

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

MAY 2022 £5.30

AT THE HEART OF THE HOBBY

VOLUME 73 No 859

RAILWAY MODELLER

Welsh wonder!

**Porthdinllaen in 3mm –
A celebration of the
modelmaker's craft**



River Crane Mill

**A bucolic Kentish
scene modelled in 009**

Aldergrove

**Digitally controlled
BR diesels in N**

Constructing a GWR footbridge

**An attractive station
structure modelled in 7mm**

Bovey station

**A survey of this quintessential
Great Western prototype**

Reviewed inside ...

**Hornby Sentinel 0-6-0DH in OO
New wagons from Oxford Rail in OO
Revolution Trains IWAs in OO & N**

A first layout in 0 gauge

**Rekindling childhood
memories of iron
ore workings in
Northamptonshire**

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RAILWAY MODELLER

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May 2022 vol 73 No.859

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Railway of the Month

3mm scale layouts are often modest in their size and scope. Not so in the case of this extensive joint GWR and LMS system in North Wales created by Mike Corp, which has a scenic section that is almost a scale half-mile in length!

308 **Constructing a GWR footbridge in 7mm**

Project of the Month

Nigel Brown decided to construct a GWR footbridge from scratch using brass and nickel silver, together with a few bespoke additions sourced from outside suppliers.

312 **Aldergrove**

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318 **Bovey**

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351 **A chocolate factory in 009**

Joshua Campbell built this small 009 layout for an exhibition competition. This compact model with shunting and continuous running capability is the result. It's also a winner!

354 **Modelling gabion walling**

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356 **Detailing a wagon chassis the easy way**

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Cover photo: Craig Tiley

342 **The Last Yard**

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346 **Fairlie Pier, change for Millport**

John Shearer's layout was influenced by childhood memories – even though he was brought up on a small Scottish island far away from any railways!

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366 **Book & DVD Reviews**

367 **News**

In the news this month, Bachmann opens a new High Street hobby centre in Hinckley and shows progress with forthcoming models from new tooling in OO and N. We also cover the return of the Model Rail Scotland show after a two-year absence; the announcement of a pair of industrial saddle tanks from Dapol in OO and O gauges; biocoal trials on the Beer Heights Light Railway; artwork for the forthcoming Peco Ffestiniog 'Bowsider' coaches; new GWR 'Iron Mink', four-plank wagons, and Co-Bo and container wagon engineering prototypes from Rapido Trains UK; the opening of a new model shop in Ulverston's post office; more liveries and details announced for Accurascale's Brush Type 2 diesels; and much, much more!

374 **Societies & Clubs**

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

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SEE PAGE 34a FOR DETAILS

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Selection Of The Latest Releases

All of the latest releases are available to view in the New in section on our website



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31-443 - LMS Ivatt 2MT Tank 41227 BR Lined Black British Railways.....£140.21



31-442 - LMS Ivatt 2MT Tank 1205 LMS Black Revised.....£140.21

OO Gauge Class 90s



32-612ASF - Class 90 90041 Freightliner Green DCC Sound Fitted.....£280.46



32-615SF - Class 90 90004 'City of Glasgow' Virgin Trains DCC Sound Fitted.....£280.46

OO Gauge Class 66s



32-739 - Class 66/4 66413 Freightliner G&W.....£135.95



32-983SF - Class 66/7 66779 'Evening Star' GBRR Brunswick Green DCC Sound Fitted.....£203.95

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38-870 - BR 12T Vanwide Ventilated Van BR Bauxite Early.....£33.96
38-871 - BR 12T Vanwide Ventilated Van BR Bauxite Late VANWIDE.....£33.96
38-872 - BR 12T Vanwide Ventilated Van BR Bauxite Late VAN.....£33.96
38-873 - BR 12T Vanwide Ventilated Van BR Bauxite TOPS Weathered.....£33.96



38-880 - BR Vanwide VEA BR Railfreight Bauxite.....£33.96
38-881 - BR Vanwide VEA BR Railfreight Red & Grey.....£33.96
38-882 - BR Vanwide VEA BR Railfreight Distribution.....£33.96



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371-334SF - Class 150/2 2 Car DMU 150236 Arriva Trains Wales Revised DCC Sound Fitted.....£288.99



371-336 - Class 150/1 2 Car DMU 150133 BR GMPTE.....£203.99
371-336SF - Class 150/1 2 Car DMU 150133 BR GMPTE DCC Sound Fitted.....£288.99

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NB28 - Stone Platform Edging.....	£3.35
NB31 - Single Track Tunnel Mouth.....	£4.70
NB32 - N Double Track Tunnel Mouth.....	£5.05
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NB34 - Double Road Bridge Sides.....	£5.05
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NB51 - Level Crossing Barriers.....	£3.90
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LK62 - Platform Edging Concrete.....	£5.10
LK66 - Platform Edging Ramps Brick.....	£2.70
LK67 - Platform Edging Ramps Stone.....	£2.70
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PO410 - Wooden Pavilion.....£5.55
PO415 - Nissen Hut.....£6.40
PO421 - Low Relief Timber Framed Shop.....£7.25
PO430 - Small Signal Box.....£8.50

OO Gauge Building Papers

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

M0051 - Cobblestones.....£5.80
M0052 - Dressed Gritstone.....£5.80
M0053 - Engineers Blue Brick.....£5.80
M0054 - Brick Sheets.....£5.80
M0055 - Paving Sheets.....£5.80
M0056 - Tarmac Sheets.....£5.80
These tarmac sheets can be used for both OO & N gauge.
M0057 - Cut Stonework.....£5.80
M0058 - Semi Cut Stonework.....£5.80

RATIO

N Gauge Kits

202 - Cattle Dock.....£16.80
203 - Engine Shed.....£14.45
204 - Station Building.....£21.70
205 - Station Building Canopy.....£4.25
206 - Locomotive 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

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).....£5.35
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

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.....£13.60
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

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

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

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 - Wane 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
SSMP235 - Gabion Cage Walling.....£3.80
SSMP236 - Herringbone Block Paving.....£3.80

Forthcoming Releases

Your Guide to New Tooling Projects In Production
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OO9 Narrow Gauge



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

OO Gauge Steam Locos



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



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

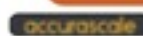


HR Class I 'Jones Goods' 4-6-0
Stage: CADs Due: TBC 2023
Price: from £186.96 Digital: 21-pin
hattons.co.uk/rapidojonesgoods



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 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale31



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 47
Stage: Prototype Due: Q2 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



BR NBL Prototype 10800
Stage: CADs Due: 2023
Price: £199.71 Digital: 21-pin
hattons.co.uk/heljan10800

OO Gauge Multiple Units



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



BR Mk2B Coaches
Stage: Deco Samples Due: Q4 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b



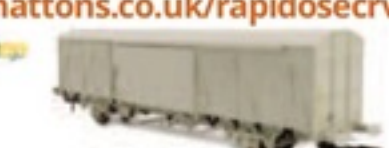
GWR Toplight City Coaches
Stage: Engineering Samples Due: 2023
Price: £51 each Digital: 6-pin
hattons.co.uk/dapoltoplightcity



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



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



VIX Ferry Vans
Stage: Engineering Samples Due: 2022
Price: £39.06 each Digital: N/A
hattons.co.uk/rapidovix



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: Q2 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemgr



MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q2 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: Early sample 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 Steam Locos



Class J94 Austerity 0-6-0ST
Stage: CADs Due: 2023
Price: from £212.50 Digital: 21-pin
hattons.co.uk/dapolj94

O Gauge Diesels/ Electrics



Class 26
Stage: Deco Samples Due: Q2 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljan26



Class 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljan37



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: Q2 2022
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56



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



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

O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolrailcar



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

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q2 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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00 Gauge (1:76 Scale)

Hattons Originals - Steam locos



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



H4-P013 SECR P Class 0-6-0T 5027 in ROD green (RRP £99) **BARGAIN** £84

Wagons



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

Heljan - Electric locos



8640 Class 86/4 86404 in Intercity Executive £186.96



8646 Class 86/6 86609 in Freightliner £186.96



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

Hornby - Steam locos



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



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

Diesel locos



R3745 Class 31/6 31602 'Driver Dave Green' in Network Rail yellow (RRP £211.99) **BARGAIN** £149

NEW



R30044 Class 37 97302 'Ffestiniog & Welsh Highland Railways' in Network Rail yellow - Railroad plus range **NEW** £87.50

Coaches



GWR CoachPack F Collett 57' Non-Corridor 2-pack in BR crimson (Includes 2 x R4881) (RRP £107.98) **BARGAIN** £62



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



R4800 ex-LMS 57' suburban non-corridor third M11973M in BR crimson (RRP £59.49) **BARGAIN** £29



R4188D ex-LMS Period II 12-wheel dining car M236M in BR crimson and cream (RRP £60.49) **BARGAIN** £23



R4519B Gresley non-vestibled suburban first E81032E in BR maroon (RRP £60.49) **BARGAIN** £25



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Heljan - Diesel locos



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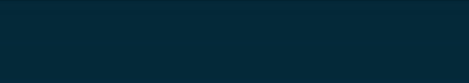
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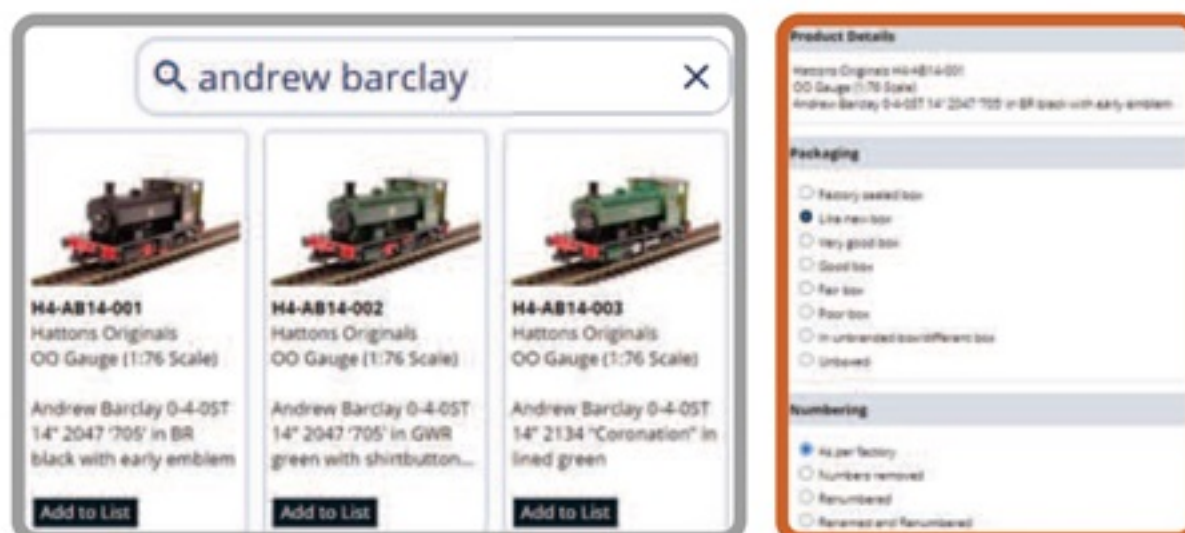


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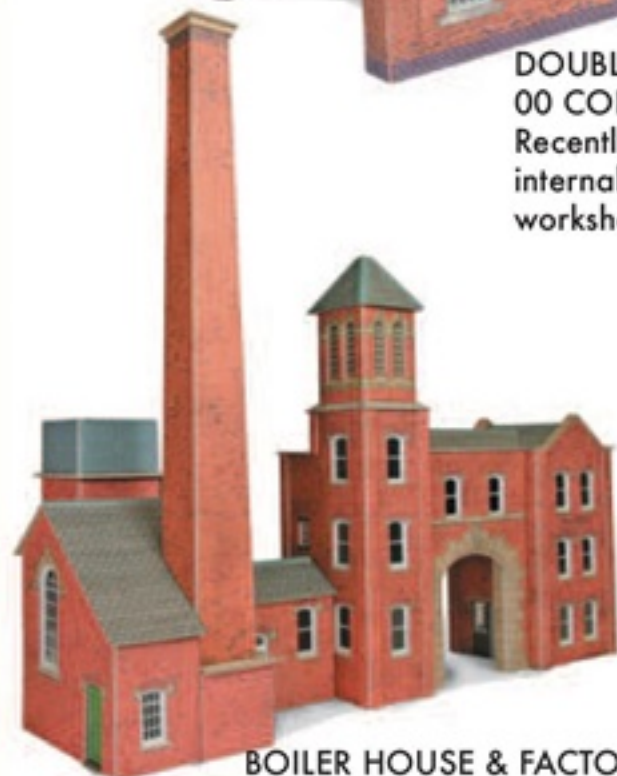
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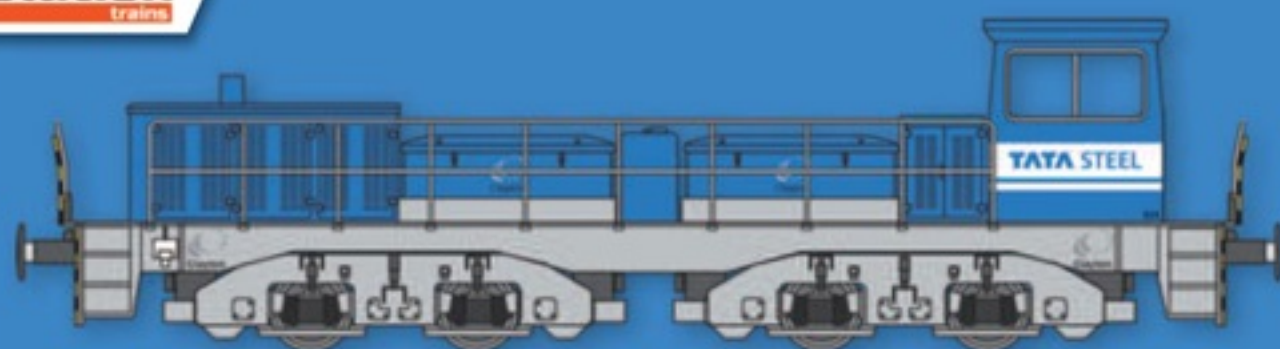
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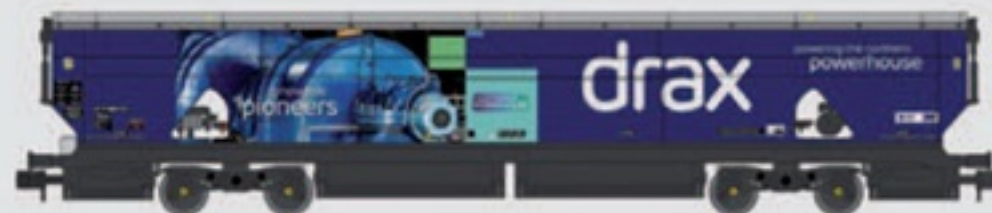
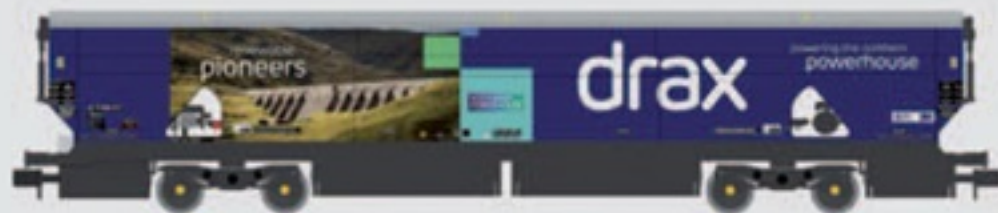
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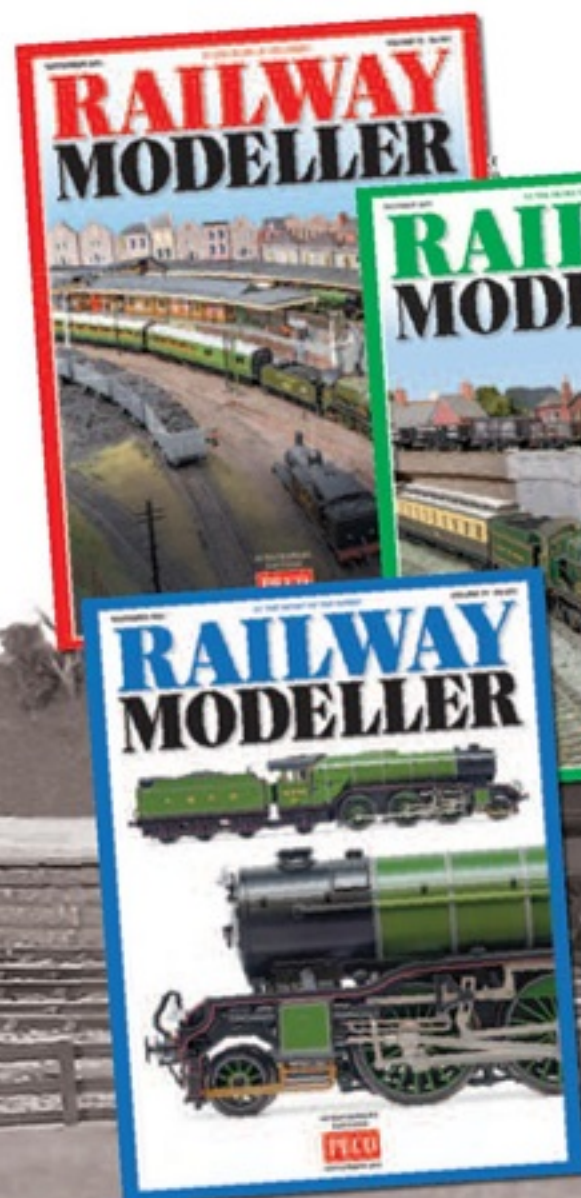
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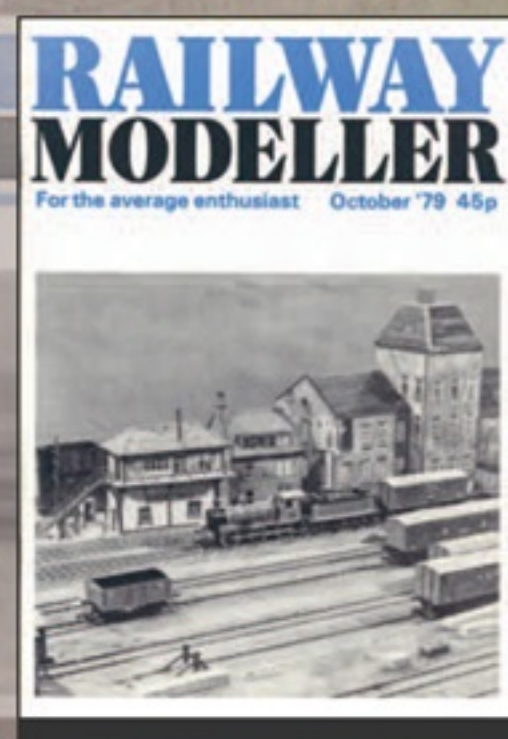
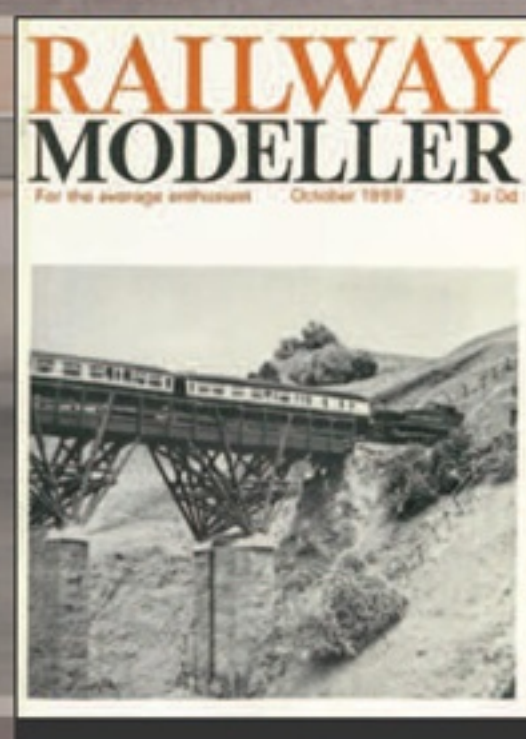
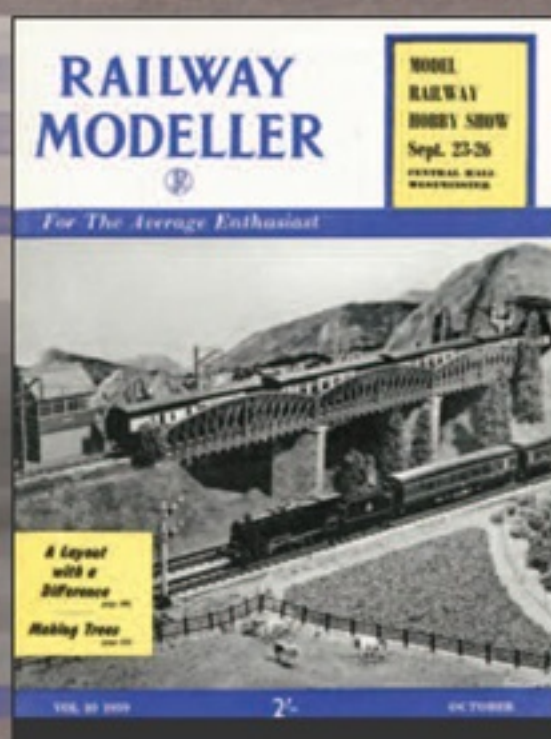
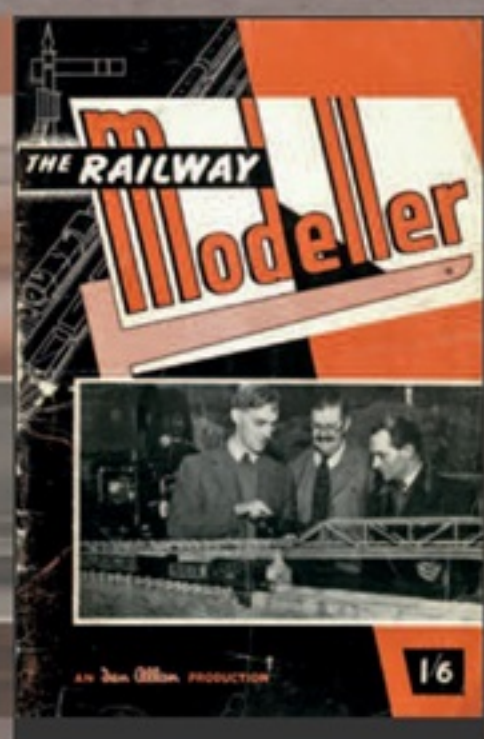


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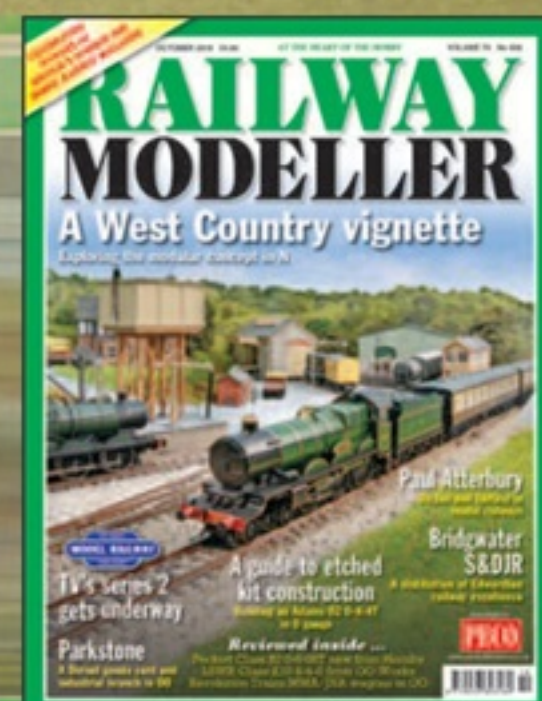
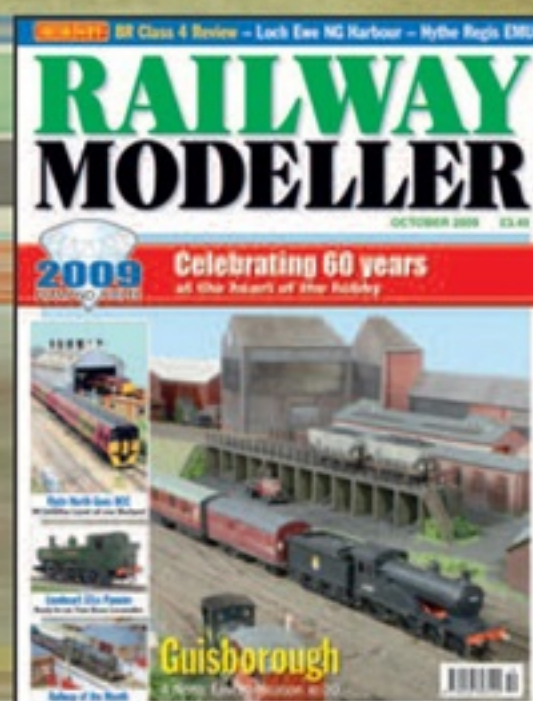
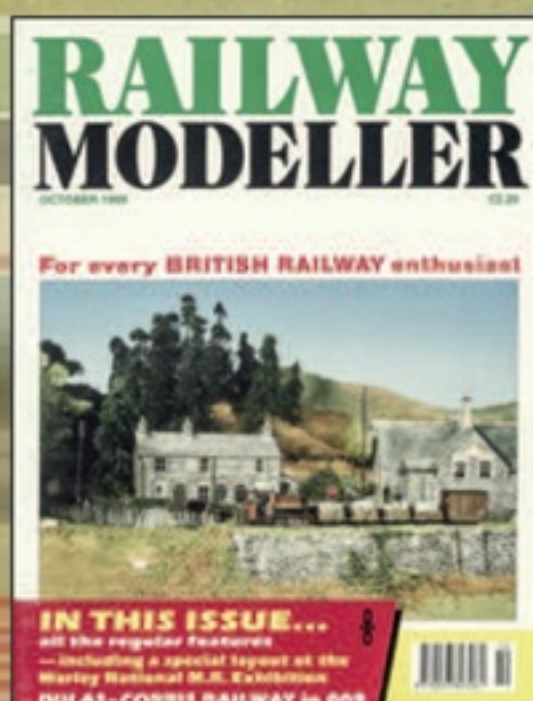
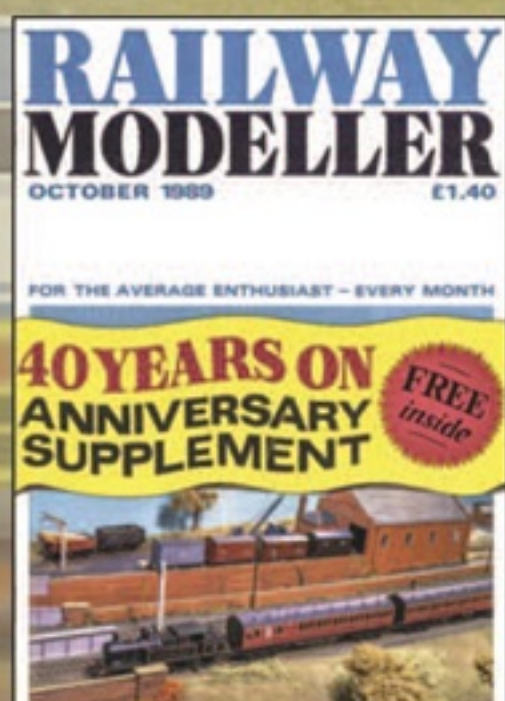
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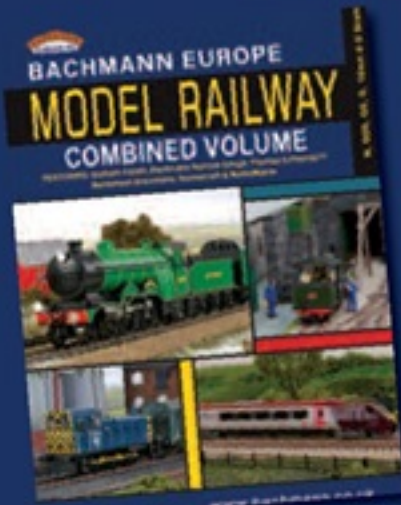
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Welcome from the Editor

The luxury of 'wish-listing'

The Talking Points feature in our April edition penned by Steve Flint prompted a flurry of responses from readers, as testified by the letters pages in this issue. All were supportive of Steve's personal yearning for ready-to-run OO gauge models covering the series of heritage Inter-City DMUs that are currently not available from modern tooling.

Naturally, this exchange prompted me to muse on my own personal 'wish list' for prototypes that are yet to be produced in ready-to-run form. Despite sharing the same Swindon birthplace as those aforementioned DMUs, my own hankerings for OO models can be narrowed down to two very different subjects; namely a pair of steam locomotives in the form of Longmoor Military Railway WD 2-10-0 No.600 Gordon and LNER Gresley K4 class 2-6-0 No.3442 The Great Marquess.

Both machines survive in preservation, although neither are currently operational. However, during the first half of the 1990s these two locomotives were stalwarts of the working fleet on the Severn Valley Railway. As such, my recollections of seeing both in action are inextricably intertwined with memories of childhood visits to this heritage line.

Indeed, one such occasion from around this time was during one of the railway's first weekend steam galas to feature all-night running. My father and I were changing trains early one morning at Arley (one of the line's intermediate passing stations) and, having disembarked from the northbound train hauled by No.3442, we waited in the cold autumnal air to witness the arrival of the southbound service, hauled by No.600. It made for

an unforgettable scene, with the station bathed in beautiful golden light from the rising sun, although the rudimentary 35mm 'point and shoot' camera I then owned struggled to capture it for posterity!

Whist I am content to sit back and wait in the (not entirely unrealistic) belief that models of Nos.3442 and 600 may one day become available in OO, this is not a luxury that can be shared by those working in some of the more specialised scales and gauges, which don't necessarily have the same likelihood of commercial offerings being forthcoming.

One such scale is 3mm, for which there are no ready-to-run locomotives or items of rolling stock. Modellers are instead reliant upon kit- or scratch-building models to fulfill their own personal 'wish lists'. The dedication that is required to complete layout projects in scales such as 3mm - without being able to exploit a prodigious array of

commercial products - is in itself deserving of praise and admiration. Such examples of the modelmaker's craft often serve to be hugely inspirational, irrespective of how they align with your own modelling interests. This was certainly the case for me when I visited Mike Corp to photograph his extensive 3mm empire, which has been many years in the making. It is featured as our 'Railway of the Month' on p300.

Bob Phelps (1937-2022)

It brings us tremendous sadness to inform readers that former Peco Product Designer Bob Phelps passed away suddenly on 23 March. He was 84. We will publish a full tribute to his life and 52-year career with Peco in the June issue.

Craig Tiley



Just after sunrise, No.3442 The Great Marquess (left) waits at Arley station as No.600 Gordon arrives during a Severn Valley Railway steam gala in the early 1990s. Photo: Craig Tiley

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CONTINENTAL MODELLER

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Railway of the Month

Photography by Craig Tiley



A might-have-been terminus on the Welsh coast

Porthdinllaen

With modellers working in 3mm scale largely reliant upon kit- and scratch-building when embarking upon layout projects, most schemes are naturally rather modest in their size and scope. Not so with this extensive joint GWR/LMS system created by **MIKE CORP**, which is housed in a dedicated railway room and has a scenic section that is almost a scale half-mile in length.

Following the sale of my previous 3mm exhibition layout *West Harptree*, (RAILWAY MODELLER July 2012), I was left wondering what to build next. I had, some time previously, inherited a large quantity of 3mm (12mm gauge) stock that had been constructed in the 1970s and 1980s by my late friend Phillip Derrick who had planned to build a GWR layout set in North Wales. This settled it – I would build a home-based layout set in North Wales at Porthdinllaen and, given that I also had some LNWR stock, it would be a joint GWR/LMS station with the junction at Afon Wen.

Porthdinllaen is a small coastal village with a beach located on a small promontory on the north coast of the Llyn Peninsula. In the latter part of the 19th century, both the Great Western and Cambrian Railways had plans to extend the line from Pwllheli and build a harbour there for trade to and from Ireland. The layout depicts what Porthdinllaen may have looked like if this had happened and the port at Holyhead was never built.

Making a start

The layout was designed to rest on battens fixed to one of the walls in my railway room (a garage) with legs supporting it at the front. It would be 27' long including the fiddle yard and would use the cassette system of train storage with a working height of 46". There are four boards in the scenic section: three measuring 64" x 26" and one of 72" x 26" all made in the conventional way with 3" x 1" softwood framing topped with ½" MDF.

The open countryside boards only have the MDF where the track would go, the rest being open framed. The fiddle yard board, which was initially made from plywood, was temporarily fixed to the layout for each operating session as I needed to take it down to open the garage door. Each scenic board is joined to the next with coach bolts and the power cables are connected via D plugs. This arrangement allowed for easy dismantling of the layout, should the need arise. Covers were also made to protect the layout and hold the lighting units.

Left

One of the layout's features is the fully working signals. The exact positioning and number of arms has been reduced slightly to simplify proceedings, but something very close to full prototype practice is possible.

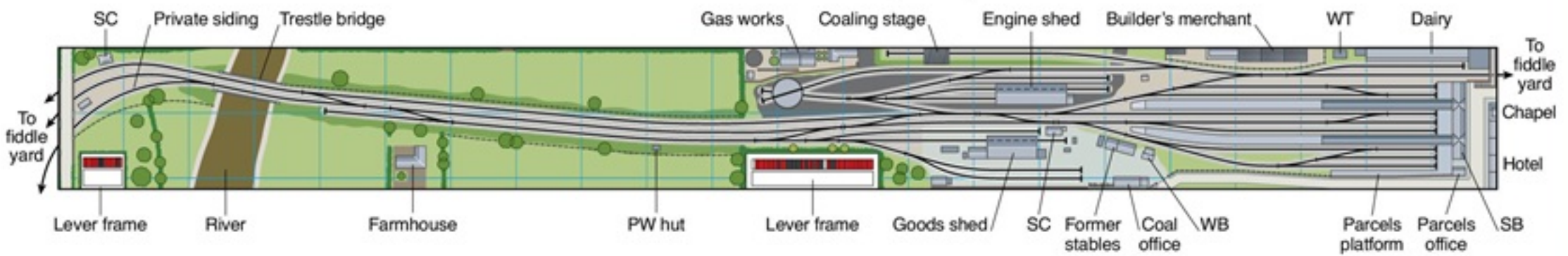
Right

A view across the station area with GWR 4-4-0 No.3447 *Jackdaw* hauling a rake of clerestory stock. This photo serves to illustrate how well supported 3mm scale is with kits, detailing parts and accessories.



PORTHDINLLAEN

Scenic dimensions: 22' 0" x 2' 2". Each grid square = 1ft x 1ft.



The track plan took inspiration from Aberystwyth, having two island platforms, an engine shed with coaling facility, a turntable and a small goods depot. The track is 12mm gauge and uses Peco code 80 flat-bottom rail in the 3mm Society's track bases along with hand-built points supplied by 3SMR; I can build track, but it is not one of my favourite jobs. The track was laid on 1/8" cork tiles with the points operated by Hoffman point motors. Electromagnets for the uncoupling of DG couplings were also installed at this stage, though a big oversight was allowance for the placement and the operation of semaphore signals.

The layout was equipped for 12V dc analogue control, with three operators required to run the trains. Originally the layout comprised 15 sections with the points and electromagnets operated via switches and push buttons on a separate mimic panel. It was operated like this with bare boards and no scenery by local members of the 3mm Society when it was my turn to host the group meetings. However, in this form the layout was not a great success, with too many sections and a confusing way of operating. Also, the part of the garage roof with

polycarbonate sheeting began to leak where it joined the walls! A major rethink was needed...

A dedicated railway room

Builders were brought in to construct a proper flat roof with a skylight and a stud wall, transforming the garage into a dedicated railway room. However,



Left and above
Bulldog clips enable power to be transferred from the running lines to the train cassettes in the fiddle yard.

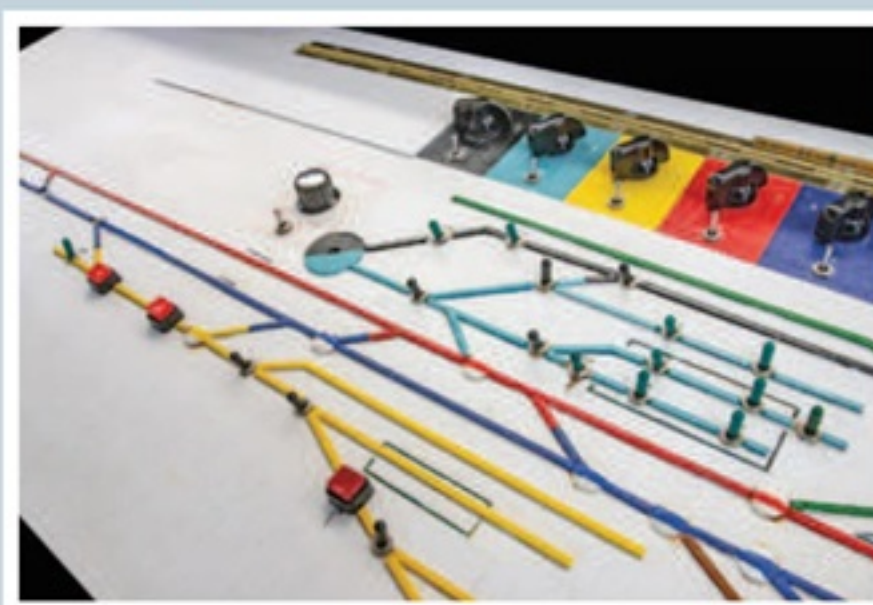


Right

The large lever frame (Box 1) contains Tri-ang TT switches converted to On-On working instead of passing contacts. This form of operation gives a very 'tactile' and prototypical feel to running a model of a steam age railway.

Far right

Points in the goods and locomotive yard are still controlled from the main panel, which includes red push-buttons for the electro-magnets for uncoupling.



the reduced length available required the fiddle yard to be turned through 90°, necessitating sharp curves at the end of the scenic section. Accordingly, the old fiddle yard was scrapped and a replacement was built from ½" melamine faced chipboard which folds up when not in use. The electrical sections were cut down to eight and it was at this time my dear friend and ex-signalman Dennis Snook suggested that I should have working semaphore signals with a proper lever frame, and drew up a signal diagram: not a full one as this would have involved too many arms, but enough to make the operation look convincing.

The signals, including the ground signals, are worked by three MegaPoints controllers in conjunction with the recommended servos. They were scratch-built using brass sections and arms from Worsley Works; the posts should be tapered, but in 3mm scale this is not too obvious. Some are not in the correct position as I discovered that

there were point motors in the way, which is why I should have allowed for the signals at the outset!

Dennis recommended that the signals, plus the main line points, should be operated by a 'signal box' via a lever frame. The existing switches for these points were removed from the panel and old Tri-ang point levers were purchased from the 3mm Society second-hand shop and converted to On-On working instead of passing contact. The levers were mounted on the layout boards in two 'boxes': 39 levers in Box 1 for the main station, and 13 in Box 2 where the scenic section ends just before going in to the fiddle yard. The yard points would still be operated from the control panel.

At this stage I also changed the controllers from my old faithful AMR ones to All Components OO units which give more power and better control. Everything was now greatly improved, and a start was made on my favourite aspect of layout construction – the scenery!

Below

The motive power depot and coaling stage with a selection of GWR and ex-Cambrian stock. The engine shed is based on the building at Aberystwyth.





Traditional scenery techniques

The ballasting of the track was achieved using N gauge material, whilst the contours for the fields were built up from chicken wire covered in plaster bandage painted with green emulsion from match pots. Although static grass is popular nowadays for grass cover, I already had in stock a large quantity of lint obtained from Green Scene.

Therefore I have used the tried and tested method of dying the lint and fixing the fluffy side down, then ripping the backing off as described by Barry Norman in his book *Landscape Modelling* published by Wild Swan. Hedges were made from scouring pads and commercial products, whilst most of the trees are from the Woodland Scenics range. The river was created from several coats

Below

The station approach at Porthdinllaen. The station building is two modified Biltzei Manor House kits with a roof from an HO continental kit and scratch-built canopies.



Left

A Fowler 3F 0-6-0T shunts the yard while a Cambrian Coast train arrives behind a Cambrian 0-6-0. The gasworks in the background was built using a European gas holder kit and buildings inspired by a similar scene on Peter Denny's *Buckingham Great Central* layout.

Right

The farmhouse started as a scratch-built barn built by Peter Gentle. The generous foundations were adapted and covered in Scalescenes brickpaper to fit the new identity. The kitchen garden is fully detailed with an array of 'greens'.



of varnish applied to a painted base, with a lighter edge to represent the mud.

Buildings are either scratch-built or modified Billezi card kits (the latter being designed over 60 years ago!). The station building is formed of two modified Manor House kits combined with a roof obtained from a continental HO kit acquired some years ago, with the canopies scratch-built from a combination of corrugated plasticard, Slaters 4mm scale Midland valancing and Plastruct sections. The engine shed (based on the former GWR example at Aberystwyth) was made from 2mm thick card and covered in 4mm brick paper (downloaded from Scalescenes and printed at 75%) with etched windows and Ratio slate sheets for the roof. The coaling stage was purchased from the 3mm Society second-hand shop.

The goods shed is a model of the structure at Machynlleth, based on photographs, and made in the same way as the engine shed. However, the other

building in the goods yard is purely fictitious; once a stable, it is now a motor vehicle maintenance garage.

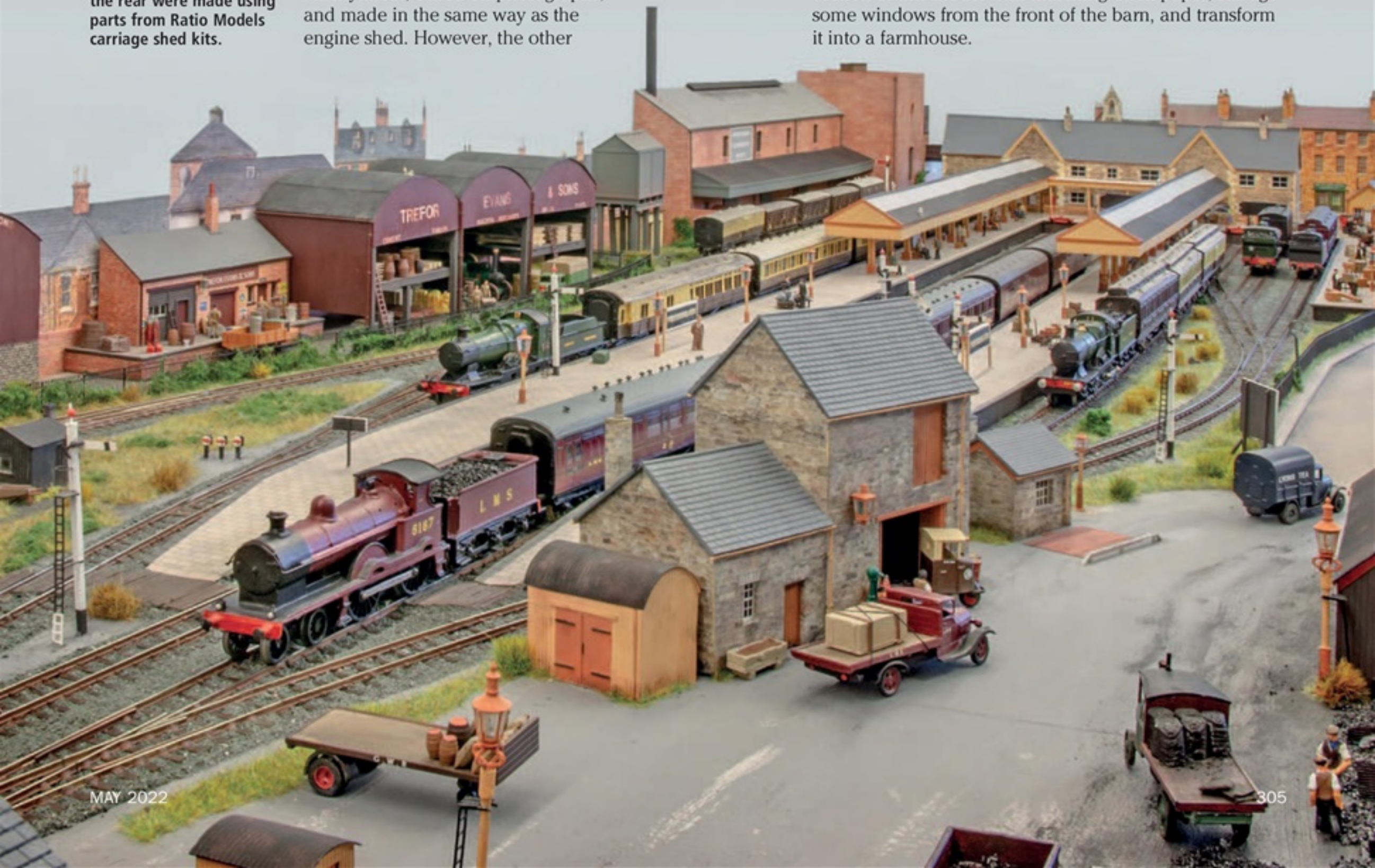
The station signal box is a Cambrian box based on Machynlleth East Box and is composed of plasticard with etched windows. I wanted to incorporate a wooden trestle bridge – which are so synonymous with North Wales – and so this was made from balsa wood with some embossed plasticard planking for the decking.

Initially I was unsure what to put behind the station as this was a long but narrow site, but I eventually chose to create a large dairy, which was made with a private siding. There is also a builder's merchants with its sheds fabricated from a Ratio 4mm carriage shed kit.

The farmhouse started life as a single storey barn made by the late Peter Gentle. However, Peter always constructed a large foundation below the ground level of his buildings, so I was able to cover the foundation section of this model with matching brick paper, salvage some windows from the front of the barn, and transform it into a farmhouse.

Below

The historical backstory of a port serving Irish trade makes for a very busy station terminus. Some of the buildings at the rear were made using parts from Ratio Models carriage shed kits.



A nod to Buckingham

The turntable is an original Tri-ang TT product; heavily modified, it still has the original Tri-ang mechanism under the baseboard and is aligned by eye. For the space behind the turntable, I decided to model a gas works. I sourced a continental kit of a small gas holder but the buildings left me stumped until I happened to see photos of the models that Peter Denny had created for his *Buckingham Great Central*. Accordingly I copied some of his designs; I agree that one should not make a model of a model, but I could not find any other suitable buildings for the limited space. These were made in the same way as the engine shed and blend very well into the Freestone Model Accessories backscene. On hindsight, I wish I had included provision for a private siding serving the gas works. However, the coal is now delivered from the station yard by the LMS sentinel lorries (which are Matchbox models).

The smaller detailing items such as livestock, people, vehicles, station furniture, baggage, crates and so on are mostly castings from the 3mm Society, but some of the figures are from the Preiser range, whilst some of the vehicles are items designed for wargaming or are 3D printed.



Kit-built locomotives

The loco stud is a varied selection of many venerable models and consists of more than 40 locos of GWR, Cambrian, LNWR and MR designs. The majority are kits (or modified kits) from the 3mm Society. They were obtained from various sources, some of which I made, whilst others were inherited and a number were purchased from the late Peter Gentle's estate. Although all of the models are quite old, their chassis have been brought up to date using my standard formula: frames from 3SMR, 3mm Society frame spacers, Branchline RSL 40:1 gearbox, Mashima motor and Romford wheels.

