provision for DCC sound, sprung buffers and all-wheel drive/pick-up.

CAD work has been completed and tooling is currently underway, with delivery expected during 2023.



▲ BR No.10800 in original condition.

Inverness Class 26 for OO

Heljan has also revealed plans to introduce an all-new version of the BRCW Type 2/Class 26 in OO; the announcement follows the development of the firm's O gauge model which was first outlined in our January 2021 issue.

The initial release will comprise two models depicting Highland machines, featuring the early style circular radio pods and twin headlights: 26 039 in BR blue (1970s condition); together with 26 032 in BR blue with twin headlights and Highland stag motifs (mid-1980s). Heljan has also confirmed plans for an upgraded version of the Class 26/O with further details to be announced later this year.

The specification is set to include directional lighting (with switchable cab, tail and engine room lights), easy-access 21-pin DCC interface and 'plug-and-play' DCC sound capability.

For further details on both projects, go to the manufacturer's website:

www.heljan.co.uk

26 039 arrives at Helmsdale with the evening train from Inverness on 25 June 1981, with its twin headlights clearly visible. It is passing 26 037, towing a dead 26 032 on the 1746 Wick/1749 Thurso to Inverness train.

Photo: Rail Photographs



Revolution Trains announces 175 and 180 units in OO and N

Revolution Trains will model two 'missing links' in ready-to-run DMUs, in the form of Class 175 'Coradia' and 180 'Adelante' units in OO and N gauge.

Built by Alstom in Birmingham between 1999 and 2001, the 100mph Class 175s initially entered service with First North Western, later working for Wales & Borders and Arriva. The 11 two-car and 16 three-car units are now operated by Transport for Wales, running throughout Wales and into the Midlands and North West England.

The 125mph Class 180s are similar to the 175s, except with aerodynamic cab ends, closely based on the streamlined LNER Coronation 'Beavertail' observation cars of the 1930s. Originally built for First Great Western, the 'Adelantes' did not prove a success with that company, and were later transferred to Grand Central (operating from London to Bradford and Sunderland) and Hull Trains. More recently they have also started running on the Midland Main Line with East Midlands Railway.

"For lots of people modelling the last 20 years these units are the 'missing link'," said Ben Ando of Revolution Trains. "The 175 has been a stalwart in the West Midlands, North West or Wales since the late 1990s, whereas the 180

– despite its inauspicious start – has proved to be a successful and stylish train in Grand Central's unmistakable black and orange colours, and has seen operation on three of our busiest lines."

The Revolution models will feature directional lighting; couplings that can transfer power and DCC control signals between vehicles; a coreless motor and pin-point axles; and full interiors with saloon lighting.

Liveries have not yet been finalised, but are expected to include First North Western, Arriva and Transport for Wales on the Class 175s, and First Great Western, Hull Trains 'dynamic lines', Grand Central and East Midlands Railway on the Class 180s.

Computer Aided Design work is almost complete for the N gauge version, which

is expected to arrive first, and the design will then be upscaled for the OO model, which will follow a few months later. The order book is expected to open shortly after this issue goes on sale.

Going nuclear

Revolution is also to produce the new FNA-D nuclear flask carrier, again in both OO and N scale.

Built by WH Davis from 2014, these wagons displaced the older vehicles built in the 1970s, and are used to transport spent nuclear fuel in hardened flasks from power stations to Sellafield reprocessing plant in Cumbria.

Operated by Direct Rail Services, the wagons usually run singly or in small numbers, hauled by Class 66 or 68 diesels or Class 88 electro-diesels

▲ Computer Aided Design for the Revolution Trains Class 175 'Coradia' DMU in N gauge.

in pairs – meaning, in the words of Revolution's Ben Ando, "they can be used by those with layouts large or small."

Consisting of plastic mouldings produced from original works drawings, the models will feature separately fitted wire, plastic and etched metal parts, and kinematic couplings in NEM sockets. They will be finished in the prototype's green livery with a white flask cover, and several different running numbers will be offered.

The order book is expected to open shortly with delivery anticipated in early 2023.

www.revolutiontrains.com



▲ Class 180 'Adelante' DMU.



▲ FNA-D nuclear flask wagon.

Class 769 Bi-mode Multiple Unit in N gauge headlines Bachmann Spring 2022 announcements

Bachmann Europe Plc has released details of new models that are planned for delivery during Spring 2022 as part of the manufacturer's latest set of quarterly announcements, which cover the Branchline (OO), Narrow Gauge (OO9), Graham Farish (N), Scenecraft and EFE Rail ranges.



▲ Class 769 Bi-mode Multiple Unit in Transport for Wales livery.

Set to join the Graham Farish N gauge stable, and heading the listing on this occasion, are models of a Class 769 Flex four-Car Bi-mode Multiple Unit (photo 1).

The Class 769 units have been developed from Class 319 Electric Multiple Units and are being converted by Brush Traction for service with operators including Transport for Wales, Northern Rail and Great Western Railway. Like the real units, the model shares many similarities with the firm's forthcoming Class 319 EMU, with features including a coreless motor and flywheel, electrical pick-up from all axles, an unobstructed interior (including seating and table detail), functional multiple unit couplings at the outer ends, directional and internal lighting, and Next18 DCC decoder socket with pre-fitted speaker.

The initial release will comprise 769 008 in Transport for Wales livery scheme – available DCC ready – priced £349.95.

DCC upgrade for Farish Class 08
Another new development for the

Graham Farish range will see a DCC upgrade for the firm's British Rail Class 08 diesel shunter model, which follows the DCC upgrades to the Class 03 and Class 04 models that formed part of the manufacturer's Winter 2021/22 announcements (see News, RM January 2022).

The upgraded 08 will now incorporate a Next18 DCC decoder socket with pre-fitted speaker. Seven versions are planned; No.13287 in BR green; 08 818 in BR blue with weathered finish; 08 721 *Starlet* in BR Red Star Express Parcels livery; 08 953 in BR Engineers grey; 08 919 in Rail Express Systems red & grey; 08 417 in Network Rail yellow; and 08 441 in RSS Railway Support Services scheme (photo 2).

Each version will be available DCC ready priced £144.95, or sound-fitted priced £244.95.

Refurbished BR Mk.IIF DBSO and Vanwide ventilated vans for OO

New tooling has been developed for refurbished BR Mk.IIF Driving Brake Second Open (DBSO) vehicles in OO.

Models will feature interior, directional and central door locking lights, with an integral DCC decoder allowing independent control of the lighting features when used on DCC; for 12V dc users this is restricted to just directional and interior lights. BR InterCity Swallow (photo 3), Anglia (photo 4) and Network Rail colour schemes are to be offered – priced £149.95 each.

Also from new tooling is a suite of BR 12T Vanwide ventilated vans (photo 5) which follow the firm's forthcoming



▲ BR Mk.IIF DBSO in Intercity.



▲ The DBSO in Anglia livery.

VEA models which are reviewed in this issue (see p291). Six versions have been announced, presented in a selection of BR bauxite schemes (including early, late and TOPS) and departmental olive green – all priced at £39.95 each.

More Class 47s in OO

Further versions of the firm's all-new OO British Rail Class 47 (see Reviews, RM December 2021) have been announced, with tooling now catering for examples fitted with Scottish jumper cables and round Scottish 'car' headlights. Liveries comprise Class 47 435 in BR blue with domino headcode boxes; 47 711



▲ BR bauxite 12T Vanwide.

Greyfriars Bobby in BR large logo blue; 47 712 *Lady Diana Spencer* in BR ScotRail livery (photo 6); 47 526 in BR large logo blue with weathered finish; 47 376 *Freightliner* 1995 in Freightliner grey with weathered finish;



▲ Farish Class 08 in Railway Support Services black.



▲ ScotRail-liveried Class 47/7 47 712 *Lady Diana Spencer*.

7



▲ 47 790 in DRS 'Compass' blue.

8



and 47 790 *Galloway Princess* in Direct Rail Services 'Compass' colour scheme (photo 7).

Each version will be available DCC ready priced £239.95, sound-fitted priced £339.95, or with the sound-fitted 'Deluxe' option priced £369.95.

Other additions to the Branchline range include a selection of new liveries, including: Class 150/1 two-car DMU 150 149 in Northern Rail livery; a pair of Collett '6400' 0-6-0PTs as No.6414 in GWR green and No.6421 in BR lined green with early emblems; two small Prairies presented as '4575' No.5526 in green with 'GREAT WESTERN' lettering and a '4500' in BR lined green with early emblems (photo 8); and a suite of MFA/MTA open wagons in a selection of BR Railfreight Sector and EWS colour schemes (photo 9).

Joining the firm's Narrow Gauge range is a further release of the Ffestiniog Railway Double Fairlie 0-4-4-0T in OO9, presented as *Merddin Emrys* in FR lined maroon (photo 10).

New liveries for EFE Rail range

There are a number of liveries/identities under the firm's EFE Rail branding; these products are not manufactured by Bachmann, but are

instead being brought to market and distributed across Bachmann's retailer network in collaboration with trusted third parties.

For N gauge there are further runs of BR 14T Mermaid side-tipping ballast wagons and BR 20T Shark ballast plough brake vans (photo 11), both presented in a selection of BR departmental colour schemes.

For OO a further run of JIA bogie hopper wagons is planned. Six versions are to be produced, each presented in Imerys blue with unique running numbers; two pristine, two lightly weathered and two heavily weathered.

New Scenecraft items in OO and N

A number of new items have been added to the firm's range of 'ready-to-place' painted resin structures and accessories. For N gauge there is a stone-built set of coal staithes; coach washing plant; double track tunnel bore; low-relief multi-storey car park and a Beatties Models high street store front (photo 12).

New in OO is a pair of Great Central signal boxes – available in green & cream or maroon & cream, together with a Wigmore signal cabin model, low-relief bridge, and narrow platform

9



▲ MTA in Loadhaul/EWS livery.

11



▲ Dutch-liveried Shark in N scale.

10



▲ Double Fairlie *Merddin Emrys*.

12



▲ N scale Scenecraft Beatties store front.

▲ GWR '4500' small Prairie in BR lined green.

009 scale Scenecraft narrow gauge engine shed.

13



sections. Three wagon loads are also to be produced, comprising ironstone loads for 24T hopper wagons; ballast loads for MFA wagons; and wooden loads for open wagons.

For OO9 modellers, there is a new narrow gauge corrugated engine shed (photo 13) and stone water tower.

For O gauge there will be a parachute water tower (photo 14).

Trio of exclusive club models

A selection of limited edition and exclusive models are to be produced for Bachmann Collectors Club members. In N there is a BR Mk.I BG presented as 'Laboratory 23' in revised Railway Technical Centre colour scheme (photo 15). Limited to just 504 models, each will be supplied with a numbered certificate of authenticity – priced at £45.95.

