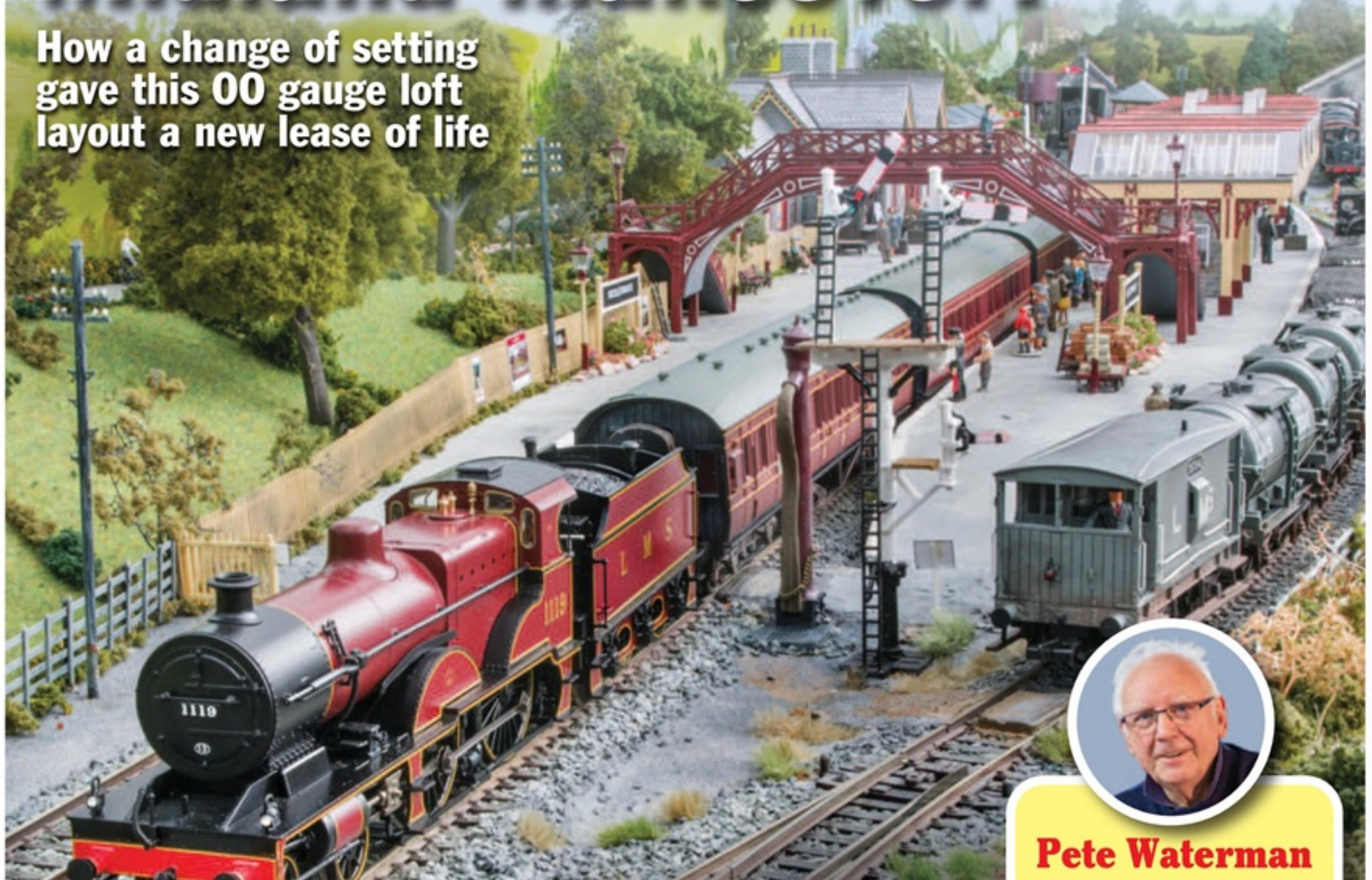
BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

SEPTEMBER 2022 £5.30 AT THE HEART OF THE HOBBY VOLUME 73 No 863

RAILWAY MODELLER

Midland makeover!