I concede that some models are not strictly accurate for North Wales, but I do have a few kits to make up that will eventually provide a more appropriate roster.

Rolling stock

The coaching stock is also a mixed bag, many of which would not again have been seen in North Wales. I inherited all the GWR coaches, these models having been scratch-built many years ago from either plasticard or shellacked card, with a couple of etched Cambrian Railways items from the 3mm Society.

Above

The turntable is an original 1960s Tri-ang TT model which has been adapted to represent a GWR-built item. The *Buckingham*-inspired gasworks is positioned behind.

Below

An LNWR 0-6-2T clatters across the classic Welsh coast timber bridge. The water is simply multiple coats of gloss varnish over a painted surface.



Right

The author at the controls. The panel is a very traditional 'mimic' diagram with power supplied through All Components hand-held units. It's apparent in this view how much more railway can be fitted into a domestic space when working in 3mm scale.

The LMS ones are mostly modified Tri-ang or Kitmaster with PC sides glued on. Although there is no relief with these, at the distance we view from, I think they stand up very well against the rake of three LNWR etched coaches that I have recently completed. Depending on length, the coaches are in fixed rakes of three (this being the maximum length of a cassette) with intermediate bar couplings and DG couplings on the outer ends. Extra coaches in rakes of two can be added to create five-coach express formations as required (five coaches being the maximum that the platforms can take).

I have over 150 goods wagons but not all are used on the layout. I have four general freight trains (two GWR and two LMS) which are again of fixed length to fit on a cassette, with only the brake vans and the wagons on the ends fitted with DG couplings

I originally planned for all freight stock to be fitted with DG couplings so that shunting could take place. However, with there usually being only two operators for running sessions, this flexibility for shunting is not necessary.

As can be seen from the accompanying track plan, there is a private siding just before the exit to the fiddle yard and for a while I did not know what industry this should be. As I had a train of GW Mica vans, refrigerated vans, cattle wagons and GW Siphons, a large meat factory was chosen, like that of Harris sausages that once stood in the Wiltshire town of Calne. These trains are also permanently coupled in the same manner as the general freight trains.

The other specialised freight is the express fish train, which is largely made up of scratch-built open fish wagons. These models are a bit early for the period depicted but are unusual and attractive, so I can live with that! The loads of fish barrels are Bachmann items.

Scheduled operation

A sequence, with times and destinations, has now been devised for the operation with most of the passenger trains having their locos detached to go on shed whilst



the station pilot moves the coaching stock to the departure platform. The train cassettes are 23" long, this measurement being dictated by the size of the modified filing cabinet drawers in which the stock is stored when the layout is not in use. Each drawer has been modified to take three layers of cassettes, with the locos stored on smaller cassettes measuring 8 1/2" long.

Prior to commencing an operating session, the fiddle yard is first unfolded, with temporary shelves erected across the door in the stud wall for the loco cassettes, whilst four free-standing plastic storage shelves (kept under the layout) are used for the train cassettes.

Final considerations

The layout is now finished, and works very well – or at least it does when the operating schedule is followed correctly. And although the points and signals are not interlocked, we usually manage to avoid passing signals until they are pulled off, well most of the time anyway!

In closing, I wish to pay tribute to my dear friend and colleague Dennis Snook, who sadly passed away earlier this year. Farewell old friend.



Useful suppliers

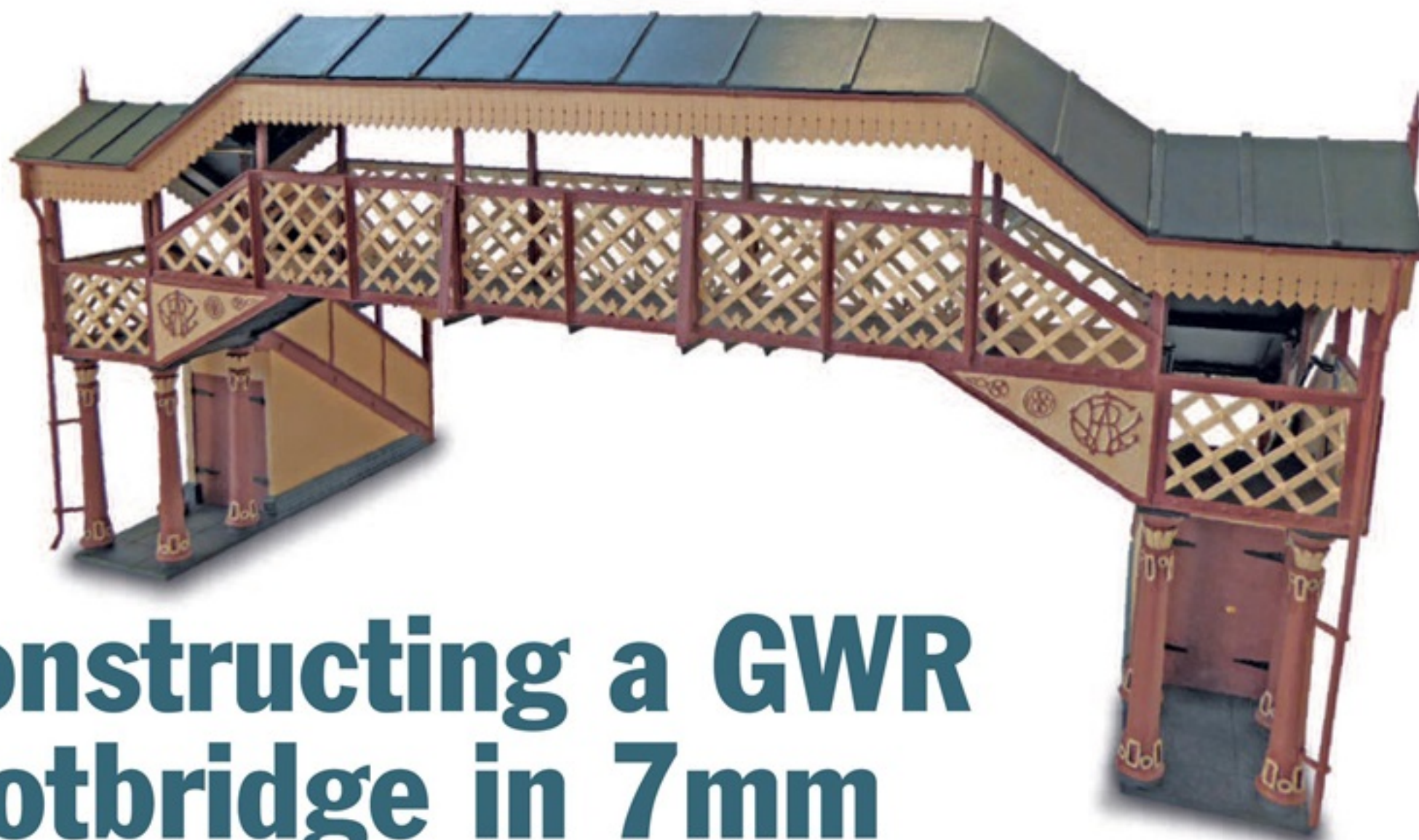
3mm Society
www.3mmsociety.org.uk

3SMR
www.3smr.co.uk

Worsley Works
www.worsleyworks.co.uk

Freestone Model Accessories
www.freestonemodel.co.uk

With a need for a GWR footbridge that would be durable enough for use on his O gauge layout, **NIGEL BROWN** decided to construct one from scratch using brass and nickel silver, together with a few bespoke additions sourced from outside suppliers.



Constructing a GWR footbridge in 7mm

Although there are a few O gauge footbridge kits available in plastic and MDF, such structures appear to be poorly represented when compared with kits for other infrastructure items. I sought something robust which could

A GWR semaphore signal, and a footbridge similar to Nigel's example, are still standing at St Austell station in 1975 as a Class 47 arrives. Photo: Colour Rail

withstand the odd knock and wouldn't warp or fall apart when installed on my nascent layout.

There was a brass kit produced many years ago for a Great Western Railway lattice footbridge, but this has been lost to the kit maker. I did consider plastic as the main means of construction and have used this material in part for building the roof, but due to a ready habit of drowning such work in solvent, I

opted primarily for brass strip supplemented with bespoke etches to provide the model with the strength and fine detail that I required.

Prototype research

Many years ago, I took reference photographs of the lattice bridges of Redruth and St Austell (photo 1) stations with their accompanying scrollwork. A few others can still be seen on the old

▲ **Nigel Brown's scratch-built Great Western Railway footbridge captures the character of the prototype.**

GWR system, but they are becoming increasingly rare: the one at St Austell was recently replaced with a modern structure and removed to the Helston Railway for preservation.

Variations in details were common, with some having the column supports partially or



completely boxed in with the outside walls used for posters or advertising (such as at Hallatrow). Valances can have rounded ends, pointed ends, staggered holes, double holes, or single holes. Latticework was not always used throughout – sometimes a mixture of plates and latticework was employed (St Austell), or the latticework plated over from inside the walkways (Box). Roofs were often covered in corrugated metal, earlier ones with battens (Bewdley, Bodmin Road) together with local variations of staggered or offset stairways or extensions.

Apart from photographic reference, I also kept a copy of *Great Western Journal* No.21 which had drawings and dimensions of the GWR plate bridge from Cookham station and included details of step spacings, walkway heights etc.

These sources, along with a cardboard mock-up, were used to provide the model dimensions, latticework angles and layout clearances which were subsequently worked into a reference drawing. The primary materials employed in the build were brass and nickel silver sheet, brass strip and T-section (the latter from Eileen's Emporium).

The main structure

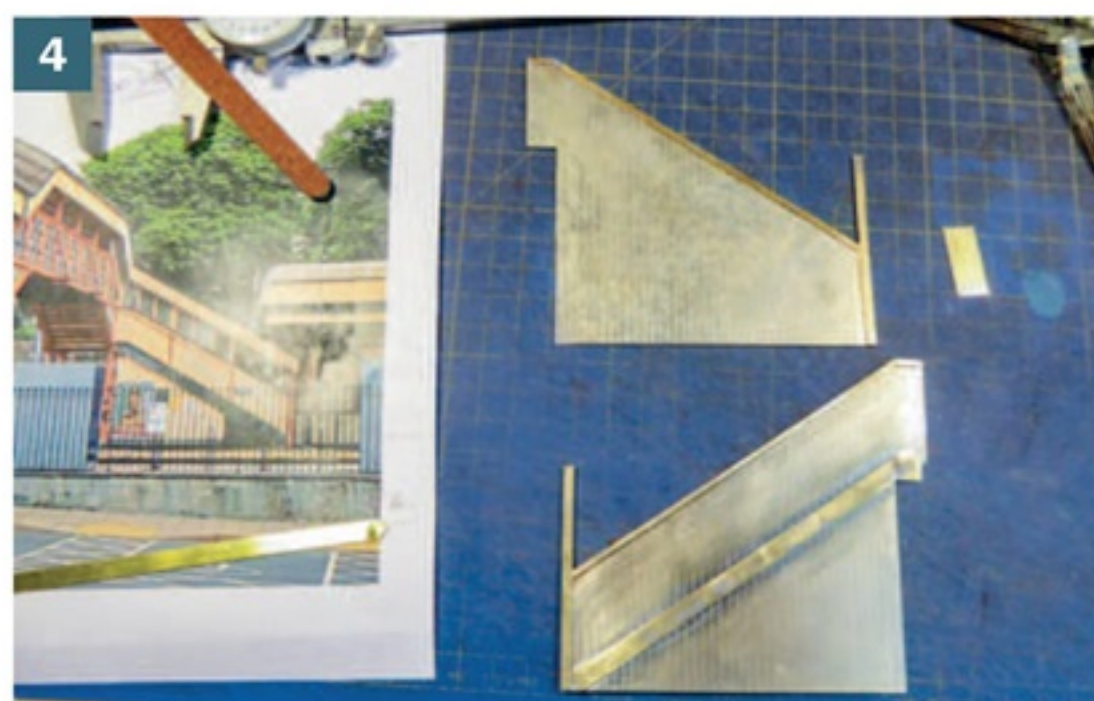
Construction consisted of a series of long and short 35mm high rectangular sections (upper walkway and intermediate landing sides respectively) soldered from T-sections on a wooden support for the individual frames (photo 2). Plain 2mm strip was used (set at 45°) to construct the latticework, with 0.5mm wire soldered in holes drilled through the intersections to represent rivets.

The decking was cut and scribed using 0.5mm brass sheet with the steps constructed from brass strip 0.8mm thick and 8mm wide (photo 3).

The sides of the main stairways were cut from 0.5mm nickel silver sheet (photo 4). Rivet detail on the bottom and top of the sides on the main span employed brass shim. The smoke deflectors were constructed from brass sheet suitably bent to shape.

Etching the scrollwork

One of the more complicated parts of the construction was the replication of the GWR scrollwork and construction dates for the four panels, along with the 24 fleur-de-lis or star-shaped finials on the bottom edges of the sides of the main span. The obvious solution was half-etching or etching respectively.



▲ The sides of the main stairways were cut from 0.5mm nickel silver sheet with continuous reference to the photographic evidence.

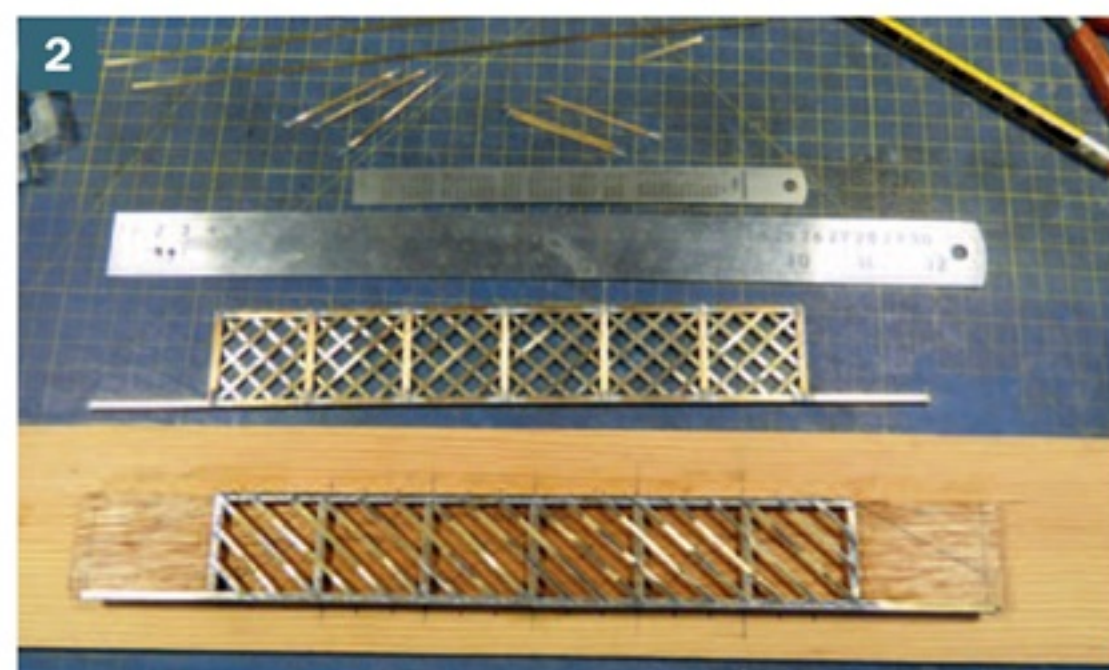


▲ Photographs of the actual scrollwork from a full-size example were submitted to Diane Carney for bespoke etches to be produced.

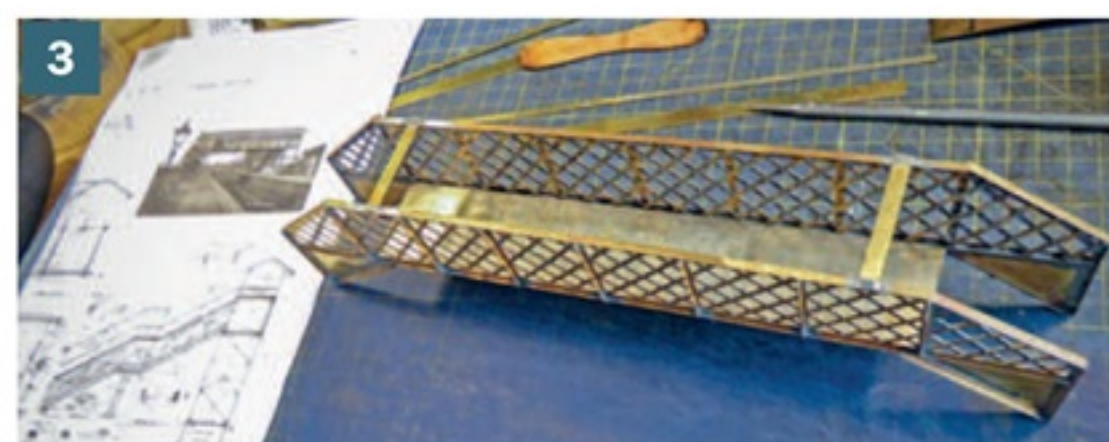
Diane Carney is well known for her amazing locomotive name and works plates, which I had used in the past, and I was aware that bespoke etching was possible. After submitting photographs of the actual scrollwork from the Bewdley example (photo 5) and verifying the art-

work, an order was placed with an eight-week lead time, during which I continued building the main stairways and roof.

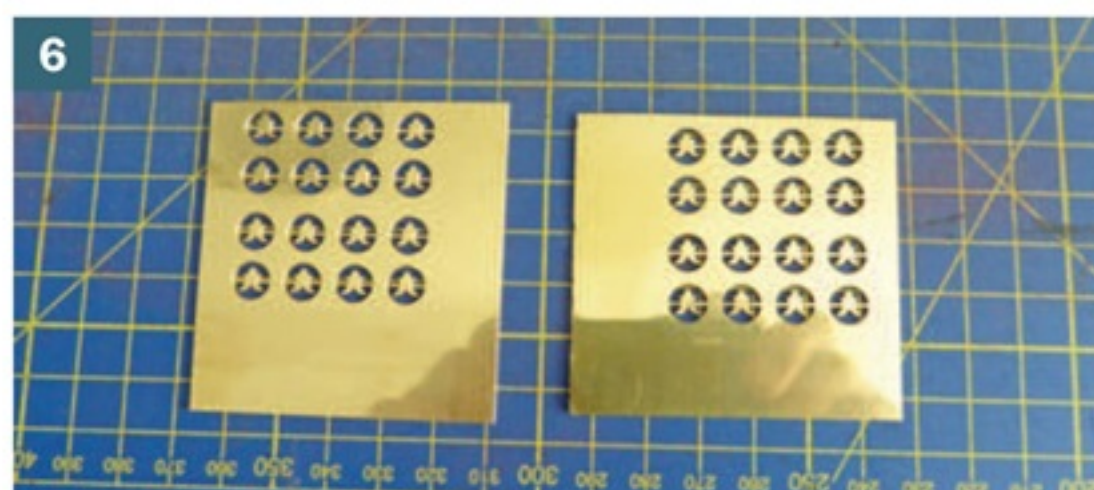
I was very impressed with the resultant parts when they were delivered, having been etched in 0.7mm thick brass (photos 6 and 7).



▲ Construction consisted of a series of long and short 35mm high rectangular sections for the individual frames soldered from T-sections on a wooden support.



▲ The decking was cut and scribed using 0.5mm brass sheet with the steps constructed from 0.8mm thick and 8mm wide brass strip. The main side sections have been built around the floor and braced at the top.



▲ The finished etches of the decorative scrollwork were produced in 0.7mm thick brass.



▲ I was doubtful that I could produce eight completely identical columns, so I enlisted the help of York Modelmaking to produce eight 3D printed 65mm long columns with the feather details on the top.

3D printed columns

Slater's Plastikard was used for the brick bases, glued in place with epoxy resin. I did consider turning the eight columns from brass rod on my lathe. However, due to weight, cost, and the fact that to produce eight completely identical columns was beyond my capabilities, I enlisted the help of York Modelmaking to produce eight 3D printed 65mm long columns with the feather details on the top (photo 8).

When the columns arrived there were traces of layering from the printing process that needed to be sanded smooth on the sides, undertaken by rotating each one in the lathe. I had been informed previously that the very fine detail at the base and tops of the columns could not be replicated by 3D printing. Therefore the additional detail and column bases were derived from sections of rectangular and circular plastic rod, which were glued in place and subsequently sanded down.



▲ The roof consisted of a temporarily removable brass framework built from 2mm square section and 1.5mm rod.

The roof

The roof consisted of a removable brass framework built from 2mm square section with 1.5mm rod for the initial roof apex supports (photo 9). Additional brass strip from old waste fret was soldered in place to provide the skeleton for the plasticard roof. This was built in three sections; the two stairways and the main walkway/landings, ensuring the angles were kept at 35° (photo 10).

At this point, the framework of the roof was removed, and the interior of the bridge painted. After the surface of the brass framework had been keyed, epoxy resin was used to glue the roof sections in place before the valances and drainage items were added.

For the valances I opted for bespoke items laser-cut from Rowmark plastic by York Modelmaking, for which I provided a pattern based on photographs together with a drawing (photo 11).



▲ The preserved GWR footbridge at Bewdley, on the Severn Valley Railway, is less ornate than Nigel's example, with no valances and the sides boarded in. Photo: Craig Tilley



▲ Additional brass strip from old waste fret was soldered in place to provide the skeleton for the plasticard roof.

Rainwater goods

Rainwater items included downpipes primarily from brass rod, plastic half-round channel for gutters, with small downpipes on the inside stairways from plastic

tubing. The latter were moulded to shape by passing them gently over a candle flame; the trick is to hold the softened plastic steady at both ends in the form required while the plastic sets.



▲ I opted for bespoke laser cut Rowmark plastic valances from York Modelmaking after agreeing a pattern using actual photographs.

The rain catchers were old Slater's wagon axleboxes suitably cut down and inverted. I kept the inside pipework short to prevent obscuring the scrollwork. Finials were made using a combination of brass ball chain, square section and rod suitably filed into shape.

Great Western colours

Painting primarily comprised Railmatch Light Stone and Dark Stone – the latter mixed in equal parts with Humbrol Matt No.70. In my opinion the Railmatch Dark Stone is somewhat insipid and more akin to the faded and weathered GWR paint seen during the Western Region end of steam. This differs from original GWR paint details where it is described as salmon pink showing distinct contrast between the light and dark paint evident in old black and white photographs.

Walkways were painted using Humbrol Matt No.98 whilst the

A close-up of the Bewdley footbridge, showing the supporting columns, smoke deflector and details of the roof construction. Photo: Craig Tilley

roof was sprayed both internally and externally with Halfords Satin Black. A light wash of Humbrol Matt No.67 and some rust effects using Humbrol Matt No.62 were added to the rivet and scrollwork.

To finish, weathering powders were added using Ammo Mig Europe Earth mixed with black, which gives an excellent representation of ash. The adverts were from Tiny Signs (Gaugemaster) range (photo 12).

All I need now are some people walking up and down the staircases, although such poses are not very common. In terms of overall cost, including materials and the bespoke items, the outlay for the project was no more than what you could expect to pay for a small O gauge loco kit.



12

The bridge was painted in muted Great Western standard colours and weathered using Ammo Mig Europe Earth mixed with black. Advertising graphics were added from the Tiny Signs/Gaugemaster range of printed items.

Published references

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No.21 (Winter 1997)
Wild Swan Publications Ltd

Great Western Modelling – Part Two
by Stephen Williams
Wild Swan Publications Ltd (1991)

*Great Western Railway stations –
Paddington to Penzance via Bristol*
by Allen Jackson
Amberley Publishing 2017

Great Western Stations Vol 2
by R H Clark
Oxford Publishing Co (1979)

Useful suppliers

Eileen's Emporium
www.eileensemposium.com

Slater's Plastikard
www.slatersplastikard.com

Diane Carney Nameplates
www.loco-nameplates.co.uk

York Modelmaking
www.yorkmodelrail.com

Aldergrove

After helping fellow members of Hull Miniature Railway Society with their projects, **MARTIN AUSTIN** took the plunge to build his own N gauge layout for exhibition use.

Photography by Steve Flint

My interest in railways goes back as far as I remember and I recall attending the annual exhibition of Hull Miniature Railway Society regularly from about the age of 12. It took me about another 15 years to actually get around to joining the society, of which I am still a member. Over the years I have attended many exhibitions with the club's own layouts and those owned by other club members, but I have always wanted to build a model railway of my own which could be taken to shows.

Following my minor involvement with the club's most recent N gauge layout project, and watching fellow members, I decided there was nothing they were doing that I couldn't, and therefore set myself the challenge of at last getting something built.

I've had the basic track plan of *Aldergrove* in mind for a long time, and it could be accommodated in the limited space I had available at home.

Work progressed quite slowly for a while, and then I decided to really get on with it and rapid progress was made. Initially the layout was wired for analogue operation with several sections and isolating switches.



A switch to DCC

Up to this point I had dismissed Digital Command Control operation as being unnecessary on small layouts, but this opinion was to change at the Hull Summer Show of 2018. A relatively new member of our club exhibited his OO gauge layout *Wardwood* (RM November 2020) which was similar in proportions and operation to my own N gauge layout. However, his layout was configured for DCC and featured sound-fitted locomotives. I was hooked!

Over the next month I did a lot of research into DCC systems, and finally decided to drive down to Digitrains at Lincoln and look at the various systems they had set up in the shop there. The staff at Digitrains were brilliant. I decided to 'bite the bullet' and buy the NCE Powercab system, as it seemed to do everything I wanted and was very straightforward to use.

Back home I set everything up on a piece of test track, put a decoder in a locomotive and was up and running with DCC within 10

minutes. Very little was needed on the layout wiring to alter it to DCC and in only a very short time *Aldergrove* became fully equipped for digital control.

Since that time Digitrains has fitted several of my locomotives and DMUs with sound decoders and I have fitted other locomotives with standard decoders.

Fictional setting

Aldergrove is 'what could have been' – a typical small, town station. Once a through station, I have supposed that Aldergrove became a terminus after the line beyond the town was closed, despite much local protest, under the infamous 'Beeching Axe'. The branch line to the coast was also closed by Dr Beeching and is now a public footpath.

The station is now served by DMUs on local services and loco-hauled trains with coaches separated from London trains at a main line station further up the line. Local freight also comes into the town and is shunted into the small factory and warehouse. The town also boasts a small loco shed and fuelling point, retained from busier times.

I've been asked if the name refers to Aldergrove in Northern Ireland. In fact, I came up with the name as the layout was nearing completion; I had just returned from a family reunion in Canada, where family members live in a district of Greater Vancouver – called Aldergrove.

Baseboards and trackwork

The layout, modelled in N gauge, is 8' long by 15' wide on two equal-sized boards. Both boards are 3" x 1" timber frames with a 12mm chipboard top; however, in future I would use 9mm plywood instead. The two boards are fastened together with 6mm coach bolts and loose pin hinges to ensure they line up correctly every time. Legs are made from 2" x 1" timber and fold up under the layout for transportation. The whole thing fits easily into a large family car.

Trackwork is Peco code 55 with electrofrog points, using a mix of Peco and Seep point motors wired through centre-bias switches and a Gaugemaster CDU (Capacitor Discharge Unit).

Buildings and vehicles

Buildings are mainly Metcalfe card kits with a few Bachmann 'ready to plant' resin

◀ A busy scene at Aldergrove, with a DMU, a Class 47 on through coaches for London, and a Class 25 with a short van train all preparing for departure.



“ – The hobby is about enjoying yourself... Just go ahead and have a go – ”

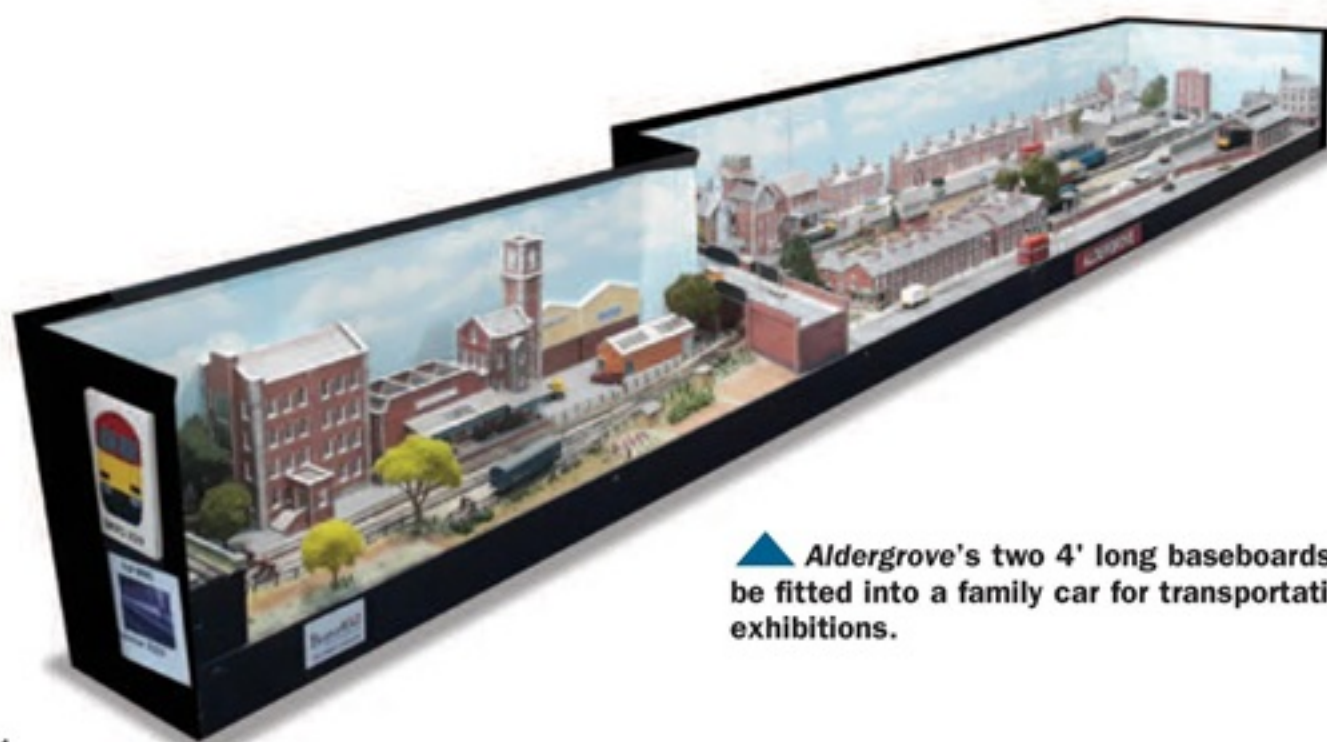
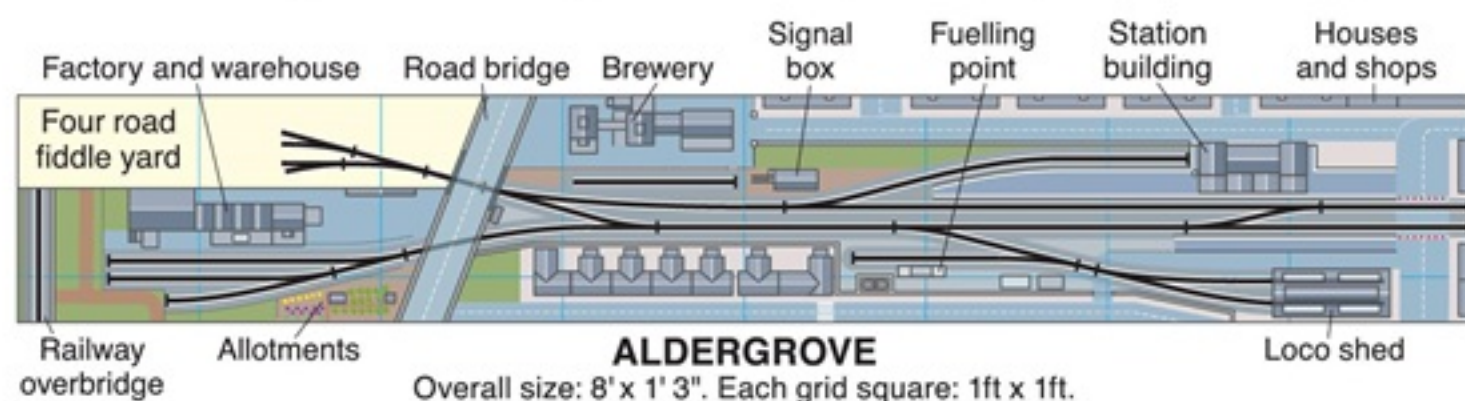
Martin Austin



▲ **Parcels traffic to Aldergrove appears to be in decline by the BR blue era. A Class 31 arrives with a light load of just two CCT vans.**

Scenecraft items in places. The road bridge in the centre of the layout is scratch-built from card with plasticard girder sections. The trees all come from the Model Tree Company, those immediately outside the station building being alder trees to fit in with the town being known as Aldergrove.

Rolling stock is mostly Bachmann (Farish) although there are a few bits of Dapol too. Road vehicles are from Oxford Diecast and BT Models. Buses include models of East Yorkshire Motor Services Atlanteans and a Routemaster – simply because I worked for the company for 33 years before taking early retirement, not to define a specific area. However, I couldn't resist incorporating models of Hull's unique cream-coloured telephone kiosks, which mark the city out as



▲ **Aldergrove's two 4' long baseboards can be fitted into a family car for transportation to exhibitions.**

the only place in Britain that is outside the BT network.

Two time periods

I tend to operate the layout in two periods of time, simply to give a bit of variety. Generally at a two-day exhibition I utilise BR green diesel stock on the first day and BR blue stock on the second day.

DMUs shuttle back and forth into the bay platform whilst loco-hauled stock arrives at the main platform. Locos then uncouple and either run round and recouple to the other end of the train or run to the fuelling point. Sometimes a different locomotive takes charge of the return train.

Freight arrives from the fiddle yard and reverses into the small factory/warehouse; again wagons are uncoupled and the loco runs to the depot.

I wanted to be able to employ a hands-free method of uncoupling for shunting stock and had experimented with various systems in the past with only limited success. Then I discovered the Dapol Easi-Shunt couplings that fit into NEM sockets. After testing on a few items of stock these seemed to work perfectly. Most stock is now fitted with Easi-Shunt couplings with magnets buried in the track at specific locations allowing hands-free uncoupling and shunting.



The Easi-Shunt couplings are easy to fit to stock with NEM couplings. I have also replaced standard couplings on some wagons with NEM pockets to accept these couplings.

An ambition realised

I have taken *Aldergrove* to three exhibitions so far (Scunthorpe, Caistor and Hull) so have achieved my objective of exhibiting my own

▲ A Class 25 emerges from underneath the road bridge and passes the allotments as it enters the sidings serving the factory and warehouse.

Turning the clock back to the BR green diesel era, a Brush Type 2 is in charge of the three-coach portion from London, while a Sulzer Type 2 stands in the yard.



A Sulzer Type 2 shunts 12T vans into the factory's loading dock. The disused trackbed of the closed line to the coast beyond has become a footpath.





▲ The layout is a fictional setting, but these distinctive cream telephone boxes can only be found in the Hull area, the city being outside the BT network.

layout. I had several more exhibitions booked during 2020 but we all know how that panned out!

Many people have been very complementary in saying that they feel it is the sort of layout they would be capable of building themselves. Some have said they have been put off by seeing some of the superb modelling skills of others and not being able to live up to those standards, but I tell them the hobby is about enjoying yourself, and if you are happy with what you

can achieve and that result gives you pleasure then it doesn't matter what others think. Just go ahead and have a go.

I am more than happy with my decision to convert to DCC and would urge others to consider it, especially if just starting out in the hobby.

Thanks must go to Jeremy and the staff at Digitrains for their help and friendly advice. Also to members of Hull Miniature Railway Society for their help, encouragement and advice over the years.

Finally, special thanks to fellow Hull MRS member Chris Berry for helping to operate the finished layout at exhibitions and to my wife for tolerating the disruption during construction.

▲ This Class 31 appears to be departing over the level crossing, but in fact – thanks to Dr Beeching – it's merely moving into the headshunt, beyond which the rest of the line has been truncated.

37 038 rumbles into the terminus with the three-coach portion from London, detached from an express further up the line.



Bovey

TOBY JENNINGS suggests a track plan for this quintessential Great Western branch line station, with scale drawings of its surviving goods shed prepared by **STEVE CROUCHER** and **DAVID MALTON**.

A perennially popular GWR branch line station in model form is Ashburton, its characterful Brunelian timber train shed and compact layout having served to tempt many a modeller over the years. Less common in miniature is its Devonian neighbour just a few miles to the east – the Moretonhampstead branch.

Yet as well as a similar overall-roofed terminus, it offers at least as much modelling potential as the Ashburton line, if not more – whether in the realms of recreating historical reality, or imagining what might have been.

Instead of the terminus, however, we'll consider (with scale drawings of the goods shed) one of the branch's intermediate stations, Bovey – a name it curiously retained throughout its life, despite actually serving the village of Bovey Tracey.

A brief history

Opened in 1866, the Newton Abbot to Moretonhampstead branch could trace its roots back far earlier, having been partially built on the trackbed of Devon's first railway. Part of the southern section of the line, from Teigngrace to just south of Bovey, used the

formation of the 4' 3" gauge Haytor Granite Tramway, which had opened in 1820 and carried granite from Dartmoor quarries, including the material used to construct London Bridge.

Originally built to broad gauge and worked by the South Devon Railway, the Moretonhampstead line was converted to standard gauge, along with the remaining GWR 7' 1/4" gauge network, in 1892. Oddly enough, a further branch off the route, from Heathfield to Ashton, had opened 10 years earlier, but was built to standard gauge – and so remained isolated from the rest of the network until the conversion took place.

The Ashton line, and thus the southern part of the Moretonhampstead branch, became a through route in 1903 with the opening of the Teign Valley line to Exeter – bringing main line traffic onto this section when it was used as a diversionary route from the Dawlish sea wall.

Having been the last part to open, the Teign Valley line was the first to be closed, with the final passenger services from Heathfield to Exeter running on 7 June 1958. Those on the Moretonhampstead branch lasted only a few months longer – but at this point, its history took an interesting turn that could make your layout something very different from the average GWR branch line.

On 28 February 1959, the last day of

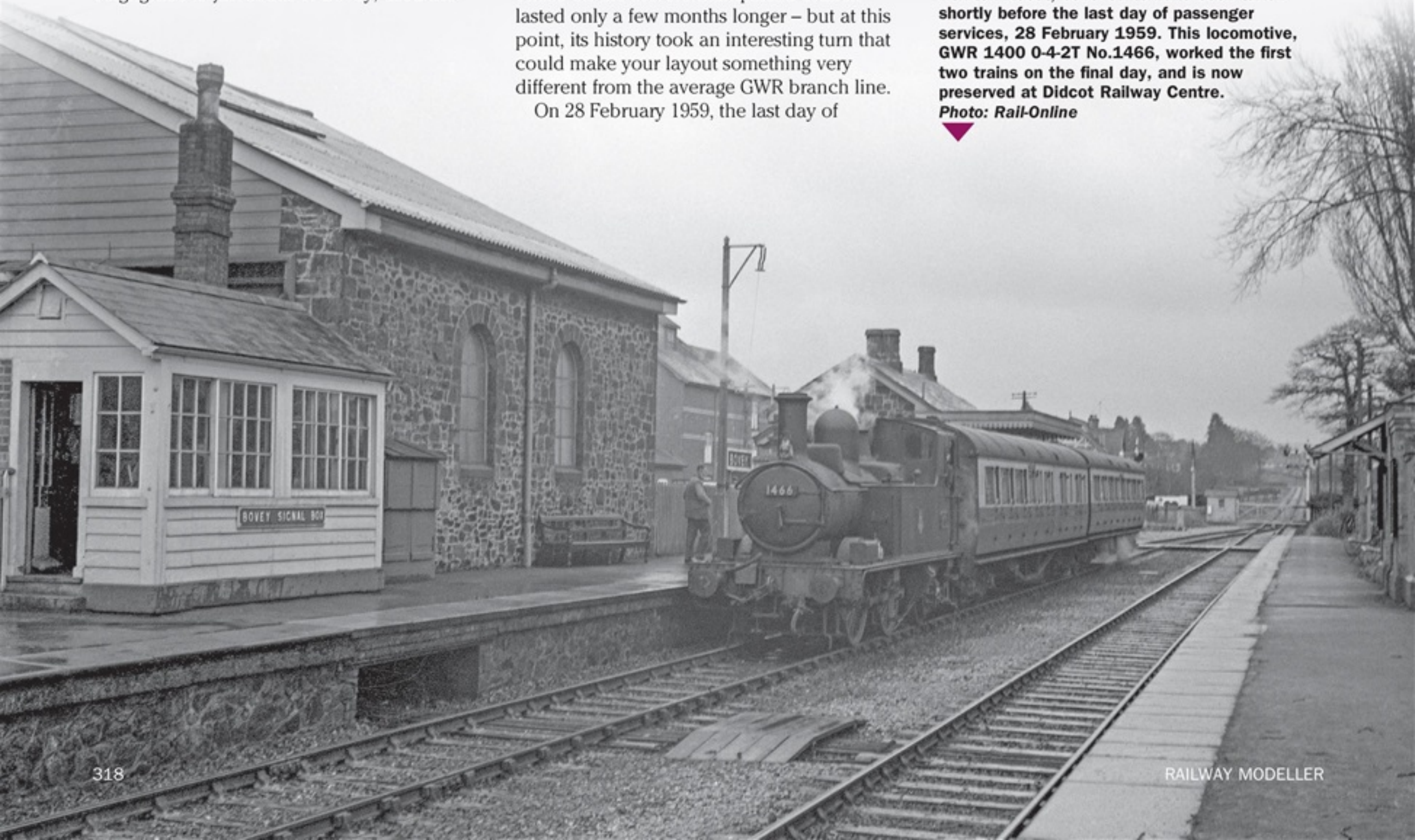


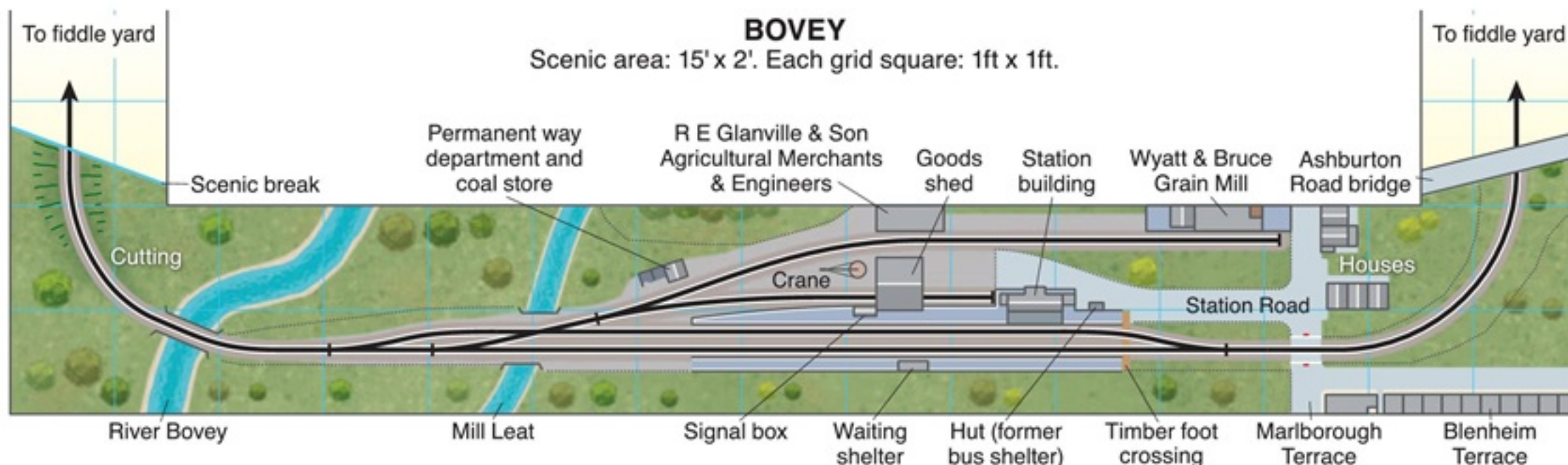
passenger services, a meeting was held to form the South Devon Railway Preservation Society, with Canon O M Jones of Teigngrace chairing a group of locals, seeking to buy or lease the line from BR and run it with ex-GWR diesel railcars.

Despite leasing Teigngrace Halt as its

A view of Bovey station looking south towards Newton Abbot, believed to have been taken shortly before the last day of passenger services, 28 February 1959. This locomotive, GWR 1400 0-4-2T No.1466, worked the first two trains on the final day, and is now preserved at Didcot Railway Centre.

Photo: Rail-Online





headquarters, carrying out some restoration work, and even organising a series of special trains, the society did not manage either to acquire the line itself or persuade BR to reinstate passenger services. But what if it had succeeded?

Might-have-beens

The South Devon Railway Society (as it was latterly known) marked the first stirrings of railway preservation in the area that would ultimately lead to the Dart Valley Railway; rather than giving up altogether, many of the protagonists went on to throw their energies into the reopening of the Ashburton branch.

It would therefore be a quite believable re-writing of history to simply 'transplant' the DVR of the late 1960s – with its restored 1400 0-4-2Ts and 6400 0-6-0PTs operating four-coach autotrains in 'sandwich' formation – onto the Moretonhampstead branch. It would be equally plausible for the line to have become a West Country base for the Great Western Society, as was the case with Bodmin General and the Totnes Quay branch. But the possibilities are even broader than that; if it had been up and running in the early 1960s, at a time when only the Bluebell and Middleton railways were flying the flag for operational standard gauge preservation, who knows what other exotic and vintage locomotives this 'SDR' might have attracted?

Sadly, it wasn't to be, and the main reason was quite simple: part of the line was to be retained, and indeed survives to this day, for freight traffic. Final closure of the northern section came in piecemeal fashion; goods traffic to Moretonhampstead ceased in 1964, but just survived into the BR blue diesel era at Bovey, from where the last goods train departed on 30 April 1970 (a farewell DMU special followed on 5 July).

Yet, with the section to Heathfield still in existence today – and indeed revived in recent years, for Colas Rail timber traffic with Class 66s – it surely doesn't stretch credibility too far to imagine that Bovey might also have survived as part of the national network. Considering the precedent recently set by the Okehampton line, you could then proceed to reopen this freight-only branch to passenger traffic, with Great Western Railway Class 150 DMUs.

Long or short version?

Whatever you choose to do with it in historical terms, Bovey offers an attractive and compact wayside station that – with the admitted possibility of some tweaking – could be fitted into a reasonable space.

Our track plan was drawn up using Peco Streamline pointwork and third radius curves, referring to the 1905 map in the Middleton Press book *Branch Line to Moretonhampstead*, and a 1938 map available on the National Library of Scotland website. Replicating the station to scale would require a total length of approximately 14-15', depending on whether second or third radius curves are used; however, this could be reduced by shortening the platforms and/or compressing the scene slightly in other areas. One aspect that might help in this regard is at the northern end of the station; the crossing to access the goods yard from the Down loop was later simplified to a point from the Up side.

Some compression of the layout would be required in any case for the scenic breaks at either end. To the south, the most suitable such break would be the road bridge at Brimley Halt, nearly half a mile away, but to the north, further modeller's licence would be necessary: in fact, the line curved in the opposite direction and ran on an embankment for some distance before entering the cutting that could form the scenic break.