Two exclusive JPA bogie cement wagons are also to be produced in OO, presented with Colas Rail and VTG branding – priced £64.95 (photo 16). Unlike the Limited Edition models normally available through the Collectors Club, the pair of JPAs are not certificated. The manufacturer advises that there are no plans for further JPA releases in the main Bachmann Branchline range.

Product updates

In conjunction with this latest set of product announcements, Bachmann has released updates on previously announced projects. Currently at the tooling stage are the firm's OO9 Baguley-Drewry 70HP Diesel, Ashover coach and RNAD wagons (plans for which were first outlined in our March 2018 and March 2019 issues). Engineering prototypes of the firm's forthcoming BR Class 25/1 and Class 25/2 in OO are also expected to arrive shortly, along with the first livery samples of the OO9 Quarry Hunslet 0-4-0STs and Bulleid coaching stock in OO (see News, RM March 2018).

For further information, including projected release dates for all the models announced here, go to:

www.bachmann.co.uk

14



▲ O scale parachute water tower.

15



▲ Mk.I BG 'Laboratory 23'.

16



▲ JPA bogie cement wagons.

York Easter Show postponed until 2023



▲ Scenes such as these from previous events will have to wait for another year to be repeated.

The directors of York Model Railway Show Ltd have announced that the 2022 event, which was due to take place over the Easter holiday at York Racecourse, has been postponed until 2023.

Coming after a two-year interruption due to the Covid pandemic, the organisers had been hoping to host the show again over the holiday weekend 16-18 April, but events beyond the directors' control have led to its last-minute cancellation.

Spokesman Peter Leadley said, "Although lingering Covid hesitancy has been a factor in our decision, the primary reason is to do with the transfer of our

banking arrangements." He added that the problem has affected much of the 'not for profit' sector, including many clubs, societies and preservation organisations whereby certain high street banks were closing the accounts of such groups.

"This situation has been widely covered in the national press and unfortunately we are one of the organisations so affected by these changes."

Peter advised that new arrangements had been sought with an alternative bank but the process of validation was taking an inordinate amount of time. "Regrettably, this has meant that we

cannot guarantee key deposits to secure assets and services, such as hotel accommodation, which have to be paid in advance."

They have been assured by their new banking provider that the account will be up and running soon.

"However," Peter cautioned, "without a firm commitment from the new provider as to the account status and our timeline, we felt that to keep the many local businesses, on which we rely, on indefinite hold would not only be unfair, but irresponsible."

He reaffirmed that a lot of hard work

had gone into organising the show already and expressed sincere thanks to everyone who has continued to offer support, whether as a volunteer, trade support, exhibitor and much more.

In finishing, Peter reassured the Show was otherwise on a firm financial footing and the team were looking enthusiastically to the future. "We expect to return 'full steam ahead' across Easter 2023. The venue is already booked and planning underway. We look forward to sharing our plans with the hobby throughout the remainder of this year."

Bulleid 'Leader' and Clayton DHP1 prototype samples unveiled

KR Models has received tooling samples for its forthcoming ready-to-run models of Bulleid's Leader locomotive and the Clayton DHP1 prototype in OO – plans for both projects were announced in our September 2020 issue.

Proposed specifications for both models include a heavy diecast metal chassis with central motor and flywheels, sprung buffers, directional LED lighting, etched grilles and 21-pin DCC socket.

Five versions of the 'Leader' are planned, which include two prototype, two proposed and one 'what-if' colour schemes; Prototype grey with BR early emblems; lined prototype grey (no emblems); lined black with BR early

emblems; lined green with BR late crests; and BR blue with full yellow ends. Models are priced £160.00 DCC ready, £190.00 DCC fitted, or £260.00 DCC sound fitted.

Three versions of the Clayton DHP1 prototype are to be produced; prototype red; BR two-tone green (full yellow ends) with late crests, and BR blue with full yellow ends – the latter two both 'what-if' livery schemes. Models are priced £185.00 DCC ready, £215.00 DCC fitted, or £285.00 DCC sound fitted.

For further information about both of these models together with details of how to order, see KR Models website: www.krmodels.co.uk



▲ The tooling sample for KR Models' Bulleid 'Leader'. Photo: KR Models



▲ KR Models' Clayton DHP1 prototype. Photo: KR Models

Exclusive Class 90 in OO from Kernow Model Rail Centre

Kernow Model Rail Centre has announced the subject of its latest exclusive locomotive in OO – British Rail Class 90 90 129 *Frachtverbindungen* in DB red livery.

As part of the Freight Connection 92 Exhibition, held in September 1992, three Class 90s were repainted into DB, SNCB and SNCF liveries to draw attention to the seamless European rail network to which the Channel Tunnel would connect BR services. The three locomotives were repainted at Crewe Depot, bearing names in the language of a European partner nation and painted in the country's state railway colours; with 90 129 outshopped as *Frachtverbindungen* in Deutsche Bahn AG German Railways' red colour scheme, with white and yellow cab fronts and BR double arrows.

Produced exclusively for KMRC by Bachmann, the model shares the same specification as the standard release (see review, RM July 2019), with features including a die-cast chassis block with a five-pole motor, posable/DCC-operated metal pantograph and an easy-access DCC interface.

Models are available to purchase via the retailer's website priced at £229.95 for DCC ready and £329.95 for DCC sound fitted versions, each supplied with etched nameplates and a numbered certificate of authenticity.

www.kernowmodelrailcentre.com



Dapol announces GWR Toplight coaches in OO

Dapol is to fill a major gap in the ranks of ready-to-run Great Western Railway rolling stock with Churchward Toplight coaches in OO gauge.

Both corridor and non-corridor variants are to be produced, with the former currently being designed, while the non-corridor Main Line & City type will be the first to be released.

Designed for suburban commuter traffic from the Thames Valley area into the City of London, these vehicles were ordered in 1913 but cancelled in 1915 because of the First World War, and the six sets of six coaches were eventually constructed in 1920/21. In order to run directly to Liverpool Street via Metropolitan Railway metals, they were seven inches lower than other carriages of the time, to fit the restricted loading gauge of the underground network.

The stock survived into BR days, being withdrawn in 1956/57, although three examples continued in use on miners' trains in South Wales until the early 1960s. One was scrapped in 1962, but the last two examples – Brake Thirds Nos.3755 and 3756 – were withdrawn in 1964 and preserved. Both are at Didcot Railway Centre, with No.3755 operational and No.3756 stored awaiting restoration.

Dapol's models will replicate all three designs (Third, Composite and Brake Third) with details including frosted Toplight windows, separately fitted metal door handles and handrails, and different numbers of roof ventilators – the only major change made to the coaches in their lifetime being the removal of one ventilator from each compartment.

The prototypes were close-coupled with short buffers on all but the ends of the brake vehicles, and the models will reflect this with kinematic couplings and NEM pockets, including a special close-coupling bar – but will be capable of negotiating second radius curves.

The models will also feature sprung metal buffers, interior lighting (with DCC option) and a directional tail lamp on the brake coach.

Liveries will cover the entire history of the carriages, from the original lined crimson, through GWR chocolate & cream, shirtbutton and all-over brown, to the final guise of BR maroon. Six running numbers will be offered on each livery, giving two of each carriage type, to allow a prototypical six-coach rake to be assembled.

Engineering samples and livery artwork are currently being reviewed, with production to take place in two phases. The first three batches (in lined crimson, chocolate & cream, and BR maroon) are expected to be delivered in the third quarter of 2022, with the other three sets (chocolate & cream, shirtbutton and all-over brown) due to follow by the end of the year. The recommended retail price will be £60.00 each.

Class 59 engineering prototypes

Dapol has also received functioning engineering prototypes for its forthcoming Class 59 project in N – plans for which were revived in our September 2021 issue.

Tooling will cater for all three sub-classes, with the models incorporating a five-pole motor with all wheel pickups, diecast chassis, NEM couplings, operating front/rear lights (independent operation for DCC, switched for 12V dc use), and switchable cab lighting. A Next18 decoder interface will be accessible via the removable exhaust system. Etched nameplates and bufferbeam details will also be provided in a detailing pack.

Seven liveries/identities are planned for the first batch of releases; 59 005 *Kenneth J Painter*



▲ Dapol GWR Main Line & City Third coach. Photo: Dapol



▲ The Toplight Brake Third coach. Photo: Dapol



▲ Underframe detail on the Composite. Photo: Dapol



▲ The coach ends; Brake Third on the right. Photo: Dapol

in Foster Yeoman silver, 59 103 *Village of Mells* in ARC yellow, 59 206 *John F Yeoman* in DB Schenker red, 59 204 in National Power blue, 59 104 *Village of Great Elm* in Hanson blue/grey, 59 001 *Yeoman Endeavour* in Aggregate Industries livery, and 59 201 *Vale of York* in EWS maroon – each with an expected retail price of £160.00 DCC ready, £190.00 DCC fitted and £270.00 for DCC sound fitted versions (only available direct via the Dapol website), with expected delivery during 2022.

More details and some of the livery artwork for the Toplights can be found at: www.dapol.co.uk

▲ The exhaust detaches to access the DCC socket. Photo: Dapol



▲ N gauge Class 59. Photo: Dapol

In brief

New Selby show

A new model railway show is to be staged in Selby, North Yorkshire. The show is being organised by Grandad's Train Shop, and will be held in the Function Room of Selby Superbowl, Unit 1, Bawtry Road, Selby YO8 8NA. The show will be held on 23 April 2022, 1000-1600. Admission tickets are priced: adults £1.50, children (under 16) £1.00 and family tickets (two adults and up to three children) £4.00. Refreshments are available on site in the bowling alley, with limited free on-site parking. All profits from the show will be donated to the Salvation Army. See Societies & Clubs for more details.

Perth exhibition returns for 2022

The annual Perth Model Railway Exhibition is scheduled to return on 25 & 26 June 2022, once again at the Dewars Centre, Glover Street, Perth PH1 0TH. The exhibition will bring together in the region of 90 stands, including around 40 layouts in various scales and gauges, plus specialist trade support, societies and modelling demonstrations. Amongst the layouts booked to appear is the Perth Club's own layout which depicts Laurencekirk as it was in the 1960s and a debut in Scotland for *Charwelton - Into the '80s*. Further details including a full list of layouts, trade and societies will be available on the website in due course: www.smet.org.uk

L&Y Society books

The Lancashire & Yorkshire Railway Society has released two new books on the history of the pre-Grouping company. Written by Noel Coates, *The L&Y & LNWR Amalgamation of 1922* (price £7.50) commemorates this year's centenary of the two companies merging, and details the process through original documentation, contemporary news reports and personal anecdotes, as well as archive photographs.

Co-authored by Bob Mills and Noel Coates, *L&Y Goods Workings - Train Control and Locations A-D* (price £18.00) is the first in a series documenting the system's goods diagrams for November 1920. Taking the network's goods yards and stations in alphabetical order from A to D, it lists details of each individual train from these locations, illustrated with contemporary maps and track diagrams as well as archive photographs. Bob Mills, who joined the L&Y at the age of 15, also provides a description of the company's control system, including such details as headlamp codes.