How a change of setting gave this OO gauge loft layout a new lease of life



Pete Waterman
Making Tracks II –now showing at Chester Cathedral

The Great Central Main Line in N

A BR steam era depiction of Ashby Magna station

Modelling water troughs in OO

How to replicate this aspect of steam age infrastructure

Reviewed inside ...

Accurascale Deltics in OO
New GWR Terrier train pack from Hornby
Peco bullhead medium radius points in OO

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RAILWAY MODELLER

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Cover photography: Geoff Helliwell

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426 - LMS (MR) Station Fencing, white.....£4.80
427 - LMS (MR) Station Fencing, Black.....£4.80
429 - Concrete Fencing.....£5.10
430 - Picket fencing green (inc. Gates & ramps)£5.10
431 - Picket fencing green (straight only).....£4.80
432 - SR Precast Concrete Pale Fencing.....£6.40
434 - Spear Fencing (straight only).....£5.10
435 - Spear Fencing (gates & ramps).....£5.90
436 - Security Fencing.....£12.70
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451 - Signal Laddering (4 lengths).....£4.25
452 - Telegraph Poles (16 per pack).....£4.80
453 - Swan Necked lamps (9 per pack).....£5.40
454 - Concrete Lamps (4 double standard per pack).....£5.40
455 - Modern street lights.....£6.40
456 - Station Barrow Crossing.....£5.90
460 - GWR Home Signal.....£12.20
461 - GWR Distant Signal.....£12.20
462 - GWR Home & Distant (2 arms, 1 post).....£14.40
465 - Ground Signals (4 per pack).....£4.55
466 - GWR Square Post (4 Signals inc. Junction/ brackets).....£9.90
467 - GWR Round Post (2 single post signals).....£4.55
468 - GWR Round Post (1 set Brackets/junction Signals).....£12.20
469 - GWR Junction/Bracket.....£13.60
470 - LMS Home Signal Signal.....£12.20
471 - LMS Distant Signal.....£12.20
476 - LMS Round post (4 signals inc. Junction/ brackets).....£9.90
477 - LNWR Square Post (4 signals inc. Junction/ brackets).....£9.90
478 - Pratt Truss Gantry (gantry parts only).....£4.55
486 - LNER Latticed Post (4 signals inc. Junction/ brackets).....£9.90
493 - SR Rail Built Signal Upper Quadrant.....£15.50
500 - GWR Signal Box.....£19.90
501 - Grounded coach Body.....£6.75
502 - Cattle Dock.....£19.90
503 - Platform/Ground level Signal Box.....£19.90
504 - Station Building.....£32.75
505 - Coaling Stage.....£10.15
506 - Water Tower.....£19.90
507 - Grounded Van Body.....£6.30
508 - Pump House/Boiler House.....£19.90
509 - Occupation Crossing.....£6.40
510 - Industrial Fittings.....£4.25
511 - Wooden Lineside Huts (2).....£6.75
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513 - Provender (Goods) Store.....£19.90
514 - Pack of Assorted Pallets, Sacks & Barrels....£4.80
515 - Platform Canopy.....£16.85
516 - Station Valancing, Notice Boards.....£4.80
517 - Concrete Footbridge.....£14.30
518 - Concrete Lineside Huts (2).....£6.75
519 - Large Grounded Mess Van/Store.....£10.15
520 - Platform/Ramps (480mm long x 92mm wide).....£9.90
521 - Industrial Window Arches.....£4.80
522 - Engine Shed, inc. Hut (176mm x 90mm x 120mm).....£31.40
523 - Industrial Windows.....£6.75
524 - Weighbridge & Hut.....£6.75
525 - Coal/Timber Merchants.....£26.20
526 - Coal Sacks (48 per pack).....£5.05
527 - Carriage Shed (320mm x 105mm).....£26.20
528 - Water Tower, GW Pillar (conical or flat top)£14.80
529 - Oil Depot.....£16.70
530 - Oil Tanks (2).....£10.05
531 - Yard Crane.....£13.20
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533 - Coal Staithes.....£6.30
534 - Stone Goods Shed (155mm x 170mm).....£32.75
535 - Yard Office.....£4.80
536 - Midland Signal Box (130mm x 50mm).....£25.85
537 - Retaining Walls (350mm long).....£9.55
538 - Gutters/Downpipes.....£5.65
539 - Midland Signal Box Window Mouldings.....£5.65
540 - Locomotive Servicing Depot.....£26.20
543 - Hoist.....£11.05
544 - Carriage Cleaning Platform.....£8.95
545 - Loco Lifting Hoist.....£24.60
546 - Traversing Crane.....£26.35
547 - Coaling Tower.....£29.25
548 - Modular Covered Footbridge.....£25.50
549 - Fogmans Hut.....£8.25
550 - Water Trough 30" (760mm).....£11.05
551 - Large Water Tower (760mm).....£21.10
552 - GWR Brick Signal Box.....£26.95
553 - Signal Box Interior.....£14.80
554 - Flat Roof Wartime Signal Box.....£17.60
558 - Nissen Hut.....£11.65
GJ01 - 4 x Plain Board End Panels.....£3.75
GJ02 - 4 x Window Panels.....£3.75
GJ03 - 4 x Single Door Panels.....£3.75
GJ04 - 4 x Plain Boarded Panels.....£3.75