At the bottom right of the diagram, Blenheim Terrace has been included, but in reality, this road ran parallel with the railway; however, if this were to be the viewing side, its row of houses might be a useful way of disguising the sharp curve.

These houses are shown in half relief, as are the premises of R E Glanville & Son (agricultural merchants and engineers) and Wyatt & Bruce grain mill behind the goods yard. However, depending on which is the viewing side, it might be preferable to



▲ A view of the still extant goods shed structure at Bovey, which currently serves as a store used by the Dartmoor National Park Authority. The station building also survives and now houses the Bovey Tracey Heritage Centre. The former trackbed through the station is now the route of the A382 town bypass. Visible just to the left of the goods shed is a GWR Toad brake van, which is one of a number of preserved railway artefacts displayed at the site. Photo: David Malton

increase the depth of the baseboard to model the buildings on either side in their entirety. Indeed, if the layout were built around the walls of a room, and viewed from the goods yard side, the mill and engineering firm could – together with the station building and goods shed – help to break up the scene and make any compression less obvious. Viewing the layout from here would also solve the problem of the scenic breaks, if – as shown in the diagram – the breaks were angled away from the viewer.

Buildings

Helpfully, a model of the station building is available; Scale Link Fretcetera offers an etched brass kit in OO (ref.SLF112K for the building, SLF111 for doors and windows) and N gauge (ref.SNF044K).

The subject of our drawings, the goods shed, is of stone construction. The book *The Newton Abbot to Moretonhampstead Railway* states that the roof was corrugated iron by the 1950s, though our diagram presumes that it was originally roofed in slate, as was the case on Moretonhampstead's goods shed. Wills 4mm scale material sheet SSMP 216 could be used for the corrugated iron, while sheet SSMP 228 (Random Stone) and SS76 Cornerstones, suitably painted and weathered, could represent the walls (though some modification would be needed to create the arches over the round-topped windows). For these windows, in 4mm scale, Ratio 523 Industrial Windows are slightly smaller than the real thing (20mm x 11mm, to the prototype's 23mm x 12.5mm) but would provide a good representation if parts of the frames were removed.

The modest brick-built and slate-roofed waiting shelter on the Down platform would probably have to be a scratch-building project; unfortunately, close-up images of it seem to be rare.

Although there are plenty of GWR signal box models on the market, none are a particularly close match for Bovey's example, unusually mounted on the Up platform next to the goods shed. However, the small timber structure would not be difficult to scratch-build, with the possibility that proprietary models might still provide useful parts; and the same goes for the corrugated iron storage hut next to the station building.

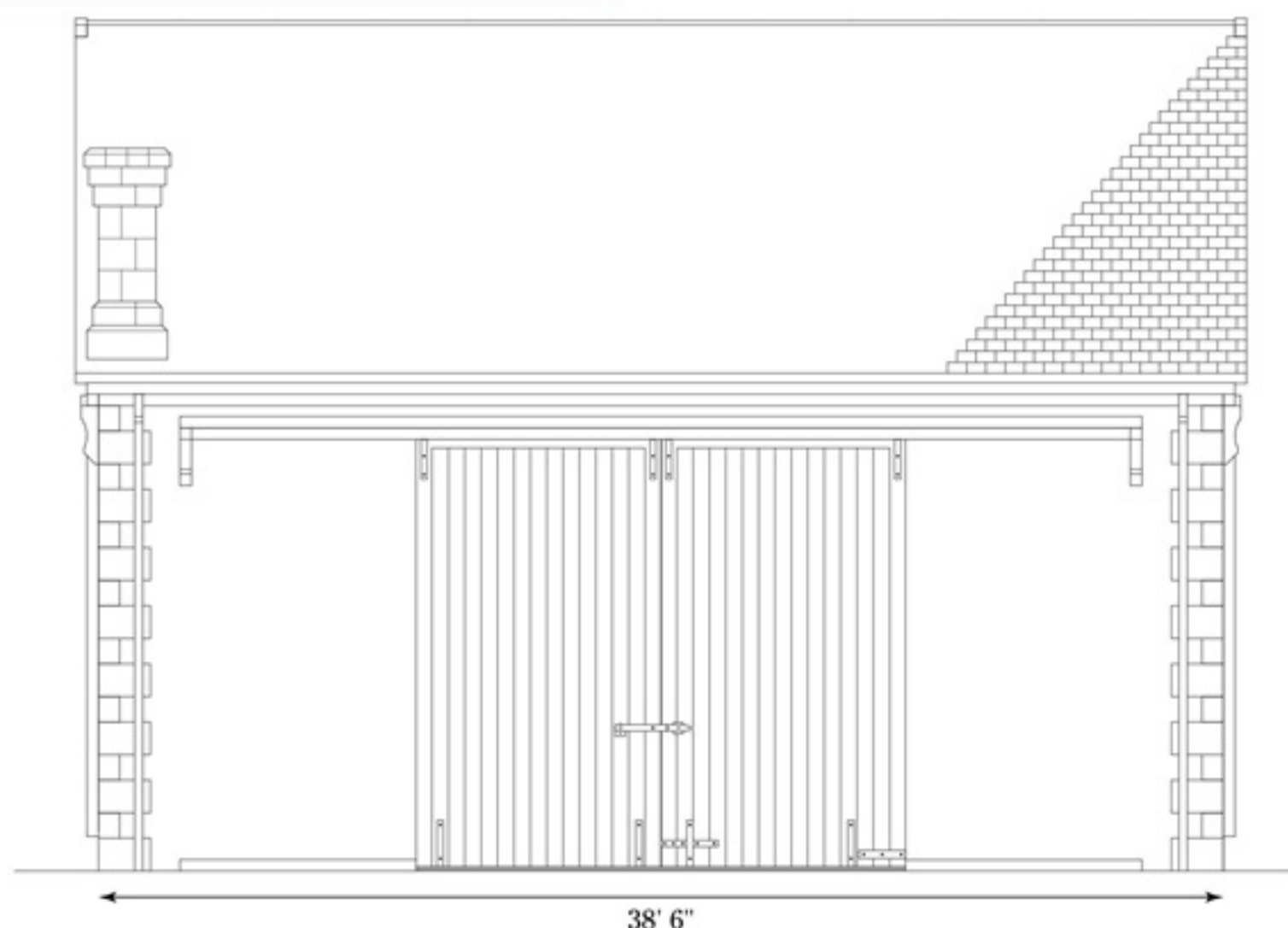
Far from being a standard lamp hut, this had in fact started life as a waiting shelter for GWR bus services from the station to various destinations around Dartmoor, introduced in the early 1920s. Scratch-building, in this case, would be aided by the fact that the hut survives in preservation, at the South Devon Railway's Totnes Riverside station.

Locomotives and stock

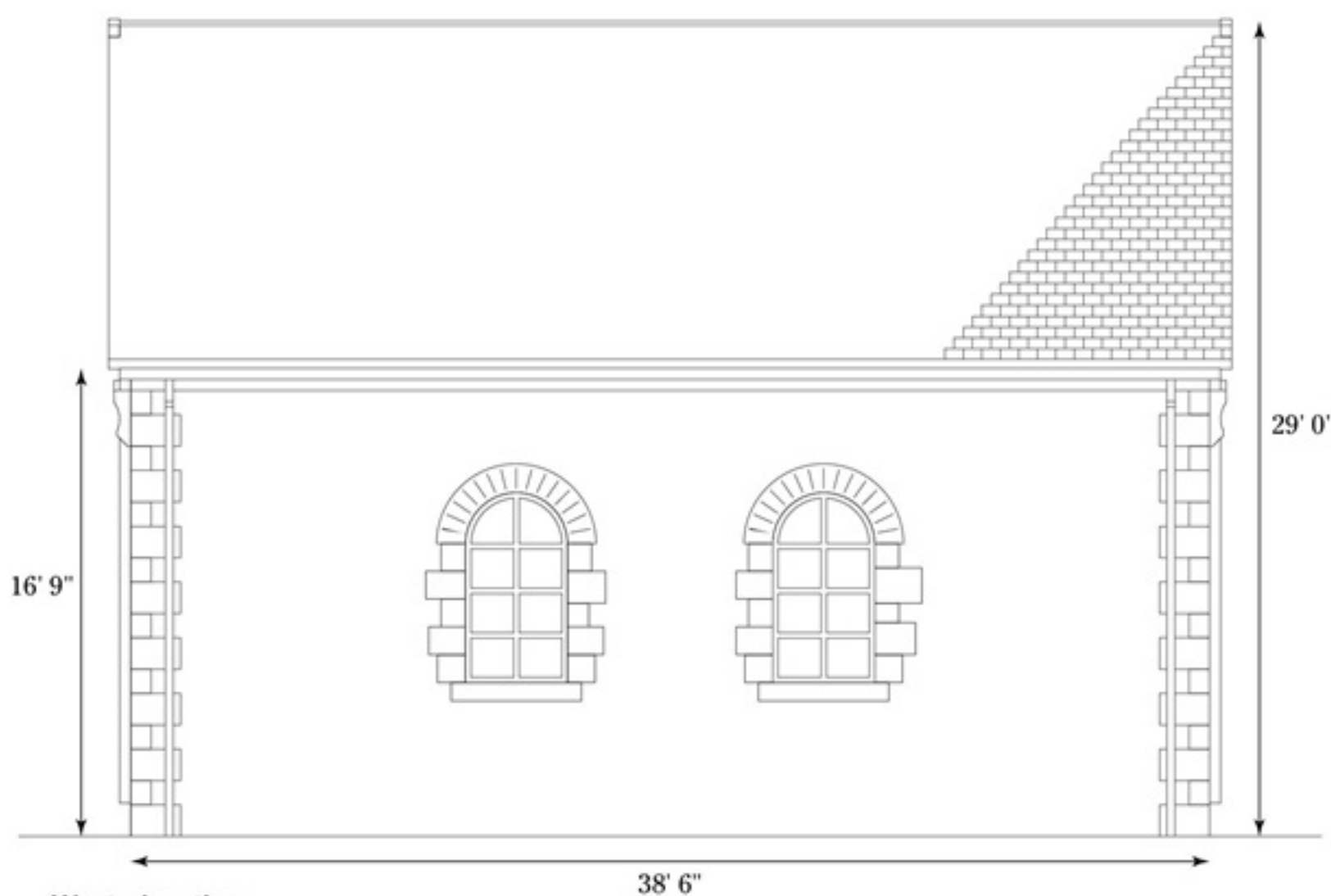
As we've seen, if you go down the 'might-have-been' roads, you could run pretty

Scale Drawings

Bovey goods shed in 3mm scale



East elevation



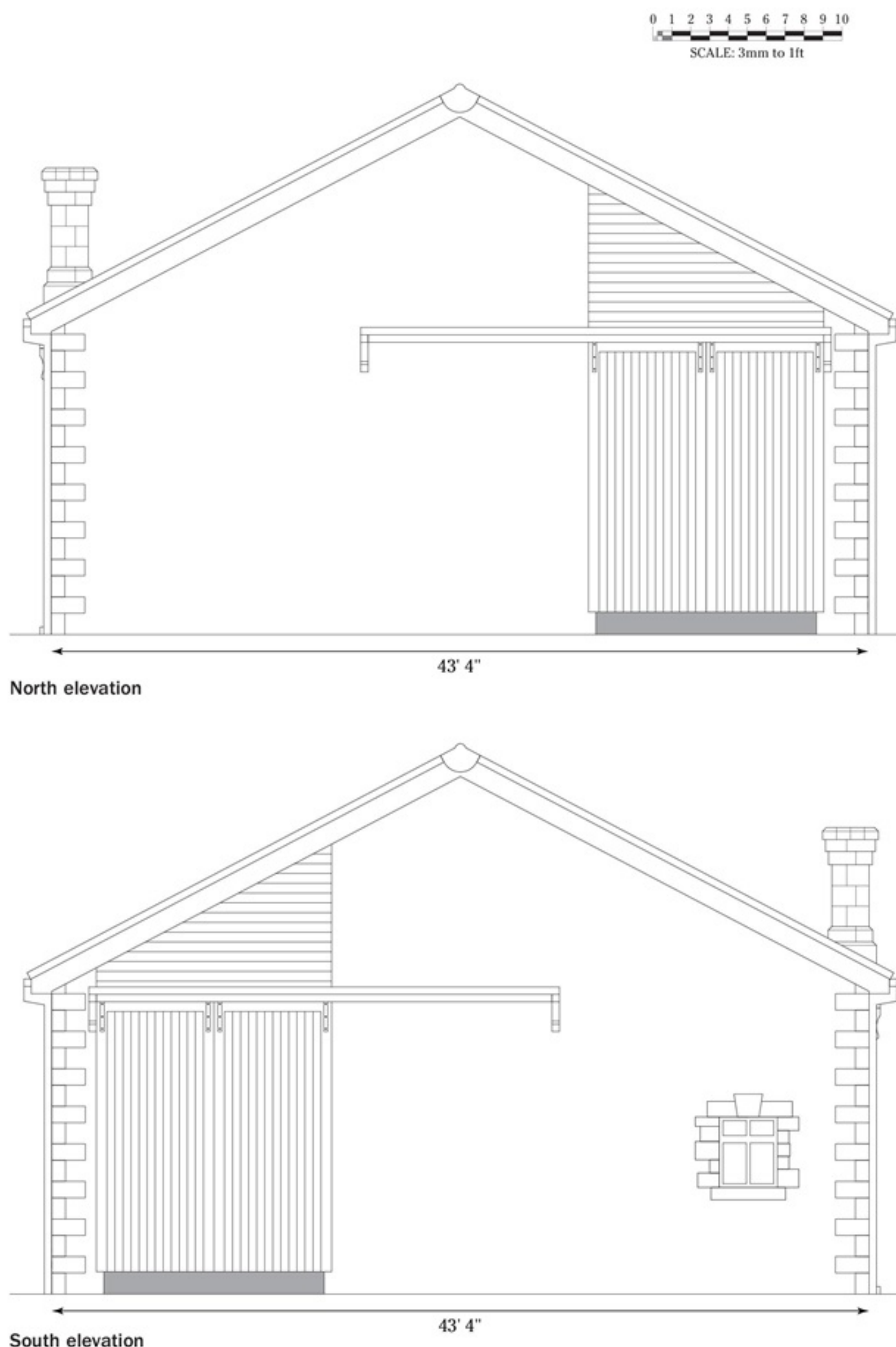
West elevation

much what you like on this layout. But even if you prefer to stick to the historical facts, the Moretonhampstead branch offers as much motive power variety as most GWR branches – and perhaps a little more.

Naturally, pannier tanks (of the 5700, 6400 and 7400 classes), small Prairies (of the 4400, 4500 and 4575 varieties), and 1400 0-4-2Ts on autotrains, were the staple motive power from GWR days until the final closure. In OO gauge, an earlier period could be represented by

Kernow's forthcoming steam railmotors, these having worked the branch in the 1920s and early 1930s.

Latterly, 5101 class large Prairie tanks appeared, and played a particular role in the line's last rites: No.4117 headed the final passenger services in 1959, while Nos.4174 and 5153 would add interest to a layout if modelled with the various embellishments added for the South Devon Railway Society special trains. BR Standard 3MT 2-6-2Ts were also used from



Remarkable survivors

Bovey, then, is well worth considering as a layout: it has all the typical character and charm that attract us to model GWR branch lines, a relatively simple track layout to recreate in a limited space, and at least one suitable building available to get you started, but it also provides opportunities to build something a little different.

If you choose any of the 'alternative history' scenarios, the goods shed or station building might have survived, even if not in railway use. Remarkably, despite the trackbed having been used for a new road, both are still standing today – with the station building having been restored as the town's heritage centre, and GWR Toad brake van No. W114906 on display outside. The centre is due to reopen in April; details can be found on the website.

Further reading

The Newton Abbot to Moretonhampstead Railway
By Anthony R Kingdom and Mike Lang
Published by ARK Publications (Railways)
ISBN 1 873029 09 8

The Heathfield to Exeter (Teign Valley) Railway
By Lawrence W Pomroy
Published by ARK Publications (Railways)
ISBN 1 873029 04 7

Branch Line to Moretonhampstead (including Heathfield to Exeter)
By Vic Mitchell and Keith Smith
Published by Middleton Press
ISBN 1 901706 27 3

The Branch Lines of Devon Part One: Exeter, South, Central & East Devon
By Colin G Maggs
Published by Amberley Publishing
ISBN 978 1 84868 350 1

Great Western Branch Line Termini: Volume Two
By Paul Karau
Published by Oxford Publishing Company
ISBN 0 86093 018

1955-59 – sometimes hauling autocoches, despite not being push-pull fitted!

In charge of the remaining freight services to Bovey up to 1970 were the North British Type 2 (TOPS Class 22) diesel-hydraulics, but Classes 08, 31, 37, 47, 50 and 66 have all been seen since on freight trains or railtours over the remaining stub to Heathfield.

There is no shortage of suitable ready-to-run GWR rolling stock; Farish or Bachmann BR-built autocoches are a must for the 1950s period, and

main line corridor stock sometimes appeared, with some through services from Paignton.

But perhaps the most interesting possibility comes from the LNER. In 1929, the GWR had purchased the Manor House at North Bovey, near Moretonhampstead, and converted it into a hotel – but during the Second World War the building was requisitioned as a military hospital, and one source states that during this period, B12 4-6-0s worked down the branch hauling ambulance trains.

Useful links

www.scalelinkfretcetera.co.uk

www.devonmuseums.net
/Bovey-Tracey-Heritage-Centre/
Devon-Museums/

Bridgefield Quarries

Recollections of iron ore quarry lines in Northamptonshire inspired **IAN WILSON** to embark upon his first layout in O gauge.

Layout photography by Tony Wright

My parents moved from Budleigh Salterton to Northamptonshire in the early 1950s. We lived very close to the large Stewarts & Lloyds steelworks in Corby where my father worked as an engineer in the Bessemer Plant, and we soon became used to the sights and sounds of the works – quite a change from sleepy Devon!

We were surrounded by the sound of small industrial tank locomotives struggling with loads of locally quarried iron ore on their way to feed the four blast furnaces. In the countryside all around there were other quarries too, not connected directly to the steelworks but sending their loads to exchange sidings connected to main lines for forwarding to Corby and other works.

The charm of these quarries was that they were usually set in very rural surroundings and were nearly always returned to nature



▲ Hudswell Clarke 0-6-0ST *Pen Green* pushes empty tipplers to the quarries for loading, through the road overbridge – the line was formerly narrow gauge and so clearances are very tight!





after the ore had been extracted. One such local quarry was Storefield between Corby and Kettering. It is one of the quarry systems featured in the Ivo Peters film *Ironstone Lines of the East Midlands* (see DVD review, RM April 2020) and was one of the main influences when planning *Bridgefield Quarries*. Further information on the Storefield system was gathered from the

book *The Ironstone Quarries of the Midlands – Volume VI – The Corby Area* by Eric Tonks, published by Runpast.

Steep gradients

Several plans were drawn up initially – one of which was for an 8' square layout. This proved to be a bit too small for O gauge and would have involved custom-built track with

▲ **Peckett 0-4-0ST Cockspur** brings the first loads of the day up the 1 in 40 gradient to the exchange sidings. The track to the engine shed drops away at an even steeper 1 in 18.

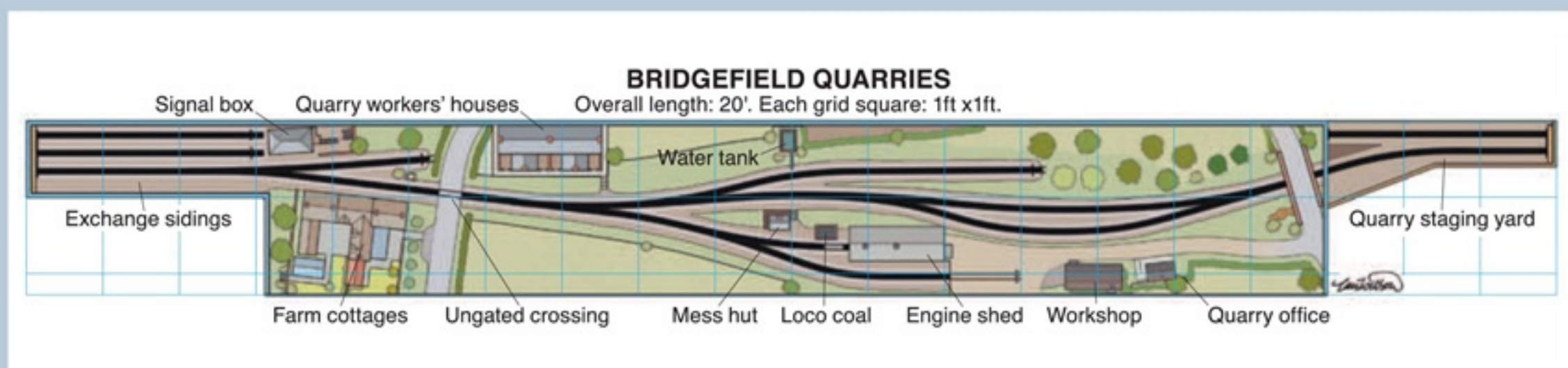
tight curves. A more sensible plan 20' long was decided on and construction commenced, with the aim of representing a small section of the line at Storefield where loaded trains faced a steep climb at 1 in 40 to reach the exchange sidings, and an even steeper descent of 1 in 18 to the engine shed.

The layout is built in four equal sections which bolt together and are supported on a 37" high base, so with the changing gradients the track level varies from 41" to 45". The base is fitted with castors to make access to both sides of the layout easier in the railway room.

Trackwork is Peco Streamline throughout, with points operated by slow action Tortoise motors controlled by toggle switches – not on a control panel but at the end of the point tiebars. The landscape was created by using Styrofoam on an open-plan timber framework with the trackbed cut from 6mm MDF. The foam material was coated with exterior Polyfilla which can be stippled to create realistic textures before applying

◀ Empty tipplers from the exchange sidings are propelled across the ungated crossing and down the 1 in 40 gradient behind *Pen Green*. An Oxford Diecast model repainted and numbered as my first car – Minivan 235 FNV – sits at the roadside.





scenic powders and foliage clusters. Trees are by Woodland Scenics.

The layout is wired for Digital Command Control and the two locos are both sound equipped – an Ixion Hudswell Clarke 0-6-0ST named *Pen Green* (which was a Corby steelworks loco) and a Minerva Peckett 0-4-0ST named *Cockspur* (which was a Storefield loco). Peco iron ore tippler

wagons are fortunately most appropriate for this type of layout and so feature prominently, with other rolling stock by Slaters, Lionheart and Skytrex. Tippler loads are removable, and the iron ore is represented by fine stone chippings sourced from a local builders merchant.

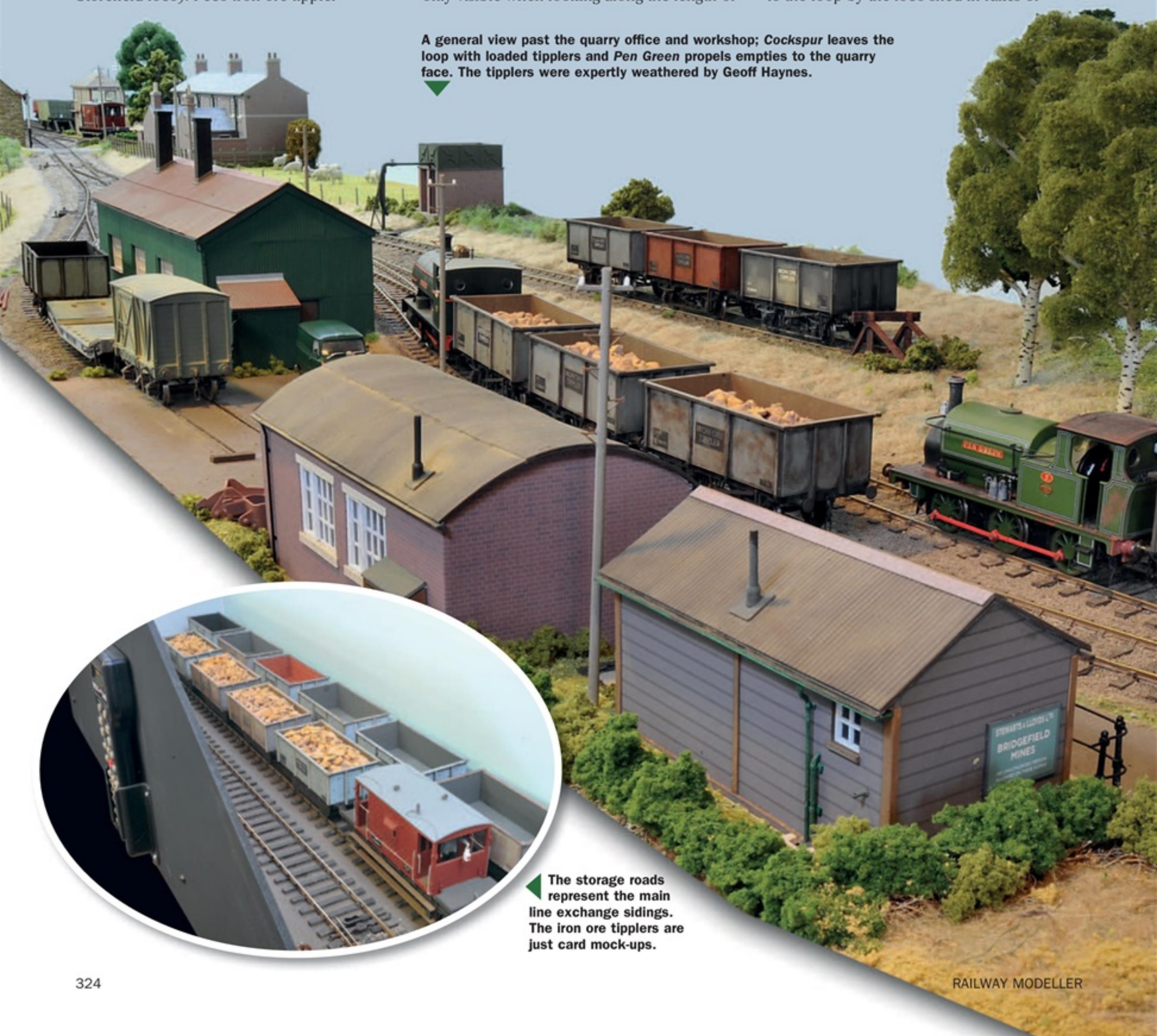
The main line exchange sidings, which are only visible when looking along the length of

the layout, contain two rakes of tippler wagons, but because these are not operational they are simple card mock-ups made to match the Peco tipplers!

Authentic buildings

Operation is quite straightforward – empty tipplers are taken from the exchange sidings to the loop by the loco shed in rakes of

A general view past the quarry office and workshop; *Cockspur* leaves the loop with loaded tipplers and *Pen Green* propels empties to the quarry face. The tipplers were expertly weathered by Geoff Haynes.



The storage roads represent the main line exchange sidings. The iron ore tipplers are just card mock-ups.

three, and then on to the quarry for loading. Loaded tipplers return from the quarry and are taken up the 1 in 40 gradient to the exchange sidings. These duties can be shared by both locos, or one loco can be assigned to exchange sidings work and the other to trips to the quarry. Ivo Peters' video shows both options in action at Storefield. Locos always propel tipplers to the quarry and pull them up the gradient to the exchange sidings. Opposite the loco shed there is a level siding for empty tipplers, and a water tank, which is based on a photograph of one at Blisworth Quarries.

Most of the structures are scratch-built; the farmhouse is by the late Allan Downes, and I built the others using plans and/or photographs as reference. The one exception is the ex-Midland Railway signal box at the exchange sidings which is a Prototype Models kit, part of the range which I produced during the 1970s. The quarry workers' cottages are from Storefield and are based on a photograph in Eric Tonks' book.

Modelling the engine shed

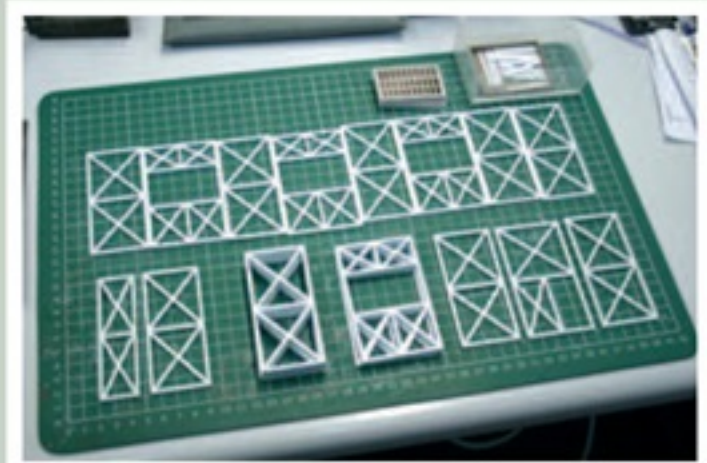
The single road engine shed was built with reference to plans which I had in my collection. The prototype was located originally at Harston near Grantham, and can now be seen at the Rocks by Rail Living Ironstone Museum at Cottesmore in Rutland. Its corrugated construction is typical of structures that could be found at industrial railway operations across Britain. The internal structure for the model was composed largely of Evergreen strip styrene, as illustrated below.

The smaller buildings that can be seen near the engine shed on the layout are all based on prototypes at Glendon East Quarries near Kettering, which I photographed just before closure.



▶ The prototype that formed the basis of the Bridgefield Quarries engine shed was originally from Harston in Leicestershire, and is now in use at Rocks by Rail near Cottesmore in Rutland. The structure serves as a restoration workshop for the Living Ironstone Museum's locomotive fleet.

The separate panels that form the internal shell of the engine shed are seen here prior to assembly. Working from the original plans, I created jigs for the different types of panel and then made multiple versions using Evergreen strip styrene.



The panels were then assembled to create the internal structure, with more Evergreen strip styrene used to create the roof. The completed shell is seen positioned on the layout prior to adding the windows and external corrugated cladding.



▶ The completed model is seen after painting *in situ* on the layout. Hudswell Clarke 0-6-0ST Pen Green stands inside the doorway whilst Peckett 0-4-0ST Cockspur heads past with loaded tippler wagons. The rudimentary coaling stage is based on an example that once existed at Desborough Quarries in Northamptonshire.



A general view from the engine shed showing the steep 1 in 18 climb to the line leading to the exchange sidings.



The Bridgefield Sidings signal box is a kit for a Midland Railway design by Prototype Models. The LMS 8F 2-8-0 was loaned by John Emerson for the photo shoot.

A view looking along the layout with loaded and unloaded tipplers passing in the loop.

The locos and the engine shed area are populated by figures from ModelU whilst other figures on the layout are by Omen Miniatures.

Family history

Our layouts give us all a chance to indulge in taking a trip into our memories, and *Bridgefield* is no exception! My very first car, Minivan 235 FNV, is parked outside the





▲ The figure on the left represents my father Jock Wilson, who worked at the massive steelworks of Stewarts & Lloyds in Corby, Northamptonshire; they had a fleet of Ford Thames vans as pictured here.

Many buildings on the layout were scratch-built and are based on real structures near Northamptonshire iron ore quarry lines. The farmhouse was by the late Allan Downes.

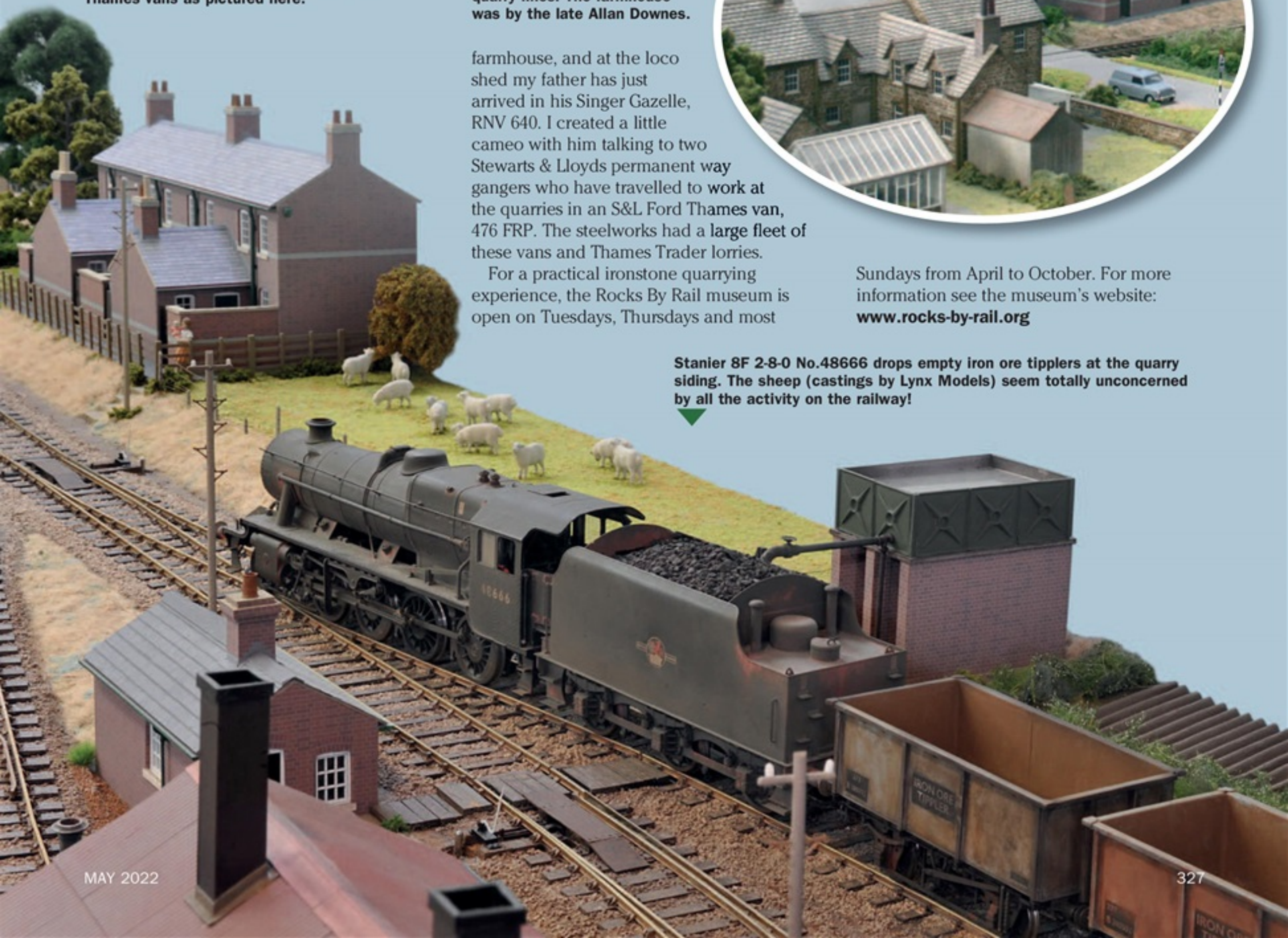
farmhouse, and at the loco shed my father has just arrived in his Singer Gazelle, RNV 640. I created a little cameo with him talking to two Stewarts & Lloyds permanent way gangers who have travelled to work at the quarries in an S&L Ford Thames van, 476 FRP. The steelworks had a large fleet of these vans and Thames Trader lorries.

For a practical ironstone quarrying experience, the Rocks By Rail museum is open on Tuesdays, Thursdays and most



Sundays from April to October. For more information see the museum's website: www.rocks-by-rail.org

Stanier 8F 2-8-0 No.48666 drops empty iron ore tipplers at the quarry siding. The sheep (castings by Lynx Models) seem totally unconcerned by all the activity on the railway!



Burrowing junctions

IAN BLACKBURN describes this fold-away layout idea for N gauge. It was designed and built with ease of set-up and take-down in mind.

Photography by the author

Now, I don't wish to be downbeat, but have you ever wondered how you might continue to enjoy the hobby when your fitness and mobility begins to decline as the years roll on by? I have: and it encouraged me to come up with this idea for an ultra-portable layout.

I might add, however, that younger, fitter and energetic modellers might consider the scheme also, because it's an ideal and neat little concept for an apartment or flat-dwelling enthusiast where little or no spare space exists for a permanent layout.

Such an apartment or flat is often the sort of accommodation in which 'us oldies' might end up living as we downsize during our 'advanced years'. So I like to think this is an upbeat idea all round!

I've modelled mostly in O gauge in recent years; readers may recall my industrial layout *Rhydwyn Fawr Steel* which depicted the back and forth transshipments of molten iron and steel in a modern South Wales' steel plant. It appeared in these pages in the June 2013 edition [Ed – and briefly in our Modelling Industrial Railways booklet that was free with the July 2021 edition]. So for me to be able to continue running any sort of model railway when the time comes, it will have to be a very small layout which; (i) will provide me with as much entertainment and variety of operation as possible; and (ii) will have to be a layout which can be quickly and easily put away after use with the minimum of fuss.

Thus, with my eyesight and dexterity still in

good shape, now would be the right time to build the layout which I describe here.

For practical reasons, the layout would, when in use, probably not be able to occupy an area of more than 2m x 1m (6' 8" x 3' 4" approx). It would also need to be very quickly folded up and wheeled away to a convenient place of storage.

The design evolved for it to be built in two mirrored halves that would be hinged together somehow, and could also be fitted with castor wheels in order for it to be moved around easily.

Gauge of choice

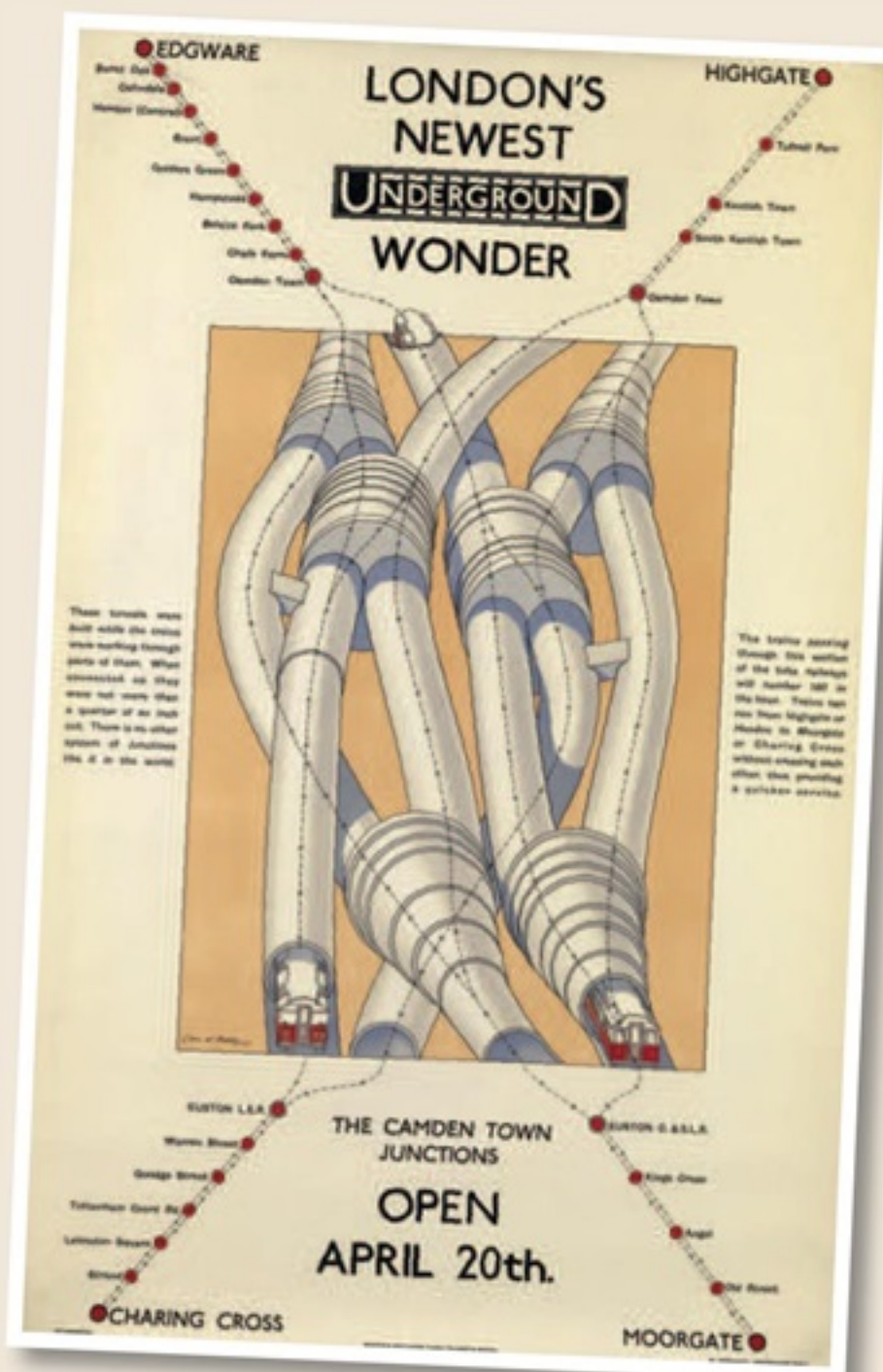
The amount of available 'railway' space within these layout dimensions dictated that, to create anything more than a tiny plain oval with a siding, N gauge would have to be the gauge of choice.

"But," I hear you say, "wouldn't that be too small a scale for you to work in at the age you're talking about?"

My answer to that is: "Well, after the layout was unfolded, with assistance if necessary, all I would have to do is plug in the controller, place some locos and stock on the track, and away we go!"

Multi-level

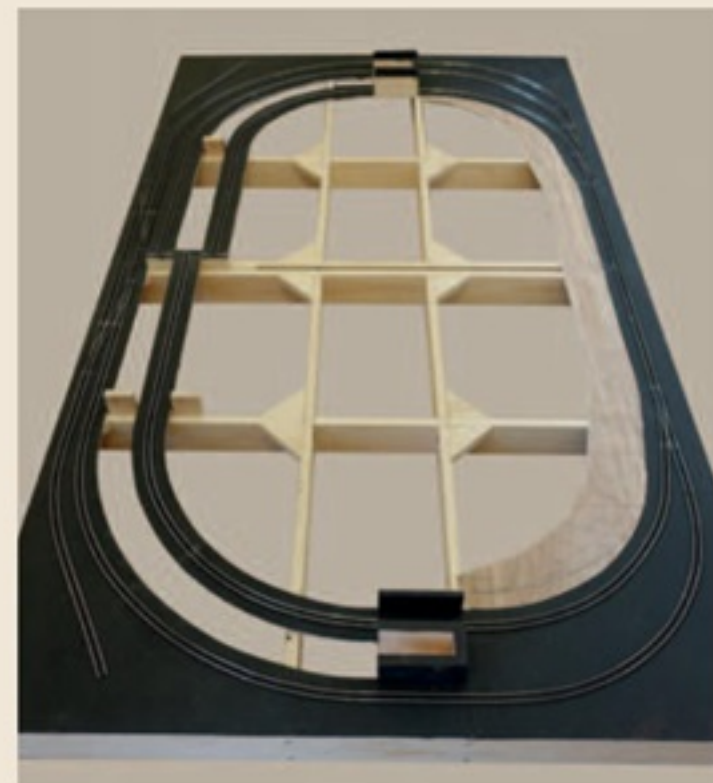
Now, on to the next part of developing the idea. How could I make what was going to



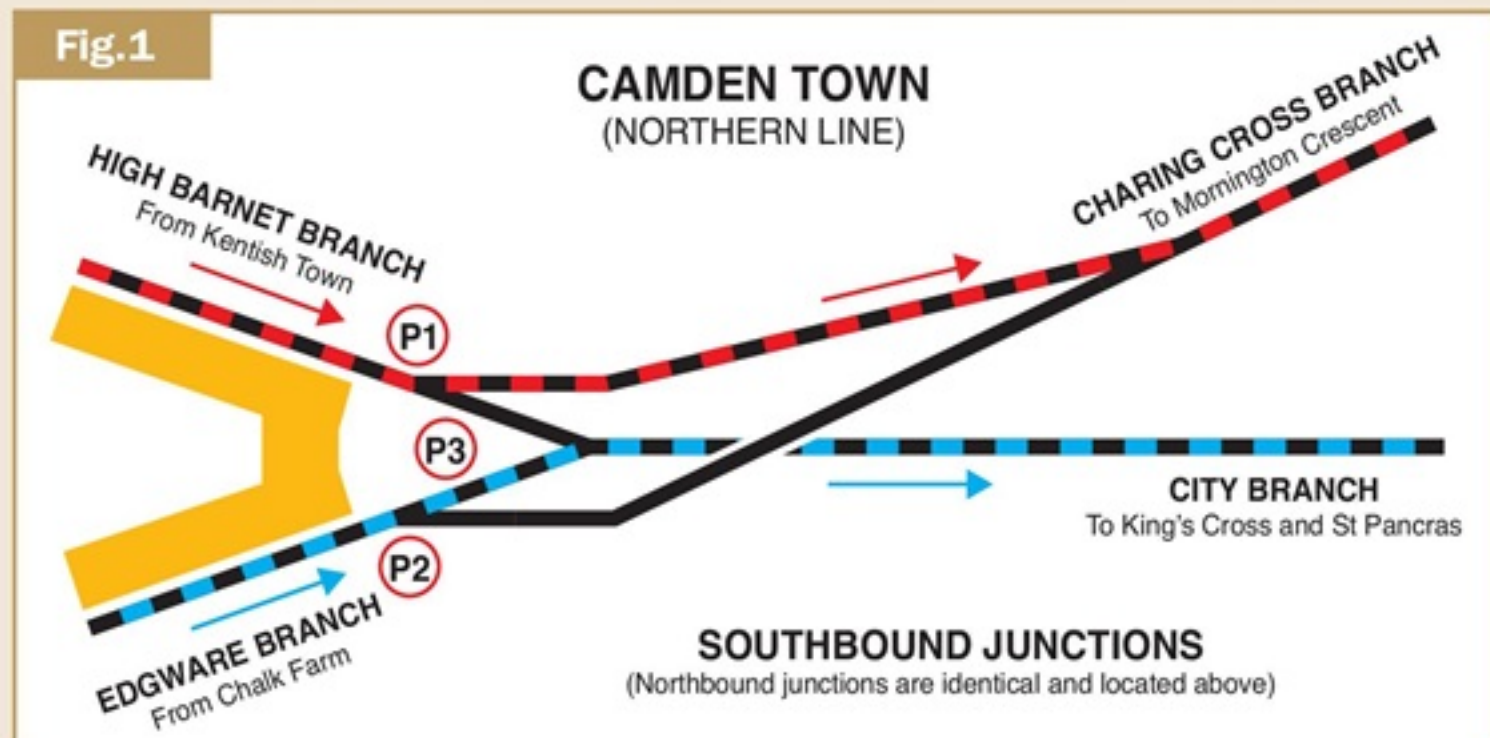
▲ A Charles W Baker London Underground poster from 1924 showing how the junctions at Camden Town station interlace. Image courtesy of London Transport Museum

be essentially an oval circuit into something that was far more interesting and taxing to operate? With the floor space or 'footprint' as a given, the answer to this question lay in the design of just about every other indoor layout that I have ever built over the last 40 years: and that is to build upwards.

With this in mind, the layout was developed to use both upper and lower levels as continuous ovals, with sets of gentle inclines connecting each level at the back of the layout.



▲ The partially constructed low level section which also shows two of the four refuge sidings (on the left) included on the layout.



Then came the real challenge. How to connect the two ovals together so that the trains that were running on each of the individual levels could access the other level simultaneously without any conflict?