L&Y Railway Society

Barry Steventon (Publication Sales Officer)

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www.lyrs.org.uk

Accurascale announces new Brush Type 2 in OO



Accurascale has announced what it claims will be “the definitive model” of the Brush Type 2 diesel (BR Class 30/31) in OO gauge.

Already fully tooled up with working samples being tested, the model will feature nearly all the detail variations of this large and long-lived class, including the original locomotives with the Mirlees JVS12T engine (TOPS Class 30).

The entire class was rebuilt with the English Electric 12SVT power unit, becoming TOPS Classes 31/0 and 31/1, following metal fatigue problems with the Mirlees engine in the early 1960s. Later sub-classes, 31/4 (with electric train heating) and 31/5 (departmental locomotives with ETH removed) will be included in the Accurascale range.

Modular tooling will allow the company to offer detail variations such as different exhaust ports, boiler ports, roof and bodyside panels and radiator grilles, bufferbeam fittings and snowploughs, and even such small items as London Underground trip-cock gear, and Whitaker-style tablet catchers fitted for working the High Dyke iron ore branch in Lincolnshire.

The specification will include working radiator fans, separately switched tail lights, and an ESU Loksound 5 decoder with a bespoke DCC sound package, including a wheel flange sensor to automatically play flange squeal on curved track.

Numbers and liveries to be offered in the first production run are: Mirlees-engined D5549 in BR green as delivered; Class 31/1s No.5544 in BR blue; No.5803 in BR green with full yellow ends and double arrow logo; 31 110 in Railfreight livery with white cantrail stripe; 31 128 in BR blue (Privatisation era); Class 31/4s 31 409 in BR blue with white stripe; 31 420 in InterCity Mainline; 31 421 in Regional Railways; 31 432 in BR blue with cantrail stripe; and Class 31/5 31 514 in ‘Dutch’ civil engineers’ livery.

The prices will be £169.99 for DC/DCC ready locomotives and £259.99 for DCC sound-fitted models,



▲ A tooling sample of Irish Railway Models' new CIÉ magnesite wagon.
Photo: Irish Railway Models

▲ Accurascale says that the tooling suite for its new Brush Type 2 diesel “may be its most extensive yet”, catering for almost all the detail variations, such as different cab fronts with discs or headcode boxes.
Photo: Accurascale

with delivery expected in the second quarter of this year. More details can be found, and orders placed, at: www.accurascale.co.uk

Magnesite wagons next from IRM

Accurascale's sister company Irish Railway Models is to produce Córas Iompair Éireann magnesite wagons in OO gauge. These were used between 1970 and 1982 to transport magnesite, a mineral used to produce heat-resistant bricks for blast furnaces, from Ballinacourty in County Waterford to Tivoli near Cork.

A limited run of four wagon packs will be produced, each with three wagons and priced at €124.95. For the first time, IRM will also offer a single wagon pack, depicting the vehicle carrying the inscription ‘RIP, Last Mag, 1970-1982, The End’ on the final working. Limited to 350 pieces, this model will retail at €44.95.

Modellers buying two or more packs will receive a 10% discount, and delivery is expected in the third quarter of this year. Orders can be placed at: www.irishrailwaymodels.com

Maunsell D1 Class in OO – latest exclusive from Rails of Sheffield

Chirk-based model railway manufacturer Dapol has, in conjunction with retailer Rails of Sheffield, revealed that the Maunsell D1 Class 4-4-0 will be the subject of its next exclusive OO ready-to-run model – the announcement follows the release of the D Class 4-4-0 (see review, RM August 2021).

After Richard Maunsell took the reins from Harry Wainwright in 1913 he worked on a series of new locomotives which were intended for a long service life. This involved the conversion and upgrade of 11 E class locomotives, resulting in the E1 class. This proved very successful and led directly to the conversion of 21 D class members to form the D1 class between 1921 and 1927. Though arguably not as elegant as the D class, equipped with a larger boiler, a Belpaire firebox and longer travel cylinders, the D1 displayed a considerable haulage and power increase over its predecessors.

Initially allocated to Ashford shed, this class was to be found all over the South Eastern Division from London to the south. 20 remained in traffic upon



Nationalisation, with the last examples withdrawn during 1961. None survived into preservation.

There will be six versions produced that will be exclusive to Rails of Sheffield; No.735 in SE&CR grey, No.1749 in Southern lined Maunsell olive green, No.1741 (with top feed) in Southern lined Maunsell olive green, No.31487 in BR plain black with ‘sunshine’ lettering, No.31741 in BR lined black with early emblems and No.31246 in BR lined black with late crests – priced £199.95 DCC ready and £324.95 DCC sound fitted.

The tooling will cover a number of different detail variations between the prototypes, including: two frame types; two cab styles; two chimney options; two smokeboxes; and Ross pop and Ramsbottom safety valves.

The model's specification is set to include a diecast chassis, sprung buffers, removable coal load, firebox glow and five-pole motor with electrical pick-ups from the tender and driving wheels. As with previous releases from Dapol, models will incorporate a ‘pull-out’ PCB with Next18 interface for ‘tool free’ DCC decoder and speaker fitting.



Pre-production samples are illustrated here, which are subject to review and change where required.

All of the D1 Class models announced here can be pre-ordered for a £30.00 deposit via the retailer's website: www.railsofsheffield.com

Highland Railway Jones Goods class for OO from Rapido Trains UK

Rapido Trains UK has announced that the subject of its next OO gauge ready-to-run model project will be the Highland Railway Jones Goods Class 4-6-0.

15 locomotives were built by Sharp, Stewart and Company for the Highland Railway company, numbered No.103-117. These machines were the first 4-6-0s in the British Isles, and at the time of delivery between September and November 1894, the most powerful main line locomotives in the country. Originally intended principally as freight engines, they were often called upon for passenger duties during the wide fluctuations of traffic which occurred on the Highland Railway, particularly during the summer season.

All the locomotives passed into LMS ownership at the Grouping in 1923, gaining the numbers No.17916-17930 and 4F power classification. Withdrawals began in 1929, with the last in 1940, but the first class member – No.103 (LMS No.17916) – was set aside for preservation by the LMS in 1934. The locomotive was later restored to working order by British Railways in 1959 and spent several years hauling enthusiast specials, as well as appearing in the 1965 film *Those Magnificent Men in their Flying Machines*. No.103 was retired in 1966 and is currently on static display in the Riverside Museum, Glasgow.

Six versions are to be produced; No.103 in HR yellow (1960s condition); No.106 in HR light green (1890s condition); No.113 Drummond green; No.17920 in LMS unlined black (early); No.17924 in LMS lined black; and No.17917 in LMS unlined black (late).

Models can be pre-ordered via the manufacturer's website or from Rapido Trains UK stockists, priced £219.95 DCC ready or £319.95 DCC sound fitted.

VIX ferry vans too

Rapido Trains UK has also announced that it is developing a suite of British Rail Diagram 1/227 ferry vans in OO – with the reveal of the first tooling samples, an example of which is illustrated here.



▲ BR ferry van.



▲ GWR 'Toad' brake van.



▲ An image from the CAD artwork of Rapido Trains UK's Highland Railway Jones Goods.



▲ Pre-production artwork of the Jones Goods in Highland Railway yellow.

The model specification is set to include extensive underframe detail, NEM coupler pockets on sprung cams and opening side doors.

Initial releases will be produced in a wide selection of BR and departmental colour schemes, including: BR bauxite (with/without Ferry Link logo); Railfreight red/grey; Railfreight International red/grey; Engineer's 'Dutch' grey/yellow; S&T olive; Engineer's olive; and S&T 'Satlink' red/yellow – priced £45.95 each.

GWR 'Toad' liveries confirmed

In addition, the manufacturer has confirmed liveries for its forthcoming Diagram AA20 'Toad' brake vans in OO.

Ten versions are to be produced; No.114765, lettered 'HEREFORD BARTON' in GW grey; No.68777 lettered 'NEWTON ABBOT' in GW grey; No.68784 lettered 'EAST DEPOT' in GW grey; No.17295 with small GWR branding; No.68764 with small GWR branding; No.W68868 lettered 'LEAMINGTON' in WR grey with BR number; No.W114751 lettered 'WORCESTER R.U.' in BR grey; No.W114764 lettered 'YEOVIL PEN MILL R.U.' in BR grey; No.DW17247 in WR (Departmental) grey; and No.DW17244 in Engineer's yellow with ZXO TOPS code – priced £39.95 each.

For more information – including a full list of specifications and liveries – see the manufacturer's website: www.rapidotrains.co.uk

John R Anderson

John Anderson, a familiar face on the model railway show circuit for many years, sadly passed away in January, aged 77. He was dedicated to Shipley Model Railway Society, the club he joined in 1980 and, as time went on, became known affectionately by many as 'Mr Shipley'.

John took on the role of Shipley MRS Exhibition Manager back in 1984, tackling the job with great enthusiasm and good humour. He had very high standards in all he did and had great organisational skills so, unsurprisingly, all the annual exhibitions he organised were always highly regarded by enthusiasts everywhere.

Almost every weekend he toured the length and breadth of the country

along with his wife Jennifer to search out the very best of those new and interesting layouts that met his high standards. Always ready with a laugh and a joke, he was well respected by all who knew him.

He loved to get layouts 'first time out' for the Shipley exhibition and often booked exhibits without even seeing them, knowing that the modellers who built them would produce layouts of the highest quality.

He was also an accomplished modeller in his own right, his forte being scenery and buildings construction. He knew instinctively what looked 'right' and the renowned Shipley club layouts, *Evercreech Junction*, *Tebay* and *Leicester South* – and including the present project

Clayton – all had the hallmark of John's expertise and keen eye. He built his own narrow gauge layout *Low Wharf* (see February 2020 issue) which he also showed on the circuit from time to time.

A dedicated friend and mentor to many, John was truly a 'one-off' and always followed his own instincts. He will be greatly missed by all his family and dear friends: Shipley club has lost one of its most prominent and spirited members.

Our thoughts and condolences at this sad time are with his family; Jennifer, Wendy, David and Mandie, and grandchildren Christopher, Matthew and Daniel.

[Ed – Our thanks to Barry Spink and Alan Swain for preparing this obituary.]