WILLS-KITS

OO Gauge Kits

SS10 - Victorian Gents Toilet.....£5.55
SS11 - Taxi Men's Rest Hut.....£5.55
SS12 - Station Garage with Vintage Pumps & Oil Cabinet.....£8.45
SS13 - Domestic Garage.....£5.55
SS14 - Tea Kiosk with printed Name & Interior Detail.....£5.55
SS15 - Coal Yard & Hut.....£6.40
SS16 - Weighbridge & Hut.....£5.55
SS17 - Coal Bunkers.....£5.55
SS18 - Station Forecourt Shops inc Printed Interiors.....£6.25
SS19 - Grotty huts & Privy.....£5.65
SS20 - Greenhouse & cold Frames inc. Glazing Material.....£6.25
SS21 - Hoardings & Bill Poster inc. Printed Posters.....£6.25
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SS27 - Station Halt with Waiting Room.£6.25
SS28 - Occupational Bridge & Stone Abutments Single Track.....£5.55
SS29 - Ground Level Signal Box.....£5.55
SS30 - Barn Stone & timber Built Type..£6.25
SS31 - Village Forge.....£6.25
SS32 - Occupational Bridge & Stone Abutments Double Track.....£8.25
SS34 - Water Tower & Stone Base.....£8.25
SS35 - Pagoda Building Iron Type Hut..£5.55
SS36 - Dressed Stone Type Wall.....£5.55
SS37 - Market Stalls.....£6.15
SS38 - Cattle Creep Stone Type Arches & Abutments.....£5.55
SS39 - Crossing Keepers Cottage £8.00
SS40 - Scrapyard Small Stone Built & Scrap Pile.....£5.55
SS41 - Feather Edge Board Fencing inc. Gates.....£5.55
SS42 - Windows & Doors.....£6.25
SS43 - Concrete Fencing 4 Types.....£6.25
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SS45 - Rustic & picket Fencing.....£6.25
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SS49 - Decked Girder Bridge.....£9.90
SS50 - Platelayers Hut.....£5.55
SS51 - Goods Yard Crane with Fixed Timber Jib.....£5.55
SS52 - Brick Retaining Arches.....£14.80
SS53 - Brick Arch Bridge Complete with Abutments.....£14.30
SS54 - Station Canopy Length 180mm.£9.35
SS55 - Brick Arch Overlays for Doorways, Windows etc.....£5.55
SS56 - Level Crossing Gates inc Pedestrian wicket Gates.....£9.35
SS57 - Vari - Girder Plate Girder Panels£6.25
SS58 - Garden Sheds Timber Type (2)..£6.25
SS59 - Brick Tunnel Mouth & Wing Walls Single Track.....£8.95
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SS61 - Station Platform Sections 264mm Long.....£6.25
SS62 - Station Platform Ramps (pair)....£6.25
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SSMP199 - Kit-Builder's Corner Fillets...£3.00