The solution to this came from using the same pointwork configurations that are currently in use on the junctions at Camden Town on the Northern Line of the London Underground (see Fig 1).

Here in the southbound direction, the City branch to the south of the station can be accessed directly from either of the two southbound platforms (1 or 2). Trains from the High Barnet branch heading for the Charing Cross branch, though, have to turn left at the first set of points (P1) at the end of the platform, whereas those on the Edgware branch heading for the City branch have to travel straight on at points P2 before traversing point P3 and passing neatly under the spur to the Charing Cross branch.

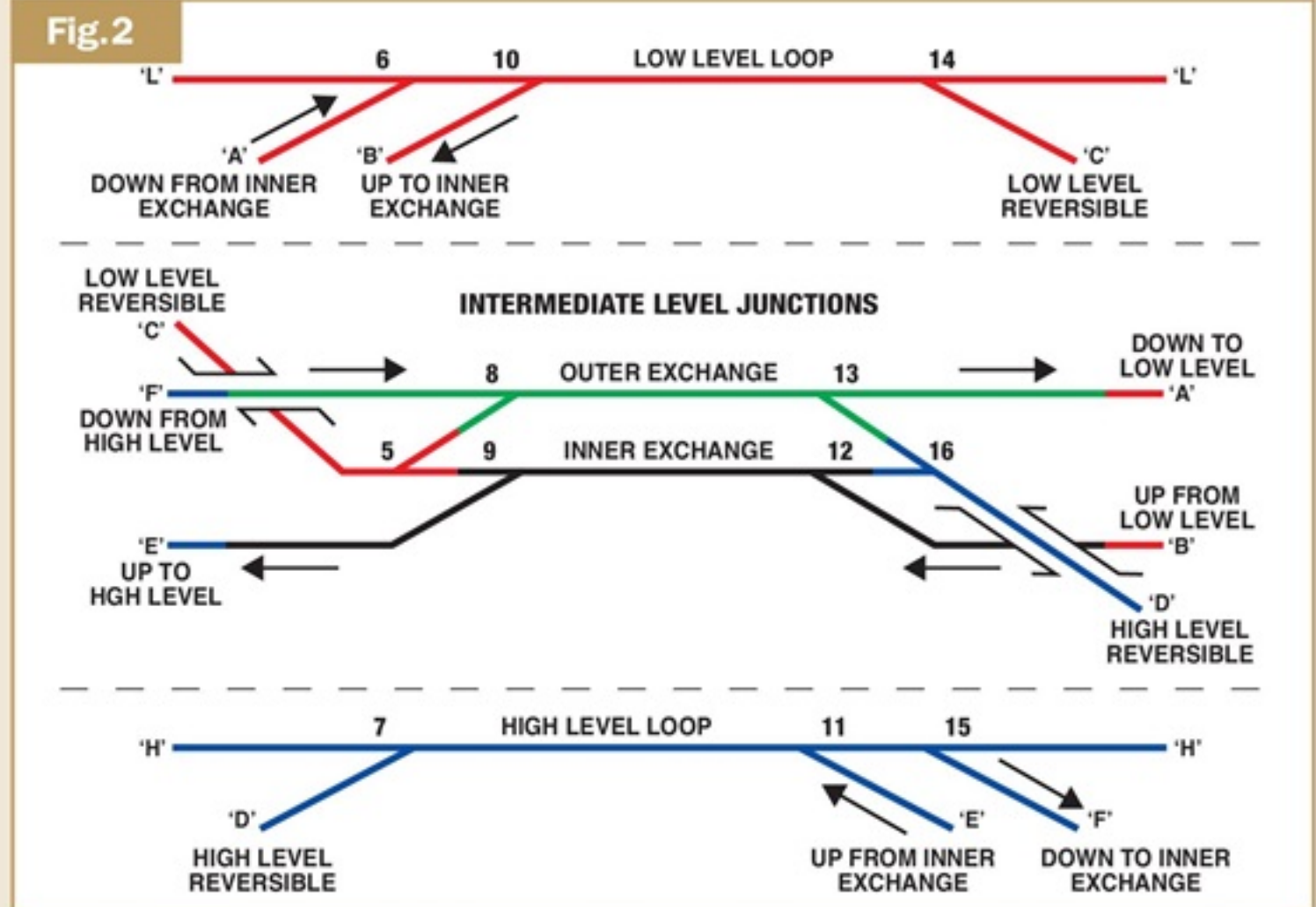
You will see that two non-conflicting routes through Camden Town can be set, such that trains from High Barnet to Charing Cross (red) and Edgware to King's Cross and St Pancras (blue) can pass through simultaneously.

Likewise, High Barnet to King's Cross/St Pancras and Edgware to Charing Cross routes can be set simultaneously by changing points P1, P2 and P3.

The basis of this pointwork configuration is very similar to what we might call a 'flying' or 'burrowing' junction on the main line network (although here all the trains go in the same direction rather than the Up line flying over, or burrowing under the Down line). For northbound services through Camden Town a mirrored version of the configuration is used which is located above the southbound junctions.

Applying the principle to the layout

A back-to-back version of this burrowing junction arrangement was adopted for use on this layout and both were laid on an intermediate level at the front of the layout. The junctions are accessed through inclines

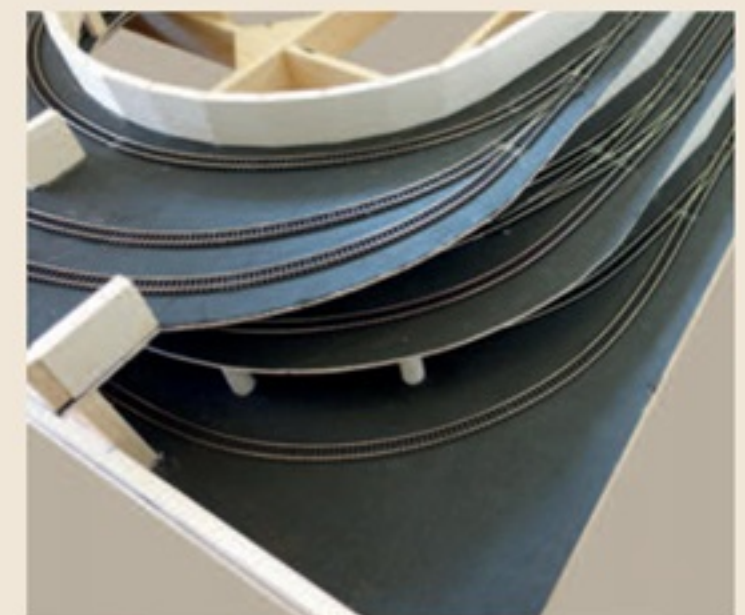


which run to and from the upper and lower level circuits respectively. The schematic track diagram shown in Fig.2 shows this to some extent, though because of the various levels being superimposed upon each other, a conventional 2D layout plan is almost impossible to draw. Hence Fig 3, a photo taken from above the layout, has been annotated to show the High Level Reversible inclined route that runs from the intermediate level to high level.

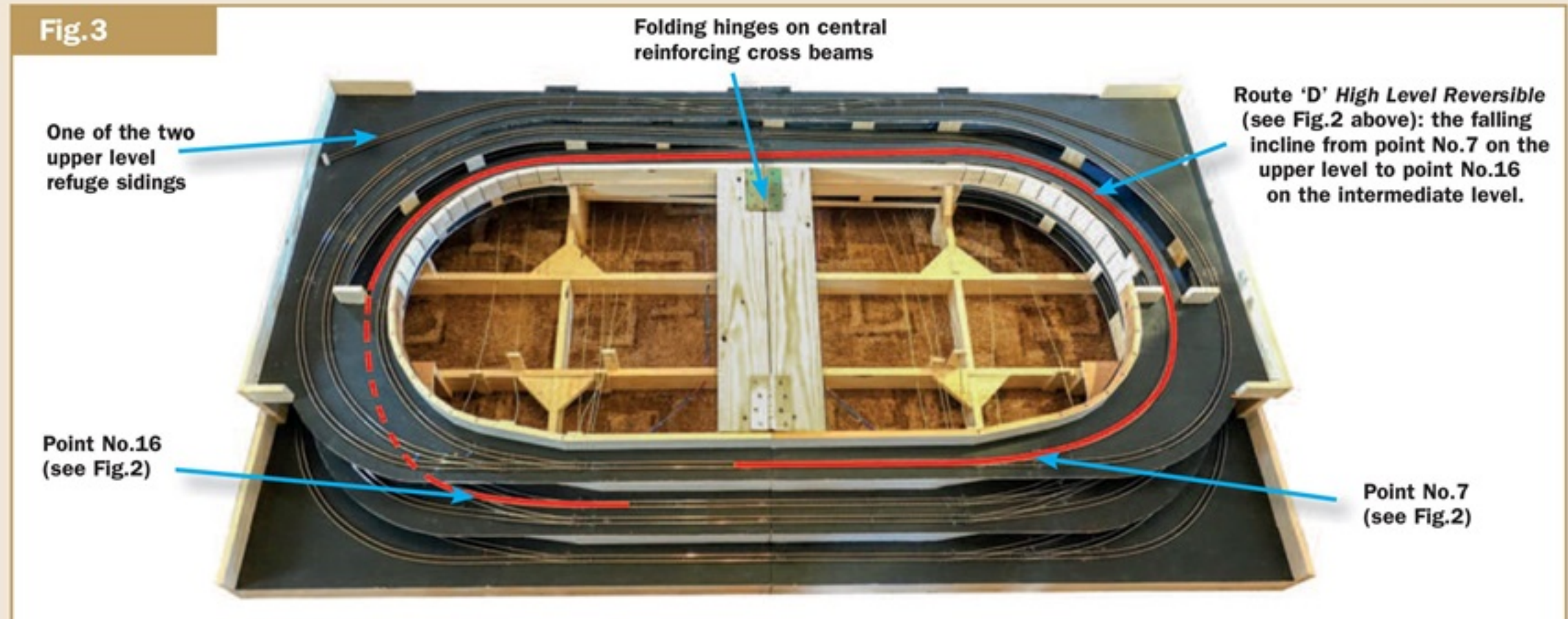
Construction

The two 1m square baseboards are both constructed in mirror-image on the L girder principle, using 6mm marine plywood glued to 3" x 1" frames. Bespoke piers are attached to the lower cross members to support the inclines at the back of the layout. The plywood which forms the running surfaces has all been painted with a dark brown emulsion paint. A height of 47mm (1¾" approx) has been allowed between each running surface and the underside of the

level above, and this gives a height to climb of 53mm (just over 2") over a distance of around 3000mm (just short of 10') on each of the inclines; or in other words a gradient of 1 in 56 which is reasonable for most N gauge models to cope with.



▲ One corner of the layout showing the upper and lower levels between which is located the intermediate level with the burrowing junctions.





▲ The unfolded layout viewed from the operator's position. With no scenery planned, this project is clearly just for running trains.

The two halves of the layout have been hinged together above the upper level, so that all of the tracks face inwards when the layout is folded away for storage. When the layout is unfolded for use, a set of dowels and keys on each of the inner hinged faces ensure that the two halves butt together accurately, so ensuring that all track sections align perfectly each time.

A set of castor wheels has been fitted to what, when in use, becomes the back of the layout. After folding the layout up and latching the two outer ends together, the castor wheels enable the layout to be wheeled around as one complete unit.

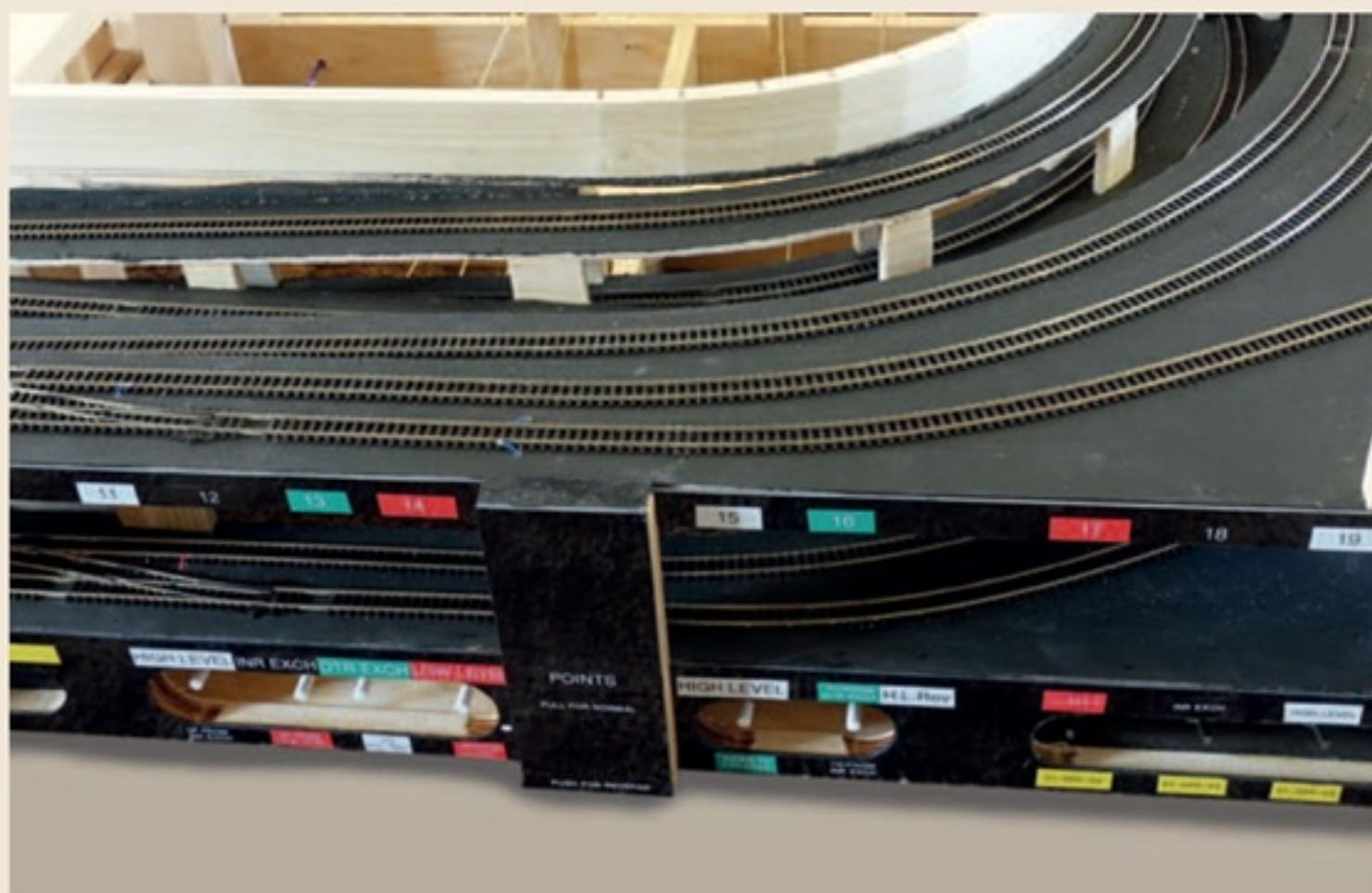
The hardware

The track used is code 55 Peco Streamline with Electrofrog points. A minimum radius of 300mm is used on all lines. The 12 points on the front of the layout are all controlled by the 'wire-in-tube' method from the back of the layout. Track power is provided by a veteran H&M Duette twin speed controller that plugs into the layout through an old-style video SCART socket mounted in one of the recessed areas also at the back of the layout. In both of these recessed areas are the point control plungers and a set of double-pole, three position, centre-off switches. These switches enable any part of the layout to be isolated or energised with traction power from either of the two controller knobs on the H&M Duette.

At this point I must point out that this layout was only intended to be used as a running facility for any type of N gauge train, from anywhere in the world, and consequently no scenery was ever planned for it.

Train storage

Four refuge sidings, two connected to each of the main ovals (see Fig 3 again) plus a 'back track', enable up to four trains to be accommodated on the layout at any one time. The H&M Duette can run any two of these trains simultaneously, with each train having two basic routes. On the first route, each train can use its own circuit (upper or lower) continuously; on the second route, each train can go from its own circuit up or down to the burrowing junctions on the intermediate level and back again. These



▲ A close-up view of the point control push rods (white) and the refuge siding isolation switches (right hand side). No mimic track diagram here! A good memory and plenty of mental agility required to run the trains...

secondary routes when used together, provide the sight of both trains passing each other as they thread their way between the burrowing junctions on the intermediate level at the front of the layout. Finally, with two trains being run simultaneously, they can be swapped from one circuit to the other

All folded up and ready for wheeling away to its storage place – under the stairs perhaps?



(i.e. upper to lower and vice versa lower to upper at the same time) without conflict.

If only one train is being run, the inclines and burrowing junctions on the intermediate level can also provide a route for continuous running, starting from the lower level circuit, all the way up to the upper level circuit, then all the way back down to the lower level again, and vice versa.

Every layout should have a name

The subject of choosing a name for this layout was a troublesome one. I had thought about using the name 'Burrowing Junctions' (as in the title of the article), but to me, although it described the layout for what it really is, it didn't seem to be particularly inspirational, creative, or catchy.

I decided to throw the matter open on a model railway page on a social media site. Many good and humorous names were put forward, but the one that really caught the attention of everyone on the site was *Foldy-Mcfoldface*. Similar in fact to the naming of the survey ship a few years ago, but this time it stuck, and this layout has been known by that moniker ever since!

End game

The challenge for me was to create something different and unusual. I think I have achieved that, and hopefully it'll entertain me in the autumn of my life.

A simple and effective scenic illusion

A road to nowhere

NICK WAUGH describes how he managed to blend a stretch of road seamlessly into the backscene on his N gauge layout, which portrays the North Devon Line in the 1980s.

Photography by Steve Flint

Creating seamless joins between the modelled scenery and two-dimensional backscenes can often prove to be a particular challenge when building layouts. Furthermore, the success – or otherwise – of these transitions can make or break the illusion of reality that a model strives to achieve.

When I constructed my N gauge layout (*Lapford and Eggesford* – see RM March 2022) the scenery included a representation of the main Barnstaple to Exeter road (the A377). However, by mirroring on the model the trajectory of the real road, its course ended abruptly where it met the layout backscene. Due to the fact that I had already decided to use a plain blue curving backscene, this presented a problem as it meant that the road would have to punch a hole through the sky!

After some consideration I devised a more satisfactory solution, which was to continue the road through the hole in the backscene and then add another layer of scenery behind that. With the road made to curve away behind the backscene, this created the impression that the road continued on into the distance.

A T-junction and small lane were also incorporated to help lead the eye away from the hole in the backscene.

The use of trees was crucial for completing the illusion. Having already fabricated the trees placed elsewhere on the layout, I made some larger examples in the same manner for use here. These featured extra long branches on one side that I was able to tease out across the road, thereby creating an enclosed avenue of trees that acted as an effective visual foil.

The accompanying photos illustrate the finished result, which has proven to be most effective; from certain viewing angles the road does actually seem to disappear into the distance – and that is ultimately what I set out to achieve.

The same approach could be applied just as easily to layouts in larger scales such as OO and O.



▲ The main Barnstaple to Exeter road can be seen in the top right corner of this image, its course appearing to run through the trees and on into the distance. In the foreground a Class 50 is seen arriving at Lapford with a passenger service for Barnstaple.



▲ A view from the back of the layout showing how the illusion was achieved, with the road (fabricated from mount board) continuing through a hole in the backscene and then curving around behind. A cluster of trees and a small additional section of card backscene complete the subterfuge.



▲ Seen from the viewing side, even close up the hole in the backscene is not discernible, the trees being used to disguise the edges of the aperture. The T-junction helps to draw the eye away from the visual trickery beyond.

River Crane Mill

When serial exhibition layout builder **JOHN THORNE** was encouraged to embark on a new project, he set about creating this evocative 1930s period Kentish scene in 009, which plays host to an eclectic mix of locomotives and rolling stock.

Photography by Andrew Burnham

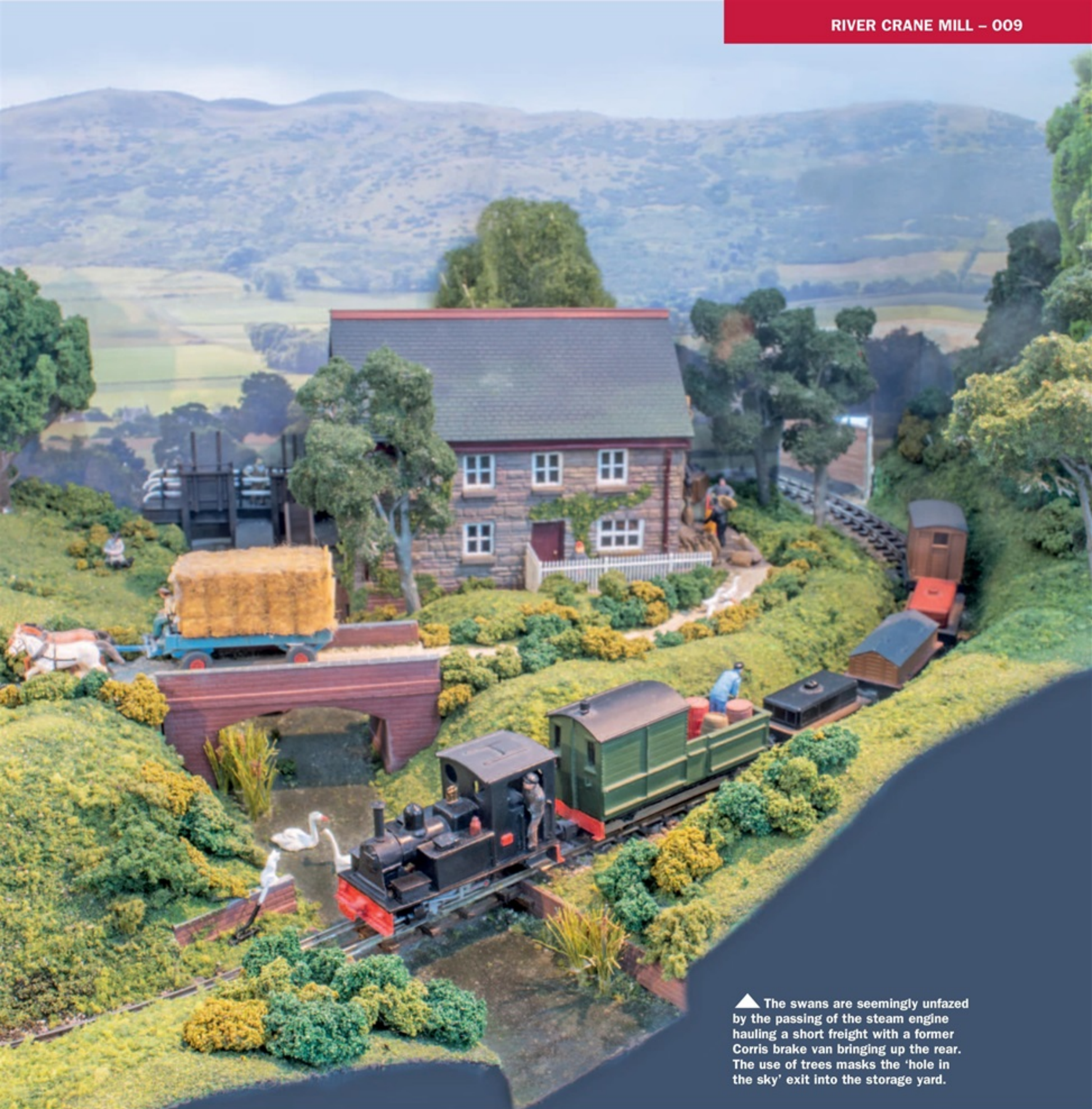
I thought that my layout building days may have been behind me until a good friend recently suggested that perhaps I had just one more in me, hence *River Crane Mill* was born. After considering various options, I decided that I wanted to create a small layout that could be exhibited.

To start, I drew up a list of aims that I wished to try

and achieve, the foremost of which was that the layout should be easily transportable, utilising lightweight construction methods and occupying a footprint measuring 1,200 x 610mm. In addition I determined that it should include some shunting interest and also incorporate some working scenic features. I did ponder initially whether the layout



◀ The railcar is hidden away by the shed while a short goods passes in the foreground. The points are from the Peco 'crazy track' range; these are shorter than the 'main line' versions and are ideal for use on layouts built in smaller spaces. The trees act as view blockers, inviting the observer to 'look into' the layout.



▲ The swans are seemingly unfazed by the passing of the steam engine hauling a short freight with a former Corris brake van bringing up the rear. The use of trees masks the 'hole in the sky' exit into the storage yard.

should be configured as an end-to-end system or with a loop to facilitate continuous running, ultimately choosing the latter.

Despite the small board size I managed to achieve all of my aims, the resultant layout comprising a continuous run, together with a passing loop, trio of sidings and a storage yard with plenty of operational flexibility. The model takes its inspiration from the original TV series of *The Darling Buds of May* starring David Jason and Pam Ferris; it is operated as a small narrow gauge line which

transports flour and agricultural items through the countryside.

Baseboard and trackwork

The baseboard was constructed from Sundeala board with a plywood backscene, whilst Peco track and points were used throughout. Storage sidings, in the form of loops, allow three trains to be stored 'behind the scenes' and three trains can be stored on the front of the layout. The self-isolating properties of the points are used to isolate

the sidings and there is also an isolated section at the end of each siding.

Point operation is achieved with an adaptation of the wire-in-tube system which uses 1mm brass wire to operate the tiebars: a V-groove is cut into the baseboard surface with the brass operating wire held in place using Peco track pins. If needed, the brass wire is joined using a brass terminal from a connecting block. The brass wire is then connected to a slide switch at the operating end through a pre-drilled hole, thereby



▲ A general view of the layout, with the instantly recognisable shape of an oast house setting the location firmly in Kent.

railways is the rather haphazard track plans and the wide variety of locos, diesels and rolling stock that one can incorporate.

Rural buildings

There are three buildings on the layout. I am a great believer that, with the quality and variety of commercial items currently available, if I can avoid having to scratch-build an item then I will happily utilise a commercial product – even if it would benefit from some subtle improvement.

The line passes the local water mill, and the backstory assumes that the miller bought the local oast house (which had fallen into disrepair) to store his grain and flour. He also has a large shed from which he runs his agricultural business. A siding runs to the oast house and two sidings serve the agricultural shed. The popular Wills kit is used as the basis for the water mill (ref.CK22) and the wheel itself has been motorised using a small Japanese motor and gearbox. The oast house is a Hornby Skaledale resin item and has been used largely as supplied.

Detailing

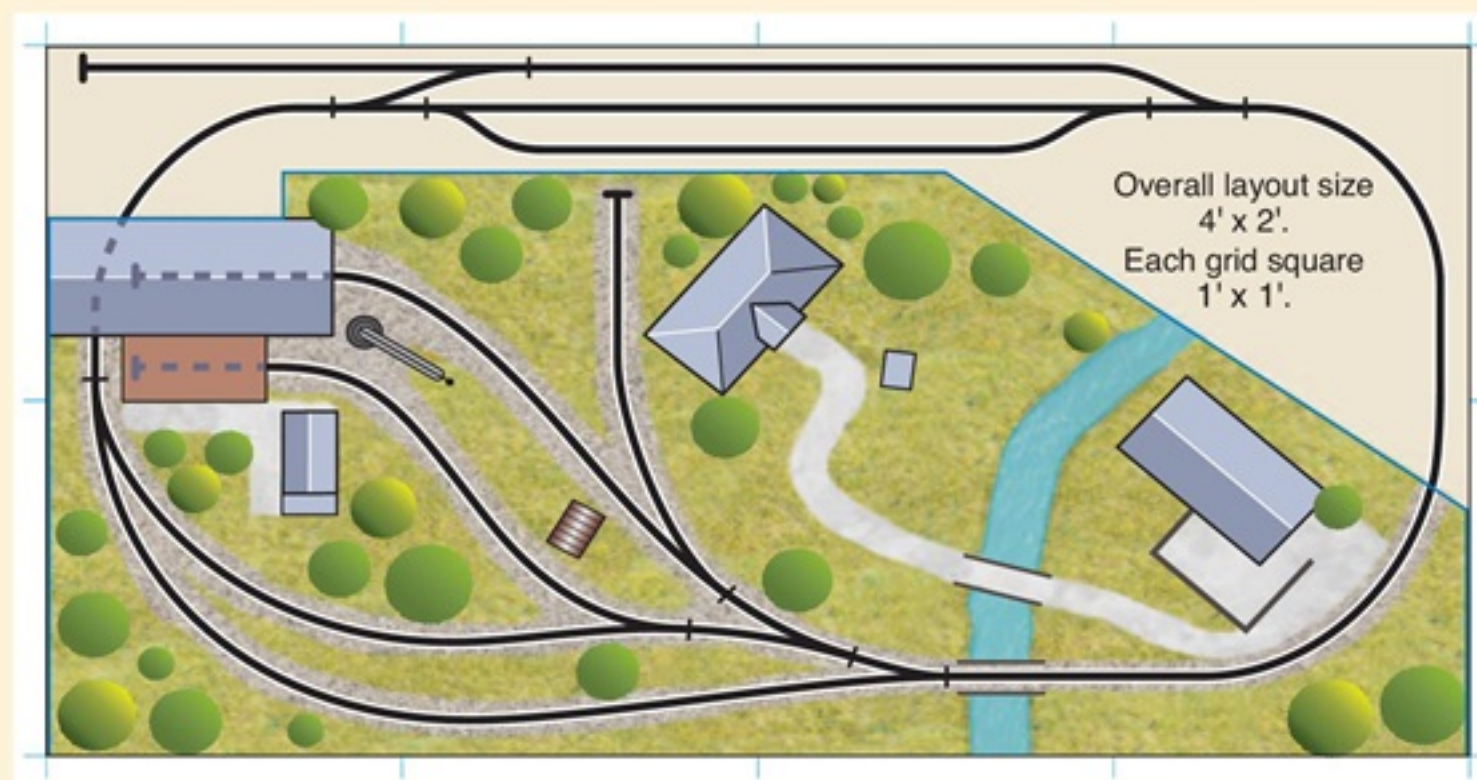
In front of the oast house is Ma Larkin who is feeding the pecking chickens (animated using electromagnets), whilst Pop Larkin tends to a gaggle of geese in the lane.

The agricultural yard comprises a large shed that was scratch-built using plasticard, together with a smaller shed that houses a donkey engine and its associated small coal store. Barrels, packing cases and various bits of machinery are scattered around the yard. There are plenty of other scenic details that can be seen around the layout, such as cats and dogs and swans on the river.

My layouts are always described as being very green. This is in part because I like modelling trees and if you look at the countryside there are plenty of them! I also like to position trees so that they act as view blockers for certain parts of the layout, which encourages viewers to look into the scene.

Goods swayed operation

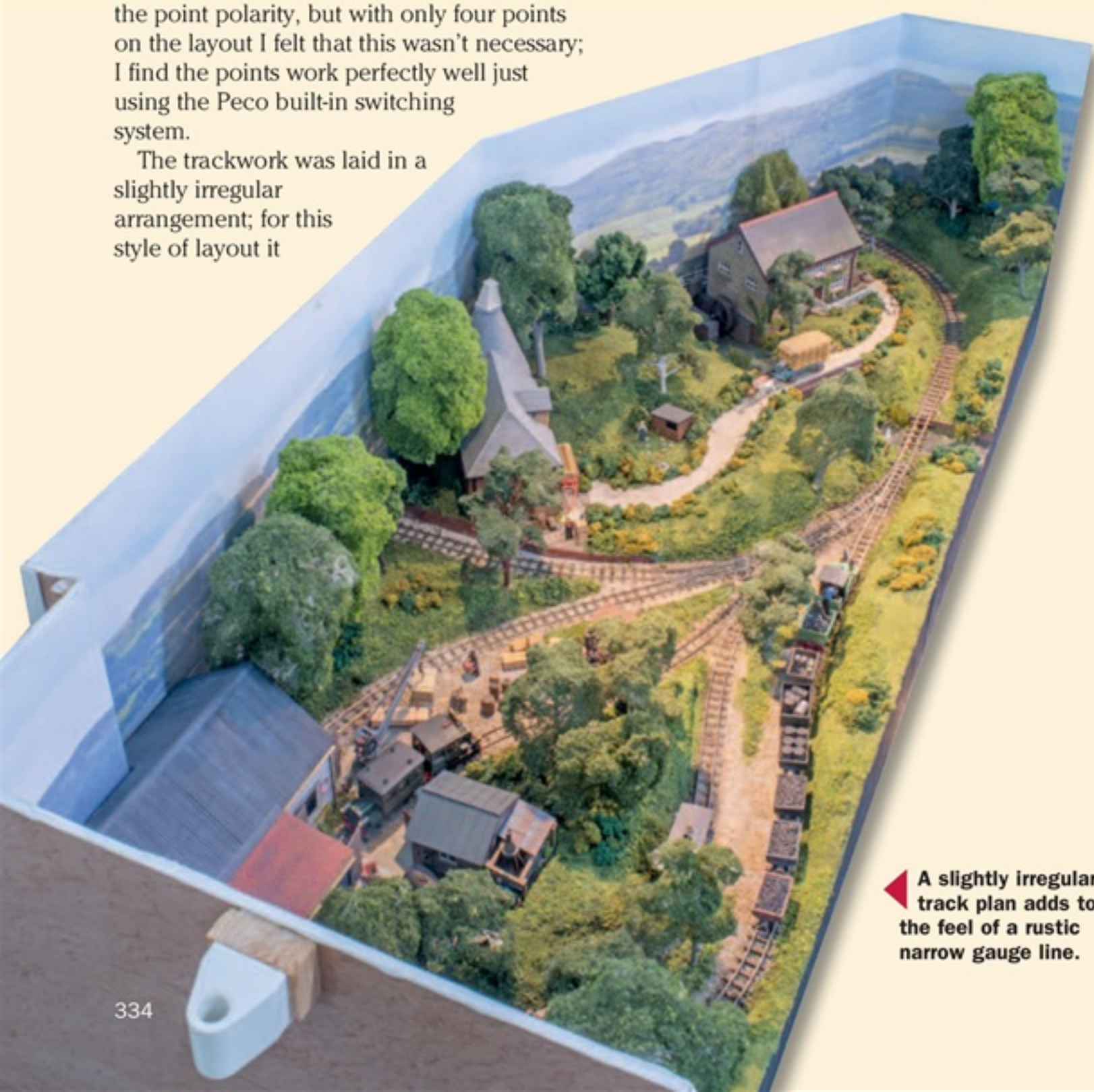
Operation of the layout can utilise two trains running on the continuous loop, these



providing an inexpensive and straightforward method of point operation. It would be possible to wire the slide switch to change the point polarity, but with only four points on the layout I felt that this wasn't necessary; I find the points work perfectly well just using the Peco built-in switching system.

The trackwork was laid in a slightly irregular arrangement; for this style of layout it

would not look right if the lines were all laid in parallel. Indeed, for me one of the attractions of modelling narrow gauge



▲ A slightly irregular track plan adds to the feel of a rustic narrow gauge line.

▶ A goods train arrives in the loop beside the agricultural shed, which was scratch-built from plasticard. The exit into the storage yard is almost invisible behind the trees.

passing each other outside the yard. Alternatively, the passing loop can be used to hold stock and trains can be shunted in/out of the agricultural yard. Trains on the 'main line' are steam operated while small industrial diesels shunt stock in the yard.

Apart from a vintage railbus there is no passenger traffic on the layout, the emphasis instead being on an eclectic mix of freight stock, including a repainted Eggerbahn coach that serves as a tool van.

I have always enjoyed scratch-building and kit-bashing so over the years I amassed a large collection of unusual prototypes. To show these at exhibitions a display case containing approximately 100 models is placed next to the layout.

Just one more?

This small layout has proved to be interesting to build and operate and I hope that I have managed to illustrate a small snapshot of rural life in England in the 1930s. If you see me at an exhibition, please feel free to ask any questions – I still ask other exhibitors questions myself because it's the only way to learn. Finally, will I be persuaded to build 'just one more' layout? I have no plans at present, but you should never say never...



▲ An 0-4-0T (a shortened Peco 'Jeanette' body kit on an Arnold chassis) crosses the lightweight timber bridge with a short goods train, while horses haul a wagonload of hay towards the agricultural yard.

▶ A bird's eye view of the layout showing the mill race with the railway running over it on a timber bridge. The arrangement of the three sidings running to the large shed and the oast house is also clearly visible.

Forthcoming exhibitions

River Crane Mill will be appearing at **Narrow Gauge South** at Eastleigh on 23 April 2022 (see Societies & Clubs).



Plates, tubes and bolsters

Unusual wagons for Dentdale – 3

IAN NUTTALL continues his fascinating and inspiring descriptions of some of the 600 wagons that are available to run on his Settle & Carlisle-inspired opus Dentdale.

Photography by the author

Occasionally certain things stick in your mind and won't go away. In the dim and distant past, I recall Ken Payne's *Tyling Branch* which first appeared in the April 1957 edition of *RAILWAY MODELLER*. It was by pure chance I encountered his undoubtedly skilful efforts when I acquired some back copies in an effort to broaden my appreciation of the finer points of our hobby. (I bought my first copy of *RAILWAY MODELLER* in April 1962 and don't mind confessing I haven't missed an issue since.)

Ken's efforts were clean, clinical, well executed and authentic to the extent that Peco deemed it worthy to publish the book *One Man's Railway* to record his deeds. What I recall, beyond his obvious skill, was a train of bogie bolsters flowing gracefully through his well aligned trackwork. It is an image which has remained ingrained in my

memory for over 50 years; don't ask me why, but it has. Now that I have my own railway kingdom, *Dentdale*, I am able to replicate Ken Payne's sublime train. I say replicate; I will do my best to get somewhere close as he was an unsung, true craftsman.

Over the last half century, I have acquired a wagon fleet of around 600; the majority are from my own efforts and all but 5% are kit- or scratch-built. I am indebted to Dorothy, widow of my mentor Ron Smith, that I do have a more than reasonable selection of his wagons, all built in the Romford 'anchor chain' three-link coupling era, yet the wagons themselves stand comparison with most of today's offerings.

As I developed my choice of wagons, Ken Payne's bogie bolster train re-emerged in my thoughts and I realised I could create my own parallel formation. This made sense as in reality, the steel works and equivalent would tend to send out whole trains of their girders, steel plates and castings. Individual

loads still appeared so I believe I have a reasonable degree of flexibility. Virtually all the wagons in this article make up my Ken Payne-style train, although a few are one-off deliveries in mixed goods rakes, showing that there is no pressure to have 20+ of this type of vehicle on your layout.

This train of bolsters, plates and tubes with a Fowler 7F 0-8-0 at the head gives access to a broad canvas, so I will opt to address each prototype I have chosen to model, and all the detail and upgrade variations.

My assembled train of bolsters, plates and tubes in all its work-stained glory, heads north past the Up starter signal into my Dent station section. The train has originated from Leeds (which explains the presence of several Leeds Forge Company loads in the consist) and is making its way slowly to Glasgow. With the 108:1 gearing in the Fowler 7F 0-8-0 (the roots of which are a Cotswold kit) I can wind the controller up to around 80% and leave the train trundling reliably and steadily round my graded, looped figure of eight circuit for hours.



LMS single bolsters

A pair of LMS single bolsters. I was first attracted to these models when I spotted them in the ABS catalogue around 40 years ago. They are of whitmetal construction; hence solid and dependable, although you wouldn't want a train of them. Prototype information on these is limited so I have copied the numbers from Bob Essery's photo on p121 in *LMS Wagons Volume One* (see panel). I have added various anchor points and chains to upgrade the detail. Their finish is a typically 'in service' weathered condition.



LNER plate wagon

This LNER 20T plate wagon was constructed from the classic Parkside Dundas kit (ref.PC16), which is now part of the Peco range. The majority of these 15' wheelbase wagons were built in the 1937-42 era. My example is from a batch constructed at the LNER works in Darlington in 1940. The handwritten 'SCUNTHORPE' destination chalk mark connects the wagon with the centre of the steel industry in the north of England and was referenced from *LNER Wagons Vol.4B* by Peter Tatlow.



Midland Railway Long Low wagon

This is a David Geen whitmetal kit, hence no extra weight is required, but it is enhanced with Ultracscale wheels which, invariably, give smooth running. My wagon is from the last batch of 200 built to Diagram 336A in 1910; it is finished in the LMS post-1936 bauxite livery and, like 99% of my wagons, is weathered. The transfers are from HMRS sheet No.6 referenced from *Midland wagons Volume One* by R Essery.



LMS Long Low wagon



Featuring in the February 1964 *RAILWAY MODELLER*, the LMS Long Low wagon was one of the first in the long-running series compiled by stalwarts of the LMS Society. It was my first encounter with historic prototype detail and accurate scale drawings from reliable sources, and proved to be a springboard into scratch-building wagons. Bob Essery, Arthur Whitehead et al chose the early Dia.1798 version, 400 of which were built in 1930 with fixed sides and, consequently, less added detail which was an attraction to a young modeller finding his way. I used plasticard for all the bodywork and solebars. I believe the axleboxes are Kenline, whilst the buffers are K's turned brass coach offerings; slightly generic, yet reasonably close to prototype. A steel sheet provides both weight and a realistic load.

LMS Long Low wagon

No.46346 is a sister wagon; in fact I built a batch of three as I liked the design, and they were relatively unusual on layouts 50 years ago. The steel sheet load stands out in this photo, the rusting effect being achieved by the simple expedient of leaving it outdoors for a couple of weeks which worked a treat. You may also spot a lower sheet in the wagon. After a year, due to their long wheelbase and plasticard construction, the wagons developed a 'hump-backed' look as the result of warping. Amazingly the wagons remained all square and ran well despite them not looking quite right. Hence, I drilled the four corners of the lower 1mm sheet and then tapped the holes 10BA. By inserting bolts from below I managed to return all three wagons to 'as built' state... phew! When I built them the LMS transfers were available, but not the numbering, so this was applied with a mapping pen and white ink.



LMS Long Low wagon



Chivers Finelines introduced a relatively limited range of plastic wagon kits to supersede its previous etched brass offerings; all proved to be well designed, accurate, full of fine detail and of interesting prototypes. This is the firm's LMS Long Low which represents the later, dropside version to Dia.2069, of which 300 were built in 1942 at Wolverton. These would have sported the post-1936 bauxite livery as depicted here, the size of lettering/numbering being the smaller wartime variant. Of note is that the Dia.2069 examples were 4' shorter than the earlier fixed sided versions.

GWR Bogie Bolster A

This wagon is from my 'venerable beast' collection, the anchor chain-like three-link couplings being the giveaway, whilst all of the lettering except 'BOGIE BOLSTER A' was completed by hand. When Ratio released its injection moulded plastic kits in the late 1960s, they represented a step forward because they offered pre-Nationalisation examples not previously available from the likes of Airfix, whilst being more user friendly than the chunky K's whitemetal alternatives. During the 50 years since I built this model, only one of the metal uprights has bitten the dust, whilst useful weight has been added by the girder load, which owes its origin to a brass curtain track, well secured by fine chain.



LMS standard 4-wheel double bolster



Yet another wagon created from the LMS Society conveyor belt of almost monthly RM articles, this one from March 1963. It could have also suffered from 'hump-backed' syndrome like the Long Lows, but it has escaped such a fate as the channel solebars are milled brass which have provided the necessary rigidity. The load is, to me, both interesting and historic. In the late 1980s when gales hit our shores, I was a boarding housemaster at Clifton College. A huge Balsam Poplar in our garden began swaying, its roots lifting the pavement. The tree survived but was pruned severely to make it safe for the future. I salvaged a few twig-like branches; here are some earning their keep as a realistic load on *Dentdale*. Over-thick three links, generic K's buffers, Kenline axleguards and Plasticard strip brake gear demonstrate the relatively limited availability of items 50 years ago; we were thankful for what little we did have. My solebar number plate should be painted black, but I have managed to write a seriously tiny LMS and the wagon number 231335. All the main lettering is also by hand; the pin-sharp eyesight of youth did help.

L&Y one-plank wagon and LNER trestle wagon

On the left is a David Geen whitemetal ex-Lancashire & Yorkshire one-plank wagon kit of straightforward construction. When the LMS was formed in 1923 all L&Y wagons had 130000 added to their number; hence this would have been No.9618 in its L&Y life. My reference was a copy of *L&Y Wagons Volume One* by Noel Coates.

The LNER trestle wagon is another from the Parkside stable; the naturally rusted steel plate is effective. Since I built this using *LNER Wagons Vol.4B* by Peter Tatlow, I have found that, although the wagon was built in 1942, the trestle wasn't added until 1948, thus placing it just outside my 1937-47 period. Will I be put on the 'naughty chair' for an indefinite time, or will I be allowed my aberration? I am fond of this characterful addition to my wagon fleet; it provides even more variety.



LMS tube wagons

A trio of LMS tube wagons to Dia.1675 which are to 'Amendment A' as they have the angled lower plank on the central door, which the LMS termed as a 'Merchandise Door'. Thus choose your number from the Charles Roberts-built batches of 1936, either Nos.499000-499299 or Nos.499400-499599. All three are from kits although not all from the same source; two are of Ian Kirk origin whilst the third is the more recent Chivers Finelines version. All are enhanced by loads representing steel tubing, although they are of plasticard. Two loads are tied securely, whilst the tarpaulin has a full complement of 16 fixing ropes. Various degrees of weathering feature using the dry-brushing approach over the HMRS/PC transfers. The reference is pp124-7 in *LMS Wagons Volume One* by R Essery.



LNER bogie and double bolsters

A pair of LNER bolster wagons laden with remnants of the Balsam Poplar mentioned earlier. The passing years have dimmed the certainty of the origin of these two kits, but I will opt for Parkside and David Geen as an educated stab. The bogie bolster is an ex-WD example built by the Leeds Forge Company in 1917 for conveying tanks but altered by the addition of bolsters by the NER in 1921, whilst the double bolster also has NER roots and boasts Ultrascale wheels. Both loads are fastened safely with chains.



GWR bogie bolster

Christmas gifts of the model railway kind are always welcome so when long-standing friend Roger Ellis donated this Bachmann GW bogie bolster I was delighted. Being an ex-railwayman Roger was acutely aware of the need for barrier wagons to protect the load overhang, which he also provided; what a good egg. I believe the pipes came courtesy of McDonald's.....no expense spared! I did change the number to avoid it being the same as on every other layout and printed out 'LEEDS FORGE' labels for the pipe load.



LMS 35T bogie bolsters

These Bachmann 35T bogie bolsters are from a batch of 20 built by the LMS at Wolverton in 1940. Once again, they are a Christmas gift from Roger Ellis although, with shorter pipes, they do not need barrier wagons. However, the loads are chained securely, the wagon numbers altered, and 'LEEDS FORGE' branding applied, as indeed was weathering. Reference was taken from p18 of *LMS Wagons Volume Two* by R Essery.



GWR Tube C



Another early Ratio plastic kit; the GWR Tube C. To add variety, I have opted for a timber load and weathered tarpaulin, complete with its 16 fixing ropes.

LNER standard 20T tube wagon

Of all the wagons I have scratch-built using the series of articles from the LMS Society team, this was the very first; the plans, photos and construction details can be found in the April 1963 edition of *RAILWAY MODELLER*. In those days I didn't include internal strapping or bolt heads. Mind you, neither did the LMS Society lads! The log load hides this deficiency to a degree. I scribed the planks with a Stanley knife blade so the classic groove between them is missing; now I use an artist's scraperboard tool which is highly effective. My corner plates are historic in that they are flattened toothpaste tube foil with the bolt heads embossed from the rear. The make of toothpaste tube I recall using was 'Euthymol', a true blast from the past. The NE is a rub down dry print transfer, but all the rest are by hand. The buffers are K's turned brass which was the nearest available in those days. The wheels are Romford as are the three-links, whilst the brake gear is soldered up from brass or nickel silver strip. The wagon is now 50 years old and the load even more venerable!