Coming next month

May 2022 –
Out Thursday 14 April

Porthdinllaen
A joint GWR/LMS terminus
– modelled in 3mm scale

Railway of the Month

Bridgefield Quarries
An industrial steam operation
in 7mm scale

Aldergrove
A might-have-been diesel era
layout in N gauge

inside

• **BOVEY**
A survey of this characterful former GWR branch station in Devon

• **WAGONS IN DENTDALE – 3**
More curiosities from Ian Nuttall

• **RIVER CRANE MILL**
A 1930s narrow gauge agricultural line modelled in OO9

plus all the regular features

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications via email to clubs@railwaymodeller.co.uk are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

JUNE 2022 issue deadline: April 1st

CANCELLATIONS

Saturday 16, Sunday 17 & Monday 18 April

YORK MODEL RAILWAY SHOW

Organiser: York Model Railway Show Ltd.
Venue: Knavesmire Stand, York Racecourse, Racecourse Road, York YO23 1EX.
Contact: Ken Gibbons kcg213@hotmail.co.uk
Website: yorkshow.org.uk

LIVE EVENTS

We recommend that visitors should check with the organisers before travelling to the venue.

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: Free parking. Disabled access to all areas except the stage. 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 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 & traders 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.
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. The organisers hope to sell tickets on the day but this decision will not be made

until 1 March pending any changes to Covid-19 restrictions.

Amenities: Visitor car park entrance off Southam Road B4455, postcode: CV31 1FE
Contact: Avril Spence 01926 614101
avril@meridienneexhibitions.co.uk
Website: www.midlandsgardenrailshow.co.uk

Saturday 19 March

ABINGDON, Oxfordshire

Organiser: Abingdon & District MRC.
Venue: Abingdon & Witney College, Wootton Road, Abingdon, Oxfordshire OX14 1GG.
Open: 1000-1630
Admission: Adults £10.00 on the door, £9.00 pre-booked, 2 children free per adult.
Amenities: Catering, free parking and wheelchair access.
Features: Layouts including *Old Elms Road* (OO), *Margam Moor* (OO - exhibition debut), *Reunited biscuits* (OO), *A remote depot* (OO), *New Walmington Pier* (OO9), *Wood Street* (O), *Afon Adit* (O9), *Buckleigh* (OO), *Lighterman's Yard* (2FS), *Upperton* (N), *Auerbach Yard* (HO), *Inselbahn Langeoog* (Nm), *Leicester Belgrave Road* (OO), *Sodor Island* (OO), *Lego City Abingdon*. Traders including JB's Model World, N C Butler, Neil Cresswell Model Railways, Sunningwell Command Control, Isinglass Models.
Contact: Peter Hunt
pthunt.mrc@outlook.com
Website: www.admrc.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 stands.
Contact: Stuart Robinson 07758 458827
stuart.robinson27@outlook.com
Website: www.ndmrc.info/Home/Tadworth.htm

Saturday 19 & Sunday 20 March

ALEXANDRA PALACE, London

Organiser: Wamers Shows & Exhibitions.
Venue: Alexandra Palace, London N22 7AY.
Open: Saturday 0930-1700
Sunday 0930-1630
Admission: Adult £13.00, child (5-16) £7.00, family (2+3) £7.60.
Amenities: Bus from Alexandra Palace station and Wood Green tube station, disabled access, catering.
Features: 40 layouts, trade area, club, association and society stands.
Contact: Bev Machin 01778 392055
Website: www.wamers-shows.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 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, disabled parking, buses from station and town centre stop outside, refreshments.
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) *Earldean* (OO) *St Mary's Cove* (N) *Brankstone* (OO) *Framnack 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 19 & Sunday 20 March

HOWDEN, East Yorkshire

Organiser: Carlton Model Railway Society.
Venue: Howden Shire Hall, Market Place, Howden DN14 7BJ.
Open: 1000-1600
Admission: Adults £5.00, accompanied children under 12 free.
Amenities: Refreshments.
Features: Layouts and trade stands.
Contact: 01405 839847
Facebook: www.facebook.com/carltonrailwaysociety

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, parking, refreshments all day.
Features: 20+ layouts, 10 traders and three preservation societies.
Contact: John Burrows 07870 210269
jandeburrows@gmail.com
Website: www.newtonayclifferotary.org.uk

Saturday 26 March

TRIMLEY ST MARY, Suffolk

Organiser: Felixstowe Area Group of the N Gauge Society.
Venue: Welcome Hall, Trimley St Mary, Suffolk IP11 0TN.
Open: 1100-1600
Features: Open day of Area Group.
Contact: Chris Shum 01394 277211
Website: www.felixstowengauge.org.uk

Saturday 26 & Sunday 27 March

CREWE HERITAGE CENTRE

Organiser: Modern Image O Gauge.
Venue: Crewe Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £8.00, children (5-14) £3.00, under 5s free.
Amenities: Admission to heritage centre

included. Free bus from Crewe station.
Features: Layouts and trade stands.
Contact: www.modernimageogauge.co.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), *Klappung* (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

Saturday 2 April

BECKENHAM, Kent

Organiser: Beckenham and West Wickham Model Railway Club.
Venue: St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN.
Open: 1000-1700
Admission: adults £6.00, accompanied children under 15 free.
Amenities: Free on-street parking. Fully accessible to hand-powered wheelchairs. 5 minutes' level walk from Eden Park station. Hot and cold refreshments.
Features: Up to 11 vintage layouts including Hornby O gauge, Hornby Dublo, Hornby live steam and Tri-ang, plus 8 leading toy train dealers and the Club Shop.
Contact: Greg Marshall 07545 469610
Website: www.bwmrc.co.uk

Saturday 2 April

HILLINGDON, West London

Organiser: Hillingdon Railway Modellers.
Venue: Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley UB7 8HF.
Open: 1000-1500
Admission: £5.00.
Amenities: Refreshments.
Features: Open day - bring your own locos and stock to run on the club's N, OO and O gauge test tracks (12V dc and DCC) - no live steam. Expert help available.
Contact: 020 8368 4090
Website: www.hillingdonrailwaymodellers.co.uk

Saturday 2 & Sunday 3 April

CHELTHENHAM, Gloucestershire

Organiser: Cheltenham Great Western Modellers Group.
Venue: St Margaret's Hall, Coniston Road, off Windermere Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £5.00, child £2.50, family (2+2) £10.00. Raising funds for Young Lives vs Cancer (CLIC Sargent)
Amenities: Disabled access. Bus route D from city centre and railway station to Windermere Road.
Features: *Abercynon Shed* (EM), *Bagley* (OO), *Coal Loader* (HO), *Lammars Lane* (N), *Lananta Quay* (3mm), *Mia-Mae-Hault* (OO), *Orchard Road TMD* (OO), *Otterhampton* (N), *Oxford Road* (OO), *Parsons Vale Carriage Sidings* (OO), *Queens Street Yard* (O), *Thomas layout* (OO - drive yourself), *Virginstow 2* (N), *Sugar Lane* (HO).
Contact: 01242 517788
Website: www.cheltmodrail.org.uk

Saturday 2 & Sunday 3 April

COTGRAVE, Nottinghamshire

Organiser: Bingham Model Railway Club.
Venue: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ (sat-

New email address for show notices clubs@railwaymodeller.co.uk

nav directs to leisure centre opposite).

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: 16yrs and over £5, accompanied under-16s free, disabled & carer free.
Amenities: Refreshments. Disabled access limited to approximately 80%.

Features: 13 layouts including Sherwood Shed (O), Spilsby (OO), Tremawm (OO), Croft Spa (N), Tamara (N plus Z narrow gauge), A Cold Front (OO9), societies, trade stands and demonstrations including Tony Wright and MERG.

Contact: Mark Shipman 0789 535 3185
Website: www.bingham-model-rail.co.uk

Saturday 2 & Sunday 3 April

SHEFFIELD, South Yorkshire

Organiser: Kevin Rayworth.

Venue: Birkdale School, Oakholme Road, Sheffield, S10 3DH.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £7, children (5-15) £3.

Amenities: Refreshments.

Features: 17 layouts including Howbrooke, Dunsfold Road and BA Cookes Engineering (OO), Royd Lane (OO9), East Colne, Doone Bridge and Burnham-on-Sea (N). Traders including Hobby Holidays, Milnsbridge, Mount Tabor, MTFG Nick Tozer, Peak Rail, Pennine Models and SMRE stand.

Contact: Kevin Rayworth 07768 513880

Website: www.sheffieldmodelrailwayenthusiasts.com/2022-exhibition.html

Saturday 9 April

FORDINGBRIDGE, Hampshire

Organiser: Rotary Club of Fordingbridge.

Venue: Avondale Community Centre, 36 Shaftesbury Street, Fordingbridge SP6 1JF.

Open: 1030-1630

Admission: Adults £5.00, ages 6-16 £1.00, family £10.00. All proceeds to be donated to Water Survival Boxes.

Amenities: Refreshments.

Contact: 01425 652491

Website: www.fordingbridge-rotary.org.uk

Saturday 9 April

NEWPORT, Gwent

Organiser: NEWGOG Team, supported by the Gauge O Guild.

Venue: Lysaght Institute, Orb Road, Newport NP19 0RA.

Open: 1000-1630

Admission: £6.00 (seniors, junior & concessions £5.00).

Amenities: Parking, disabled access and facilities, refreshments, charity raffle.

Features: NEWGOG - The South Wales O Gauge Show. Visiting layouts, demonstrators, trade stands, Bring & Buy.

Contact: Fred Lewis 07896 977 526

Saturday 9 April

NORWICH, Norfolk

Organiser: Norwich Model Railway Club (on behalf of Railway Heritage & Model Society).

Venue: Hellesdon High School, Middletons Lane, Norwich NR6 5SB.

Open: 1000-1630

Admission: £6.00, accompanied under-16s free.

Amenities: Free parking, disabled access.

Features: Layouts including Acle (OO), Brooklands Park (OO), Charleston (N), Eastport (O), Obervaz (HOM), Woodford Halse (OO), Padlam Junction (OO), test track with 7 gauges and Arnold's Layout (OO). Trade stands, heritage railway societies.

Contact: www.norhams.org.uk

Saturday 9 April

REDHILL, Surrey

Organiser: East Surrey N Gauge.

Venue: Earlswood Baptist Church, St Johns Road, Redhill RH1 6DZ.

Open: 1000-1600

Admission: adults £3.00, children £2.00,

family £8.00.

Amenities: Local free on-street parking, disabled access, refreshments.

Features: 8 N gauge layouts including Alpenbahn, Bahnbetriebswerk Königshafen and a modular layout from East Surrey N Gauge. 2 specialist traders, second-hand sales and N Gauge Forum stands.

Contact: Jon Bartlett 07954 642387 barthyd@pobox.com

Saturday 9 & Sunday 10 April

DUKINFIELD, Greater Manchester

Organiser: Tame Valley Model Railway Club.

Venue: Astley Sports College, Dukinfield, Tameside, Greater Manchester SK16 5BL.

Open: 1000-1700

Contact: 0844 3510196

Website:

www.modelrailwayshow.weebly.com

Saturday 16 April

ILFRACOMBE, Devon

Organiser: Ilfracombe Model Railway Society.

Venue: The Landmark Theatre, Seafront, Wilder Road, Ilfracombe, Devon EX34 9BZ.