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OO Gauge Modern Buildings

SSM300 - Industrial/Retail Unit Base..£27.15
SSM310 - Supermarket Frontage.....£11.50
SSM311 - Out of Town Unit Frontage....£8.95
SSM312 - HGV Loading Bays.....£11.50
SSM313 - Extra Roller Shutter Doors.....£5.55
SSM314 - Extra Window & Doors.....£5.30
SSM315 - Industrial/Retail Unit Extension Kit.....£11.50
SSM316 - Modern Palisade Fencing with Gates.....£11.25
SSM317 - Modern Palisade Fencing...£10.30
SSM318 - Modern Level Crossing.....£27.65
SSM319 - Modern Level Crossing Roadbed Single On Double Track.....£8.70
SSM320 - Modern Level Crossing Relocatable Equipment Building.....£6.40
SSM321 - Modern Level Crossing CCTV Post Cameras & Lights.....£4.80
SSM322 - Modern DPD Distribution Depot.....£28.05
SSM323 - Modern Security Gate Kit.....£8.00

WILLS-KITS

OO Gauge Builders Sheets

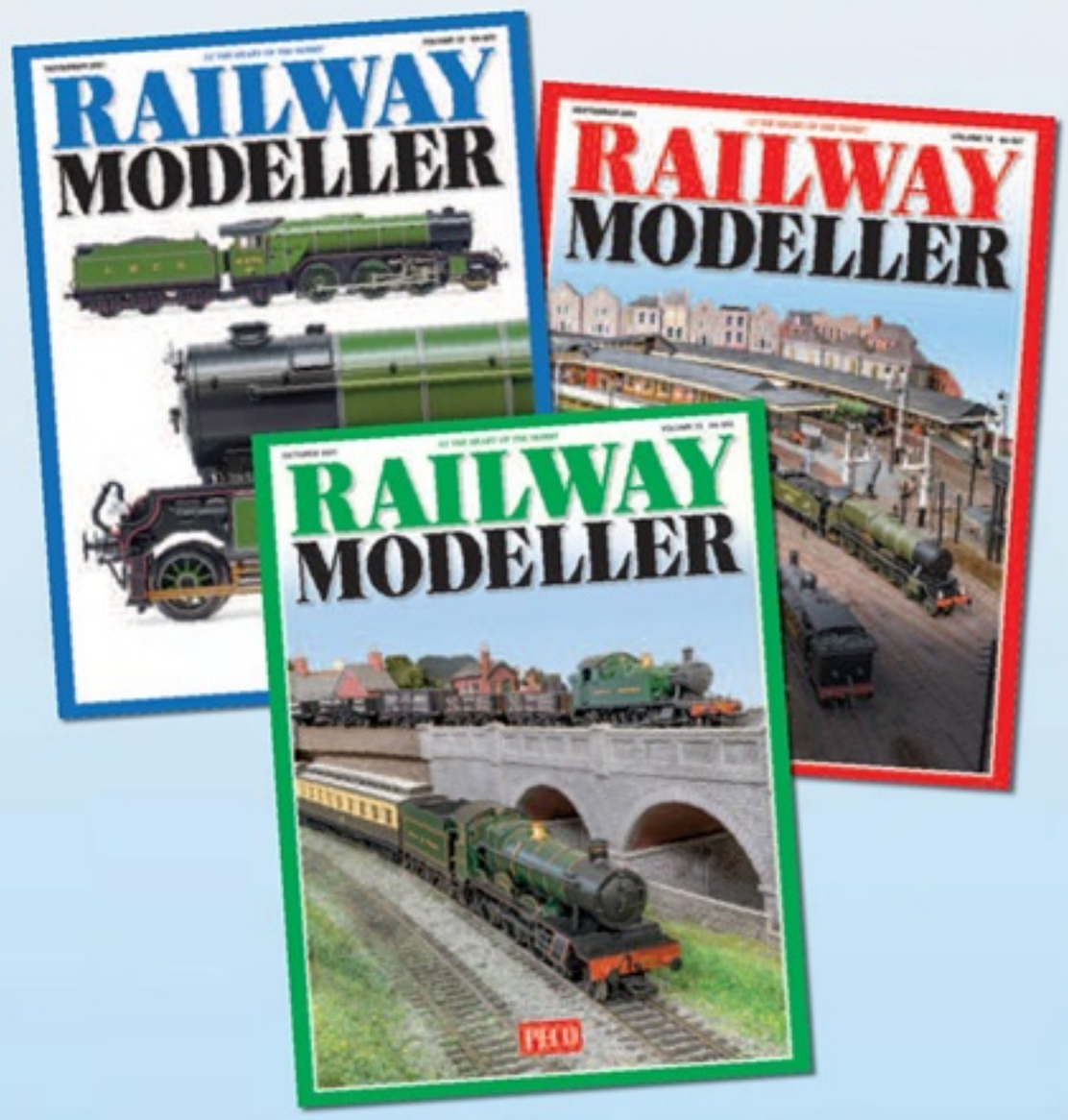
Each pack contains 4 sheets 130mm x 75mm of injection moulded styrene approximately 2mm thick, making them rigid enough to be self supporting.