Midland Railway Long Low wagon



This is my second David Geen kit of the Midland Railway Long Low to Dia.336. Being in LMS days the brake gear is now on both sides, plus LMS axleboxes are now standard. My model is of the very wagon portrayed on p105 of *Midland Wagons Volume One* by R Essery, although my 'L' of LMS seems to have disappeared! (Since taking the photo I have remedied this.)

LMS 20T brake van

Bringing up the rear of my plates, bolsters and tubes train is a Parkside (now Peco) LMS 20T brake van kit (ref.PC49). Often 0.45mm brass wire is recommended for handrails, but I opt for 0.33mm as, once it has a couple of layers of paint applied, it seems to match the prototype. The bars across each end entrance are extra, as are the brake gear safety loops below decks and the rods between the brake blocks. Sadly, I have omitted the lamp on the side – must try harder! Since taking the photo I have corrected this. It is amazing how useful taking photos of my models has proved to be for highlighting faults or omissions; the photos prove to be a critical eye. Fortunately, in the majority of cases, it is relatively straightforward to rectify the shortcoming and thus create a more accurate representation.



Private owner four-plank wagon



Another gift from my good friend Roger Ellis, this time in connection with a family celebration in 1982. To several of my model railway mates my nickname is 'Troffa', hence the lettering. The model is a piece of harmless fun, yet much appreciated, and I also have Nos.2 and 3 in the same series!

LMS tube wagon



Another from the Ron Smith stable and, like me, he used the series of articles generated by the LMS Society to increase his own stock. I suspect many others of our era did the same; it was a chance to raise the bar of standards and expectations. I can tell that this example is from the early 1970s as this LMS tube wagon is adorned with the '10thou cube' bolt heads approach which Ron devised and promoted as the way forward to greater accuracy with wagon construction; and how right he was. Over the last half century most finescale modellers who have dabbled in wagon construction from scratch will have used this approach, which is so much easier and more practical than most people imagine. Only the 'anchor chain' three-link couplings betray the age of Ron's tube wagon; all else matches the offerings of today. A fitting tribute to a great modeller and friend.

LMS 30T bogie bolster

To finish I present a couple of historic model wagons, neither of which were built by me, but are now in my collection, as I inherited a significant amount of stock from my mentor Ron Smith following his untimely death. His widow Dorothy was delighted that a) they would be appreciated and b) they would continue to earn their keep. This is the LMS 30T bogie bolster as featured in the LMS Society article from RM April 1964. This wagon is the one I fought shy of doing myself in the 1960s; I didn't have the confidence to address the challenges presented. Ron, being an experienced engineer, did and here is the result. The basic wagon is spot on, despite being over 50 years old, and there is no warping whatsoever. However, the ravages of time have taken one bolster. Note to self – must replace that, whilst there are no bolster fittings/shackles/chains visible. I must also include these (Ambis Engineering produces the parts required) if only to ensure that Ron's efforts can continue to stand comparison with today's models.



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ISBN 10: 0906867878

Talking Points

Topical issues from the world of model railways

My railway golden years by Justin Webb

Standing at the end of a draughty Bristol Temple Meads platform watching diesel trains coming and going might be regarded by some as a classic manifestation of a misspent youth. Yet for me aged 10, that pre-occupation, together with the flights of fancy I played out on the model railway housed in my bedroom, all provided the cheer and consolation that was often absent from my childhood.

In those days, the 1970s basically, to admit to being interested in trains was not something you would reveal readily in the classroom. Real men didn't go trainspotting or have train sets. I'm sure lots of RAILWAY MODELLER readers might recall those sentiments too. Thank goodness we now live in more enlightened times, where having a creative hobby like railway modelling is seen as a positive attribute for one's wellbeing.

I can certainly vouch for that, for the pursuit of trains, both real and model, helped me through the lonely years of my youth. It was much more than just a pastime; they kept me out of harm's way, on the straight and narrow, if you pardon the cliché.

Having admired countless layouts in RAILWAY MODELLER, I have to confess that my old layout looked nothing like any of those wonderful creations found amongst the pages.

I didn't have a baseboard, the tracks were laid on the floor, but to an agile youngster that didn't matter.

It was the make-believe that was all-important, for my station was supposedly Bridport station. Nothing like the actual Bridport which closed in 1975. No, mine was much more important, for the early morning departure was a Pullman service to London. I can still recall it vividly, a three-coach train headed by a Brush Type 2, what we now call a Class 31.

I would write up timetables linking Bridport to London via Southampton, and imagine families travelling on reduced price tickets. It was all wrapped up in the innocence of childhood, but often the builders of the model railways I read about would allude to similar practices, like dreaming up operating sequences or throwing dice to select which wagons would form the next freight train. All very creative and imaginative.

Away from the model railway, when it came to the real thing my stomping ground was Bristol Temple Meads. I didn't collect locomotive numbers though, the exhilaration and thrill of the station was

sufficient to hold me spellbound as those mighty diesel locomotives accelerated away with their twelve-coach trains.

I remember the Warships and Westerns, soon displaced by Class 50s on the long main line trains. Then came the Intercity 125 sets. Travelling by train was a joy in itself; the seats were spacious and comfortable, something absent today from the new Hitachi bullet trains with their airline style plastic seats. Although the new trains look really futuristic and appealing, I have to declare that, for me, the golden age of railways occurred during the 1970s and 1980s.

Steam trains – which many would regard as a golden age – played no part in my upbringing, apart from seeing them at the end of the road when, as a small child, I stayed at my Auntie's house in Bournemouth.

Despite the changes, the modern railway still has a tremendous draw. As a family we spend many an hour these days in Bath where there is a very convenient restaurant overlooking the station. I love watching trains, even if my family isn't quite so entranced.

My favourite diesel locomotive is the Class 31, an unlikely candidate perhaps when compared to the Westerns or 50s, but my carpet-bound *Bridport* was always host to one. Unfortunately, one year when I returned from boarding school, the model railway was no more. My mother had sold it. Perhaps she too thought I was too old to be having fun with a train set. I haven't had a model railway since, but a longing for one has never left me.

I suspect it'll have to be a project set aside for retirement, in an attic room probably, and portraying the railway scene as it was in the 1970s. Oh, and with a Pullman service of course!

Justin Webb is a journalist with BBC Breakfast News and the Radio Four Today Programme. His memoir *The Gift of a Radio: My Childhood and other Trainwrecks* is published by Penguin.



Justin Webb is a BBC journalist and author with a lifelong interest in railways.

Justin's favourite diesel locomotives are the Class 31s. Here class member 31 208 is seen arriving at Bristol Temple Meads on 20 September 1977. Photo: Colour Rail





MICRO MARVELS

THE SMALL LAYOUT GALLERY

The Last Yard

MARTIN LONG used a layout built for his daughter as the springboard for creating something smaller and more detailed. The result is this tiny dual period shunting layout set in West Wales, which measures just 34" x 18" and fits into a bookcase.

Photography by the author

When one of my daughters, Emma, became interested in trains I sensed an opportunity. I did what any father would do – I selflessly used her interest as an excuse to legitimise my own and built a small layout for her themed around Thomas The Tank Engine.

It was only a simple double track oval with a couple of sidings, but it was enough to inspire me to create something a little more ambitious. I hadn't attempted any modelling since the days of short trousers and so I was looking for something on which to practice and develop skills – whilst also creating something just about believable. Furthermore, I decided that there needed to be a good amount of operating potential and the setting needed to be flexible enough to allow me to run different eras of stock.



My initial idea was to build a module to fit the internal dimensions of a bookcase shelf. If it went well, I figured that I could simply build further modules on the adjacent shelves and cut holes in the bookcase to connect them as necessary. However, such a cavalier approach to adapting items of domestic furniture was never going to be acceptable!

Decisions

The plan I ultimately arrived at was to create a small goods yard that might have existed

▲ GWR 850 Class 0-6-0ST No.856 arrives with a delivery of coal, while three railwaymen take a tea break outside the goods shed.

somewhere on the Welsh system. While scrutiny of the backdrop may suggest otherwise, I have sought to capture what I imagine to be the feel of a branch line yard

A view across the layout, showing how the backscene hides the near to middle distance and creates the impression that the yard is situated high up in the Welsh hills.
▼



in West Wales after Nationalisation. Located a little beyond the passenger facilities of a small terminus, it serves the needs of local farmers and traders. A coal merchant is based on a short kickback siding which originally led to a woollen mill. While set in the early BR era, the painters have not yet visited and the goods shed remains in Great Western colours, which affords some flexibility with operating earlier locomotives and wagons.

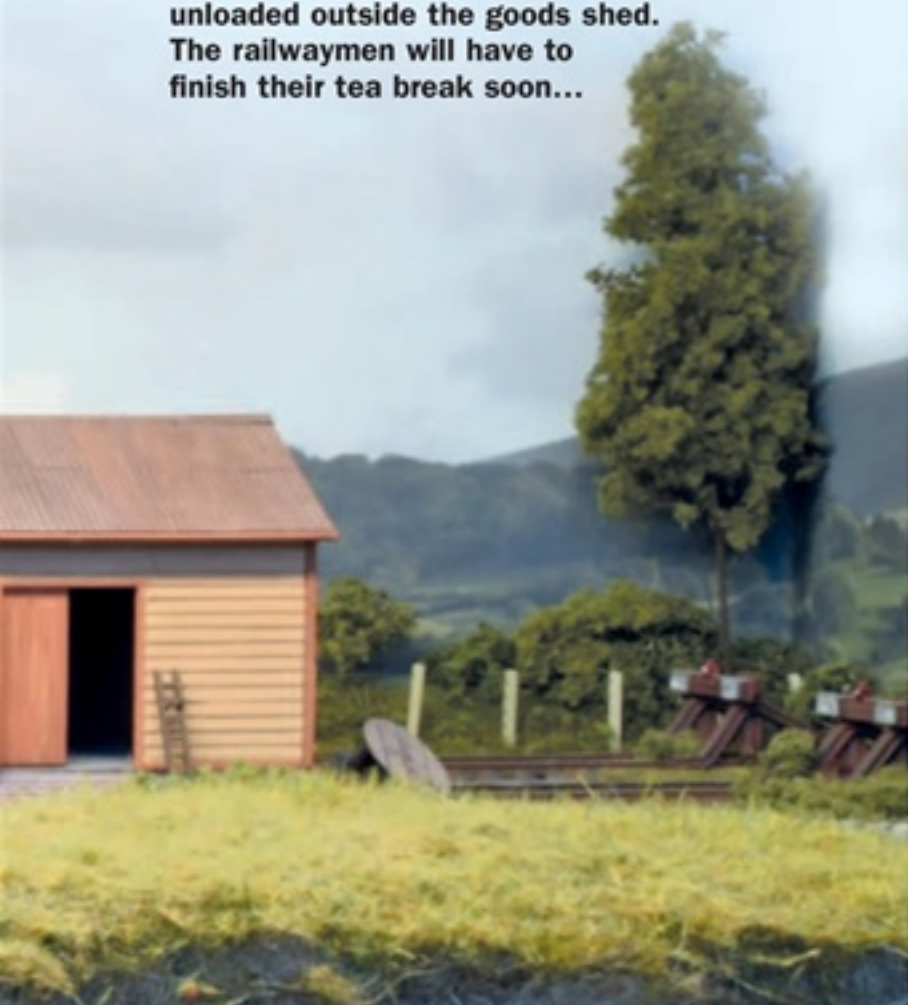
The track plan draws on a suggestion in an article by Paul Lunn from the March 2004 edition of *RAILWAY MODELLER* titled *Less space, low cost*. Taking this, I managed to compress operations even further, which resulted in a baseboard size of 34" x 18".

Construction

The baseboard frame was built from softwood, braced and topped with 3mm ply and cork sheet. I also built a small, two-road fiddle yard to represent the rest of the rail network. While this can't be used on the shelf, it increases operating potential when it's released from captivity.



▲ A BR lorry waits to be unloaded outside the goods shed. The railwaymen will have to finish their tea break soon...



I laid Peco code 100 track thinking it would let me run the few pieces of stock that I still owned from my childhood. That hasn't happened, however, and I now regret not using code 75. Ballasting with N gauge chippings and weathering with Precision Paints Rusty Rails, Sleeper Grime and Track Dirt followed.

The electrics follow a straightforward means of 12V dc analogue control. The point tiebars are operated by Peco solenoid motors and there is a single isolated section on the layout to enable two locomotives to exchange wagons to access the coal siding.

▲ A view from under the bridge with ex-GWR Collett 8750 Class No.4674 on the right. Trackwork is Peco code 100 throughout.

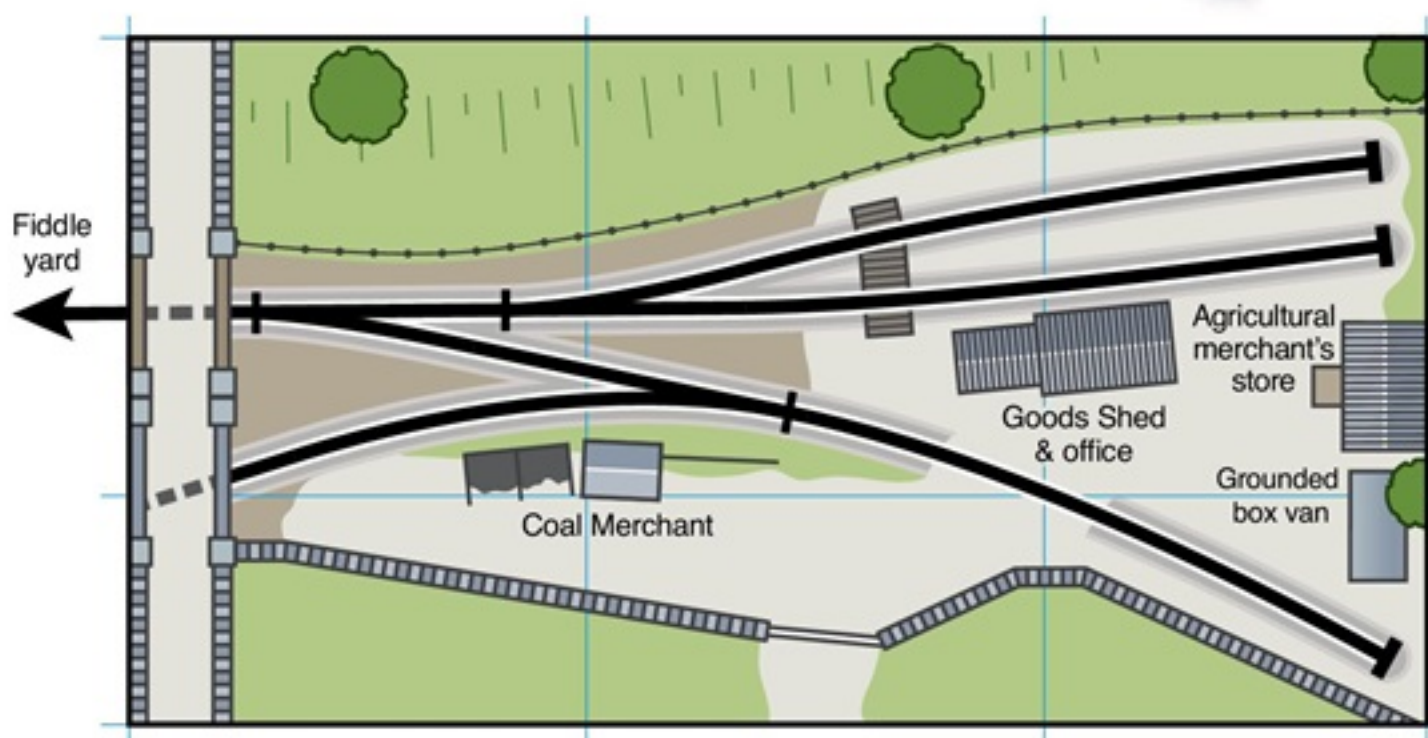
Power is managed through a Gaugemaster Combi controller.

Landscaping

The terrain was formed with some surplus packing foam, smoothed with newspaper and covered in plaster bandage. The whole lot received a coat of brown poster paint before the surface was covered with hanging basket liner and then static grasses.



▲ A view showing the whole layout – all 2' 10" of it! Points and isolating sections are controlled via the bank of switches located on the layout front.



Scenic dimensions: 2' 10" x 1' 6". Each grid square = 1ft x 1ft.



▲ A bird's eye view from the bridge end of the layout with No.4674 bringing in a wagonload of coal. The yard surface is a mixture of Wills sheet and DAS air-drying clay suitably blended and weathered.

The double bridge at the left-hand side of the layout provides a scenic break and is constructed from Wills brick sheets combined with Wills brick arch bridge and vari-girder kits.

The hardstanding was created with a combination of Wills sheets and DAS clay. I like the combination of surfaces which

A tranquil moment at the yard with loaded coal wagons awaiting collection. The coal merchant's office is a Ratio kit (ref.535).
▼



▲ Collett 5700 0-6-0PT No.5708 leaves the yard with an empty 14-ton oil tank.

suggests both evolution and deterioration over time.

The main goods shed is the Wills kit. A brick plinth and the small office were both made from plasticard. Wills corrugated sheets were used for the roof, chamfered at the leading edge to disguise the thickness of the sheet. The provender store, used by the local agricultural merchant, together with the coal merchant's office, are both Ratio kits suitably weathered.

The coal bins, which contain real coal, and the fencing were built from coffee stirrers, as was the barrow crossing.

The yard is bounded with stone walling from Ten Commandments and Ratio GWR pattern lineside fencing threaded with fishing line. The latter worked quite effectively but presented some challenges to achieve a satisfactory tautness, solved by securing the line at one end to a post and at the other to some small fishing weights below the baseboard.

I wanted to seat the yard in the scenery with bushes and

vegetation. This was done by dipping either horsehair or sea foam in PVA and then sprinkling over scatter materials and clumping materials. Grass and bushes were also applied around the buildings to help bed them in.

There are only three human figures, these forming a small tea break cameo in front of the goods shed.

To create an impression that the location was set quite high up in the Welsh hills, I positioned the backscene so that the near to middle distance was hidden, leaving only the sky and hills visible. Lighting is provided by a single 300mm fluorescent tube.

Notes on traffic

A small goods shed on the type of branch line I have imagined would have seen little variation in wagon stock or motive power, but having already accepted an implausible footprint for the layout, it did not seem





unreasonable to accept other small compromises.

The backbone of services is provided by Collett 8750 0-6-0PT No.4674 (a Llantrisant locomotive a long way from home). This is a Bachmann model which started life as No.9761 with late BR crests, these being changed to early emblems. It has been heavily weathered, like much of the stock, by Lord & Butler in Cardiff. Other motive power includes Bachmann 5700 No.5708 (another Llantrisant locomotive). There are also visits from a Bachmann Collett 2251 0-6-0 and a Bachmann 'Dukedog' 4-4-0, but even these relatively small tender locomotives overpower the scene.

Occasionally, I step back in time and wagons will be shuffled around the yard by 0-6-0ST No.856 (a beautifully made secondhand kit), supported by Metro Tank No.616 (from a Dean Sidings resin body on a Hornby Collett 0-4-2T chassis). There are diesel visitors too, such as my Bachmann BR 350hp 0-6-0DE shunter.

I decided to use the Brian Kirby uncoupling method (see RM November 2011 for a full description) in which a staple is bent and glued to the tension lock coupling dropper and activated by buried magnets. Six suitable magnets were liberated from kitchen cabinet catches and installed beneath the track.

Operating a small layout

Operations consist of propelling box vans into the goods shed and then moving them

The 850 class shunts a wagon into the coal merchant's siding. This locomotive is from the South Eastern Finecast kit and was purchased secondhand in a finished condition.

to the adjacent siding once unloaded. 16T mineral wagons must be either brought in from off stage loco-first or I can employ a second locomotive to receive the wagons and shunt them into the kickback siding. Once all is done, the process can be reversed with short trains being marshalled in the far road before they disappear off scene. It's a 3-2-2 shunting puzzle but movements are decided on a whim, rather than by cards.

Right impression

I know I am not alone in trying to square too much stock with too little railway but my enjoyment of railway modelling comes not from slavish attention to the minutiae, but instead from creating something more impressionistic. I am content to watch a

▲ **Collett 8750 Class No.4674 shunts the goods sidings with a cattle wagon and Toad brake van in tow – the latter allocated to Roath Basin Junction.**

locomotive shuffle a few wagons around a scene and so long as it looks right, I am happy.

In line with my original modular intentions, I did plan a second board to sit in the adjacent bookcase and even went so far as to construct a small station (based on Rhydowen in West Wales) but a major home refurbishment project has seen my study moved and the necessary bookshelves separated. Therefore, *The Last Yard* will forever remain a small standalone slice of somewhere in Wales.



Through the Railway Room Door

Fairlie Pier— change for Millport

Retirement provided **JOHN SHEARER** with the long-awaited opportunity to make a start on his dream layout project. Like many others, he was influenced by childhood memories – despite being brought up on a small Scottish island far away from any railways!

Photography by the author

At the age of eight or nine I received a wonderful yellow and black Tri-ang Transcontinental switcher and a rake of American-style goods wagons for Christmas. My father built a baseboard for me on castors which fitted neatly under a double bed, and I was off on my railway building adventure. A few years later and I was up in the loft with a much larger British outline layout, followed by another bedroom-based project with a baseboard that could be split in two for transport. However, the lure of other interests kicked

A grimy Stanier Jubilee 4-6-0 stands by the coaling stage at Millport. The track is all from the Peco Streamline code 100 range.

in and that layout was sold along with the accumulated locos and rolling stock.

I was born and raised in Millport, the small town on the Isle of Great Cumbrae in the Firth of Clyde, which is approximately 12 miles in diameter. It will come as no surprise to learn that there was no railway on the island. Travel to and from the mainland was by steamers of the Caledonian Steam Packet Company. However, despite living on a small island as a child, I did in fact travel extensively by train. I thus saw a lot of the railways (and the docks) and have many fond memories of these journeys – it is the essence of these experiences that I have tried to capture in my model railway.



Memories of travelling to the mainland from his Scottish island home inspired the author to include a dock scene.



Planning considerations

Over the years I often thought about a return to the hobby, but realistically I knew that would probably not be until retirement. I did however think about the layout I would build: a branch terminus with a fiddle yard, probably an L-shaped design. Much thought went into the possible track configurations, and by the time retirement arrived I already had a suitable loft space above my integral garage and construction began.

I would not consider myself to be an accomplished modeller and have used several proprietary kits (Metcalf, Dapol, Scalescenes *et al*) to provide the background, but there are a few scratch-built efforts. I have aimed for a 1950s-60s feel and, although the purists could point to many errors, to my eyes it fits the bill fairly well.

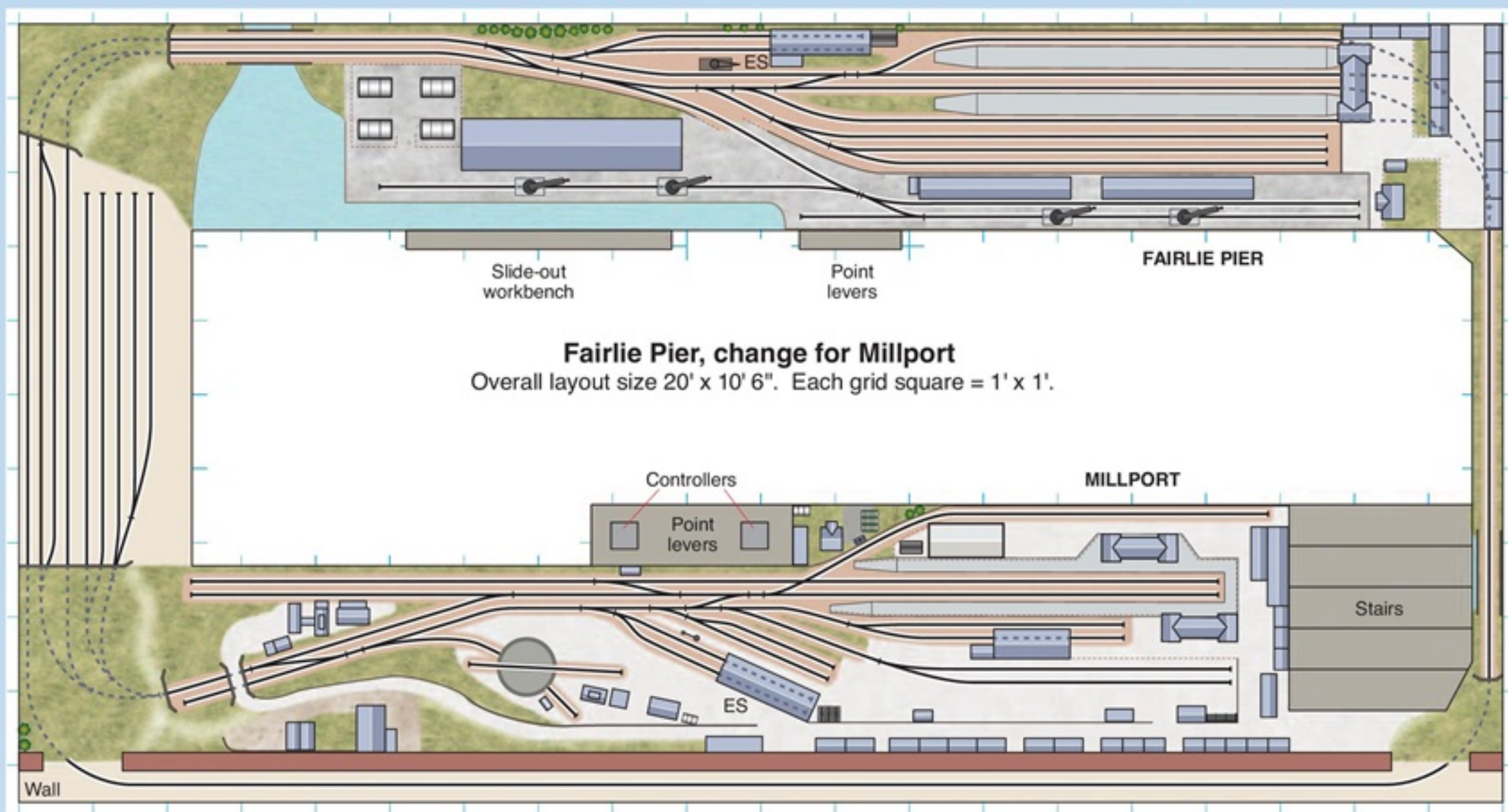
The loft had an available 6.2m x 3m space. The terminus with loco shed and turntable would take up one side of this new 'railway room', and the fiddle yard would run at right angles along the end wall. 75 x 50mm timber was used to build a support framework and the Sundeala boards were mounted on a separate 50 x 25mm frame (in case a future house-move might be necessary the boards can be easily removed) and tracklaying began.

The plan that I had already formulated in my mind required little modification,

although the turntable positioning needed modification to save space and a board extension was added at the station end to incorporate a stock siding for the livestock market. The station was blessed with a large loco shed and yard, not because the branch traffic to Millport really required it, but to allow me to display some of the engines I had acquired while awaiting retirement.

A high-level view across Millport station. The majority of the buildings and scenic items are 'off the shelf' from the trade.





◀ The controllers and mimic panel at Millport is a view that would be familiar to modellers from 50 years ago. Despite technological advances this operating arrangement is still a viable proposition today.

BR Standard Class 5 No.73049 at Fairlie Pier. The venerable Superquick engine shed and Airfix (now Dapol) water tower work well with the newer card offerings from Metcalfe.

Station platforms were designed to accommodate four coaches plus a loco, which I consider to be a suitable size of train for realism to be achieved.

A continuous run

Tracklaying was well underway when I decided that the fiddle yard would benefit from a bit of added background scenery. Having made this decision it then dawned on me that, while I would probably enjoy running trains between Millport station and the fiddle yard, there was no real substitute for seeing the steady procession of a decent sized passenger or goods train on a longer



A large amount of the Superquick and Metcalfe card kit range is visible at Millport and provides a convincing backdrop.

run. Therefore, before the tracklaying progressed any further, I investigated the possibility of adapting the layout into a continuous run, achieving this by first creating a hidden line that ran through the railway room wall and along under the eaves behind Millport station. To my relief I discovered that I had just enough room to do this, which then paved the way for utilising the opposite side of the room to create a main line station (Fairlie Pier).

Although there was only room for the hidden line behind Millport to be single track, the careful placement of tunnels and hills ensured that the illusion of double track could still be maintained on the scenic areas.

There was sufficient space for additional boards on the other side of the loft to create not just Fairlie Pier main line station, but also associated carriage sidings and an extensive dock scene – the latter rekindling some of my childhood memories. The platforms at Fairlie Pier were made longer than those at Millport, these being able to accommodate train lengths of six to eight coaches.

Learning through experience

I made one fundamental mistake during the construction of the branch line part of the layout. While building the scenic section which marked the exit from Millport and



covered the access to the fiddle yard, I incorporated a small access hatch to allow the recovery of any derailment. However, as the plan illustrates, there is an extensive network of points situated underneath this section of scenery and I soon realised that this access hatch was totally inadequate for track cleaning and maintenance purposes.

With a valuable lesson learned, the subsequent construction of the scenic section over the corner adjacent to Fairlie

Town was made to be completely removable, should the need arise!

Vintage control

I have used Peco code 100 Streamline track throughout. It is operated by analogue 12V dc control via a traditional cab control system of wiring using two venerable H&M

A Fowler 3F 0-6-0T shunts LMS vans on the dockside, dwarfed by a rail-mounted crane built from the Airfix kit.





Many of the business premises carry the names that the author remembers from childhood. The distillery on the layout carries the name of a Millport farm, Craiengour.

promenade. I have managed to incorporate a section of that in my model and many of the business premises carry the names I remember from childhood. Even the distillery on the layout carries the name of a Millport farm, Craiengour, which sounds suitably whisky-like!

A journey back in time

I hope I have demonstrated that it is possible to create a satisfying layout even with limited modelmaking experience. The finished project takes me back in time and that in itself is very enjoyable.

There are of course lots of additions and changes that could be undertaken; the main items outstanding being the installation of signalling and increasing the population of Fairlie Pier. The locos, rolling stock, buildings and vehicles would also all benefit from some weathering, but my skills in that area still need developing first!

Clipper controllers, one of which I already had, the second being acquired via an online auction site. I cannot fault these, as they allow very slow and controlled loco movements.

Most of the points are electrically operated using Peco motors, apart from the few dockside points which are easily accessible and are changed by hand. There are two electrical circuits for the points; one for Millport and one for Fairlie Pier, each with its own Capacitor Discharge Unit (CDU). The point operation is by a modified 'probe and stud' arrangement. I read an interesting letter

from a RAILWAY MODELLER contributor who had used two-way switches as the stud, the position of the switch lever indicating the lie of the points: a great idea and particularly useful on the hidden points on this particular layout.

Although the real Millport never had a railway, it does have a very characteristic sea wall and

Fairlie Pier is large enough to host some large ship models. This is often tricky due to their sheer size.

The Navy is in town as Stanier Black Five No. 45075 passes over the river bridge. Military areas are notably kept clean, and this is represented with a tidy dock.





RAILWAY MODELLING *Explored*



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

THIS MONTH • A compact OO9 layout • Gabion walling • Enhancing a wagon kit

A chocolate factory in OO9

JOSHUA CAMPBELL wanted to build a small OO9 layout and it was an exhibition competition that gave him the incentive to make a start. This compact model with shunting and continuous running capability is the result. It's also a winner!

Photography by the author or as credited

Mr Slugworth is one of Willy Wonka's rival chocolate makers in Roald Dahl's book *Charlie and the Chocolate Factory*.



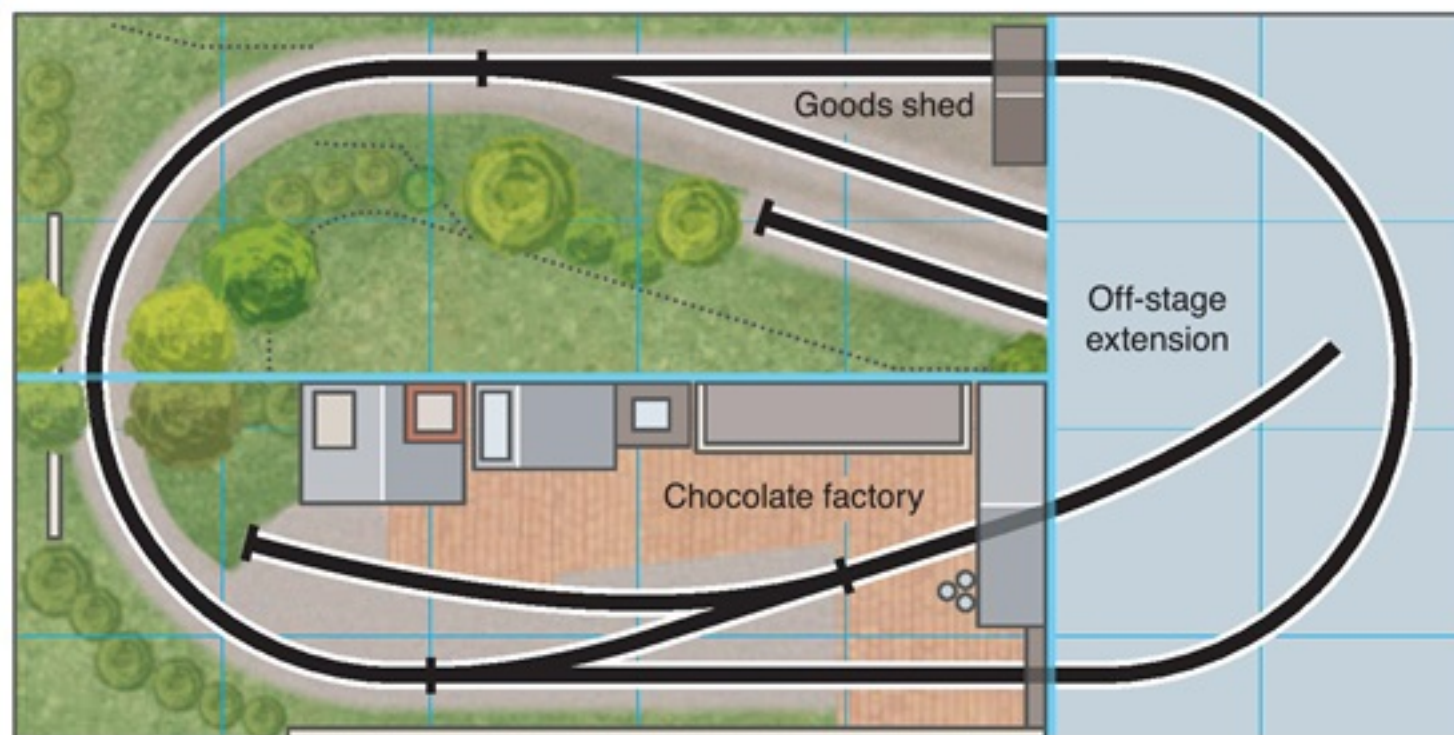
Proud author Joshua is pictured with his layout, showing how the central backscene divides it into two scenic halves.

A few years ago I decided that I wanted a small layout to take to exhibitions by way of a contrast to my home-based OO gauge system. Soon afterwards I happened to discover that, for the next Expo Narrow Gauge (ExpoNG) event in Swanley, the organisers had launched a layout building

competition. That was all the encouragement I needed!

It was stipulated that modellers entering the 'Dave Brewer Challenge' had to construct a working narrow gauge layout with the proportions of 50cm x 35cm – everything else was up to the competitor. This was because



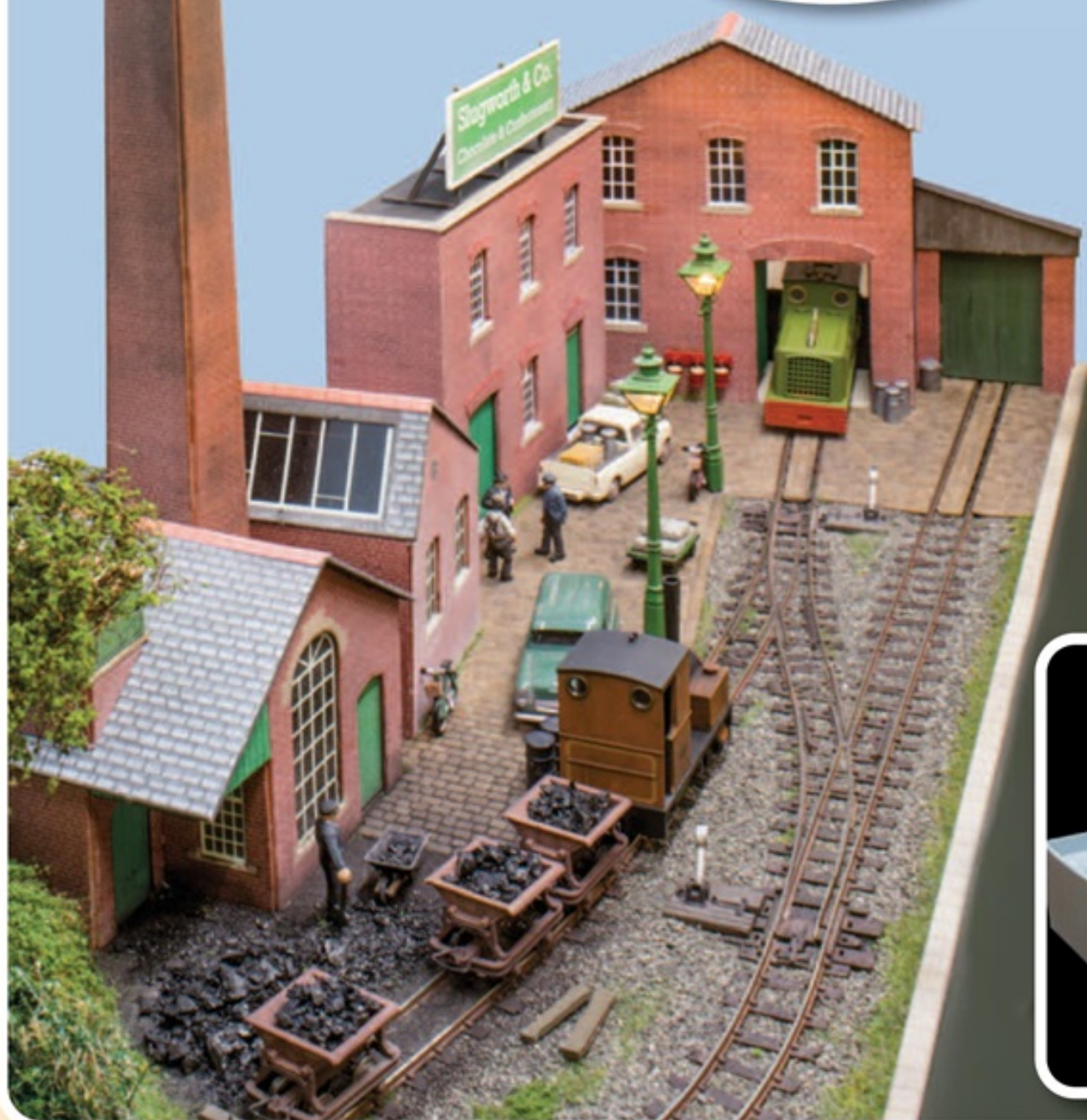


SLUGWORTH & CO.

Overall size: 70cm x 35cm. Each grid square: 10cm x 10cm.

The layout in the early stages of construction, with the track plan for the factory section starting to take shape.

The factory scene makes effective use of parts from Metcalfe card kits.
Photo: Andrew Burnham



in 2018 the event organiser (the Greenwich & District Narrow Gauge Railway Society, of which Dave Brewer was a former chairman) was celebrating its 50th anniversary, whilst it was the 35th anniversary of the event itself.

I chose OO9 because my dad already modelled in that scale and had stock readily available, whilst its small size enables a lot to be fitted in a small space.

A two-sided design

I spent a long time pondering on the track plan, as I wanted both urban and country scenes, before eventually my mum suggested the idea of having two separate scenic sides divided by a central backscene.

I decided that one of the sides should include lots of greenery and a field, and the other a factory. I supposed that the factory produces chocolate, with the narrow gauge railway transporting coal to power the factory and deliver ingredients from the main line on the other (country) side of the layout. The name Slugworth and Co was inspired by the Roald Dahl book Charlie and the Chocolate Factory.

The track formation for the competition entry took the form of a U-shape with a 140mm radius curve from the factory side leading to a couple of sidings on the country side. One of these sidings served a small goods shed, whilst the other ran alongside a standard gauge transfer siding; this enabled a direct visual comparison between standard gauge (OO) and narrow gauge (OO9) items of stock.

With the competition rules restricting the proportions of the layout, a full oval would not fit. However, I planned a 200mm long extension to allow this at a later stage, with the sidings through the factory and goods shed extended to complete a circuit of track as per the accompanying plan. As well as enabling continuous running, this also allows trains to be changed out of sight.

Exhibition presentation

As I wanted the layout to be suitable for exhibitions, despite being small, I thought it should have lighting and be neatly presented.

Behind the scenes: this extra section was added later to give a continuous run.



My dad helped me build the baseboard with its central backscene, together with the top enclosing the LED lighting. He also helped me with the track laying and wiring.

The points are operated manually using a wire-in-tube arrangement, operated by slide switches hidden inside the factory. These switch the frog polarity too, and there are two switches to isolate locos in the factory sidings. The layout is powered via hand-held 12V dc analogue controllers.

Second-hand stock

Some of my own stock for the layout was purchased second-hand from the OO9 Society sales stand. I started with a Roco diesel and some small wagons, which I filled with loads, and borrowed some of my dad's stock. I've since added a blue kit-built steam loco and a Lilliput steam loco to the fleet.

Trains are usually run in fixed rakes from the factory to exchange sidings and back.

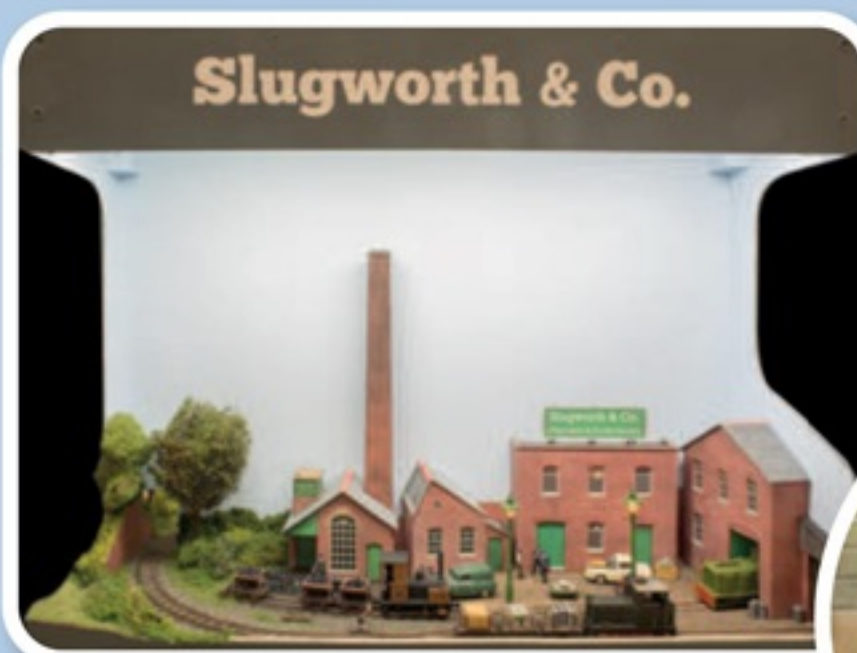
The scenery

My favourite part of the project was creating the scenery because it transformed the model from a plain board into something with texture and colour, making it feel real. After I had painted the rails and ballasted the track, the hills were carved from polystyrene covered in brown-coloured plaster and covered in scatter, then static grass, using different shades and lengths. I made trees from twigs, with rubberised horsehair hot-glued on and covered with scatter.

I particularly enjoyed adding the details such as people, boxes and barrels, coal and signs etc., as these really made the layout



▲ The layout is presented with an overhead lighting fascia with the name displayed. A Roco diesel and a WWI Simplex carry out the shunting at the exchange sidings with a standard gauge line on the 'country' side. Photo: Andrew Burnham



▲ The complete 'urban' side of the layout. The 'country' side is accessed through a hole in the central backscene which is masked by a pair of trees. Photo: Andrew Burnham

Richard Glover, on behalf of the G&DNGRS, presents the author with the 'Dave Brewer Challenge' award at ExpoNG 2018.

feel like it was coming to life and added even more realism to each scene.

The factory buildings used parts from left over Metcalfe Models card kits, whereas the goods shed on the 'country' side of the layout was scratch-built from plasticard, which was fun to build and detail. I had some working streetlamps and so fitted lighting in the buildings too, using LEDs.

It's a winner!

Completed over a period of about nine months, the layout was finished in time for the show, where I was pleased to be awarded Junior Winner of the 2018 'Dave Brewer Challenge'. [Ed – Refer online to www.expong.org to view past winners of the competition.]

I've since taken the layout to four further shows which have been great fun; people are always surprised to find that it has two sides! To ensure the layout is interesting for children, I created a list of details for them to find – the reward being one of Mr Slugworth's sweets. This has proved popular with some adults too!



Forthcoming Exhibitions

Slugworth and Co will be appearing at Narrow Gauge South at Eastleigh on 23 April 2022. See the Societies & Clubs pages for further details.

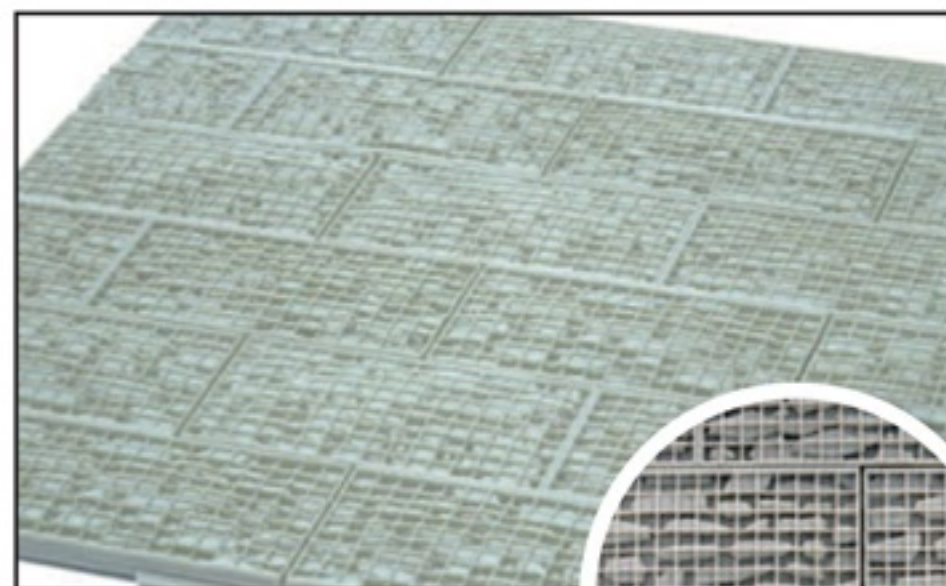


▲ The 'country' side of the layout features a standard gauge (OO) wagon to provide a contrast with the OO9 stock.