Open: 1000-1600

Admission: adults £4.00, children £2.00, family £8.00.

Amenities: Parking nearby, level access, refreshments.

Features: Layouts in gauges O, OO, N and OO9, plus trade stands.

Contact: David Watts 01271 864677 dw312@btinternet.com

Sunday 17 & Monday 18 April

WEXFORD, Co. Wexford,

Republic of Ireland

Organiser: Wexford Model Railway Club.

Venue: St Joseph's Community Centre, Newline Road, Wexford Town Y35 A66C.

Open: Sunday 1200-1800

Monday 1100-1700

Amenities: Refreshments.

Features: 14 layouts, 12 trade stands.

Website: www.wexfordmodelrailwayclub.ie

Facebook: www.facebook.com/WexfordModelRailwayClub/

Friday 22 & Saturday 23 April

SUTTON COLDFIELD, West Midlands

Organiser: Sutton Coldfield Railway Society.

Venue: Trinity Centre, Church Hill, Mill Street, Sutton Coldfield B72 1TF.

Open: Friday 1400-2000

Saturday 1000-1630

Admission: Adults and seniors £4, accompanied children under 16 free (2 per adult).

Amenities: Disabled access, disabled parking only (pay and display car parks in town centre), light refreshments.

Features: Layouts: The Bergeller Bahn (HO), Red Hook Bay (HO), Padden Flats (HO), San Clemente (HO), Ashbridge (OO), Trinity Dock Street Bridge (OO), Clough Street Sidings (O), Shutes End (O), Ladderedge (7mm scale, 16.5mm gauge) Kings Brandell (OO9), Coldfield Yard (OO), Kenstadt (Z), Waterfall Junction (N).

Contact: www.ukmodelshops.co.uk/SCRS/main.html

Saturday 23 April

BAWDESWELL, Norfolk

Organiser: 32A MRC.

Venue: Bawdeswell Village Hall, Reephams Road, Bawdeswell NR20 4RU.

Open: 1000-1600

Admission: £5.00, concessions £4.00, juniors £2.00.

Features: Cromer High (OO), other layouts in N, OO and O, traders, demonstrations.

Contact: Alan Ball

alanscarpets@yahoo.co.uk

Website: www.32amrc.co.uk

Saturday 23 April

EASTLEIGH, Hampshire

Organiser: Wessex Narrow Gauge Modellers.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX.

Open: 1000-1700

Admission: adults £10.00, accompanied children (5-16) £3.00, family £23.00.

Amenities: Free parking, disabled access, refreshments. Close to M27 and M3. Nearest main line stations are Southampton Airport Parkway and Eastleigh. Bluestar 5/5a bus from Eastleigh bus station.

Features: Over 25 layouts including Bridport (O-16.5), Tony's Forest (O-14), Berger Hall 2022 (Gn15), Dinas Dhu (8mm scale), Clyre Valley Railway (OO9), Llandecwyn (OO9), Tan-y-Llyn (OO9), Sandy Shores (OO9), Turtle Bay (OO9), Ulvayd (HOe), Kaninchenbau (HOe) plus OO9 Society, 7mm Narrow Gauge Association, specialist trade and preservation society stands.

Website: www.narrowgaugesouth.org.uk

Saturday 23 April

KIRRIEMUIR, Angus

Venue: Guide Halls, Roods, Kirriemuir.

Open: 1000-1600

Admission: Adults £2.00, children £1.00, under 5s free. All proceeds to be donated to Kirriemuir Wargames Club, the Guides and Kirriemuir Day Care Centre.

Amenities: Free parking, refreshments.

Features: Vintage layouts in Gauge 1, O gauge clockwork, steam and electric layouts, Hornby Dublo, plus trade stalls.

Contact: Dale Smith 01575 574128 daledsmith@btinternet.com

Saturday 23 April

SELBY, North Yorkshire

Organiser: Grandad's Train Shop.

Venue: Selby Superbowl Function Room, Unit 1, Bawtry Road, Selby, YO8 8NA.

Open: 1000-1600

Admission: Adults £1.50, children £1.00, family (2 adults & up to 3 children) £4.00.

Amenities: Limited free on-site parking with additional parking available at nearby trading estate, disabled access, refreshments.

Features: Micro Model Railway Show (models up to 6' in length). Sponsored by Grandad's Train Shop and Selby Superbowl, with all profits going to the Salvation Army.

Contact: Nick Morley 07754 401209 or Richard Morley 01805 861806.

Saturday 23 April

WELWYN GARDEN CITY, Hertfordshire

Organiser: De Havilland MRS.

Venue: Ludwick Way Methodist Church, Ludwick Way, Welywn Garden City, Hertfordshire AL7 3PN.

Open: 1000-1700

Admission: Adults £5.00, children £2.00.

Amenities: Free parking, lift available for wheelchair users to access first floor, refreshments.

Features: Layouts: Albanrail G scale garden railways, Brent Eleigh (OO9), Crockleworth (OO), Kinross (OO), Frinsbury (N), Middleton in Teesdale (OO), Havil Junction (OO), Harveys Wharf (O), Jupiter Depot (N), Little Salkeld (N), Nonsuch (O), Rixworth Green (EM), Schwungischerplatz (N), Shabbey Road (Underground Ernie), Warren Hill (O). Trade stands: Joe Lock (second hand), Kevin's Trains (second hand), RCTS Hitchin branch, LCGB St Albans branch, St Albans Signal Box, DHMRS, UK Railtours.

Contact: Chairman Nigel Slatford 07834 762215 or secretary@dhmrs.co.uk

Website: www.dhmrs.co.uk

Saturday 23 & Sunday 24 April

BANGOR, Co. Down

Organiser: North Down Model Railway Society.

Venue: Bangor High School, Gransha Road, Bangor, Co. Down BT19 7QU.

Open: Saturday 1000-1700

Sunday 1200-1700

Admission: Adults and senior citizens £6, child £4, family (2+2) £15, under 5s free.

Amenities: Free parking, wheelchair friendly, refreshments. Saturday only: hourly bus service No.302D outward and services 302C and 302D inward.

Features: Ireland's largest model show with over 20 layouts, over 40 trade and sales stands, demonstrations, model planes, boats, cars and other displays.

Contact: Ken Vernon 02891 883844 or Tom McKee 07973 688898, tommckee@sky.com

Website: www.ndmrs.org.uk

Facebook: www.facebook.com/NorthDownModelRailwaySociety

Sunday 24 April

KEIGHLEY, West Yorkshire

Organiser: Keighley MRC.

Venue: Units T1/T3, 3rd floor, Keighley Business Centre, Knowle Mill, South Street, Keighley BD21 1SY.

Open: 1000-1600

Admission: Adults £4, children £3, family £12.

Amenities: Free parking, lift access, refreshments.

Features: Layouts in all scales.

Contact: 07726 464043 (daytime).

Website: www.keighley-mrc.org.uk

MEETINGS

Monday 14 March – 19.30

Lincoln Railway Society

Didcot to Paddington by Richard Binding

Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.

Contact: 01522 698085 or email

grahamlightfoot1948@gmail.com

Admission: Non-members welcome, entrance fee £3.

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 members. Non-members £2.00. Booking is essential; visit front page of GOG website to secure your place.

Features: An Evening With Kevin Cartwright Building vehicles for your layout

Thursday 7 April – 19.30

Lutterworth Railway Society

Diesels in the Peak District 1975-2015 by Phil Lockwood and Enid Vincent

Venue: Lutterworth Bowls Club, Coventry Rd Lutterworth, LE17 4RB.

Contact: Dave Hanger on 01455 203307

www.lutterworthrailwaysociety.co.uk

Monday 11 April – 19.30

Lincoln Railway Society

Railways in a Yorkshire Landscape by Stephen Gay

Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.

Contact: 01522 698085 or email

grahamlightfoot1948@gmail.com

Admission: Non-members welcome, entrance fee £3.

Thursday 21 April – 19.30

Lutterworth Railway Society

W.J. Bassett-Lowke - A Pastime Today, a Business Tomorrow by Douglas Goddard

Venue: Lutterworth Bowls Club, Coventry Rd Lutterworth, LE17 4RB.

Contact: Dave Hanger on 01455 203307

www.lutterworthrailwaysociety.co.uk

New email address for show notices **clubs@railwaymodeller.co.uk**

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Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

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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

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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.

GOOD SELECTION OF RAILWAY PERIODICALS. Model Railways and Prototype. We buy and sell. See website at www.railmags.org

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Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, 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. 01491 681 262. Email: mjhtoys@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: simoncull06@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. Tel: 01302 371 623. Mobile: 07526 768 178. Email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ.* Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

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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*

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UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 25th April from 12 noon. **PLEASE NOTE** – Because of the present situation this will be an **INTERNET ONLY AUCTION** plus our usual commission and phone bids. We have a good selection of model railways, also many other various toys and models - including a very nice Bassett-Lowke and Hornby O Gauge collection. Our buyers premium 16% plus Easylive charges. For further information please visit our website www.uktoyauctions.com. Tel: 01270 652773, 07484 670385.

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LARGE FULLY WORKING BUT SCENICALLY MINIMAL, UNPAINTED OO GAUGE LAYOUT representing through double track station with bay platforms, sidings and shed, for sale or to give away. Circular with hidden fiddleyard. Separate controller for each main line Code 75 trackwork. Mostly electric point operation. L shape 20' x 3', 10' x 4'. Full description contact: julianrobertsfg@gmail.com

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BING OO No.10 SET £1,000, No7 set £600, 2135 loco £350. Telephone: 01279 505306 jeffcarpenterguitar@gmail.com

SIX EM GAUGE LOCOMOTIVES: Southern Class T9 4-4-0, Class N Mogul 2-6-0, Great Western 0-6-0T Pannier: each built from white metal kits. LMS 2-6-0 Class 5P4F "Crab" Mogul, Class 2P 4-4-0, Class 3F 0-6-0T Jinty: each hand built brass. All locomotives have run successfully on exhibition layouts, but have now been in store for some years. Photographs and further details available from Ian Isitt, Email: ian@isitt.org

BRADSTONE QUARRY OO-gauge exhibition layout by Roger Nicholls (see RM Jan 2013). 11ft 6ins x 1ft 6ins (350cm x 46cm) overall including 4-road fiddle yard. Guide price £350. Full details and photos available by email, please contact boxvan6591@gmail.com

SALE! OO GAUGE KITS Unused, in original packaging, (wagons, buildings vehicles, Slaters, Cambrian, Ian Kirk, Parkside, Airfix etc) and UNUSED RTR WAGONS, BOXED, MINT (Bachmann, Dapol. Hornby etc). Email: brianhorseman@bjhassociates.co.uk for full list. Order over £50 post free. First come, first served.

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Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector.

TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

WANTED TRIANG TT AND LONE STAR TREBLE O 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

WANTED OO SECONDHAND LAYOUT OR RETIRED EXHIBITION LAYOUT TO FIT U SHAPED ROOM, 9ft x 2ft x 3ft x 2ft x 9ft x 2ft or that could be configured to fit those measurements. All photographs furnished will be returned. Telephone: 00353 46 902 1370, mobile: 00353 87 22 73 903, email: andrewjodonnely@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.

March 2022

20 March (Sun) 10.15am-3pm
WIMBORNE MODEL TOYS & TRAIN COLLECTORS FAIR, Queen Elizabeth School (QE), Wimborne Minster, Dorset BH21 4DT. Large free car park, refreshments. Admission £1.50. Enquiries to: DAVE.
Tel: 01202 590 158 or 07808 484 414.

27 March (Sun) 10am-2.30pm
CORNWALL - LOSTWITHIEL Community Centre PL22 0HE. Contact: MARK.
Tel: 01637 871 412, 07887 888 670.

27 March (Sun) 10am-3pm
PUDSEY CIVIC HALL, on Leeds to Bradford Ring Road LS28 5TA. STEELE PROMOTIONS.
Tel: 0161 283 1255.

27 March (Sun) 10.30am-3pm
SHEPTON MALLET, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free

parking. Admission £4. **BULLDOG FAIRS**. Tel: 01373 452 857 or 07917 125 641 www.bulldogfairs.com

April 2022

3 April (Sun) 10.30am-2pm
KIDDERMINSTER - NEW EVENT Kidderminster Harriers Social and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

3 April (Sun) 10am-2pm
POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.
Telephone Colin on 01279 301 407 or Joe 07866 641 215.

7 April (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16

7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

9 April (Sat) 10.30am-3pm
CARDIFF TOY AND TRAIN SALE - Top capital Show! Penarth Leisure Centre, Andrew Road, Cogan, CF64 2NS. COGAN RAIL STATION ALONGSIDE THE VENUE - FREQUENT SERVICES. Up to 120 tables, Top venue with leading model train dealers present. BUY*SELL*EXCHANGE. CHRIS DYER FAIRS.
Tel: 01643 702 757 & 07966 694 579.
www.chrisdyerfairs.co.uk

9 April (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

10 April (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS.
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ST IVES, One Leisure, Burgess Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU.
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www.j-jwebbtoyfairs.com
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***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

YEovil, SOMERSET (SWAPMEET). Yeovil Railway Centre, Yeovil Junction Station BA22 9UU.
Tel: 01935 421 107

HOOK TOYFAIR - Community Centre, Ravenscroft RG27 9NN. The evening monthly toy and train fair, always the second Tuesday of the month. Free

MIDHURST, THE GRANGE, Bepton Road, West
Sussex, GU29 9HD. SRP TOYFAIRS.
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www.srptoyfairs1.co.uk

RAYLEIGH ESSEX, The Sweyne, Park School,
Sir Walter Raleigh Drive, off London Road, SS6 9BZ.
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www.srptoyfairs1.co.uk

BRIDGNORTH LEISURE CENTRE, High Town, WV16 4ER. 100+ stalls of all types of model railways, Dinky's, Corgis, various die-casts etc. Admission £2.50. **TONY OAKES FAIRS**.
Tel: 01270 652 773 or 07825 631 323.

CHESTER, The Cheshire Country Sports Club, Plas Newton Lane (near Upton), Chester CH21 1PR (off A41). Approximately 3 minutes from junction 12 of M53 and junction 41 of A55. Admission £2.50. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

ASHFIELD – Festival Hall, Kirkby in Ashfield NG17 7DJ. Good Access, free parking, refreshments. Always a good selection of rail and diecast. Contact: MALC.
Tel: 07951 072 790.

CHELMER VALLEY SCHOOL – CHELMSFORD
(next to Broomfield Hospital), Court Rd, Broomfield.
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www.srptoyfairs1.co.uk

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**.
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RM Classified Advertisement Order Form — last date for receiving copy for June 2022 issue is 28th March.
Please insert the following advertisement under the section headed:

[illegible]

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.