Modelling gabion walling in 4mm

CALLUM WILLCOX shows how one of the latest additions to the range of Wills material sheet packs can be used as part of a reinforced embankment, examples of which can be found across today's railway network.

Photography by the author



The ref.SSMP235 Gabion Cage Walling is the latest addition to the growing range of plastic material sheets from Wills by Peco. Supplied with four sheets per pack, each sheet measuring 132mm x 75mm, these represent gabion cages that in reality are filled with materials such as rocks, concrete or sand, and have numerous civil and railway engineering applications such as reinforcing

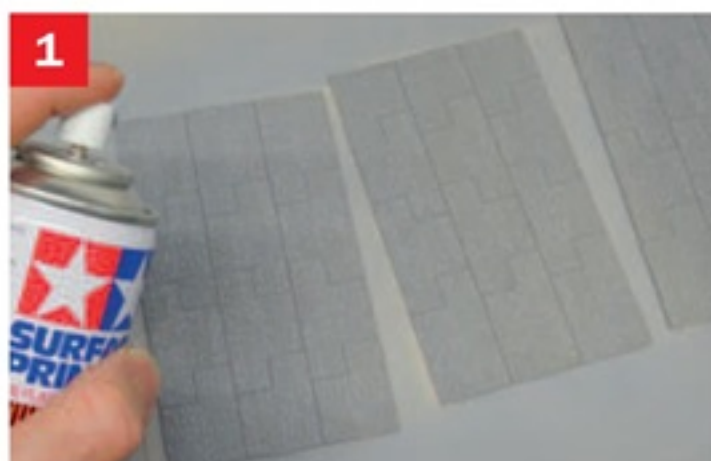
embankments and cuttings, erosion control or landscaping.

In this step-by-step guide I cover the basic aspects of using these material sheets, including how best to prepare, join and incorporate them into a lineside scene. Additional items used for the project include liquid solvent and a selection of weathering powders, together with a few basic tools

▲ The Wills Gabion Cage Walling sheets are supplied as a pack of four each measuring 132mm x 75mm.

including a craft knife, metal rule, sanding block and set of needle files. A suitable flat work surface is also recommended, such as cutting mat.

Creating the gabion walling



The moulded sheets exhibit a convincing three-dimensional look to the stone aggregate and metal mesh that gabion walling is formed of. The surface texture can be enhanced further with the addition of painting and weathering. As supplied, the sheets are finished in a buff colour – an ideal base for replicating sandstone or quartzite; however I opted for a grey coloured stone, similar to granite or slate. In preparation for this I primed each sheet with light grey primer.



Next I gently scratched away at the surfaces of the mesh using a finger nail. By removing the powders in this manner, the grey primer was revealed underneath, thereby simulating the appearance of metal wire. Once happy with the desired effect, each sheet was sealed with a misting of Humbrol Acrylic Matt varnish spray.

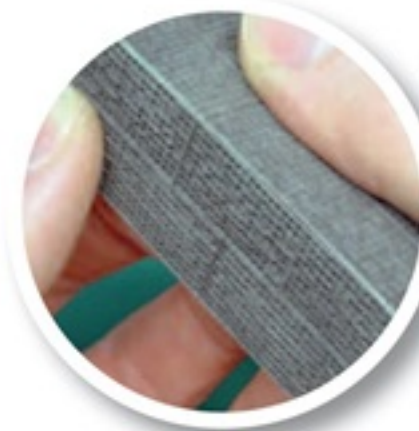
2 With the grey primer acting as a base colour, I then created tonal variations in the stonework by using various weathering powders. Humbrol Smoke weathering powders were first dry-brushed onto the painted surface, into which Humbrol Earth and WWS Concrete powders were then worked to create subtle differences (inset).



Using the moulded horizontal divisions between the cages as a guide, strips of varying heights were cut from the sheets with a sharp craft knife – achieved by making multiple gentle passes. Care was taken not to exert too much pressure on the blade. The running bond (staggered) arrangement of the cages between courses meant that vertical cuts in the sheet passed through the cages on alternate rows; a steel ruler was used to ensure cuts were straight (inset).

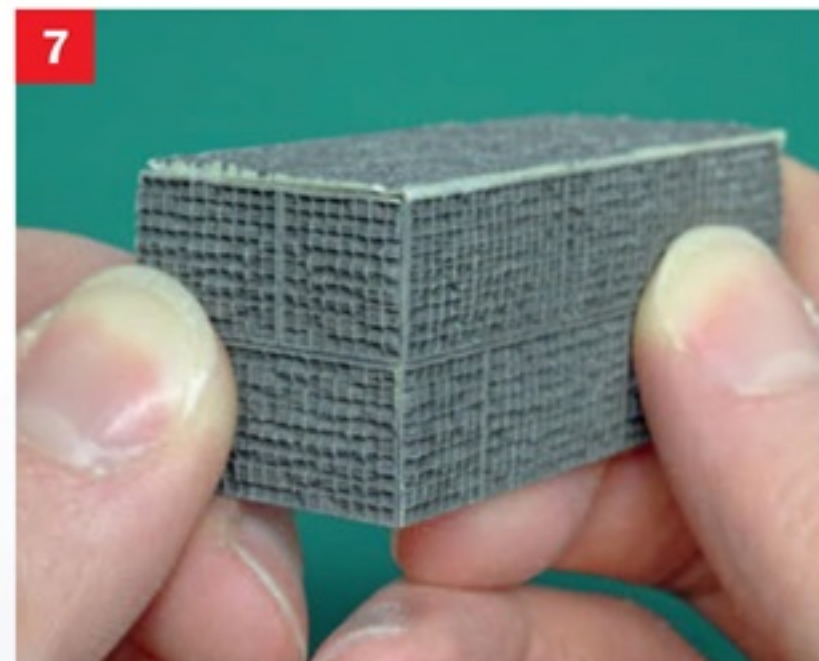


The parts were then assembled into a number of sub-sections of gabion walling, each formed of a top, front and ends. The joining edges between parts were first chamfered to 45° angles by sanding and making frequent checks to ensure there were no gaps. This process also helps to disguise the thickness of the material on the completed model.





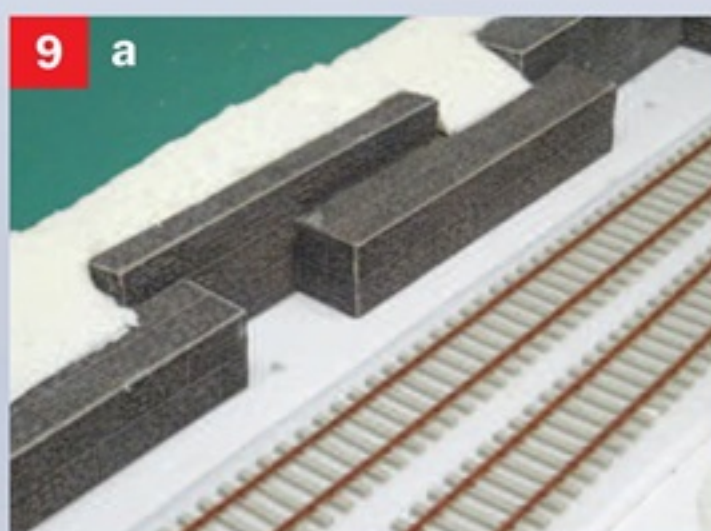
The parts were joined together using Plastic Weld – a liquid polystyrene cement which bonds the styrene parts together by softening the plastic and forming a cold weld. To create each join, the parts were held in position and then a brush loaded with the solvent was run along the inside of the joining edges, with capillary action drawing the solvent into the join. This was undertaken on a flat surface to ensure the walling was assembled square.



During assembly it is crucial that the faces of the sub-sections are matched around the corners; the photo shows how half- and full-length cage parts have been used to achieve this, thereby replicating the staggered running bond arrangement of the cages.



In reality, taller gabion walls are often stepped to equalize pressure between the heel and toe of the wall; this is a common construction method that has been used in more recent times for reinforcing lineside embankments. On a flat surface, I first assembled various walling sub-sections of different heights, lengths and widths. The sub-sections were then bonded together with Plastic Weld, applied from the rear of the structure.



The walling assemblies were then ready for integrating into the surrounding scenery. First, the embankment was constructed using Celotex sheet (a material that is widely used in the building industry, lightweight and easy to shape) into which the wall sections were then set (photo A). Next, Das modelling clay was used to create a hard and smooth outer shell to the embankment, the clay overlapping slightly onto the gabion walling. Once hardened, WWScenics Coarse Dry Black Peat textured paint was applied to replicate the backfill material often used to aid drainage. The scenic treatment was completed with the addition of static grass fibres and other materials to simulate grass cover and foliage.



The finished gabion walling, completed as part of a modern main line scene, complete with Peco overhead centenary parts and Wills relay boxes (ref.SS88).

Wagon chassis detailing - the easy way!

CHRIS FORD constructs a 4mm scale Parkside Models BR Vanwide kit and shows how the addition of a few home-made details can transform the appearance of the finished model. *Photography by the author*

The representation of clasp type brakegear in model form is an area where kit-built wagons can benefit from time spent on additional detailing, as the outer sets of brake shoe linkages are very visible on the finished models (each wheel being equipped with two brake shoes rather than the one-per-wheel arrangement of the Morton brakegear found on older van types).

One option of course, is to substitute the supplied chassis with an etched brass replacement that includes all the necessary parts, but an alternative option (that is both economical and straightforward) is to fabricate suitable fittings to enhance the components provided in the kit. With just a few bits of plastic and wire, the illusion can be created of a fully-detailed wagon chassis.

This approach is demonstrated here using the Parkside Models kit for a BR Dia.1/217 12-ton Vanwide (ref.PC41) but a similar process could be applied to other wagon types with clasp-brake chassis.

▲ The completed model that forms the subject of this article, which used the Parkside Models plastic moulded kit for a BR Dia.1/217 12-ton Vanwide (ref.PC41) as the basis. All Parkside Models kits are complete with metal wheelsets and waterslide transfers. Close to 2,000 Vanwides were constructed from 1962 onwards.



Building the model

1 My personal preference with wagon kits is to build the chassis first before tackling the body. That way I know the model will run satisfactorily, rather than just look pretty. The Parkside kit contains two chassis options (a boon for wagon enthusiasts as it provides a spare set of solebars that can be used for another project). For this build I used the solebars at the top of the left-hand sprue and the bottom of the right-hand sprue (i.e. those without the J-hanger auxiliary suspension springs).



A general tip is to set the solebars away from their intended placement against the floor ribbing by roughly 0.5mm. This ensures that the W-irons don't end up splaying outwards when the wheelsets are fitted. With the first solebar in position and perpendicular, let the joint go rock solid before attaching the second solebar.



The safety loops can be added using wire of about 0.8mm diameter. Here I've used scrap steel point control wire, but anything similar will do. Holes were drilled 5mm either side of the centre line directly below the new rods. The wire was then bent into a U-shape with the vertical parts bent inwards slightly. (The horizontal part of these loops measure around 16-17mm.) The ends were then inserted carefully into the holes and fixed in position using small amounts of superglue. The rest of the kit was assembled as per the instructions.



Clasp brake shoe assemblies can be tricky to align as there are limited clearances against the wheel treads. Make sure any mould lines are first removed from the brake shoe faces and that each set is positioned at the outer edge of the wheel (away from the flange). The connecting rods between the brake shoes can be fabricated from 20thou plastic rod. In reality the vans were fitted with a pair of yokes on each wheelset to activate the brakes, but these are largely hidden behind the wheels so this simplified treatment is more than adequate – certainly if a large rake is being assembled.



The completed van showing the additional underframe parts to good effect. I also added further refinements in the form of vacuum pipes, replacement turned metal buffers, and rain strips.

Comment

Observations and opinions on railway modelling

Julian Andrews



Modelling on a budget

“I recently overheard comments made by a fellow railway modeller who was suggesting that proprietary manufacturers were trying to price him out of this hobby: “It’s crazy, just shameless profiteering!” he exclaimed.

However, this particular viewpoint ignored the simple realities of modern-day costs associated with manufactured goods, especially those produced in the Far East. They’re unlikely to get cheaper, and for all-too-valid reasons: increased labour costs, increases in the cost of raw materials and sub-components, a six-or seven-fold jump in the price of shipping a container from China to the UK, and higher distribution costs. Like death and taxes, there’s not much you can do about it, although you can at least try....

Now in my retirement, I am careful about what I spend on my railway modelling activities. I am very selective about what I buy and these days, my first question is, “Do I really need that?” Many of you reading this may be in a similar position.

There are several strategies that I have adopted over the years to keep my hobby expenditure under some sort of control. They don’t suit everyone, but they work for me. Let me say too that I am very much a lone modeller; if you are a member of a model railway group or club, then that in itself may be sufficient to reduce your own personal outlay by sharing the costs with others.

First off, think small. You want to recreate King’s Cross in your loft or shed? Go for it, by all means, but it’s going to cost you a fair amount of money to buy all the locos and rolling stock that you’re going to need. Therefore, if you do want to model an urban terminus, why not consider something based on Cyril Freezer’s classic ‘Minories’ track plan instead? It could prove to be a whole lot cheaper, whilst also being more achievable – and crucially just as much fun. I build small layouts from choice, so my need for a lot of rolling stock and locomotives is much reduced.

Furthermore, once I have built and exhibited a layout I tend to recycle it, usually by selling it on to someone else, with or without the stock. This may not

recoup all of my original expenditure, but it certainly helps.

Secondly, my preferred method of buying points, locos and stock is to sometimes look at the second-hand market, such as the classified advertisement listings in magazines. I also check out popular online auction sites and sometimes I’ll bid for something, ensuring that I don’t get carried away and pay over the odds. When attending shows, I look at what the traders have to offer. Older models can sometimes prove to be good value, especially if you’re willing and able to add your own detailing, perhaps with some additional weathering to hide any paint blemishes. The same applies if you are lucky enough to have a model railway shop near you.

Thirdly, my choice of prototype has always allowed me to recreate short trains of maybe one or two coaches and no more than half a dozen wagons, necessitating just two or three locomotives. I’ve managed to maintain this with all of my various models, which have depicted BR branch lines from the 1950s and 1960s, through to the BR Speedlink freights and single-unit passenger workings of the 1980s and 1990s. For me, running short trains has never detracted from the enjoyment of

... I am very selective about what I buy and these days, my first question is, “Do I really need that?”

putting a layout together and operating it.

Two more possibilities come to mind: have you considered selling or trading in your collection and changing over to 7mm modelling? Many O gauge ready-to-run models are comparatively inexpensive and you need less stock for a layout occupying a given space, compared to OO or N. Furthermore, the offerings from the 7mm trade are constantly growing; the running qualities and finish are equally as superb.

Finally, how many readers have cupboards or storage boxes crammed full of models which they still have yet to use, or kits that remain unmade? I’ve been as guilty as anyone of this in the past – but not any longer. Having a thorough sort-through of all those dusty boxes and putting to one side anything that is surplus to requirements is truly cathartic – even more so if there’s some extra cash generated as a result.

The hobby can indeed be a very affordable one – it just depends on how you choose to approach it.

Julian Andrews is a retired air traffic controller and serial micro-layout builder.



▲ A recreation of King’s Cross in model form? “Go for it” says Julian Andrews, but he warns of the large financial investment needed to obtain all the locomotives and rolling stock that such a mammoth undertaking would require. In this archive view from April 1962, unnamed ‘Deltic’ D9004 is pictured at the loco stabling point that served the London terminus, flanked by English Electric Type 4 D272 (left) and Brush Type 2 D5649 (right). Photo: Rail Photoprints

Readers' Letters

More information on Queensbury

The article on the Queensbury triangle in the March issue was of great interest. It was a fascinating station.

Mr Deakin mentions the visit by an inspection saloon. The correct number is 45046 and the date was October 1962. The picture below shows the vehicle in the Bradford-Halifax platform, before reversing out and continuing to Thornton.

Interestingly the outer ends of the Bradford-Keighley platforms were cantilevered from the sides of the small viaduct.

One point of accuracy; the station was built of stone, as can be seen in the picture (right) of it being demolished in the mid-1960s.

The third picture shows the south junction with WD No.90333 (of Mirfield

shed) and the lifting train having just finished lifting the track in the north end of Queensbury tunnel. Class 10 shunter D3151 is in the siding. The tramway referred to in the article descended on the right. The date is 22 April 1963.

DAVID MITCHELL



The unsolved case of the lost layout...

Among my late husband's possessions I recently found a copy of RAILWAY MODELLER dated September 1968, containing an article portraying the N gauge railway he constructed in a violin case. He was very proud of his achievement, but sadly it was stolen in Hastings in the 1990s.

If any of your readers know of its present whereabouts, I would be pleased to learn that his cherished possession is still in existence.

Please write to me at 51 Dunster Road, Mountsorrel, Leicestershire LE12 7EZ.

PATRICIA PACKHAM



We can only consider for publication letters which are accompanied by the writer's full name and address (although we do not publish the latter except in the case of appeals). This also applies to all correspondence received via electronic means including email to: editorial@railwaymodeller.co.uk

Correspondence for forwarding to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

Memories of Eggesford box

It was enjoyable to read the article on Nick Waugh's *Lapford and Eggesford* layout in the March issue of RAILWAY MODELLER. It is a lovely model and all credit to its builder.

However, there is a small error (possibly a typo?) on the original location of the replacement signal box at Eggesford. It is actually reputed to have come second-hand from Ashendon Junction, just a tad over 3½ miles north of the present Haddenham and Thame Parkway station in Buckinghamshire; not Ashington.

It was the first signal box where I learnt, in 1981 before going on to Crediton signal box. The reason I started to learn at Eggesford was because it only had one method of signalling compared to three at Crediton. It was a

standard Western Region design and quite a few moved locations. They were often referred to as 'Plywood Wonders', presumably derived from the nickname for the Mosquito aircraft. When it first went to Eggesford it had a series of slats above the windows like many of its breed. These were to stop the glare from low sunlight. Since the front of the box faced a hillside, glare from a low sun was not a problem. However, the slats collected rainwater and dropped it down your neck when you went in or out to exchange tokens! When the box was repainted the signaller requested that the slats were left off.

Thanks again for the article and Nick Waugh's work which brought back many happy memories.

DAVID VINSEN

Support for heritage Inter-City sets

I agree with Steve Flint in his 'Talking Points' article on the Swindon Inter-City units, Classes 123 and 124, in the April RM. He mentioned the Trix Trans-Pennine unit and thought it was an ambitious project for its time. I agree, but perhaps not as ambitious as he thought, because I believe the centre cars were normal Mk.I coaches. They may have been fitted with DMU bogies; I never owned a Trix 124 so can't confirm.

Regarding models of these units, I converted three Lima O gauge Mk.Is into a Class 123 (a photo of it appears on P2 of the Jan 2016 RM) and have since added a Class 124 intermediate car to the unit.

GRAHAM CLARK

I refer to Steve Flint's 'Talking Points' piece in the April RM. I feel very much the same way, though in my case it's the Class 126 which operated in South West Scotland (and Glasgow-Edinburgh) – I have a huge gap in my 'Stranraer' section, with only a kitbashed BR green three-car set to represent 20 years of traction and three liveries.

There's one preserved at Bo'ness ready to be measured if any manufacturer is really interested.

COLM FLANAGAN

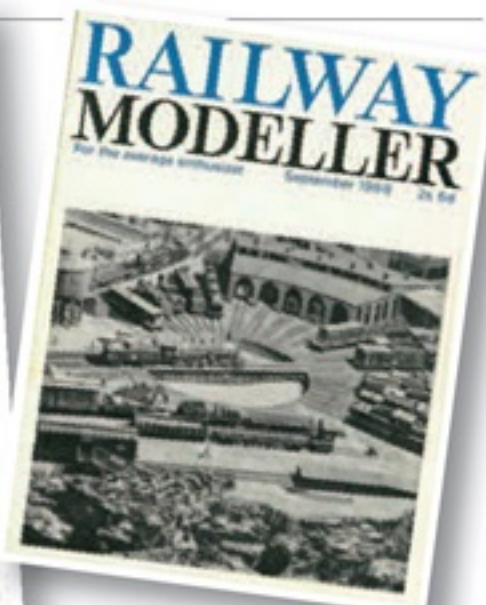
Please may I add my support to the article by Steve Flint in the April RM?

Assuming the Midland and Western Pullman sets have been viable, surely the Class 124s and related sets would be too. The technology that would conceal a motor and drives within a coach's silhouette are now commonplace, as are conductive couplings to extend current pick-ups over many axles and to distribute power for ancillaries in other vehicles. The related Southern England/Wales and Scottish sets appear to be opportunities to share components across all four TOPS classes that he mentioned.

STEPHEN COOPER

What a wonderful and effective point Steve Flint made about the gaps in the ready-to-run DMU range (RM April). I am 43 years old and grew up in Hull, and remember the 124s and the 123s as a very small child going on day trips from Hull to Leeds. I live in London now, and am in possession of the Electra Rail N gauge 124 kits but frankly don't have the skills or the time to assemble and paint them properly. Here's hoping your article smokes out some latent interest (and commercial projects) in what are, as you pointed out, relatively long-lived and successful Inter-City DMUs which operated on a much broader basis than some of the obscure prototypes being offered in R-T-R form.

ELLIOT BOUGHEN



'Cheers' for Copper, Wort & Co Ltd by Peter Goss

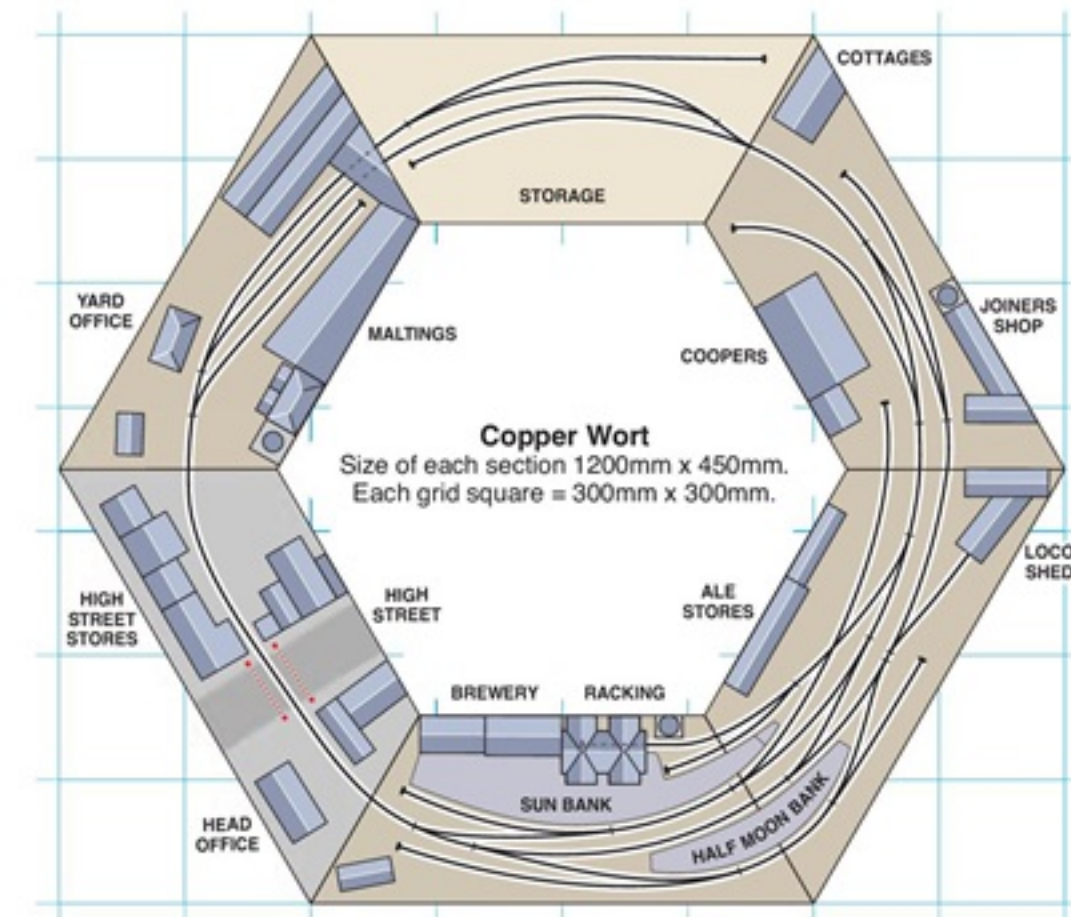
I must congratulate Peter Goss on the wonderfully evocative layout in the April RM depicting the brewery business in Burton-on-Trent in the early 1900s. While his earlier articles gave us a glimpse of this novel approach to an 'in the round' layout and theme, the finished layout is fascinating and the architectural modelling is inspirational.

I should confess my particular interest has a personal slant in that both my great-grandfather and great-great-grandfather (an economic migrant from Thomas Hardy's Dorset) worked in the Burton breweries, although I don't know which one. My grandmother was born in Burton in 1903 and I'm sure would have been very familiar with the scenes Peter has depicted so beautifully, especially the High Street shops! Regrettably, it's now 30 years too late to ask her.

KEN WATTS

Having seen, admired, and discussed with Peter Goss his layout at the Portsmouth exhibition on 20 November 2021, I enjoyed reading the article in the April 2022 RM.

However, I was puzzled by the track plan on p227. The note thereon and the information in the text states that the longer (outside) face of each of the boards making up the hexagon is 1200mm. That being the case the statement that the grid squares are



300mm x 300mm would seem to be incorrect. As per the grid the layout would occupy an area of about 5' 3" x 6', whereas Peter Goss clearly states (p226 para 2), "...it covers an area of about 8' x 8'." The same error occurred when the track plan was previously published (April 2020, p279).

CHRISTOPHER PAYNE

[Ed - The track plan in the April 2022 issue was derived from the artwork used previously in the April 2020 edition which was printed with the original incorrect grid. Regrettably this was re-used without modification. The corrected grid has since been published in the April 2022 digital edition, and is also now reproduced above.]

Archive scenes from Bristol Bath Road

Thanks for another excellent magazine (RM April 2022 issue). Alastair Bolt's *Bristol Bath Road* article was an unexpected pleasure. Having lived at Highbridge in the 1960s, that end of Temple Meads was a frequent spotting location for my dad, along with many others as can be seen in the picture (right). He recorded the changeover from steam to diesel.

He was also there in July 1952, when the Mallingford scenes from *The Tittfield Thunderbolt* had just been filmed and the rolling stock was parked in the station. Interestingly his spotting log shows that No.18100 was also there on the Up 'Bristolian' on the 21st of that month. So there is an opportunity to run *Lion* and a gas turbine on one's layout at the same time! He did get a blurred image of the rolling stock from the film in the edge of a shot of No.7029 *Clun Castle*, but he didn't photograph No.18100.

PHIL SUTTERS

Alastair Bolt's recreation of Bristol Bath Road brought back many happy memories of standing on the end of (I think) the then Platform Four in all winds and weathers.

Easily accessible from our home by Sea Mills station on the Severn Beach line, with a child fare at pocket-money prices, it was ideal for Saturday afternoons when the funds prevented more adventurous excursions.

Of course, you always hoped to 'cop' something unusual and my earliest memory was seeing Collett 4-6-0 No.5955 *Garth Hall* in ex-shops condition just after it had been converted to oil-burning.

Many years later, in May 1964, as I alighted from my train my eye was caught by the pairing of D1015 *Western Champion*



in golden ochre and D1006 *Western Stalwart* in maroon, both apparently recently out of shops. It resulted in one of the most colourful shots I have ever taken (above).

MICHAEL FARR

Ready-to-run in Purbeck

I was surprised that the April issue's article on a 4mm model of the Purbeck clay tramways did not mention that, famously, the last steam locomotive used on those lines was the Welsh Highland's *Russell*, which has been produced in ready-to-run form by Fourdees in OO9.

Also, for anyone curious about the highly interesting history of the clay tramways, I would recommend reading *Fayle's Tramways: Clay Mining in Purbeck* by Chris Legg.

THOMAS WORMELL

Fourdees' OO9 model of Welsh Highland Railway 2-6-2T *Russell*, which later worked on the Isle of Purbeck's clay tramways.



Snippets...

Spurred on by Scalescenes

I would like to thank James Smith for his encouraging *Scalescenes* makeover article on p202 of the March issue. I bought the kit and subsequently have spent a marvellous 12 hours building it so far (although why I detailed the interior only to put up net curtains and position the doors in the closed position, I don't know...)

JOHN THEWLIS



Backscene blends in

Just to say thank you for your backscene which I've used in my first attempt at an N gauge layout. I thought you might be interested in how well it combines with my commercially supplied backscene (pictured on the left-hand side).

DAVID MORGAN



Calling Chris Patrick

I am writing to ask if any readers have contact details for Chris Patrick, whose short letter regarding Port Talbot Railway No.813 (sic) was published in the September 1990 edition of RM. I have already discovered that this was not the same Chris Patrick who is associated with the West Wiltshire Model Railway Circle. Any help received would be much appreciated.

ROBIN SIMMONDS

No dunking at Metro-Vick...

Could I point out a caption error in the 'Vintage View' item on p209 of the March 2022 issue of RAILWAY MODELLER? The Metropolitan-Vickers Works at which the A Class Co-Cos were built was *not* located in 'Dunkinfield' but in Dukinfield.

TREVOR EMMENS

[Ed. Our apologies to readers and to the good residents of the Tameside town in Greater Manchester for the typographical error.]

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

Sentinel 48-ton 0-6-0DH

Brand new from Hornby in OO



It came as no surprise when, during Hornby's press briefing last December, Simon Kohler announced that the subject of one of the manufacturer's all-new tooling projects in OO would be the Sentinel 48-ton 0-6-0 diesel-hydraulic. After all, the firm's Sentinel 4wDH model (see review, RM March 2014) together with its 0-4-0DH outer-crank version (RM March 2021) have become staples of the range, and could also be regarded as the starting point for the recent wave of ready-to-run industrial locomotive types in OO.

This latest Sentinel is said to share no components with its four-wheel counterparts, having been designed from the ground up. The initial release covers three versions, all supplied DCC ready, comprising Port of Bristol Authority No.39 in Oxford blue livery with yellow & black wasp stripes

(ref.R30083); Manchester Ship Canal Railway Co. No.3001 in blue with yellow & black wasp stripes (ref.30084); and Stanton Ironworks No.57 in green with yellow buffer-beams (ref.30085).

Our sample in detail

For review we received a sample of Sentinel Works No.10218, presented as Port of Bristol Authority No.39. Constructed in 1965, this locomotive was one of eight examples delivered to the PBA for operation on the extensive railway system at Avonmouth Docks, which consisted of more than 70 miles of track. Rail traffic ceased in 1983, with all eight locomotives placed into storage within the docks complex. Later in 1983, PBA No.39 was purchased and taken to the Dean Forest Railway, before subsequently



moving in 1999 to the East Somerset Railway where it currently resides.

The model consists of a cast metal chassis and running plate, with moulded plastic utilised for the body parts which are detailed with numerous separately fitted parts, including fine etched metal grilles and grab rails.

On the model the distinctive side sheets are separate from the cab moulding; however, these are welded flush with the cabsides on the prototype. It was also noted following reference to archive views of PBA No.39 that the roof beacon and works plates are not present on the model (the latter are located on the left-hand set of steps on each side).



See this model in action on our website!
bit.ly/HornbySentinel48ton



Unlike the previous four-wheeled versions of the Sentinels from Hornby, this 0-6-0 release features a full depth cab interior – complete with painted control panel and handbrake wheel. Access to the interior is achieved by undoing three screws located on the underside of the bodysheet. Cab glazing is flush, and windscreen wipers are separately fitted.

Also supplied as separate parts for the user to fit if desired are a pair of bufferbeam infills; these slot neatly into the NEM pockets once the tension-lock couplings have been removed.

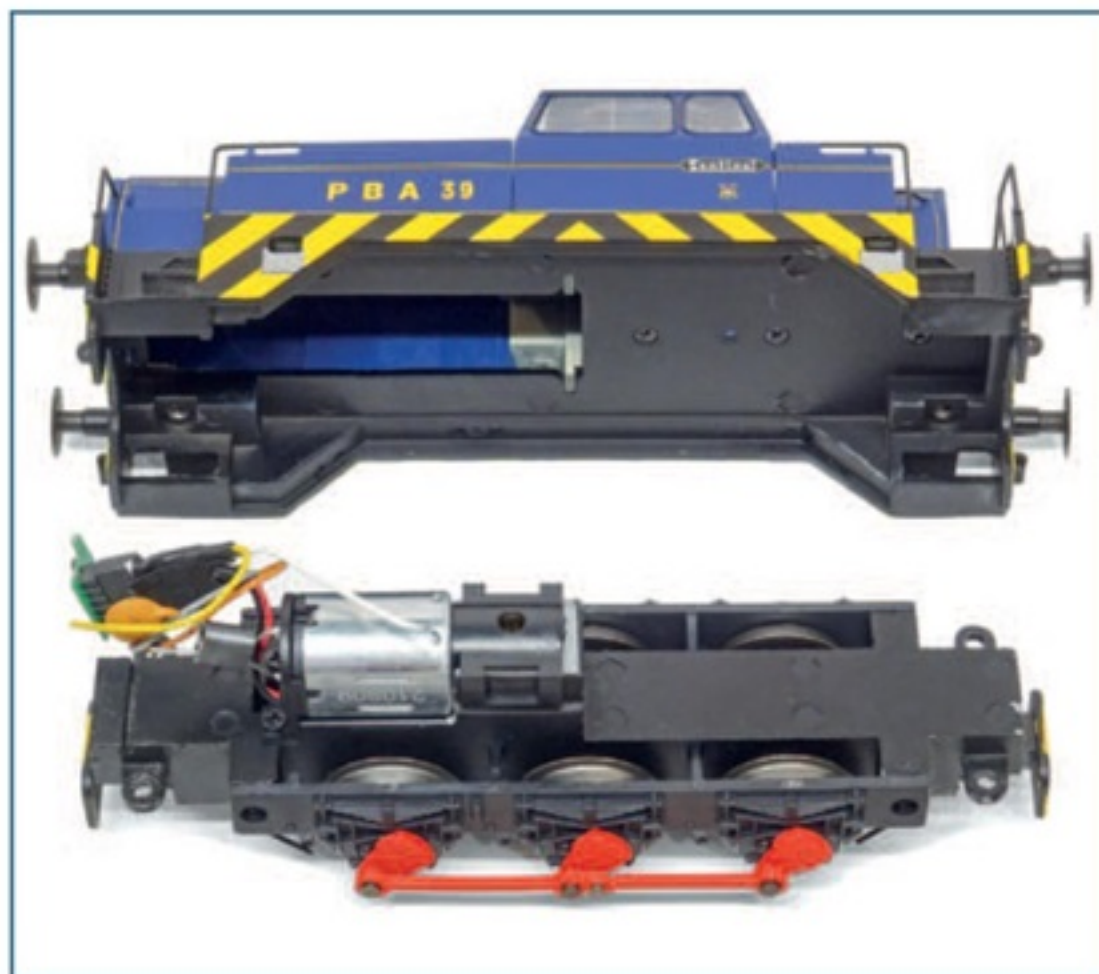
Livery application has on the whole been completed to a high standard throughout, with clean breaks between the main body colours and the fine yellow/black lining applied straight and crisp. The plethora of wasp stripes have been well executed, the lines matching up well when they run across components (including the bufferbeam infills) with minimal paint bleed. Side rods and cranks are picked out in red, though the same can't be said for the crank pin heads, which would certainly benefit from a splash of colour. The Sentinel cabside plates and Rolls-Royce branding are crisp and fully legible, as are the Sentinel sword motifs on the nose-ends.

Mechanism and performance

Removal of the body is straightforward, requiring only the removal of four screws, which are located at each corner of the chassis. The model is equipped with a three-pole motor housed within the front bonnet with drive to the centre coupled axle – as per the prototype. Current is collected from all driving wheels via wiper pick-ups. All axles feature brass bearings.

Supplied for 12V dc use, a six-pin NEM 651 standard decoder socket is located in front of the motor for those wishing to equip the model for digital operation; note the additional white and yellow wires, which allow for the retrofitting of working lighting. There is no specific provision for DCC sound; however, there appears to be sufficient space behind the radiator for a small sugar cube speaker.

On the scales the 0-6-0 weighs in at an impressive 141g, 32g heavier than its 0-4-0 counterpart. In operation the mechanism is near-silent, with the model performing smoothly through the speed range – with a commendable slow speed crawl that befits the shunting pedigree of the real machines. On test on the Pecorama loft layout – with its 1 in 48 gradients and 3' radius curves – the model handled a load of four Pullman cars without slipping.



VINTAGE VIEW Sentinel 48-ton 0-6-0DHs



▲ Port of Bristol Authority Sentinel 0-6-0 diesel-hydraulic No.34 (Works No.10148, built 1963) is pictured at Avonmouth Docks in November 1964. Photo: Gordon Edgar Collection

Prototype information

The Sentinel diesel hydraulic range began following the takeover of Sentinel (Shrewsbury) Ltd by Rolls-Royce in 1956, with the introduction of the 34-ton 4wDH and 48-ton 0-6-0DH; these were later joined by the 40-ton 0-4-0DH and twin-engined 74-ton 0-8-0DH.

The first of the 0-6-0DH – No.10032 – was constructed around a 50-ton 200hp 0-6-0 Sentinel steam locomotive chassis, returned for the purpose by Dorman Long. A consequence of this is that all Sentinel 0-6-0s drove on the middle axle (as opposed to the rear), which squeezed the eight-cylinder power unit to the forward half of the loco, preventing a front cross-walkway or conventional prop-shaft.

Built with Rolls-Royce C8SFL supercharged engines (later variants were fitted with the turbocharged C8TFL) the design remained a stalwart product, with even a batch of locomotives constructed under licence to 5'6" gauge for use on Portuguese railways.

Today, a number of locomotives are still in operation with various industries, as well as in preservation, though some have been retro-fitted with other power units.



▲ Now preserved Port of Bristol Authority No.39 (the subject of the Hornby model) is recorded at Cranmore on the East Somerset Railway in May 2021. Photo: Craig Tiley

Bigger Sentinels to follow?

With the popularity of the 4wDH and 0-4-0DH outer-crank locomotives, there was little doubt that a model of the 0-6-0 variant would follow; the initial trio of releases provide a tantalising taste of just some of the colourful livery schemes carried by these industrial workhorses. Could the impressive twin-engined 74-ton 650hp 0-8-0DH be next on the cards, or even the 50-ton 200hp 0-6-0 steam Sentinels from which the chassis for the 48-ton 0-6-0DH was derived...?

Sample supplied by

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

PRICE
ref.R30083 – £108.99

IWA ferry van and timber carriers from Revolution Trains

00 & N



Revolution Trains has received stocks of its IWA holdall van and timber carrier wagons in both OO and N, plans for which were first announced in our September 2019 issue.

Built by Waggon Union in Germany from 1987, the wagons feature two-piece integral sides and roofs that can be raised and slid over each other to provide access to each half of the wagon for loading. The vehicles have been used for fertiliser, steel, aluminium, newsprint, bottled water and other palletised goods.

In 2012 around 30 vehicles were converted into timber carriers, with the removal of the hoods and door opening equipment and the fitting of heavy-duty stanchions. These are now in use on timber traffic between Cornwall, South Wales and the Scottish Borders, serving the Kronospan works at Chirk.

The Revolution Trains tooling caters for each of the aforementioned vehicles, with examples in both OO and N illustrated here. Nine different twin packs have been produced in both gauges, which comprise two sets of holdall vans in Cargowaggon blue/silver; two in Norsk Hydro blue/silver; one in unbranded blue/silver; plus four timber carrier packs in Touax blue.

Despite their size difference, the models in both scales share similar

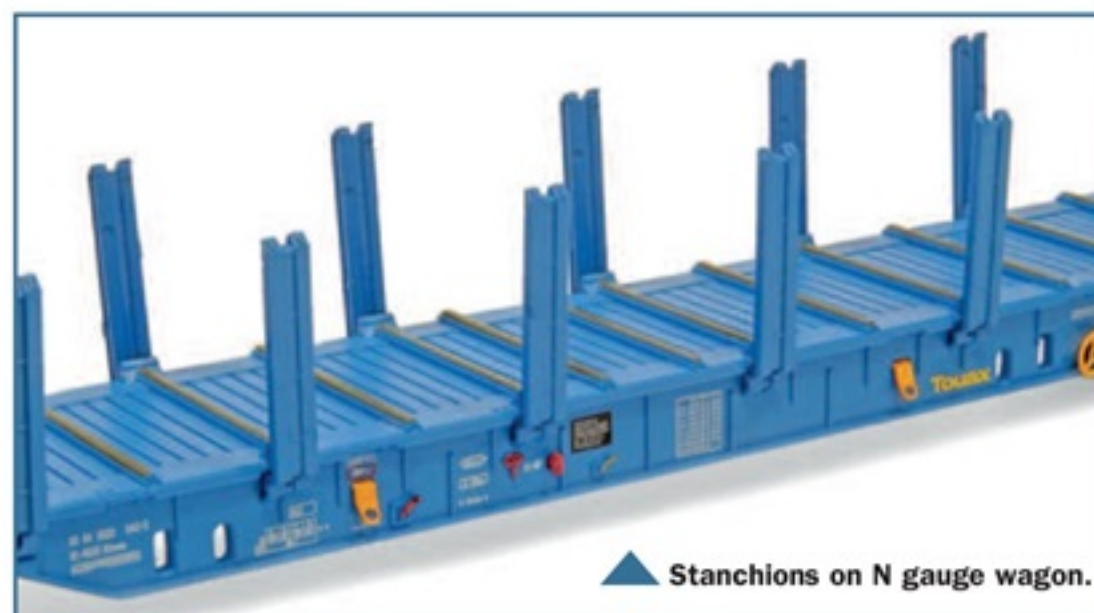


▲ OO and N IWA and timber carrier wagons (top) and a side-on view of the OO timber carrier (above).

detail specifications, including separately fitted wire handrails, pipework, brake wheels and representations of underframe equipment. Air pipes are also provided for the user to fit (supplied in a separate accessory pack). In addition, each timber carrier is supplied with 20 narrow stanchions, allowing for various configurations to be represented.

The printing of the data marking around the solebars and frames on all models is particularly impressive; much of which is barely discernible to the naked eye, but fully legible under a glass – even on the N gauge examples with the exception of just a few of the smallest markings.

The OO models are fitted as standard with NEM slimline tension-lock couplings, while N gauge examples are equipped with NEM knuckle couplings; both coupling systems are mounted



▲ Stanchions on N gauge wagon.

in spring-loaded brackets which are attached to the underside of the floor and are independent from the bogies.

Revolution Trains has delivered its allocation of these models to

customers who placed pre-orders. However, remaining stocks are available from selected retailers, details of which can be found on the Revolution Trains website.



▲ IWA holdall van in OO.



▲ OO and N wagons compared.



▲ Legible lettering on the N gauge wagon.

Samples loaned by

REVOLUTION TRAINS,
www.revolutiontrains.com

PRICES

OO (holdall vans/timber carriers) –
£95.99 per twin pack

N (holdall vans/timber carriers) –
£89.99 per twin pack



Oxford Rail has delivered two of its rolling stock projects from all-new tooling in OO – the BR Pilchard 20-ton bogie ballast wagon and Great Eastern Railway 10-ton covered goods van. Plans for both projects were first announced in our March 2020 issue.

Dealing first with the BR Pilchard, a single batch of 50 of these wagons was produced by British Railways for the transport of ballast and spoil, mostly in the Eastern and North Eastern regions. The vehicles fell out of favour due to the lack of through-train braking, with all of the wagons withdrawn during the early 1980s.

The model is available in two livery schemes for the initial set of releases, comprising Nos.DB 990099 in pre-TOPS BR black and DB 990092 in TOPS BR black. For review we received a sample of the pre-TOPS version.

Far from being packed like the proverbial sardines in a can, the Oxford Pilchard (which measures 147mm over buffers) is supplied in a much larger box that is 368mm long!

The model is predominantly an injection moulded assembly which tips the scales at 43g. Buffer heads are plastic (not sprung), whilst the free-rolling wheelsets are metal. Slimline tension-lock couplings are body-mounted in self-centring NEM pockets; these can be detached and, if desired, the supplied instanter couplings can then be fitted to the hooks in their place (as pictured).

Fine renditions of the handbrake wheels are separately fitted to each corner, picked out in white. Latches and hinges are also part of the body moulding; however, these look very convincing thanks to the neatly applied paintwork. Rivet detail is also particularly impressive, most notably around the body ends and bufferbeams.

As per the prototype, the frames and metalwork are finished in BR black, whilst the external plankwork is depicted in grey and internal plank-



ing in cream; in service the wagons were often seen in heavily weathered condition, with unpainted planking repairs – most likely due to the rough nature of their work – a common sight.

The printing of the smaller details is first class, with builder's plates on the solebars fully legible and the running numbers/lettering crisply applied in white.

Great Eastern Railway 10-ton covered van

Introduced from 1911 onwards by the Great Eastern Railway, these vans were used on a variety of freight workings. Originally designated as 10-ton vehicles, they were downgraded to eight tons from June 1927. The vans had a long lifespan, with many still in revenue-earning service in the late 1950s.

Three versions have been produced; GER grey with black lettering, NE grey with white lettering and BR grey. An NE grey example was received for review.

Construction takes the form of injection moulded plastic, with twin-spoke wheelsets that comprise plastic centres with metal tyres and axles. The model has an overall weight of 29g. Buffer heads are metal, but not sprung. Slimline tension-lock couplings mounted in NEM pockets are fitted as standard; these can be removed for

the fitting of the provided three-link couplings.

The van body is finely moulded with crisp representations of the vertical stanchions and diagonal bracing,

together with the door framing and latches. Vents are separately fitted. The Morton brakegear exhibits a commendable level of delicacy, with very fine brake levers, together with brake shoes that are set in line with the wheel treads.

Painting and lettering is once again finished to a high standard, with clean breaks between the body and roof colours.

Oxford Rail has chosen well with the subject for these Eastern Region prototypes, which complement the firm's existing N7 0-6-2T (see reviews, RM March 2019), J27 0-6-0 (RM September 2021) and forthcoming J26 0-6-0. In addition, models of the 10-ton banana van – a derivative of the 10-ton covered van – have also been produced.



Samples supplied by

OXFORD RAIL,
PO Box 62, Swansea SA1 4YA.
www.oxfordrail.com

PRICES

BR Pilchard (ref. OR76PIL001)
– £17.95

GER 10-ton van (ref. OR76GEV002) –
£16.95





Rapido Trains UK has delivered stocks of its gunpowder vans in OO, representing the firm's first rail-based models to be released for the British market under its own branding.

The Rapido tooling suite caters for the Railway Clearing House design, GWR Diagram Z4 and BR Dia.1/260 types, with key variations including different W-irons; GWR and RCH-style doors; GWR, BR and Oleo buffers; and optional vacuum brake cylinder and associated pipework.

10 versions have been produced for the initial releases, covering BR, GWR, LNER, LMS and Royal Ordnance Factory livery schemes. For review we received samples of GWR Diagram Z4 No.105777 (ref.902004) in GW black with red cross and RCH pattern ROF No.11 (ref. 902010) in Royal Ordnance Factory grey with red cross.

The models have been manufactured using various materials, with

injection-moulded plastic for the main bodyshells and chassis, with detail fittings fabricated from a combination of plastic and metal – including lamp irons and buffer heads (the latter not sprung).

The free-rolling wheelsets are also metal, giving the models an overall weight of 41-42g each. Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor; the mounting points for which are removable, each held in place by a single screw.

Detailing on both models is exquisite throughout, extending to fine renditions of the W-irons and a wealth of rivet detail on the bodies. Notable tooling variations between the two samples include different



door styles; alternate types of roof (non-riveted or riveted with overhangs on the ends); RCH- or GWR-pattern buffer shanks; and split spoked or three-hole disc wheelsets.

Wagon label clips are supplied in a separate accessory pack for the user to fit; the location of these is dependent on the period and vehicle, with the manufacturer recommending that the purchaser refers to pictures of the specific prototype being modelled.

The livery application is to a high

standard, with a pleasing richness to both colour schemes. Lettering and markings are clean and crisp, while details such as the brake handles and tyre walls of the Royal Ordnance Factory van are neatly picked out in white. Particularly impressive are the door-mounted warning notices, which read 'NOTICE – NO UNAUTHORISED PERSON IS ALLOWED TO OPEN THESE DOORS'. The lettering on the number plate on the GWR sample also exhibits a pleasing three-dimensional appearance.



Samples supplied by

RAPIDO TRAINS UK LTD,
First Floor, Black Country
House, Round Green Road,
Oldbury, B69 2DG.
www.rapidotrains.co.uk

PRICES
ref.902004 Gunpowder Van
DIA.Z4 GWR Black No.105777
– £32.95

ref.902010 Gunpowder Van
RCH Pattern ROF Grey No.11
– £32.95

New products from the **PECO** group of companies

New Setrack starter pack in O

Peco has introduced a new starter track pack for O gauge comprising bullhead Setrack items with code 124 nickel silver rail.

Presented in transparent plastic packaging, the set comprises six ST-700BH straights; one ST-702BH powered straight; two ST-725BH curves; one ST-U750BH right-hand point; one ST-U751BH left-hand point; four SL-740BH buffer stops; and a copy of ref.PM208 *Your Guide to O Gauge Railway Modelling*.

The aforementioned curves and points are uniform with a radius of 1028mm (40½") and – on the points – a crossing angle of 22.5°. Supplied as Unifrog items with insulated frogs, the points have provision for live frog wiring if preferred. The moulded sleeper base has a convincing wood grain appearance.

Suggested track layout configurations that can be constructed using the contents of the set are also provided, allowing the purchaser to create

one of four shunting puzzle-style layouts, designed to fit baseboards with a footprint of either 240cm x 46cm (7' 10" x 1' 6"), 280cm x 30cm (9' 2" x 1') or 320cm x 30cm (10' 6" x 1'). The contents of the pack can be added to using additional items from the Peco Setrack and Streamline (flexible track) ranges.

In addition the ST-702 Powered Straight – measuring 393.7mm (15½") – is also available as a standalone item.



Samples supplied by

PECO,
Underleys, Beer, Seaton,
Devon
EX12 3NA.
www.peco-uk.com

PRICE
ref. ST-701 – £TBC
ref. ST-702 – £TBC

Latest commissions from Mid-Hants Railway Wagon Group

00



The Mid-Hants Railway Wagon Group, which restores and maintains a large collection of preserved non-passenger vehicles on the Hampshire-based heritage railway, has commissioned from Wessex Wagons a pair of eight-plank open coal wagons in 00.

Manufactured by Dapol, both of the wagons are presented in the Private Owner scheme of Harwin & Co Ltd black with red and yellow lettering. The wagons, which are numbered '1' and '3', are limited to 175 and 178 examples respectively. Both are 10'

wheelbase wagons equipped with metal-spoked wheelsets, removable coal loads and slimline tension-lock couplings, mounted in NEM pockets.

Supplied in standard Dapol packaging, each model is accompanied with a small numbered certificate. Proceeds

from the sales of the models will go towards the group's current and future restoration projects.

To purchase by mail order, in the first instance contact Keith Ottley by telephone or email (see panel).

Samples loaned by

MID-HANTS WAGON GROUP
Contact: Keith Ottley
Tel: 0118 988 7624
email: james.ottley@yahoo.co.uk

PRICES
£15.00 each, two for £29.00.
UK P&P charged at £5.25 for up to two wagons.

New accessories from Peter's Spares

00



The Middlesbrough-based retailer Peter's Spares continues to expand its range of replacement and spare components.

New items recently added to the range include ref.PS125, a replacement Hornby brass 40-tooth worm wheel gear, price £3.25; ref.PS126 replacement Hornby brass 26-tooth worm wheel gear, price £2.99; ref.PS127 replacement Hornby X04 worm twin-start (brass), price £2.50; ref.PS134 replacement X03 worm (plastic), price £2.50; PS156 plain brass bearings 2mm wide x 2.5mm long (pack of 40), price £3.50; ref.PS157 shouldered brass bearings 2mm wide x 2.5mm long with 3mm diameter flange (pack of 40), price £3.50; and ref.PS161 three-hole 12mm wheelsets (pack of two), price £3.25.

Visit the retailer's website for more information and details of how to order.

Samples supplied by

PETER'S SPARES MODEL RAILWAYS LTD,
21/2H Brighthouse Business Village, Riverside Park, Middlesbrough, TS2 1RT.
www.petersspares.com

PRICES
(In text)

Book Reviews



6201 Princess Elizabeth

Clive Mojonier

Perhaps because it involved an average rather than out-and-out highest speed, the record set by Stanier Pacific No.6201 *Princess Elizabeth* is somewhat overlooked in comparison to the exploits of *Mallard*, *Coronation* or *Flying Scotsman*. This book reminds us of the significance of No.6201's achievements and the locomotive's place in railway history.

A comprehensive account tells the full story of the *Princess Royal* and its classmates (including the *Turbomotive*, No.6202), with particular attention paid to the events of 16 & 17 November 1936, when *Princess Elizabeth* covered the 401.4 miles from Euston to Glasgow, and the return journey, in less than six hours each way at average speeds of 68.2 and 70.15mph. Yet, as the book also relates, this remarkable run almost didn't happen, for the locomotive failed on the night before each leg of the trip and had to be hastily repaired overnight.

There's modelling interest, too, with chapters devoted to the pre-war Bassett-Lowke and Hornby O gauge renditions of *Princess Elizabeth*, and the famous 1950s Rovex/Tri-ang OO gauge version with which many readers will have started out in the hobby – although there is no coverage of more recent Hornby OO models.

Perhaps the most interesting section, however, is a personal account by Roger Bell – founder of the *Princess Elizabeth Preservation Fund* – of how the purchase price was raised and the locomotive saved from scrap in the early 1960s. It all started with the intention of rescuing not only No.6201, but also *Royal Scot*; happily, not only did Butlin's take on the latter, but its initial enquiry to Roger ultimately resulted in several other locomotives going on display at its holiday camps.

The book is well-illustrated, mainly with photographs of No.6201 itself which usefully document the numerous changes in its appearance over the years, but a few other members of the class are also pictured. The archive photos are all black and white, including the famous press shots of the record run, and have reproduced well. At the end, there is a 20-page section of more recent colour images of No.6201 in action on the main line.

It's packed with fascinating snippets of information – did you know, for instance, that it was originally proposed to name the *Turbomotive* *Princess Marina*? – and the general presentation and quality is excellent, especially considering that it's a self-published work.

In a special offer to RM readers, it can be purchased for just £30 including postage and packing (normally this would total £33) – quote RAILWAY MODELLER when ordering. Your money will go to a good cause, for all proceeds from the book will go towards the upkeep of No.6201, which is currently undergoing an overhaul at Carnforth.

TJ

Locomotive 6201 *Princess Elizabeth* Society Limited,
39 Newton Street, Millom, Cumbria, LA18 4DR.
www.6201.co.uk

287mm x 210mm 208pp
Softback £29.50

The Vale of Rheidol Railway in detail

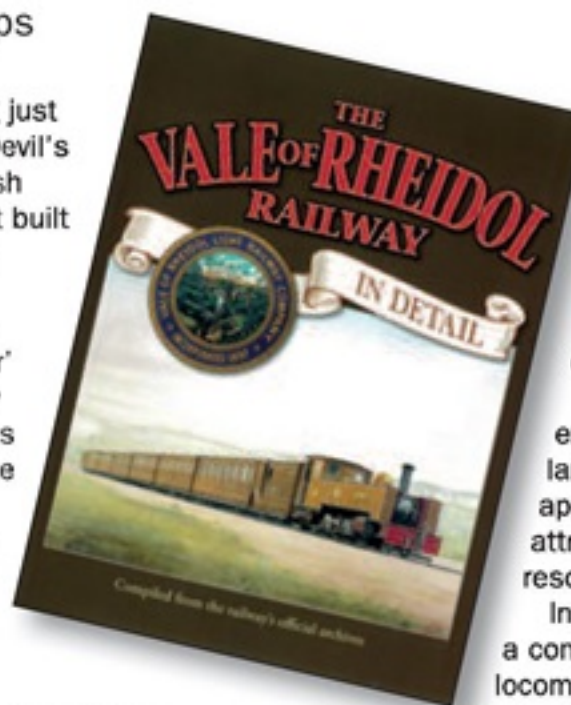
Compiled by Stephen Phillips

The Vale of Rheidol Railway, running just over 11 miles from Aberystwyth to Devil's Bridge, is unusual amongst the Welsh narrow gauge lines in that it was not built primarily for mineral traffic (although there were hopes that some would develop) but to convey tourists from a coastal resort to a 'natural wonder' in the hills. Then as now the journey itself, through attractive scenery, was a key part of the offer, and unlike the industrial railways it never closed (though its continued existence was at times in doubt) with only the Second World War and the Covid pandemic leading to curtailments of its operations.

Until now the standard work of reference has been the substantial book by C C Green published by Wild Swan in 1986. Working closely with the railway, Stephen Phillips (previously responsible for the excellent *Lynton & Barnstaple measured and drawn* book) has carefully researched, surveyed, recorded, and drawn material – past and present – and the results of all this work are presented in this lavish volume. He was assisted by a production team who could not have been better placed: Llyr ap Iolo (Chief Engineer), Robert Gambrill (CEO) and Robert Bance (Archivist).

Many years have been spent researching the railway's own archives dating back to the opening of the line in 1902 and the collection of unpublished material gathered by C C Green to create the most comprehensive book ever produced about this unique line.

The highly detailed drawings will delight potential modellers, and include locomotives, carriages, goods stock, service vehicles, bridges, signalling, trackwork, station buildings, lineside equipment, etc. Also featured are a fascinating selection of photographs, documents, and promotional material from the railway's own archives from opening to the present day reproduced in facsimile. A lot of these illustrations are reproduced for the first time, with many in colour. Carefully prepared livery diagrams illustrate the many paint schemes used, from the



original Brighton ochre to the controversial BR Rail Blue, and beyond in private ownership. (Note that the railway is not preserved in the usual sense of the term although now under the aegis of a charitable trust.)

The photographs are all excellently reproduced, many large allowing detail to be appreciated. The material is attractively presented, without resort to graphic gimmicks.

In addition to providing a comprehensive record of locomotives, carriages, wagons, and buildings, some now long disappeared, aided by primary source

information and close examination of surviving equipment, the work brings the record up to date with extensive details of modern developments and equipment. This includes a unique insight into the engineering behind and operation of a modern narrow gauge steam railway.

The endpapers carry an excellent map of the line and the book is rounded off with a comprehensive index.

Essential for all fans of the VoR. Everything you need to know – and much you did not know you needed to know! The author and publisher are to be congratulated.

The book is only available from the Vale of Rheidol Railway. The initial print run is limited and interest will surely be high, so early ordering is recommended to avoid disappointment. The book weighs 2.3kg and insured postage is £9.50 by courier.

AB

Vale of Rheidol Railway
Park Avenue, Aberystwyth,
Ceredigion, SY23 1PG.
www.rheidolrailway.co.uk

278mm x 220mm 462pp
Hardback £70.00
ISBN 978-0-95445-463-0

Unfinished Lines

Mark Yonge

The railway history of the British Isles is littered with broken dreams. After the railway mania of the Victorian era there was a gentle move to infill and expand the system; a system that was already in many cases over-provided with competing connections. Many of these later projects did not come to fruition and the reasons are common to nearly all of them. This new book examines 19 of these failed schemes in a very entertaining and readable way. Ranging from what might have been a major airport link and light railways, to Channel tunnel schemes, they failed, usually because of cost or legal reasons, or in one or two cases the occurrence of war. Some of the choices are quite tenuous being short extensions to built lines: for example, the extension to the Mid Suffolk Light Railway which fell into debt to the point that the already supplied Hudswell Clarke locomotive was chained to the track by the builder in case of default!

Each chapter follows a logical linear history shape and naturally the accent is on planning and legalities with a good dose of inter-company angst. Location maps are included and are mostly presented in a 'Google Earth terrain' style with the built and projected lines overlaid digitally. The chapters wrap up with what remains (if any) to look for and suggested how-to-get-there and walking routes which encourage the reader to go out and find the history for themselves.

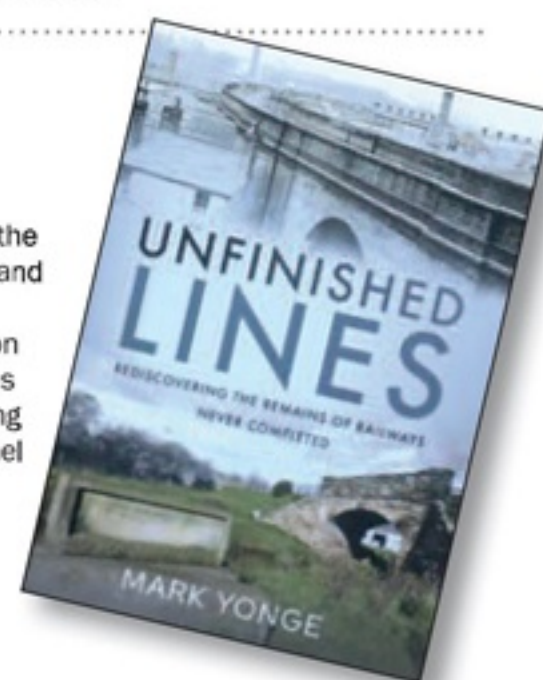
The chapters are of variable length and for obvious reasons, as the subject matter covers in the main schemes that never existed, the supporting photos are of like subjects or – in certain cases – the surviving remains of earthworks and bridges that were constructed before the schemes collapsed. Apart from a trip to the North East, the book is very much swayed toward the southern half of the British Isles and the copious schemes of Scotland and Wales are omitted – surely paving the way for further volumes.

Books like this are catnip to railway modellers who delight in basing layouts on possible or planned lines. There is certainly plenty of material here for those who love to create a back history based on historical might-have-beens. Highly recommended.

CF

Pen and Sword Books Limited
47 Church Street, Barnsley, South Yorkshire, S70 2AS
www.pen-and-sword.co.uk

254mm x 178mm 265pp
Hardback £30.00
ISBN 9781399 018531



Bachmann takes to the high street to reach modellers of the future

A new store with a difference has opened in Castle Street, Hinckley in Leicestershire, which aims to 'bring hobbies back to the high street'. However, MCC Store is not a model shop in the traditional sense – only products produced and/or distributed in the UK by Bachmann Europe Plc are being stocked (at full RRP) and there is no mail order facility.

MCC Store – which has created five new jobs in the East Midlands town – is instead being marketed as a hobby centre and will provide a place where customers can engage with modelmaking activities through hands-on workshops and practical demonstrations. These will be held throughout the year and details will be posted in due course on the MCC Store Facebook page.

Occupying a 135m² high street premises, MCC Store is located only a couple of miles from the Barwell headquarters of Bachmann Europe Plc.

The products on display include plastic kits for military vehicles, ships and aircraft; scenic materials; educational toys and collectibles. Some items from the Bachmann Europe Plc model railway ranges are stocked (Branchline OO, Graham Farish N and Narrow Gauge OO9) together with Scenecraft accessories and Thomas The Tank Engine™ products in OO.

Bachmann Europe Plc Managing Director David Haarhaus explained that the aim of the initiative is, "... to capture the imaginations of people who have no prior knowledge of what a rewarding activity actually physically making something can be." He added: "This is a nursery that will hopefully give birth to future stars of the model and hobby industry."

David was at pains to offer reassurance that it is not the intention for MCC Store to compete with existing model retailers: "We regard this as another piece of marketing – physical marketing. We are



▲ The MCC Store is equipped with workbenches for hands-on modelling sessions.
All photos by Craig Tiley

not looking to make money out of this. As long as it covers its reasonable costs, that is fine by us."

Project Manager Jon Gibbs said: "This is a store for all members of the family to enjoy, with products for all ages and abilities. There is a fantastic range of materials to support school projects and encourage creativity. We have a great team here who can't wait to welcome visitors."

Opening times are Monday-Saturday 1000-1800, Sunday 1000-1600 (closed on Tuesdays).

Bachmann shows progress with forthcoming models

Bachmann has published images showing the development work for a number of forthcoming models across its OO (Branchline), N (Graham Farish) and OO9 (Narrow Gauge) ranges, plans for which were first outlined in the news pages of our March 2018 issue.

There are lively samples of the Quarry Hunslet 0-4-0STs in OO9, which will include versions as Britomart in Pen-yr-Orsedd Quarry blue livery (photo 1) and Alice in Dinorwic Quarry red (photo 2).



▲ Paul Rice of Bachmann Europe Plc (left) demonstrates tree modelling using Woodland Scenics products.

▲ The MCC Store team (pictured from left to right) includes Sarah Bellavia, Terence Miles, Marcus Kirby and Lily Keeling.



in the form of a Class 25/1 (left) and 25/2 (right).

For N gauge there is an engineering sample of the Class 158 two-car DMU (photo 8), which will be equipped with directional lighting, factory-fitted speakers and Next18 decoder sockets. Two DCC-ready versions are planned, covering BR Regional Railways and ScotRail Saltire livery schemes.

For further details about all of these models, refer to the manufacturer's website:

www.bachmann.co.uk

Also for OO9, there are samples of rolling stock, including the Royal Naval Armaments Depot open-end brake van (photo 3), RNAD van (photo 4), RNAD rebuilt open wagon (photo 5) and RNAD flat wagon with planked ends (photo 6).

For OO there are engineering samples of the latest Type 2 Bo-Bos (photo 7)



▲ 1 – Quarry Hunslet Britomart.



▲ 2 – Quarry Hunslet Alice.



▲ 3 – RNAD open-end brake van.



▲ 4 – RNAD covered van.



▲ 5 – RNAD rebuilt open wagon.



▲ 6 – RNAD flat with planked ends.



▲ 7 – Class 25/1 (left) and Class 25/2 (right) in OO.



▲ 8 – Class 158 DMU in N.

Large shows are back on track!

Report and photos by Steve Flint

When the doors of Hall 5 at the Scottish Exhibition Campus in Glasgow opened at 1030 on Friday 23 February, enthusiasts flooded into the Model Rail Scotland 2022 event heralding the full recommencement of the exhibition calendar after a two-year gap.

Several provincial shows had already tested the post-pandemic event situation, but this was the biggest so far, and much was hanging on its success or failure.

The organisers, members of the Association of Model Railway Societies of Scotland (AMRSS), were banking on two fronts; would the crowds come back in droves, and would the event be clear of any Covid consequences?

Both factors were important pointers for the planning of future model railway shows across the country and thankfully the AMRSS gamble paid off: visitor numbers were down a little on previous years, but not a seismic drop by any measure, and no reports of any concerning health issues emerged afterwards.

Model Rail Scotland was indeed back on track providing a great fillip of encouragement to the wider show circuit across the UK.

Product announcements

As one might expect, new product announcements were subdued, but Locomotion Models, the arm of the National Railway Museum providing exclusive models of prototypes in the National Collection, revealed its latest product: an exclusive edition of Bachmann's OO gauge Class 90 model turned out in DB Cargo red livery as 90 028 Sir William McAlpine.

The BR-built locomotive was named after the famous industrialist and railway preservationist at the National Railway Museum on 11 January 2019. Best known for saving LNER A3 No.4472 Flying Scotsman in 1973 following its failed tour of the US, Sir William McAlpine was a director of his family's construction company, the first chairman of the Railway Heritage Trust, and built his own standard gauge railway at his Buckinghamshire home. He died in 2018 at the age of 82.

A total of 300 DCC-ready versions are available for purchase direct from Locomotion Models at £229.95 each, whilst 200 sound-fitted versions are

available exclusively to members of the Bachmann Collectors Club at £329.95 each. For further details and to order: www.locomotionmodels.com

www.bachmann-collectorsclub.co.uk

Of the other manufacturers, Revolution Trains carried details of its two next planned DMU units; Classes 175 and 180 in both N and OO which it announced prior to the show (see RM April p293), as did Ellis Clark Trains with its O gauge 'Black Five'. Engineering samples of Accurascale's Brush Type 2 variants, also announced previously, were on display on the firm's stand (see RM April p298).

Old friends and new faces

Should auld acquaintance be forgot... It was Scotland after all, and countless reunions with old friends and modellers took place on every corner as enthusiasts met up in person again.

One important 'catch up' was between ourselves and modellers Gordon and Maggie Gravett. Gordon's Arun Quay layout article had previously won the 2019 RAILWAY MODELLER Cup, but as that



▲ Railway Museum Retail Manager Ruth Cubbitt and Ron Jones of Bachmann Europe Plc show off examples of the limited edition Class 90 model in OO.



▲ A belated presentation of the 2019 RAILWAY MODELLER Cup to Gordon and Maggie Gravett.



▲ Bachmann's new recruit - Nick Garner.

was announced in April 2020, right in the midst of the first lockdown, the cup sat on a shelf in the Peco Publications office until the presentation could be made safely.

Many regular trade stands were present, though some long-standing retailers were absent, such as the cheery team from Harburn Hobbies who couldn't access their premises in Leith Walk to load up because the Edinburgh Tramway works had closed most of the street! Proprietor Bob Baird promised that they'd definitely be back in 2023.

One retailer which won't be coming back in 2023, at least not with an independent stand, will be Green Scene. After 34 years of attending shows countrywide, proprietors John and Pat Lloyd recently called it a day and sold the Green Scene business to Squires Model & Craft Tools. The 2022 SEC show was to be their last with the stand.

As they bowed out, some new faces joined the throng for the first time. Nick Garner, who undertook some workplace training with RAILWAY MODELLER in 2019 during his university degree, has taken up the position of Collectors Club Administrator & Exhibitions Officer with Bachmann Europe Plc.

West Hill Wagon Works - a new retailer specialising in 3D printed accessories - made its SEC debut, with staff in eye-catching red uniforms. A selection of the firm's product range was gratefully received and we will be reviewing the items in a future issue.

Anything goes

Just to remind us not to take ourselves too seriously as modellers, some unusual fun exhibits were mixed in cleverly amongst the scale layouts. Jenny Kirk displayed her 'out of this world', mirror imaged rotating layout, fresh from its appearance on the recent



▲ John and Pat Lloyd of Green Scene - this year's event is their last with the stand.



▲ West Hill Wagon Works made its Model Rail Scotland debut with a retail stand at this year's event.



▲ Amongst the more unusual exhibits on display - a T gauge layout made to fit inside a guitar case.



▲ In development for T gauge (1:450 scale) is this tiny model of an 0-6-0T.

▲ The new Peco/Kato small England in 009 was trialed on *Bron Hebog*.

▲ The novel mirror-imaged and rotating layout built by Jenny Kirk with parts created by Paul Tyer.

Members of Warley MRC attended to promote the upcoming 2022 NEC show.



10-part *Hornby: A Model World* TV series. She was accompanied by Paul Tyer of Peedie Models, who helped with creating some of the parts for Jenny's unique exhibit.

Just across the aisle from Jenny, the T gauge stand showed off some novelty layouts; one built into a guitar case, another presented as a fish tank, and an end-to-end layout hidden in a huge baguette... And if those curiosities didn't raise any eyebrows, the firm's proposed new T gauge 0-6-0T loco did. Easily lost in the palm of one's hand, it shows that modellers always do have room for a model railway!

A special appearance

009 modellers eagerly awaiting the arrival of the Kato/Peco small England 0-4-0ST got a special treat when the Peco pre-production sample gave a haulage demonstration on Rob and

David Waller's *Bron Hebog* WHR layout. The model performed ably and for those who missed it at the show, a short video of the run-past can be viewed on the Peco TV YouTube channel (see www.peco-uk.com).

Raring to go!

Also spotted was the Warley NEC 2022 advance party keen to tell the world all about the next big National Show planned for 26 and 27 November at Birmingham's National Exhibition Centre.

Get ready for 2023

It was clearly a brave decision by the AMRSS to reconvene the annual Model Rail Scotland event in the shadow of the pandemic, but with a little faith from all concerned it proved to be both a resounding success and a great relief, and, with renewed optimism, the organisers are already planning for the 2023 show next February.

Model Rail Scotland 2022 layout awards

As is customary for Model Rail Scotland, numerous awards were presented on the Sunday for layouts judged to be the best in their respective categories. Judging was carried out by Patrick Conboy from Accurascale, Steve Flint from RAILWAY MODELLER and Mike Edwards, a presenter from STV (Scottish Television). A Highly Commended award to the best 'fun' layout providing family entertainment went to the team from Rutherglen Model Railway Club for their layout *Stonelaw on Sea*. AMRSS Chairman Archie Brown is pictured presenting the awards.

BEST IN SHOW



▲ Awarded to Brian Thompson for *Kilbowie*.

HIGHLY COMMENDED



▲ Rutherglen MRC for *Stonelaw on Sea*.

BEST ASSOCIATION LAYOUTS



▲ Awarded to Chris Cough of the East of Scotland 4mm Group for *Cadhay Sidings*.



▲ Awarded to Duncan Stewart of the East Neuk MRC for *St Andrews and Guard Bridge*.



▲ Awarded to Ian Mcready of the Scottish Diesel & Electric Group for *Blair Atholl*.

BEST VISITING LAYOUTS



▲ Awarded to Ben Pollard for *Barton Road*.



▲ Awarded to Paul Spencer for *Sploott*.



▲ Awarded to Guy Molyneux for *Oldshaw*.

Biocoal trials on Beer Heights Light Railway

Locomotives on the Beer Heights Light Railway have been used to test biocoal as an alternative to traditional steam coal.

Biocoal is being developed in response to increasing environmental concerns over the use of fossil fuels, at a time when the railway preservation movement is also finding it increasingly difficult and expensive to source conventional coal.

Large-scale coal mining in the UK is due to cease this year, with Ffos-y-fran opencast mine in South Wales expected to close in October, while the government has refused planning permission for new mines or for existing ones to be extended.

As a result, steam railways are now largely reliant on remaining stocks of British coal or imported fuel, the latter having been sourced principally from Russia – but suppliers have recently ceased importing Russian coal as prices hit record highs. Obtaining further coal from this source also appears unlikely in the light of recent events.

Having previously used Ffos-y-fran coal, the BHLR started trials on 10 February using 2-4-2 No.1 Otter, 0-4-2 No.3 Dickie and 2-4-2 No.7 Mr P, burning three types of biocoal: Ecoal 50 and Wildfire Ovoids produced by CPL Industries, and 'Trevithick Welsh Steaming Ovoids' produced by Hargreaves and distributed by Supaheat Fuels, as well as steam coal imported from Kazakhstan.

Ecoal 50 is made of up to 50% crushed olive stones, which cannot

be disposed of in landfill because of the gases produced when they break down. Although the BHLR locomotives steamed well on this fuel, the lumps proved too large for the fireboxes of the 7¼" gauge machines.

At £525 per ton, it is also more expensive than the Kazakhstan coal, the price of which rose from £175 per ton at the end of January to £337 per ton in early March (not including VAT). Furthermore, the locomotives require more biocoal to do the same work; when put into light steam to test its vacuum brake ejector, Mr P used a tenderful of biocoal, whereas the same amount of coal would normally last for a full day of passenger service.

However, trials are ongoing with the 'Trevithick' ovoids, and the BHLR has a ton of these which it will be using in the early part of the operating season. Pecorama reopens to the public on Tuesday 5 April, operating from Tuesdays to Saturdays until 29 October.

BHLR Chief Mechanical Engineer Callum Darraugh said of the 'Trevithick' fuel: "It burns OK and looks to have a good flame – but the steam pressure hangs back, and it produces a lot of ash and clinker."

Biocoal has also been tested extensively at the 15" gauge Bure Valley Railway, and more recently on the Lynton & Barnstaple Railway (using replica Baldwin 2-4-2T No.762 Lyn) and on standard gauge at the Keighley & Worth Valley Railway, using BR Standard 2MT 2-6-0 No. 78022.

www.pecorama.co.uk



▲ All serviceable members of the BHLR steam locomotive fleet were steamed for their annual boiler inspection on 15 March 2022. All photos: Craig Tiley



▲ Clockwise from top: Ecoal 50, Wildfire Ovoids, Kazakhstan steam coal and Trevithick Welsh Steaming Ovoids.



▲ Trevithick Welsh Steaming Ovoids are pictured being trialled with BHLR 0-4-2T No.12 Jools.

Small Englands arrive as 'Bowsider' artwork is revealed

The first stocks of the Ffestiniog Railway small England 0-4-OST+Ts by Kato/Peco had arrived with Peco retailers just prior to this issue going on sale.

The 009 models (photo 1) have been developed jointly by Peco and the Japanese manufacturer Kato, and were reviewed in RM December 2021.

Peco has also revealed the livery artwork for another forthcoming



Ffestiniog Railway model in 009, the 'Bowsider' bogie coaches (photo 2).

First announced in RM March 2020, these models will depict all four of the distinctive Composite vehicles, Nos.17 and 18 (built by Brown, Marshalls & Co. in 1876) and the longer Nos.19 and 20 (supplied by the Gloucester Wagon Company in 1879).

The artwork shows Nos.17 and 18 in Victorian livery (ref.GR-600A) and early preservation-era guise from 1955 to the mid-1960s (ref.GR-900B). Delivery is expected later this year.

Decorated samples have also been produced for Peco's Ffestiniog Railway

quarrymen's coaches (photo 3) and Snailbeach District Railway hoppers (photo 4), both due to be delivered to Peco stockists in April or May.

www.peco-uk.com



Dapol announces plans for pair of saddle tanks in OO and O



▲ CAD diagram of Dapol's O gauge Hunslet Austerity 0-6-0ST.



▲ CAD diagram of Dapol's OO gauge Hawthorn Leslie 0-4-0ST (closed cab).

Dapol has announced two new ready-to-run industrial locomotives – a Hawthorn Leslie 0-4-0ST in OO gauge, and a Hunslet Austerity (LNER Class J94) 0-6-0ST in O gauge.

The Hawthorn Leslie model will be based on locomotives built by the firm between 1899 and 1924. Identities and liveries planned for the first production run are: No.4 Asbestos in green with yellow lining; *Henry* in black with red lining; *Invincible* in maroon with straw lining; No.56 in Port of London Authority blue with yellow lining; NCB blue with straw lining; *Faraday* in green; *Spider* in Black Park Colliery green; Newcastle Electric Supply No.13 with yellow chevrons; and *Wallaby* in Australian Iron & Steel Co. blue. Footplate of Kidderminster has also commissioned an exclusive model of *Marston, Thompson & Evershed* No. 3, preserved at the Foxfield Railway.

Powered by a five-pole skew-wound motor, the model will have a diecast compensated chassis, all-wheel pick-up, and a diecast saddle tank which will lift off to access the Next18 DCC socket. Recommended retail prices will be £117.00 for DCC-ready locomotives and £152.00 with DCC fitted.

An Austerity 0-6-0ST for O

The 7mm scale Austerity will represent the ubiquitous class designed by Robert Riddles for the War Department and introduced in 1943. 377 were built for the military, and after the war the

LNER purchased 75 examples which it classified J94.

The Dapol models will include such detail differences as the extended bunker added to the LNER J94s, and the conical chimney fitted to industrial examples with mechanical stokers. Other features will include working inside motion; opening cab doors and full cab detail; firebox glow; sprung buffers and three-link couplings; a diecast chassis, footplate and saddle tank; and the centre wheelset sprung to improve electrical pick-up.

Planned liveries and numbers are No.8006 in LNER black; No.68023 in BR black with 'BRITISH RAILWAYS' lettering; No.68030 in BR black with early emblems; No.68012 in BR black with late crests; WD black No.75061; Wemyss Private Railway lined brown No.15; NCB lined green *Whiston*; United Steel lined red No.22; Mech Navvies red No.71515; and Longmoor Military Railway lined blue No.196 *Errol Lonsdale*.

Recommended retail prices will be £250.00 (DCC ready), £285.00 (DCC fitted) and £380.00 (DCC sound fitted). Computer Aided Design drawings have been produced for both locomotives, with tooling of the Austerity under way and the Hawthorn Leslie expected to be tooled by this summer.

New liveries have also been announced for Dapol's OO gauge LSWR B4 0-4-0T and Class 73 electro-diesel, and the Class 68 diesel in N.

Manning Wardle and B4 samples

Livery samples have been received for the 7mm scale Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts being released by Dapol under the Lionheart Trains branding (announced in RM November 2021) and Dapol's LSWR B4 0-4-0T in the same scale (announced in RM May 2021).

Six versions of the Manning Wardle are planned, covering all three of the original locomotives in L&BR and Southern Railway liveries. There will also be six versions of the B4, in LSWR, Southern and BR guises.

Van prototypes arrive

Dapol has also received engineering prototypes of three new 12-ton vans in O gauge, for which artwork is now being prepared. They are the standard LMS and GWR designs, and the GWR 'Fruit A' van built for Guernsey tomato traffic from Weymouth to London.

Consisting of a detailed injection moulded body on a diecast chassis, the models will feature brass axle bearing pockets, sprung buffers and coupling hooks, instant or screw couplings, and vacuum brakes where required. LMS, GWR and BR liveries will be applied as appropriate, and the range of standard GWR vans will include the 'Parto' type, fitted with internal partitions to protect the load from damage. More details can be found at:

www.dapol.co.uk



▲ Lionheart Trains L&B 2-6-2T No.761 Taw in SR green.



▲ Dapol O gauge B4 in LSWR livery as No.90 Caen.



▲ Engineering prototypes of Dapol's O gauge 12T vans: left to right are the LMS and GWR standard types, and the GWR 'Fruit A'.

In brief

Milton Keynes exhibition planned

Having been unable to hold an exhibition for the last two years, Milton Keynes Model Railway Society is looking to stage a 'modest' show on 16 July 2022. The group has a two-level OO gauge layout together with multi-gauge test tracks at its Bletchley club room, along with an O gauge layout under construction, and N gauge exhibition layout *Brinklow* (featured in RM November 2020). For more details, see the society's website (currently undergoing rebuilding) or contact newly appointed secretary James Woodley at:

secretary@mkmr.org.uk

www.mkmr.org.uk

Brentwood fair back

Brentwood Toy & Train Collectors' Fair, organised by J&J Fairs, is returning on Saturday 8 October 2022 at The Brentwood Centre, Dodinghurst Road, Brentwood, Essex CM15 9NN, opening from 1000-1400. Admission prices are £4.00 for adults and £3.50 for seniors, with accompanied children admitted free. For further information or to book a table:

Tel: 01522 880 383

New date and venue for Stafford show

Stafford Railway Circle is to hold its 2022 exhibition at Bingley Hall, on the Stafford County Showground, on the weekend of 24 & 25 September. The event was originally scheduled to take place at the showground on 5 & 6 February, but was cancelled. The new venue of Bingley Hall will provide a larger exhibition area, whilst all the group's future exhibitions will be held annually on the last weekend of September. For further details about Stafford Railway Circle and its activities, refer to the group's website at:

www.staffordrailwaycircle.org.uk

Scalefour Society subs price reduced

The Scalefour Society has announced that it is reducing its membership subscription fees for the year 2022-23. Prices have been held at £26.00 for eight successive years, but the price of a year's membership is set to be reduced to £24.00 until 1 March 2023. Scalefour Society members receive a glossy magazine five times a year, access to the Scalefour stores and online forums, a digital handbook, and much more. For Society members whose subscription is paid by direct debit, a discount of £2.00 will continue to be applied. Further information about the Scalefour Society, including details of how to join as a member, are available online via the Society's website:

www.scalefour.org/join

Shop News

Furness Models sets up shop in Ulverston post office

Furness Models has opened a new shop in Ulverston – in the unusual location of the town's post office.

The opening of the new premises, on 14 February 2022, follows five years of trading from an office and stock room, via an online auction shop, and attending exhibitions throughout Northern England. The post office is a five-minute walk from Ulverston station and on the main Kendal-Barrow bus route.

Until now, the firm has mainly sold quality pre-owned models, as well as specialising in North American HO gauge. However, proprietor Simon Mott said: "We are still concentrating on British and American pre-owned models, but are now also stocking new products from Bachmann, Hornby, Gaugemaster, Dapol, Heljan and Metcalfe, and we have just finalised discussions with Walthers in the US to import their product portfolio."



▲ What at first glance appears to be a normal post office in Ulverston...



▲ ...now also houses the Furness Models shop. Photos: Furness Models

He added: "We will continue to sell pre-owned models through our eBay shop and soon new models will be available through our website."

Opening hours are 1000-1700 on Mondays, Tuesdays, Thursdays and Fridays, and 1000-1300 on Saturdays.

Furness Models
The Post Office
County Square, Ulverston
Cumbria LA12 7TN

Tel: 01229 580 804
Mob: 07736 390 913
Email: simon@furness-models.com
www.furness-models.com

More Brush Type 2 liveries and details from Accurascale

Accurascale has announced further livery options and detail differences on its forthcoming OO gauge Brush Type 2 (TOPS Class 30/31) diesel, announced in the April issue.

Four new models will feature the London Underground trip-cock gear fitted to 61 examples of the class, based at Hornsey, Finsbury Park and Hitchin, for use on suburban services from Moorgate via the Widened Lines to Welwyn Garden City and Hertford North. Designed to stop a train automatically if it passes a signal at danger, the trip-cock equipment can be distinguished on the Brush Type 2 by an operating lever on the right-hand side of the bufferbeam cowl.

Six of the trip-cock-fitted locomotives also received Whitaker-style tablet catchers in the early 1960s for use on the High Dyke iron ore branch in Lincolnshire, retaining the recesses into the 1980s, long after the catchers themselves had been removed. Another eight examples were fitted with electric train heating equipment between 1971-75 for empty coaching stock workings from King's Cross and other London termini, becoming Class 31/4.

Offering these details for the first time on a ready-to-run model, Accurascale will produce the following: D5615 in BR green with small yellow panels, trip-cock gear and Mirrlees exhaust; No.5674 in BR green with full yellow ends, trip-cocks and tablet catcher recess; 31 402 with trip-cocks and a prototypical extra roof panel; and 31 248 with trip-cocks and tablet catcher recess.

DCC sound will be an option on all models except D5615, which had the original Mirrlees engine. This model will also receive DCC sound if Accurascale



▲ Accurascale's Brush Type 2 as D5615 in BR green with small yellow panels.



▲ Accurascale's 31 248 in BR blue livery.

can find an operational Mirrlees power unit to record.

Delivery is expected in the second quarter of 2023, not 2022 as we incorrectly stated in the last issue. Orders can be placed at: www.accurascale.co.uk

RPSI Mk.II coaches from IRM
Accurascale's sister company Irish

Railway Models is producing a limited run of OO gauge Mk.IIb coaches in Railway Preservation Society of Ireland green livery, to raise funds for the preservation group.

Formed in 1964, the RPSI runs steam and diesel-hauled railtours across the Irish rail network, both north and south of the border, formed of its rake of Mk.II stock in its own distinctive house livery

of dark green with red and yellow lining. However, it has been unable to operate any tours for the last two years because of the pandemic, cutting off one of its main income streams; as a result, funding from a series of limited edition models has proved a vital lifeline.

The new IRM triple pack consists of Mk.IIb Griddle Car No.547, FK (First Corridor) No.181 and SO (Second Open) No.300 (pictured), complementing a previously commissioned set of three Mk.IIa vehicles.

Produced from IRM's first Irish-outline coach tooling, the Mk.IIb stock will feature full interior lighting, close coupling, and prototypical B4 bogies allowing for conversion to 21mm gauge, representing the Irish network's 5' 3" gauge.

Strictly limited to 300 sets, with numbered certificates, the coaches are expected to arrive in the fourth quarter of this year. The recommended retail price will be €219.99, with proceeds to be donated to the RPSI. Available exclusively via IRM, they can be pre-ordered from the manufacturer's website. Go to: www.irishrailwaymodels.co.uk



▲ Irish Railway Models' Mk.IIb SO No.300 in RPSI green.

Gaugemaster vouchers to be won in fairytale competition

Gaugemaster is holding a competition for modellers to create dioramas using Noch's new sets of fairytale figures.

The range includes HO scale figures from classic stories such as Little Red Riding Hood, Hansel and Gretel, and Cinderella. Modellers can create scenes using any of these sets, and scenic products from the Gaugemaster, Noch or Faller ranges, with the results being

judged on their creativity. The first prize will be a £25.00 Gaugemaster voucher, with the second and third prizes being £15.00 and £10.00 vouchers respectively.

To enter, email photos of the diorama to competitions@gaugemaster.com, along with approximately 200 words describing how it was built and the product codes of the items used. The closing date is Friday 20 May 2022.



▲ Noch's Little Red Riding Hood set, complete with huntsman, grandmother and wolf.

New GWR wagons in OO from Rapido as Co-Bo and containers make progress



◀ A sample of the Diagram V6 'Iron Mink' in OO gauge.

In addition there is a Diagram 021 four-plank open wagon. ▶



Rapido Trains UK has announced two new GWR wagons in OO gauge – the Diagram V6 'Iron Mink' van and Diagram 021 four-plank open.

Timber shortages forced the GWR to investigate building metal vans, with the 8-ton 'Iron Mink' being introduced in 1888 and over 4,000 constructed up to 1901. They were used across the British railway network, being recorded as far north as Inverness, and examples survived into revenue and Departmental service with BR. Their metal construction also made them ideal for use as gunpowder vans in both world wars.

Rapido's tooling caters for three different types of door and end ventilator, as well as three different arrangements of brakegear. Liveries will include GWR grey, 'SALVAGE FOR VICTORY' blue and gunpowder van black, together with BR grey and Departmental guises. Rapido will also offer several other liveries – such as Cambrian Railways red and Portland Cement yellow – which, while not authentic to the Diagram V6 'Mink', were applied to similar metal-bodied vans.

Rapido has also taken the opportunity to produce the Diagram 021 four-plank open wagon, which shares the same underframe as the 'Iron Mink'. Introduced in 1886, these were among the GWR's most numerous open wagons, with over 18,700 on the company's books in 1927. GWR grey liveries are planned, with a range of different lettering, including one with BR insignia.

Both wagons are at the engineering prototype stage, with production expected to start in the summer. The order book closes on 1 June.

'Condor' engineering prototypes

The manufacturer has also revealed engineering prototypes of its forthcoming N gauge BR Class 28 Co-Bo and 'Conflat P' container wagons, which will go together to recreate BR's famous Anglo-Scottish 'Condor' express freight train service.

Announced in the January 2021 issue of RM, the Co-Bo is the first ever 2mm scale ready-to-run model of the Metropolitan-Vickers Type 2. The tooling for the Rapido model will

represent the locomotives in post-1961 condition, after they were rebuilt with flat cab windows. Models will be equipped with a Next18 decoder socket and directional lighting, whilst prices are set at £119.95 DCC-ready and £219.95 sound-fitted. Confirmed liveries are D5700 and D5709 in BR plain green; D5705, D5711 and D5713 in BR green with small yellow panels; D5707 in BR green with full yellow ends; and D5701 in BR blue with full yellow ends.

The 'Conflat P' wagons will be produced in BR bauxite, with Type A and Type BD containers in BR crimson or BR bauxite with 'Door to Door' branding, each with unique running numbers (details of which are listed on the manufacturer's website) priced £29.95 each or £87.95 for triple packs. The order deadline for the Co-Bos and 'Conflat Ps' is 1 May.

More dynamometer cars

Finally, Rapido Trains UK has announced another production run of the LNER dynamometer car (reviewed in RM September 2018), with permission from Rails of Sheffield, for whom the model was originally produced. Three teak finishes will be applied: 1928-1938 condition as No.23591; post-1946 guise as No.902502 with lining, covering the 1948 Locomotive Exchanges period; and post-1949 BR condition with Gill Sans lettering. All three can be ordered now at a recommended retail price of £139.95.

For more information about all of the aforementioned models, see the manufacturer's website: www.rapidotrains.co.uk



▲ Samples of the Class 28 Co-Bo and 'Conflat P' wagons in N gauge.

New 2-6-2T Russell in OO9 from Fourdees

OO9 manufacturer Fourdees is producing a limited run of its Hunslet 2-6-2T *Russell*, depicting the locomotive following its first preservation rebuild.

The original model (reviewed in RM December 2018) represented the Portmadoc, Beddgelert & South Snowdon Railway/Welsh Highland Railway locomotive in its as-built 1906 condition (and the form to which it has now been restored). However, the new version models the engine circa 1990, after its initial restoration at the Welsh

Highland Heritage Railway (Porthmadog) during the 1980s, with detail differences including welded tanks, dual air and vacuum brakes, shortened coal bunkers, different cab steps and no sanding gear.

Like the existing model, it is powered by an N gauge Graham Farish Class 08 mechanism, but has received some chassis upgrades over the previous version. Built and painted by hand in the UK, it has brass body panels, custom etched motion, separately fitted parts and a detailed cab interior.

The model costs £357.50, plus £10.00 for insured post and packing, and can be purchased from: **Fourdees Limited** 57 Wentworth Road, Blacker Hill, Barnsley S74 0RP www.fourdees.co.uk



Coming next month

June 2022 –
Out Thursday 12 May

Princetown and Yelverton

A journey across Dartmoor in OO

Railway of the Month

Holm Road Depot

A compact diesel scene in O

West Street Station

A modern scene with a multitude of cameos in OO

inside

• **BARHALL JUNCTION**
An extensive transition era empire modelled in N gauge

• **THE 2MM ASSOCIATION AT 60**
Marking the Diamond Jubilee of this esteemed modelling organisation

• **G&SWR 279 CLASS 0-6-0**
Drawn & Described in 4mm scale

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.

JULY 2022 issue deadline: May 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 16 April

ILFRACOMBE, Devon

Organiser: Ilfracombe Model Railway Society.
Venue: The Landmark Theatre, Seaford, 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

Saturday 16 & Sunday 17 April

GAINSBOROUGH, Lincolnshire

Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough,

Lincolnshire DN21 1BE.