email: classifieds@peco.co

47a



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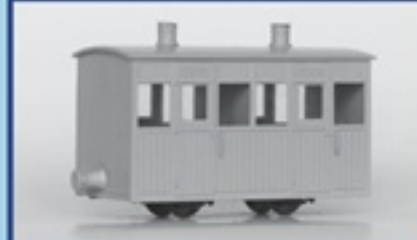
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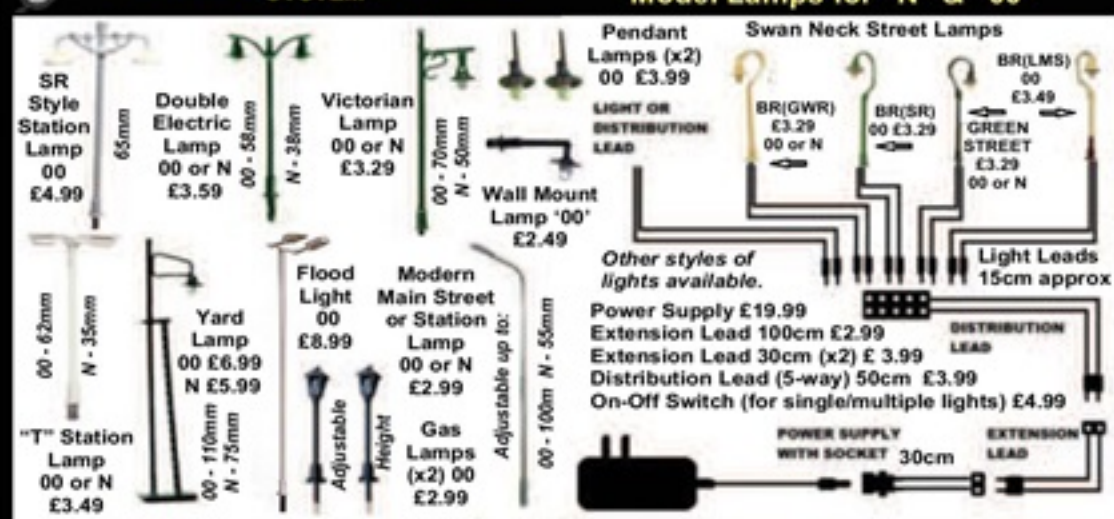
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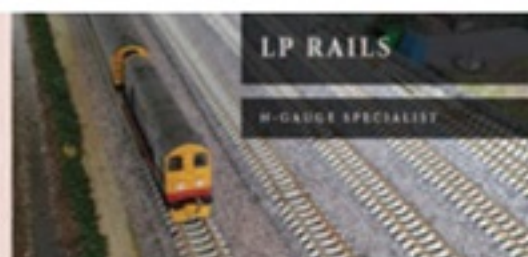
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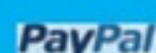
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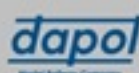
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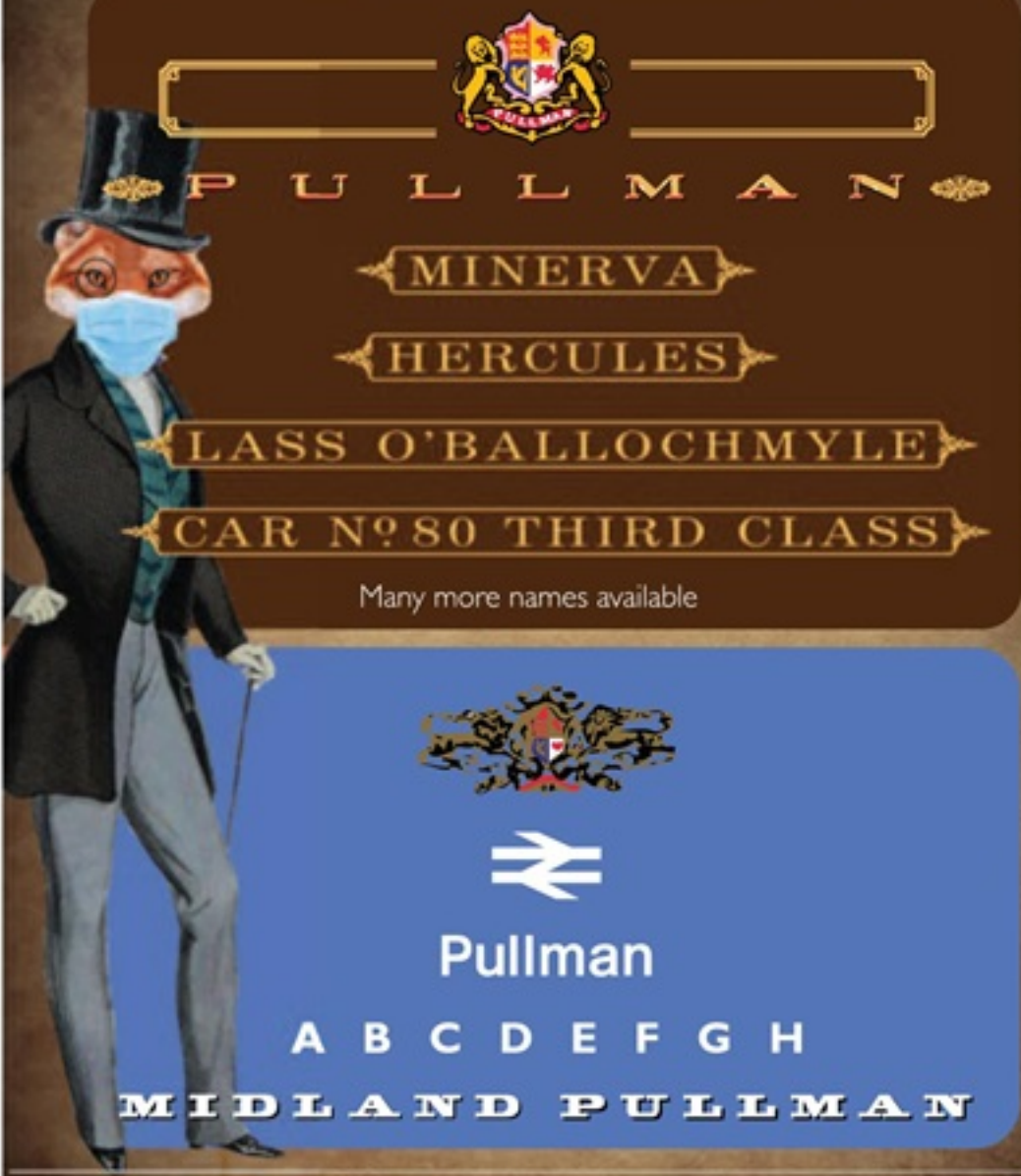
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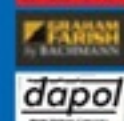
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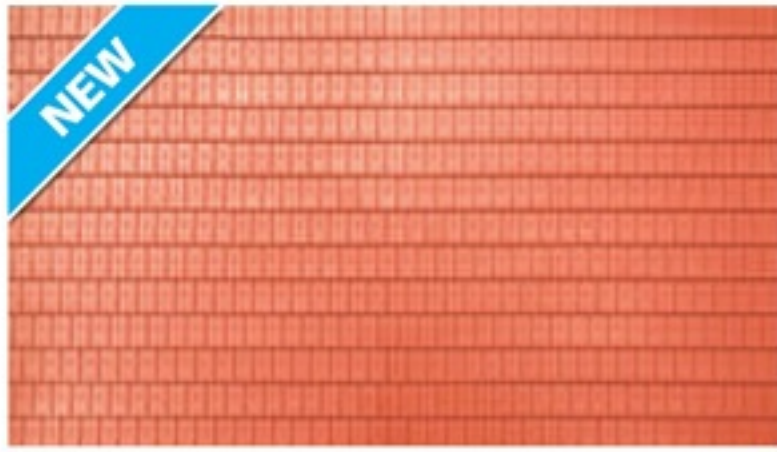
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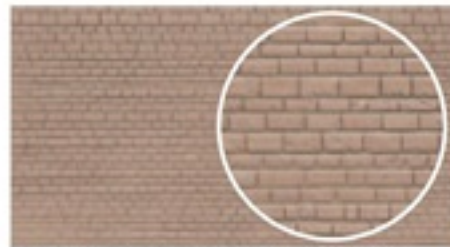
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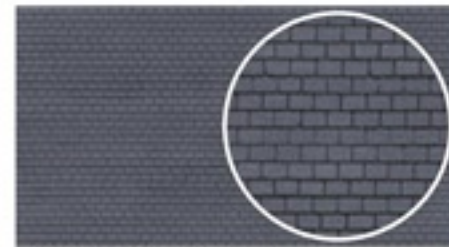
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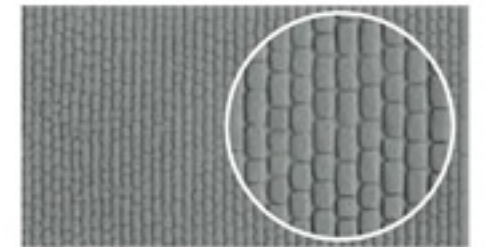
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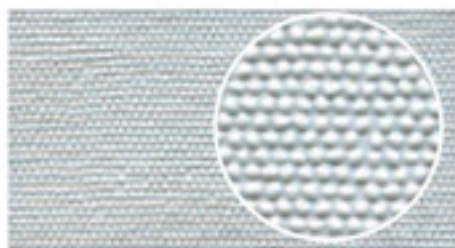
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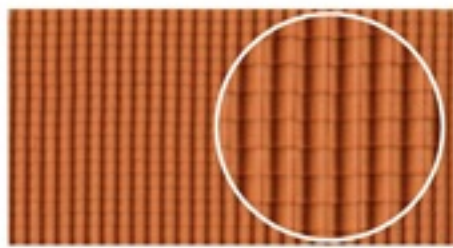
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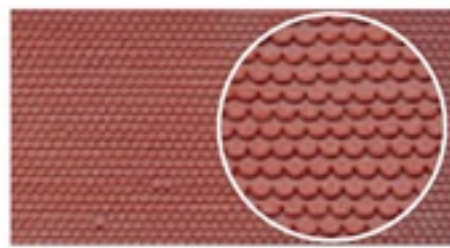
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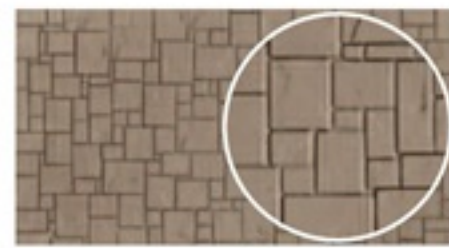
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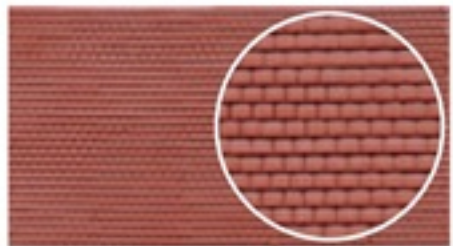
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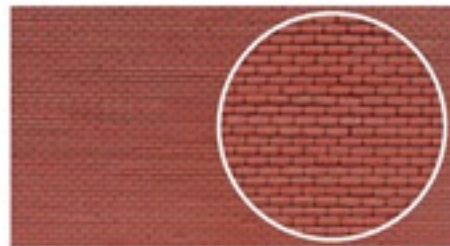
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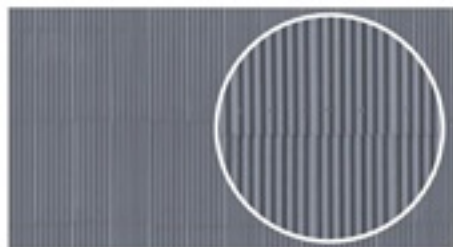
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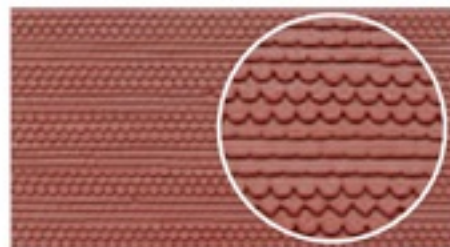
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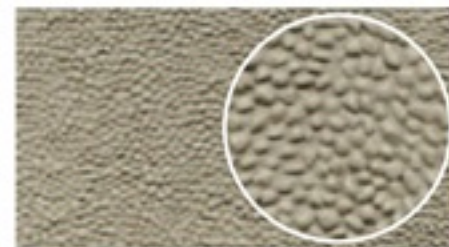
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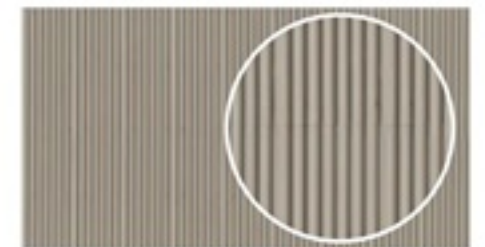
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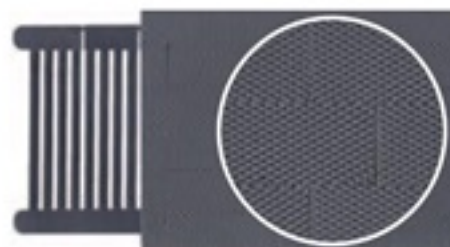
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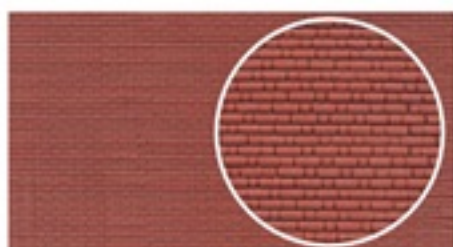
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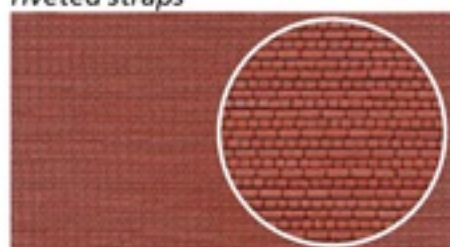
Corrugated Glazing (asbestos type) SSMP 224



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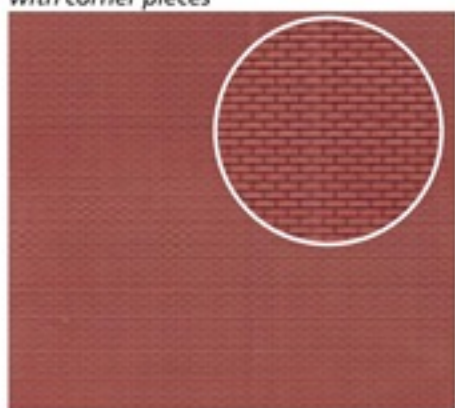
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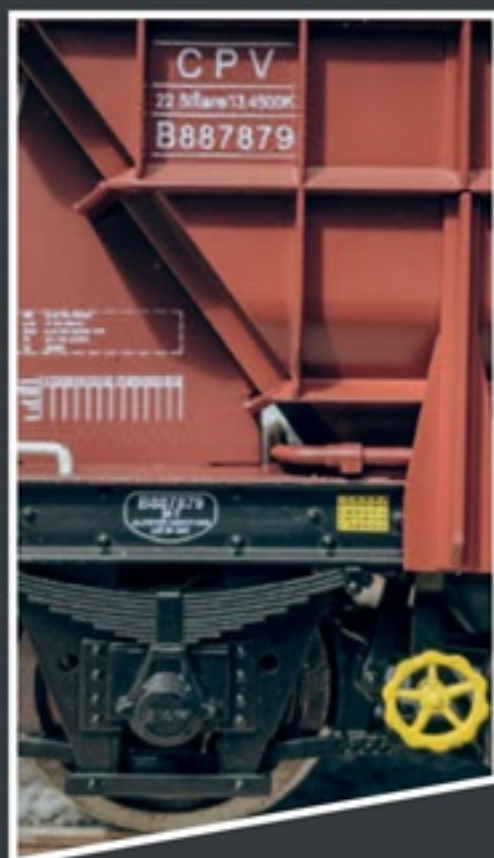
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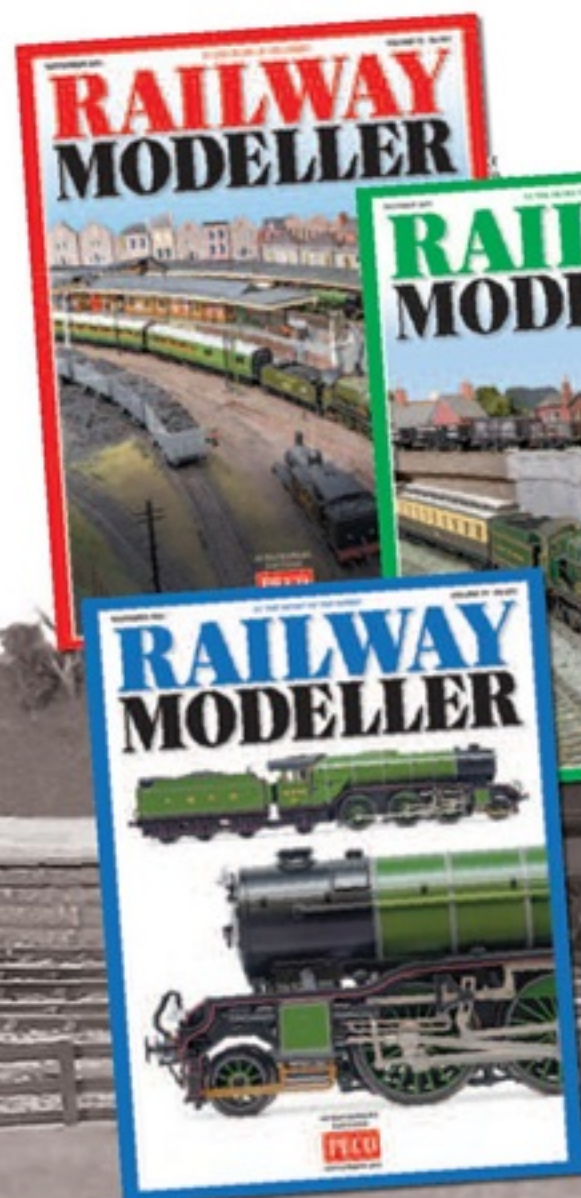
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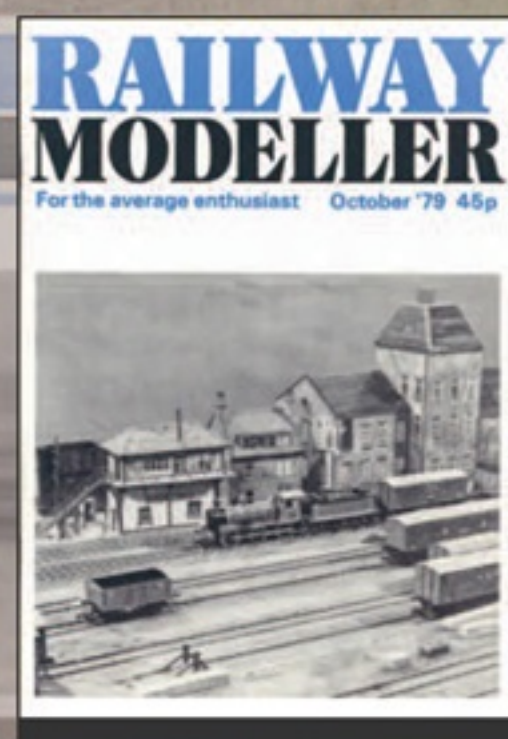
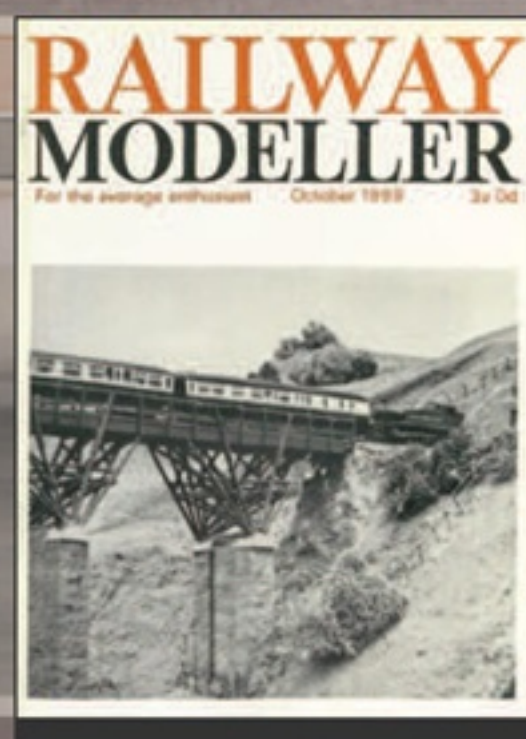
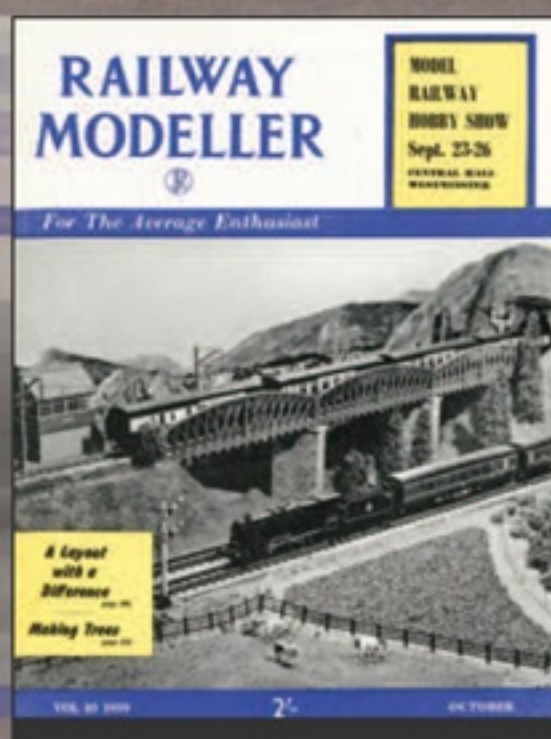
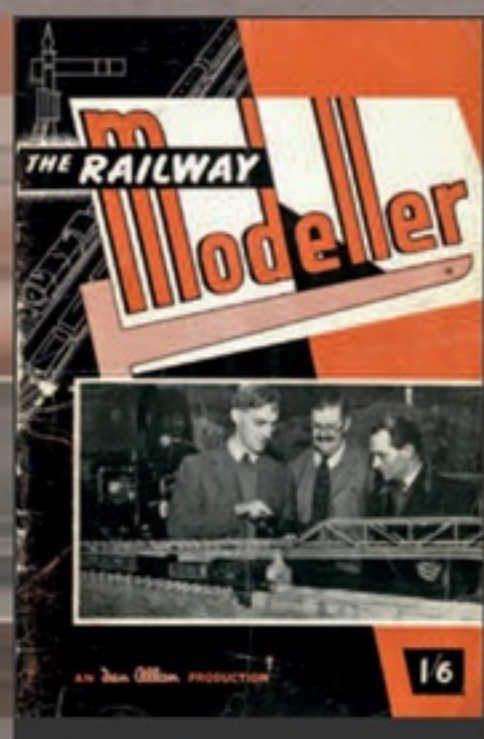


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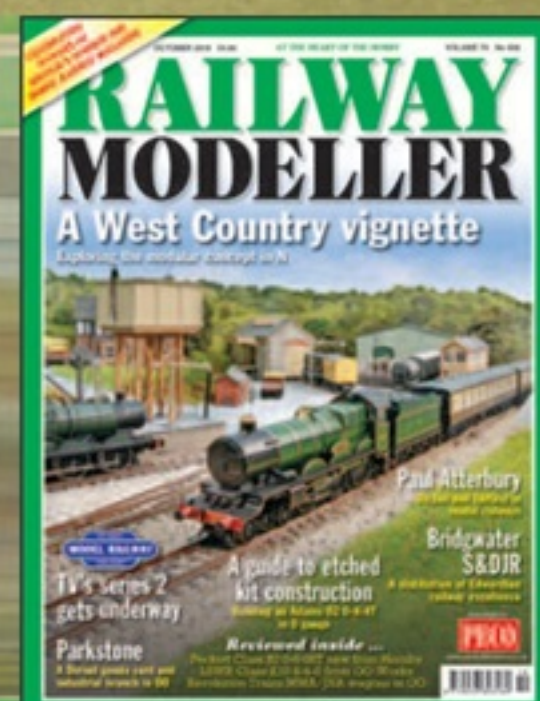
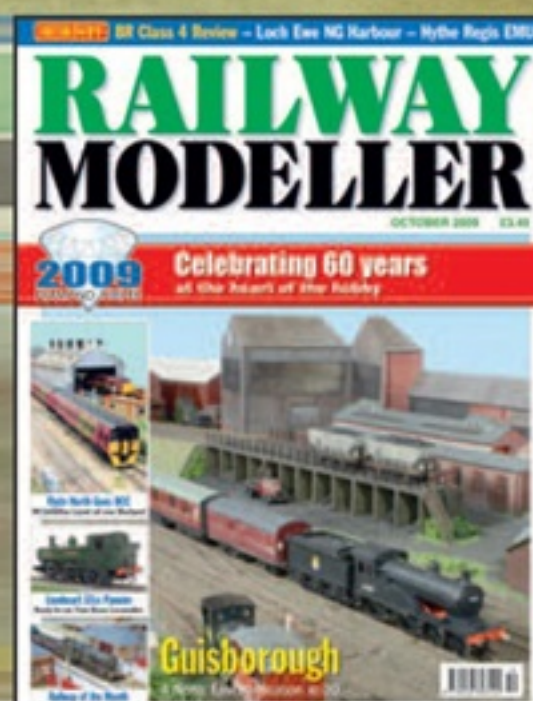
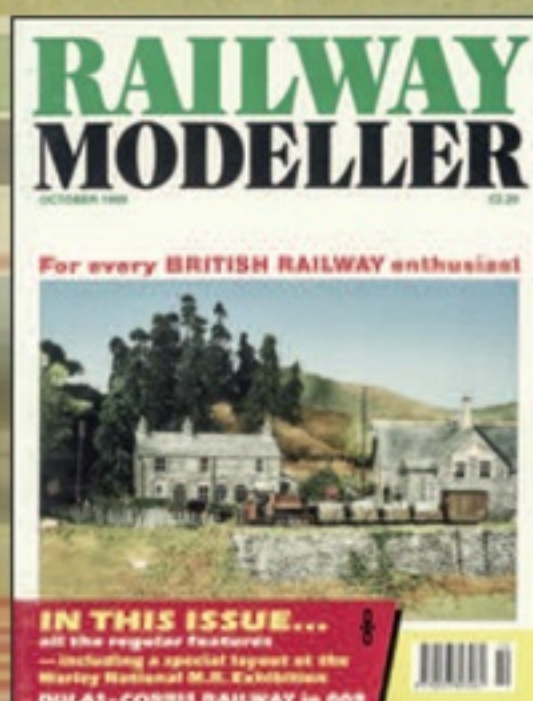
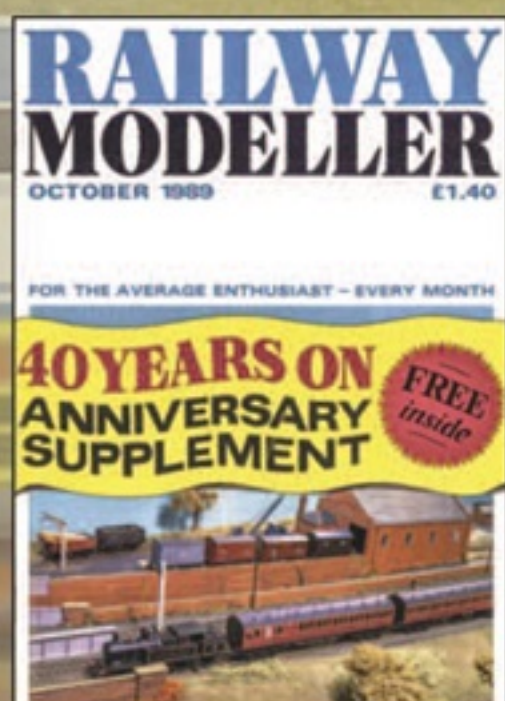
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