Admission: Adults £4.00, children £3.00, seniors £3.00, family (2+2) £10.00.
Features: Open day with O gauge East Coast Main Line layout in operation.
Contact: Barry Hodgkinson 01427 610475 www.gainsboroughmodelrailway.co.uk

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



Richard Harper's P4 layout *Sidmouth* (see RM June 2017) will be on show at the EM Gauge Society's exhibition at Bracknell on 14 & 15 May. Here, Drummond M7 0-4-4T No.30044 approaches the former LSWR terminus with the branch train from Sidmouth Junction. Photo: Paul Bason

(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

CREWE, Cheshire

Organiser: Swiss Railways Society.
Venue: Crewe Heritage Centre, Vernon Way, Crewe CW1 2DB.
Open: 1000-1600 (society AGM 1300).
Admission: Free to society members, £2.00 donation for non-members.
Amenities: Free parking, disabled access, tea and coffee on site, Tesco Extra cafe next door.
Features: *Alpenbahn* (N), *Chamossaire* (SBB/BLS N), *Kleine Schweiz* (RhB N), *Preuninger Alm* (Austrian HOe), *Santa Maria* (RhB HOm), model postbus display, society sales stand, bring and buy, trade stands.
Contact: www.swissrailsoc.org.uk
Email: agm@swissrailsoc.org.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), *Clyde Valley Railway* (OO9), *Llandecwyn* (OO9), *Tan-y-Llyn* (OO9), *Sandy Shores* (OO9), *Turtle Bay* (OO9), *Ulvaryd* (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, Welwyn 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 Leigh* (OO9), *Crocklethorpe* (OO), *Kinross* (OO), *Frinsbury* (N), *Middleton in Teesdale* (OO), *Havill 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

Saturday 23 & Sunday 24 April

SCARBOROUGH, North Yorkshire

Organiser: Scarborough & District Railway Modellers.
Venue: Newby and Scalby Community Hall, Scalby Road, Scarborough YO13 0RA.
Open: Saturday 1000-1700
Sunday 1000-1530
Admission: Adults £6.00, children free when accompanied by an adult.
Amenities: Free parking, hot and cold food.
Features: *Annerley* (N), *Chester Road* (OO), *Durham Street* (O), *Guisborough* (OO), *Millfield Yard* (N), *Possil Halt* (OO), *Raventhorne* (O), *Summer's Mill* (OO9) Thomas layout (OO), demonstrations, trade stands.
Website: sdmweb.co.uk

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: Open day - layouts in all scales.
Contact: 07726 464043 (daytime).
Website: www.keighley-mrc.org.uk

New email address for show notices clubs@railwaymodeller.co.uk



Friday 29 & Saturday 30 April, Sunday May 1

THORNBURY, Bristol

Organiser: Warners/Association of Model Railway Clubs Wales & West of England.

Venue: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB.

Open: Friday 1230-1900
Saturday 1000-1700
Sunday 1000-1630

Admission: Adults £12.00, children (5-16) £7.00, family (2+3) £35.00.

Amenities: Disabled access, catering.

Features: 35 layouts, demonstrations, trade stands.

Website: www.bristolmodrailfx.uk

Saturday 30 April

TENTERDEN, Kent

Organiser: City of Canterbury MRS.

Venue: St Mildred's Church, Tenterden TN30 6AT.

Open: 1000-1630

Admission: Adults £5.00, children (5-15) £2.00, under 5s free. Event held to raise funds for church improvement project.

Amenities: Tea, coffee and cake available. Church tower open for extra fee.

Features: Bigbury (OO), Dyddley Junction (N), Lockdown Sidings (OO), Lemanis Light Railway (OO9), Exe Halt (N), Mariaholtz-Klabondorf (HO), Cliffs End Pegwell Bay (O), Southwark Bridge (N), Durston (OO), and Tidmouth (N Thomas), trade stands.

Contact: Jeremy Kennett 07443 658102

Email: ccmrs.shows@gmail.com

Website: www.ccmrs.co.uk

Facebook: www.facebook.com/ccmrs1/

Saturday 30 April & Sunday 1 May

BRADFORD, West Yorkshire

Organiser: Bradford MRC.

Venue: Motive8 College, SBVC, Huddersfield Road, Wyke, Bradford BD12 8AA.

Open: 1000-1600

Amenities: Parking, 2 disabled spaces.

Features: Layouts to be confirmed.

Website: bradfordmrc.org

Sunday 1 May

BIRMINGHAM, West Midlands

Organiser: Birmingham MRC.

Venue: Birmingham MRC clubhouse, Cadbury Drive, Castle Vale, Birmingham B35 7JE.

Open: 1000-1600

Admission: Adults £1.00, children 50p.

Amenities: Free parking at swimming pool car park in front of club on Farnborough Road, refreshments.

Features: Open day with 5 layouts in O, OO, N and HOe, static displays, sales stand.

Contact: 07766 923361

Sunday 1 May

BROXBORNE, Hertfordshire

Organiser: Hoddesdon Model & Railway Club.

Venue: Broxbourne Meadows, Mill Lane,

Farnham & District MRC's 7mm scale Haydon Square will appear at South West Herts MRS' Bushey show on 7 May. Set in the East End of London in the 1950s, it was featured in RM September 2020. Photo: Steve Flint

Broxbourne, Herts EN10 7AX.

Open: 1000-1600

Features: Club open day.

Contact: 01707 898420

Email: info@hoddesdonmrc.co.uk

Monday 2 May

SKELTON, Cleveland

Organiser: Cleveland MRC.

Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ (off A174 at ASDA, on Arrivabus routes 5 & X3a at 'Skelton, Hollybush').

Open: 1000-1600

(Club hours are 1000-2000 Tuesdays & Thursdays, 1000-1400 Saturdays; visitors & new members are always welcome)

Admission: Day membership £1.00, children 50p.

Amenities: Free parking, refreshments, disabled access except mezzanine.

Features: Open day with several layouts working and under construction, displays and club sales.

Website: www.clevelandmrc.club

Saturday 7 May

BUSHEY, Hertfordshire

Organiser: South West Herts MRS.

Venue: Queens School, Aldenham Road, Bushey, Herts WD23 2TY.

Open: 1000-1630

Admission: Adults £7.00, children £3.00, accompanied children under 15 free.

Amenities: Cafeteria.

Features: Ashurst Brickworks L R (OO9), Oakley Green (OO), Warren Hill (O), Weltham Mitey (O), St Pankraz in Stiermark (HO), Thomas Town (OO), Hobbs Row Halt (OO9), Grazeller Bahn (HOe), St Paddy (OO), St Mary Mead (OO), Ruffles Road (OO), Small n working (N), Nightlayer's Drove (OO), Haydon Square (O), Schweizer Kleinstadt (Z).

Website: www.southwesthertsmrs.org.uk

Saturday 7 & Sunday 8 May

CARNFORTH, Lancashire

Venue: Carnforth Station Heritage Centre, Warton Road, Carnforth, Lancs LA5 9TR.

Open: 1000-1600

Admission: Adults £2.50, accompanied children under 16 free.

Amenities: Accessible by rail from Manchester, Preston, Leeds and Barrow or by bus from Lancaster and Kendal. Car park nearby. Carnforth Models and Brief Encounter Bistro & Bar open all weekend.

Features: At least 7 layouts, trade stands.

Contact: 07967 743126

Sunday 8 May

LEEDS, West Yorkshire

Organiser: Leeds MRS.

Venue: Leeds MRS clubrooms, Westfield House, Broad Lane, Bramley, Leeds

LS13 3HA.

Open: 1000-1600

Admission: Free.

Features: Open day to view progress on current club layouts in O, OO and N, and members' layouts.

Website: leedsmrs.org

Saturday 14 May

LLANGOLLEN, Denbighshire

Organiser: Llangollen Garden Railway Festival.

Venue: Pafiliwn Llangollen Pavilion, Abbey Road, Llangollen LL20 8SW.

Open: 1000-1630

Admission: Adults £10.00, up to 3 children free with each fee-paying adult (unaccompanied children under 16 not admitted).

Amenities: Bus service to Llangollen every 30 minutes from Ruabon railway station, disabled access, catering.

Features: NWAG exhibition layout (G), Glyn Valley Tramway (16mm), Hampton End (G), Kingsdown Road (32mm gauge, 16mm scale live steam), Pentre (16mm scale, 32mm and 45mm gauge), Phurcombe Hall (16mm), Neston Colliery Platway (SM32), Playmobil layout (G), ride-on live steam railway TBC, G Scale Society, Modular Layout Group, trade stands.

Website: www.lgrf.co.uk

Saturday 14 May

LUDLOW, Shropshire

Organiser: Craven Arms & District MRC.

Venue: Ludlow Racecourse, Bromfield, Ludlow SY8 2BT.

Open: 1000-1600

Admission: Adults £5.00, children under 16 free (accompanied by an adult).

Amenities: Free parking, disabled access, light refreshments.

Features: Up to 18 layouts and displays, trade stands.

Facebook: www.facebook.com/CADMRC/

Saturday 14 May

SOMPTING, West Sussex

Organiser: Sompting & District MRC.

Venue: Sompting Village Hall, West Street, Sompting BN15 0BE.

Open: 1000-1630

Admission: Adults £3.50, children £1.00.

Amenities: Free parking, refreshments.

Features: Layouts in OO, N and OO9.

Website: www.somptingdistrictmrc.co.uk

Saturday 14 & Sunday 15 May

BRACKNELL, Berkshire

Organiser: EM Gauge Society.

Venue: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE. ¾ mile from Bracknell railway station.

Open: Saturday 1030-1730

Sunday 1000-1630

Admission: 2-day ticket £10.00, EMGS

members £8.00.

Amenities: Free on-site parking, level access, catering.

Features: Brixham (EM), Dewerstone (EM), Kirkmellington (EM), Plumpton Green (P4), Shwt (EM) Sidmouth (P4), South Pelaw (EM), Westcliff (EM), EM and P4 test track, finalists in Chairman's Challenge EMGS Track Competition, demonstrations, EMGS Stores, members' second-hand sales, society and trade stands.

Contact: expoem@emgs.org

Website: www.emgs.org

Saturday 14 & Sunday 15 May

GLENROTHES, Fife

Organiser: Glenrothes MRC.

Venue: Lomond Centre, Woodside Way, Glenrothes KY7 5RA.

Open: Saturday 1000-1700

Sunday 1030-1630

Admission: Adults £4.00, over-60s £3.00, children £2.00, family (2+2) £11.00.

Amenities: Free parking, disabled access.

Features: Layouts and trade stands.

Contact: Angus Stewart 01334 475311

Saturday 14 & Sunday 15 May

HAYLE, Cornwall

Organiser: Hayle Railway Modellers.

Venue: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: £5.00 (under 14s free).

Amenities: Pay and display car park, refreshments.

Features: South Terrace, Surrey Park, Fabine, Creedyford, Dundell (all OO), Blackberry Hill, Riverfield, Descanso Farm, Longreach III, Poppingham, Lyskerris, Treharry St Martin (all N), Woolbridge (O), trade stands.

Website: www.haylerail.co.uk

Saturday 14 & Sunday 15 May

STAMFORD, Lincolnshire

Organiser: Market Deeping MRC.

Venue: Stamford Welland Academy, Stamford PE9 1HE.

Open: 1000-1600

Admission: Adults £6.00, children £3.00, family (2+3) £15.00.

Amenities: Refreshments and bar.

Features: Over 20 layouts, traders.

Website: www.mdmrc.org/stamford-2022

Saturday 14 & Sunday 15 May

TROON, South Ayrshire

Organiser: Kyle MRC.

Venue: Walker & Concert Halls, 8 South Beach, Troon KA10 6EF.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: Adults £4.00, children and concessions £3.00, family (2+2) £11.00.

New email address for show notices **clubs@railwaymodeller.co.uk**

Amenities: Local buses, 5 minutes' walk from Troon railway station, parking, disabled access, hot and cold refreshments.
Features: 6 layouts including N, O09, O0 and O gauges, 6 traders.
Contact: kylemrc0@gmail.com
Website: <https://kyle-model-railway-club.business.site>

Saturday 21 May **ELY, Cambridgeshire**

Organiser: Ely & District MRC.
Venue: Ely College, Downham Road, Ely CB6 3DY. 30-minute walk from Ely station. Bus service No.9 calls near the station and passes the venue.
Open: 1030-1630
Admission: Adults £6.00, children (5-16) £3.00, under 5s free, family (2+2) £15.00.
Amenities: Free parking, refreshments, disabled access except to stage in main hall.
Features: 14 layouts, outside live steam, demonstrations, trade stands.
Contact: 01353 721280
Website: www.elymrc.org.uk

Saturday 21 May **WORTHING, West Sussex** **'SWING' (Small Wonderful Industrial & Narrow Gauge)**

Organiser: South Downs Group of the 7mm Narrow Gauge Association.
Venue: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1JX.
Open: 1000-1630
Admission: Adults £6.00 (£5.00 if booked in advance), 7mmNGA and Gauge O Guild members £5.00, children free (under 14 and accompanied by an adult). Supporting Chestnut Tree House Children's Hospice and Guts UK.
Amenities: 15 minutes' walk from Durrington-on-Sea station, free parking, full step-free access, refreshments.
Features: 15 industrial and narrow gauge layouts, 10 traders, 4 society stands and 2 demonstration stands.
Website: <http://swing.model-railway.org.uk/exhibition.php>

Saturday 21 & Sunday 22 May **JARROW, Tyne & Wear**

Organiser: Jarrow MRC.
Venue: Primrose Community Association, Lambton Terrace, Jarrow NE32 5QY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £6.00, children £3.00, family (2+2) £14.00.
Amenities: Free on-site parking, disabled access, refreshments.
Features: 15 layouts and 7 traders.
Contact: John Forster 07730 434176
Email: eric.cleamond@gmail.com
Website: www.jarrowmrc.org

Saturday 21 & Sunday 22 May **LUTTERWORTH, Leicestershire**

Organiser: Lutterworth Railway Society.
Venue: Sports Centre, Coventry Road, Lutterworth LE17 4RB.
Features: Lutterworth Railway Society 50th Birthday Model Rail Exhibition.
Contact: Dave Hanger 01455 203307
Website: www.lutterworthrailwaysociety.co.uk

Saturday 21 & Sunday 22 May **ORPINGTON, Kent**

Organiser: Neil McGrath, Orpington & District MRS.
Venue: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, Kent, BR6 7PQ.
Open: 1000-1600
Admission: Adults £5.00, Children (under 16) £1.00.
Amenities: Free parking, cafe.
Features: 10+ layouts, 1 trader, large club

second-hand shop, loco clinic.
Contact: exhibition@odmrs.uk

Saturday 21 & Sunday 22 May **ROBERTSBRIDGE, East Sussex**

Organiser: Rother Valley Railway Supporters' Association.
Venue: Robertsbridge Village Hall, Station Road, Robertsbridge TN32 5DA.
Open: 1000-1600
Admission: Adults £4.00, accompanied children free, return free on Sunday with Saturday's ticket.
Amenities: Free parking at hall, limited street parking, adjacent to main line railway station with pay-and-display car park and services from London, Tonbridge and Hastings. Disabled access, refreshments.
Features: Layouts, sales stands, railwayana shop, visitor centre displays. Adjacent to Rother Valley Railway station.
Website: www.rvr.org.uk

Saturday 21 & Sunday 22 May **SHEFFIELD, South Yorkshire**

Organiser: Neepsend MRS.
Venue: Grenoside Community Centre, Sheffield S35 8PR.
Admission: Adults £6.00, children £3.00, family (2+2) £15.00.
Amenities: Free parking, disabled access, refreshments.
Features: Effingham Street (OO finescale/OO9), Clayton End Signalman (OO), Kleine Schweiz (N), Marsh Green (OO), London Road (OO), Burnroyd Works (OO), Bryony Lane (OO), Cleethorpes Trams (OO), Kennington Cross (OO), Arnold Lane (OO), Culm (EM), Cheadle Ridge TMD (OO), Ripponden (N), Batterdale (N), Dangle End (On30), Metcalfe Castle (N), Triang TT demonstration, trade stands, ride-on steam railway.
Website: neepsendmrs.weebly.com

Saturday 21 & Sunday 22 May **WILTON, Wiltshire**

Organiser: Salisbury & South Wilts RS.
Venue: Michael Herbert Hall, South Street, Wilton, Salisbury, Wiltshire SP2 0JS.
Open: 1030-1630
Admission: Adults £5.00, children £2.00 (1 child free with each paying adult).
Amenities: Local car parks and free street parking. Wheelchair access to main hall, toilets and refreshments area – access to stage is by a short flight of stairs.
Features: Layouts, traders; garden railway a short walk from hall (weather permitting) but not suitable for wheelchairs or pushchairs.
Contact: www.facebook.com/SSWRailSoc/

Saturday 28 May **BILLERICAY, Essex**

Organiser: Billericay MRG.
Venue: Hannakins Farm Community Centre, Rosebay Avenue, Billericay CM12 0SY.
Open: 1000-1600
Admission: Adults and unaccompanied children £5.00, concessions £4.50, under-18s £3.00, under 5s free, family £13.00.
Amenities: Parking, wheelchair access, refreshments.
Features: 11+ layouts, demonstrations, trade stands.
Contact: 07767 390172
Email: exhibitionmanager@billericaymrg.org

Saturday 28 May **TONBRIDGE, Kent**

Organiser: Tonbridge MRC.
Venue: Medway Hall of Angel Centre, Tonbridge TN9 1SF.
Open: 1000-1600
Admission: £2.00 (under 15s free).
Amenities: Wheelchair access.
Features: Approximately 6 club and members' layouts, displays, club sales stand, children's have-a-go layout.

Contact: Roy Prentice 01892 527199
Website: www.tonbridgemrc.com

Saturday 28 & Sunday 29 May **BROADSTAIRS, Kent**

Organiser: Crampton Tower Museum (dedicated to locomotive designer Thomas Crampton).
Venue: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB.
Open: 1000-1600
Admission: Adults £3.00, children £1.50, family (2+2) £7.50. (Includes museum entry.)
Amenities: Pay and display car park nearby (free on Saturdays). Next to Broadstairs railway station and on bus routes.
Features: 6 visiting layouts, 7 permanent layouts, children's ride-on railway (weather permitting), sales stands.
Website: www.cramptontower.co.uk

Saturday 28 & Sunday 29 May **BROCKENHURST, Hampshire**

Organiser: New Forest MRS.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hants SO42 7RY.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: Adults £5.00, children (5-16) £3.00, family (2+2) £13.00.
Amenities: Approximately 10 minutes' walk from Brockenhurst station. Free parking, full disabled access, refreshments.
Features: Working layouts, displays and trade stands. Extra, larger exhibition area in addition to two main halls.
Contact: Steve Brigden 01425 673668.

Saturday 28 & Sunday 29 May **COSSINGTON, Leicestershire**

Organiser: Leicester MRG.
Venue: Open days at Leicester MRG club room, Main Street, Cossington LE7 4VU.
Open: 1100-1700
Admission: £5.00 (all proceeds to a local charity).
Amenities: Tickets include parking, programme and admission to Cossington Open Gardens weekend. Refreshments available at several gardens and clubhouse.
Features: 5 layouts and multi-gauge test track in operation.
Website: www.lmrg.co.uk

Saturday 28 & Sunday 29 May **GLASGOW**

Organiser: Strathclyde O Gauge Group.
Venue: Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE.
Open: Saturday 1000-1600
Sunday 1100-1600
Admission: Adults £6.00, accompanied children free.
Amenities: Halls are opposite Pollokshaws West station on the East Kilbride/Barrhead lines or 5-10 minutes walk from Shawlands station on the Cathcart Circle line. Bus services 57 (First) and 3 (McGills) pass the door. By car follow the signs for the Pollok Country Park & Burrell Collection from M77 Junction 2 or M8 Junction 22 – the halls are on the opposite side of the road. There is free off-street parking and a café.
Features: 'GlasGOW 2022' – Scotland's major Gauge O event, with layouts, a test track, demonstrators and bring & buy.
Contact: Bob McLay on 0141 637 4189 or Bill Campbell at wcampbell23@yahoo.co.uk

MEETINGS

Thursday 21 April – 1930

Lutterworth Railway Society
W.J. Bassett-Lowke - A Pastime Today, a Business Tomorrow by Douglas Goddard
Venue: Lutterworth Bowls Club, Coventry Road, Lutterworth LE17 4RB.
Contact: Dave Hanger on 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 21 April – 1930

Marlow & District Railway Society
Living with the West Somerset Railway in Challenging Times by Tim Edmonds
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End, SL8 5SX or on Zoom.
Entry: Free for members, £3.00 for non-members.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390

Monday 25 April – 1930

Bubwith, Yorkshire
New group for anyone interested in railway modelling and/or railways in general – new members and visitors welcome.
Venue: Bubwith Leisure Centre bar, Main St, Bubwith, Selby YO8 6LX.
Contact: steve.grantham1@btinternet.com

Tuesday 26 April – 2000

Gauge O Guild
An evening with Ian Allen discussing track topics and Templot
Venue: On Zoom.
Entry: Free for members, £2.00 for non-members. Booking essential via www.gaugeoguild.com

Thursday 5 May – 1930

Lutterworth Railway Society
Railways of Northamptonshire Part 5: SMUR by Barry Taylor
Venue: Lutterworth Bowls Club, Coventry Road, Lutterworth LE17 4RB.
Contact: Dave Hanger on 01455 203307
www.lutterworthrailwaysociety.co.uk

Monday 9 May – 1930

Lincoln Railway Society
One More Glimpse by Robin Coombes
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: Non-members welcome, fee £3.00.
Contact: 01522 698085 or email grahamlightfoot1948@gmail.com

Tuesday 10 May – 1930

Wells Railway Fraternity
To Scotland for Steam: Part 2 by Brian Arman
Venue: Wells Town Hall.
Contact: Andrew Tucker 01749 830695

Tuesday 10 May – 2000

Enfield Transport Circle
UK Preserved Steam 1968 to Present.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.
Entry: £4.00 donation.
Contact: <https://tetc.chessck.co.uk>

Thursday 19 May – 1930

Lutterworth Railway Society
Simon Kohler from Hornby
Venue: Lutterworth Bowls Club, Coventry Road, Lutterworth LE17 4RB.
Contact: Dave Hanger on 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 19 May – 1930

Marlow & District Railway Society
Passenger Services down the Years - A Ninth Colour Rail Journey by Paul Chancellor
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End, SL8 5SX or on Zoom.
Entry: Members free, non-members £3.00.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390

Thursday 26 May – 2000

Gauge O Guild
Building Diesel Locos from Scratch with Steve Hoather
Venue: On Zoom.
Entry: Free for members, £2.00 for non-members. Booking essential via www.gaugeoguild.com

New email address for show notices **clubs@railwaymodeller.co.uk**

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YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn. Tel: 01492 518 709.

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

SWANAGE MODEL RAILROADING CENTRE - N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. Other times by appointment please call John on 07956 973 072.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.20. 12V motor. Enclosed all-metal gearbox. Automatic Indexing - stops automatically at each exit. (Currently only for

PECO LK-55/LK-555) 10 Exit version £74.99, 32 Exit Roundhouse Version £79.99. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 - afternoons only.

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. Email Bob@zetlandmodelrailways.co.uk

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. Tel: 01444 413723 Email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

GOOD SELECTION OF RAILWAY PERIODICALS. Model Railways and Prototype. We buy and sell. See website at www.railmags.org

MIDDLETON PRESS - published on 2 April NEWMARKET TO HAUGHLEY AND LAXFIELD. Recently Published - CARLISLE TO BEATTOCK, BOLTON TO PRESTON, HULL TO SCARBOROUGH. All albums £18.95 FREE P&P each (UK) MAIL ORDER SERVICE. Cheque, Visa or Mastercard. Write or telephone for latest brochure. Middleton Press, 126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ Tel: 01730 813169. Email: sales@middlettonpress.co.uk www.middlettonpress.co.uk

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. See www.aardstorm-models.com

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk

BASEBOARDS BUILT IN TOP QUALITY PLY. Also trestles and legs built. Friendly help & advice available. Delivery & Assembly possible. Based in Hampshire. Phone Phil 07305 632 546.

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452. Email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Triang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. **BARRY JONES**, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: **MJH MODELS**, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. Tel: 01491 681 262. Email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! **S&J MODELS**. Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. **PAUL CULL**, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED - SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. 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

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. **Rails of Sheffield** 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436. www.railsofsheffield.com

WANT TO SELL YOUR TRAINS - ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to **CLAIRE CLARKE**: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclark@aol.com Tel: 01691 772 969.

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

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through **LYME BAY HOLIDAYS**. Website: lymebayholidays.co.uk Tel: 01297 443363

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 23rd May from 12 noon.

PLEASE NOTE - Because of the present situation this will be an **INTERNET ONLY AUCTION** plus our usual commission and phone bids. This is a model railways auction only. Our buyers premium 16% plus Easylyve charges. For further information please visit our website www.uktoyauctions.com. Tel: 01270 652773, 07484 670385.

FOR SALE - CRAFTSMAN AND WILLS BOXED LOCO KITS, ETCHED BRASS AND WHITE METAL unopened - all Eastern Region. For list call 01928 567 128.

FOR SALE - OO LOCOS, ROLLING STOCK AND COACHES - email me at alan.east@mail.com for list.

RETIRED MODELLER MUST DOWNSIZE 70 YRS ACCUMULATION - LOCOS, COACHES, TRACK, BOOKS, scales 2mm to 20mm some NG. Phone **MICHAEL**: 01386 554 932 (Worcestershire).

O GAUGE IVATT CLASS 2, 2-6-2T BR BLACK, NICKEL SILVER KIT, MSC motor, etched gear box, good runner £450. Call **Rob Brassington** on 07525 141 515, Wiltshire.

I HAVE MY LATE FATHER GEOFF HOLT'S O GAUGE scratch built private carriage & wagon collection for sale. It consists of 15 carriages, 14 LMS and 1 LNWR. Also 20 various 'O' gauge wagons including 3 unique bogie wagons. I have photos of all the items. Only to be sold as a complete collection. £3750 ovno. Tel 07964 815 604 or Email: dave56.holt@btinternet.com

O GAUGE LNER MOGUL 2-6-0 IN APPLE GREEN, 3 RAIL, POSSIBLY A BASSETT LOWKE £200, also an O gauge Slaters 6-wheel coach LMS in original box very nice £90 and also Darstaed Kitchen Car Pullman, mint in box £95, plus p+p. Tel: 07932 052 918.

D+S Y6 UNBUILT TRAM LOCO AND CHASSIS KIT £45. Hornby A/2/2 "Thane of Fife" boxed £130, postage £4. Telephone: 01778 426 302 or rae1945@hotmail.com

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

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).

Private

Private Sales

BARGAIN BOX - OO GAUGE UNMADE RATIO, METCALFE KITS, SETRACK AND POINTS. List from 01278 786 361 £30, buyer collect or £6 P&P.

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 GAUGE MODEL RAILWAY ITEMS AND COLLECTIONS. Yorkshire, Lincolnshire, Nottinghamshire areas. Phone Peter on 07804 267 732.

WANTED LIMA O GAUGE 0-4-0 Diesel Shunter; Class 33 Diesel; LMS 4F, Mk1 coaches; wagons; Ace-Trains, Darstead, Bassett-Lowke locos, coaches & wagons. Tel: 07711 631 800, kevin.gill1@btconnect.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.

April 2022

24 April (Sun) 10.30am-3pm
EXETER (WESTPOINT) TOY AND TRAIN COLLECTORS FAIR, Westpoint Arena, Clyst St Mary, Exeter. One mile from the M5. Up to 300 stalls selling model railway items, obsolete and new. Hot and cold refreshments and free parking for thousands of cars. For more information and Stall availability contact: BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641 www.bulldogfairs.com

26 April (Tues) from 6pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON. Tel: 01282 439 009.

30 April, 1 & 2 May (Sat-Mon) opens 9am.
LLANDUDNO TRANSPORT FESTIVAL, Bodafon Fields, LL30 1BW. Contact JIM/VICCI RICKETTS. Tel: 01492 517 004. Email: vicci.rickettsltd@gmail.com

May 2022

1 May (Sun) 10am-4pm
BLUEBELL RAILWAY COLLECTORS FAIR, Horsted Keynes Station, Station Approach, Horsted Keynes, East Sussex, RH17 7BB. Admission by platform ticket, or free with train travel ticket or Bluebell membership card. For trader information contact Phil Cooper on 07752 867427 or sudburymodelrailways@hotmail.com For tickets and train times go to: www.bluebell-railway.com

1 May (Sun) 10.30am-3pm
COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3, Seniors £2.50, Children £1. Tel: 01604 846 688 www.bpfairs.com

7 May (Sat) 10.30am-3pm
BRECON TOY & TRAIN SALE. Market Hall, Town Centre, LD3 7LG. Back in the fantastic atmosphere of the Victorian venue with 90+ tables (subject to the prevailing regulations & conditions) with special safety features built-in. You are advised to wear face-covering. Admission: £2.50. Website for very latest information: www.chrisdyerfairs.co.uk Mob: 07966 694 579.

7 May (Sat) 9.45-1.15pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

8 May (Sun) 10.30am-2.30pm
LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA. Adults £3, Seniors £2.50, First Child £2.00. Catering and Free Parking. J & J Fairs. Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjairs@virginmedia.com

8 May (Sun) 10.30am-3pm
NEC BIRMINGHAM 550 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £8, Senior Citizens £7.50, Children £2. Hundreds of stalls selling

everything you want in model railways, don't miss Britain's biggest Toyfair. Tel: 01604 846 688 www.bpfairs.com

8 May (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

10 May (Tues) 7pm-9pm (early entry 5pm £2)
BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36. Tel: 01226 744 425 www.newcomenfairs.co.uk sales@newcomenfairs.co.uk

10 May (Tues) 6.30pm-8.30pm
HOOK TOYFAIR - Community Centre, Ravenscroft RG27 9NN. The evening monthly toy and train fair, always the second Tuesday of the month. Free parking, café. Friendly dealers ... mostly! Just £1 entry. stevedevizes@aol.com Tel: 07936 441 381

15 May (Sun) 10am-2pm
IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting. Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

15 May (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

15 May (Sun) 10.30am-3pm

WALSALL WOOD – Oak Park Active Living Centre,
Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

21 May (Sat) 10.30am-3pm

SANDOWN PARK – 500 STALLS, Europe's No1
Toy Collectors Fair, Sandown Exhibition Centre,
Sandown Park Racecourse, Esher, Surrey, KT10 9AJ.
Adults £6.50, Senior Citizens £6, Children £2.
Hundreds of stalls selling everything you want in
model railways, come and see why Sandown is
Britain's best loved toy show.
Tel: 01604 846 688
www.bpfairs.com

22 May (Sun) 9.45am-1.15pm

ORPINGTON, CROFTON HALLS, by Orpington
Railway Station, Kent BR6 8PR. SRP TOYFAIRS.

Tel: 01322 662 729 or
0773 999 8012
www.srptoyfairs1.co.uk

22 May (Sun) 10.30am-2.30pm

OXFORD, Exeter Hall, Oxford Road, Kidlington OX5
1AB, M40 J9. Up to 60+ tables, Hornby & Bassett
Lowke, 'O' Gauge Trains, '00' Trains, Tinplate Toys,
Dinky Toys, Corgi, Meccano, Britains Soldiers,
refreshments, Free Parking.

Further details:

Tel: 01869 347 489
www.toytraincollectorsfairs.com

22 May (Sun) 10.30am - 2.30pm

SPALDING, Springfields Events & Conference
Centre, Camelgate, Spalding, PE12 6ET.
Adults £3, Seniors £2.50, First Child £2.00.
Catering and Free Parking. J & J Fairs
Tel: 01522 880383
www.j-jwebbtoyfairs.com
jandjfairs@virginmedia.com

28 May (Sat) 10.30am - 3pm

LLANGOLLEN TOY & TRAIN SALE (subject to
prevailing regulations). Llangollen Pavilion, Abbey
Road, LL20 8SW. 70 tables. Large free car park.
Cafe. Close to town & railway.
Tel: 07966 694579.
Check website:
www.chrisdyerfairs.co.uk

29 May (Sun) 9.45am-1.15pm

DITTON, Ditton Community Centre, Kilbarn Road,
Ditton, Kent ME20 6AH. SRP TOYFAIRS.
Tel: 01322 662 729 or
0773 999 8012
www.srptoyfairs1.co.uk

31 May (Tues) from 6pm

GARSTANG TOYFAIR, Kirkland and Catterall
Memorial Hall, corner of A6 and A586, refreshments
available. JANET PEARSON.
Tel: 01282 439 009.

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for July 2022 issue is 25th April.
Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).
Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 35p, Swapmeets 65p.
Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number.
Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war)
and prices count as one word. Telephone numbers, whether exchange or all figure, count as
two words.

CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include
a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already
been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods
offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a
business to indicate this clearly in the advertisement.

I enclose cheque/PO for £.....
(made payable to Peco Publications).

It is unwise to send coins or banknotes either in payment for the advertisement or goods.

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Please send this completed form and remittance to:

Classifieds Department
Peco Publications, Beer, Seaton, Devon, EX12 3NA
Alternatively you can telephone: 01297 21542 or
email: classifieds@peco.co

This form may be copied to save cutting the page

 www.KEEN-SYSTEMS.com UK Postage £2.50 any quantity. Visa and Mastercard Buckeye Coupler 5 Pairs £2.50	16 Elm Drive, Market Drayton, Shropshire, TF9 3HE Phone 01630 657881 shop@keen-systems.com Close Coupling System. 1 pair £3.90. 4 pairs £14.50   	DCC Uncoupler £22.50  For use in none motorised tenders. Controlled by an accessory lead on a DCC decoder.
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White Rose Modelworks
Unit 10, The Craft Yard,
Bedale Station, BEDALE,
North Yorkshire DL8 1BZ
Tel: +44 (0)1677 422444

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www.whiterosemodelworks.co.uk
Email your enquiries:
info@whiterosemodelworks.co.uk



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A showcase of the best in 4mm modelling

BRACKNELL LEISURE CENTRE
Bagshot Road, Bracknell, Berkshire RG12 9SE

Saturday 14th May 2022 10.30am to 5.30pm
Sunday 15th May 2022 10.00am to 4.30pm

Layouts include:

Brixham – GWR early 1930s (EM)
Dewerstone – GWR 1930s (EM)
Kirkmellington – Scottish Colliery Branch 1970s (EM)
Plumpton Green – LBSCR c 1910 (P4)
Shwt – BR (W) early 1960s end of life ex-LNWR
Branchline (EM)
Sidmouth – BR (S) 1950s East Devon (P4)
South Pelaw – BR North Eastern 1950s (EM)
Westcliff – 'GWR what might have been' 1920s (EM)

In addition at least 6 extra layouts (finalists for the Chairman
Challenge built with EMGS own trackwork)

Guest Layout: **Foston Mills - 7mm NER early 1900s**

Whether you model in 00, EM or P4 there will be
inspirational layouts, 'show you how' demonstrations by some
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Sidmouth - photo Andy York BRM



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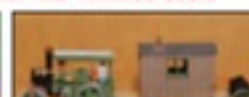
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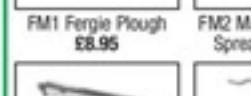
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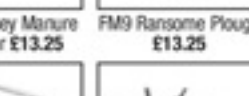
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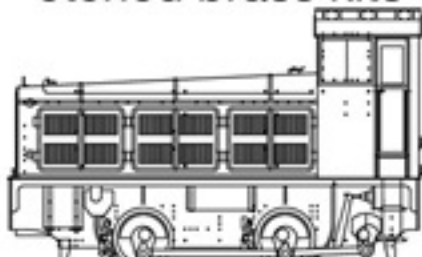
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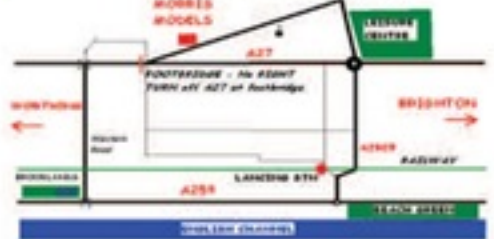
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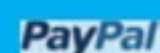
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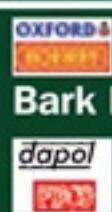
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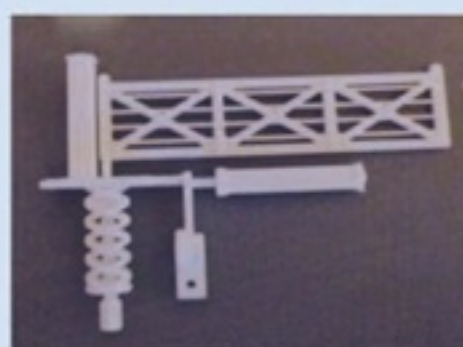
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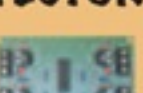
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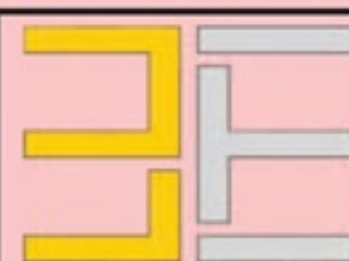
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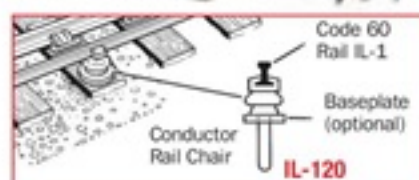
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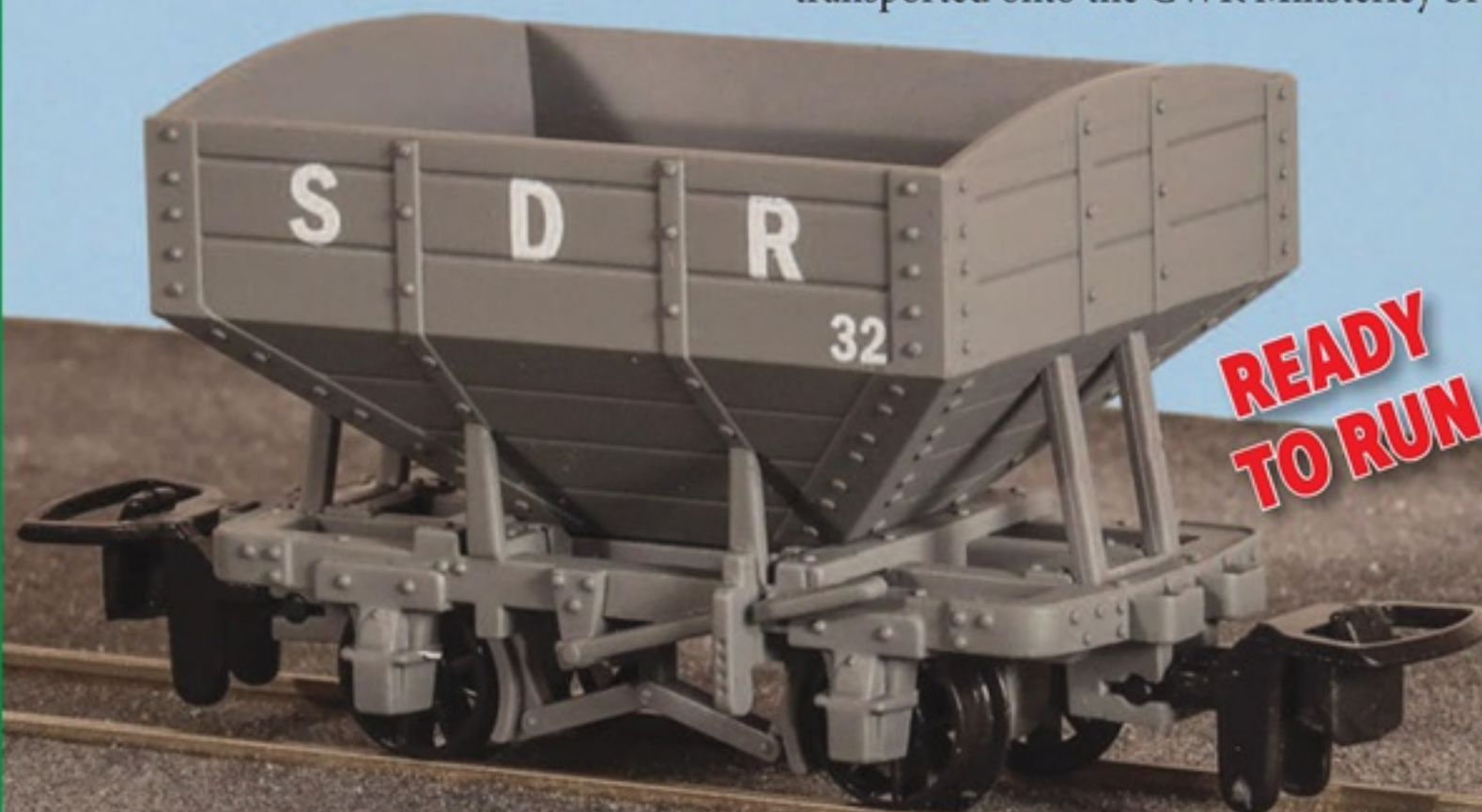
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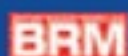


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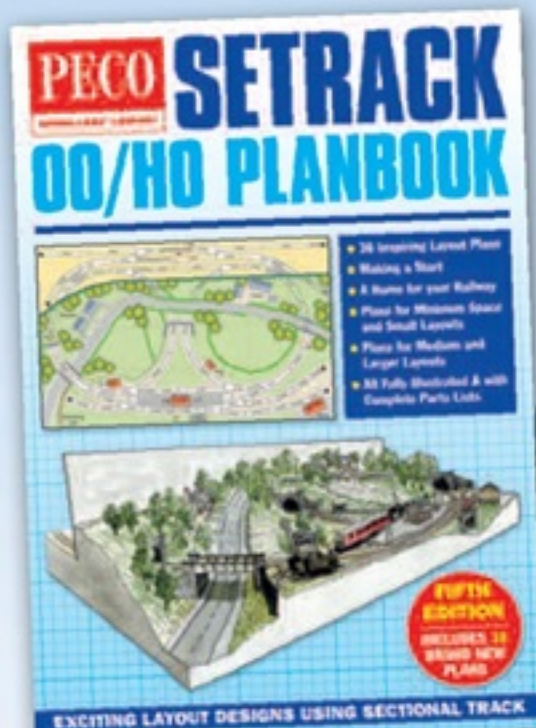
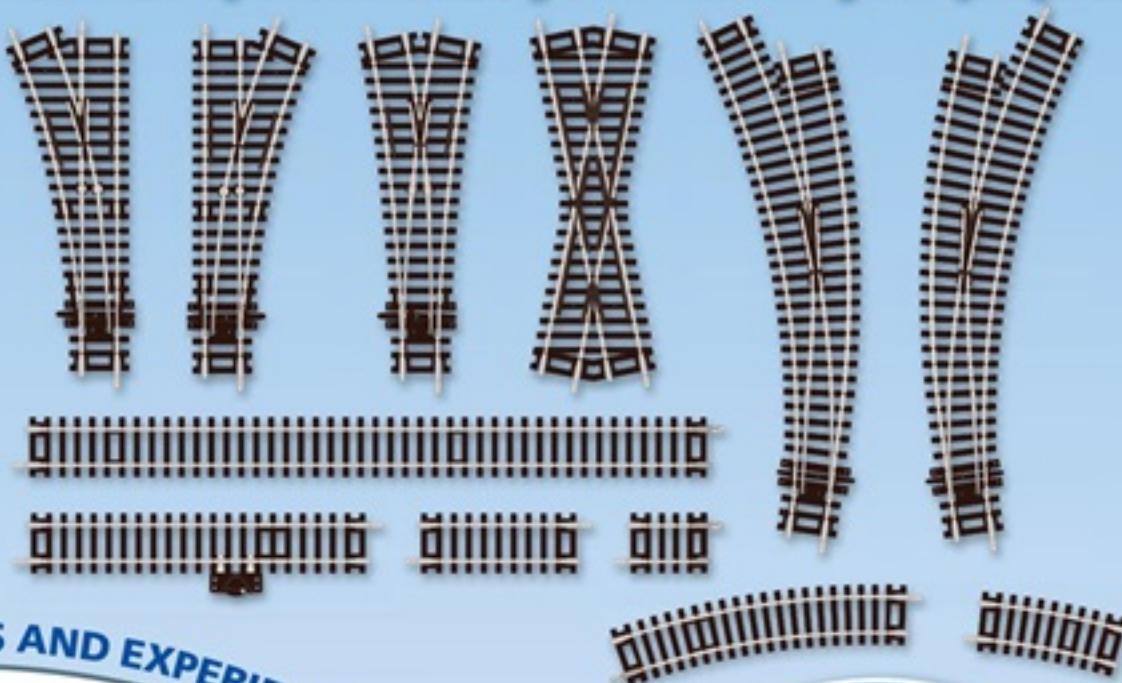
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Darren Ray's 00 gauge layout Handcross illustrates how using Peco Setrack combined with excellent scenery can create a convincing portrayal of a country branch line on a baseboard measuring just 6' x 4'.

Photo: Ian Manderson



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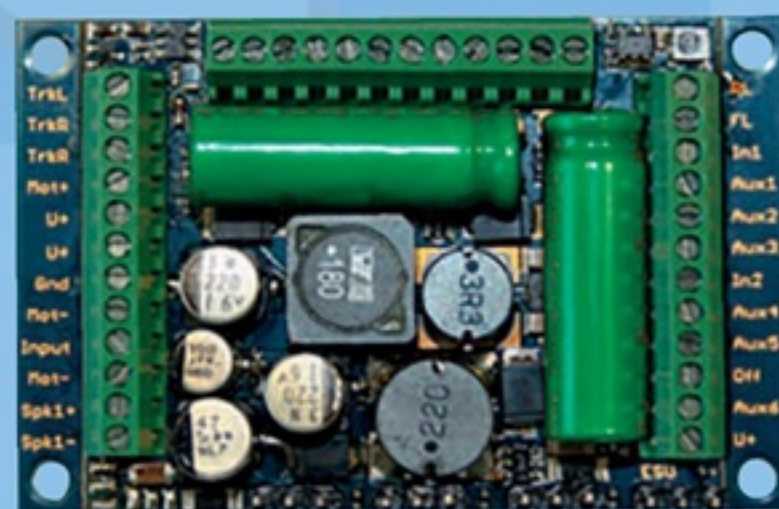
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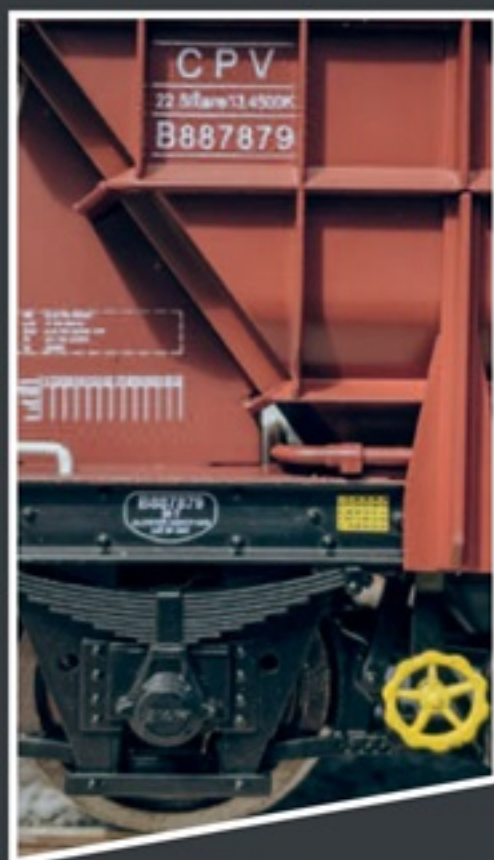
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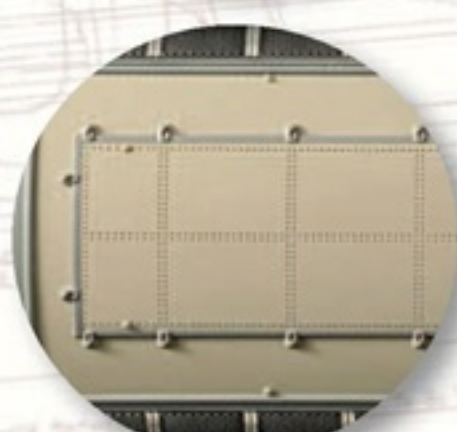


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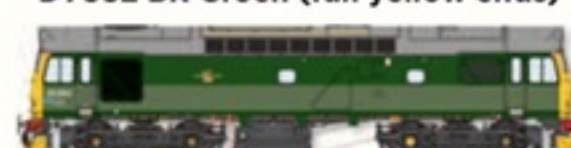
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