SSMP200 - Coarse Stone.....£4.20
SSMP201 - Wood Planking.....£4.20
SSMP202 - Dressed Stonework.....£4.20
SSMP203 - Slate.....£4.20
SSMP204 - Granite Setts.....£4.20
SSMP205 - Cobblestone Walling.....£4.20
SSMP206 - Pantiles.....£4.20
SSMP207 - Rounded Tiles.....£4.20
SSMP208 - York Stone Paving.....£4.20
SSMP209 - Waney - Edge Boarding.....£4.20
SSMP210 - Crazy Paving.....£4.20
SSMP211 - Plain Tiles.....£4.20
SSMP212 - Brickwork Plain Bond.....£4.20
SSMP213 - Clapboarding.....£4.20
SSMP214 - Cement Rendering.....£4.20
SSMP215 - Limewashed Stone.....£4.20
SSMP216 - Corrugated Iron.....£4.20
SSMP217 - Fancy Tiles.....£4.20
SSMP218 - Cobblestones.....£4.20
SSMP219 - Corrugated Asbestos.....£4.20
SSMP220 - Tongue & Groove Boarding..£4.20
SSMP221 - Victoria Stone Paving.....£4.20
SSMP222 - Chequer Plate.....£4.20
SSMP223 - Corrugated Glazing (iron type matches SSMP216).....£4.20
SSMP224 - Corrugated Glazing (asbestos type matches SSMP219).....£4.20
SSMP225 - Box Profile Corrugated Steel£4.20
SSMP226 - Brickwork Flemish Bond.....£4.20
SSMP227 - Brickwork English Bond.....£4.20
SSMP228 - Random Stone.....£4.20
SSMP229 - Sheet & Batten Roofing.....£4.20
SSMP230 - Concrete Blocks.....£4.20
SSMP231 - Flexible Brick Sheets.....£4.20
SSMP232 - Slate Wall.....£4.20
SSMP233 - Tactile Platform Paviours....£4.20
SSMP234 - French Lozenge Style Tiles..£4.20
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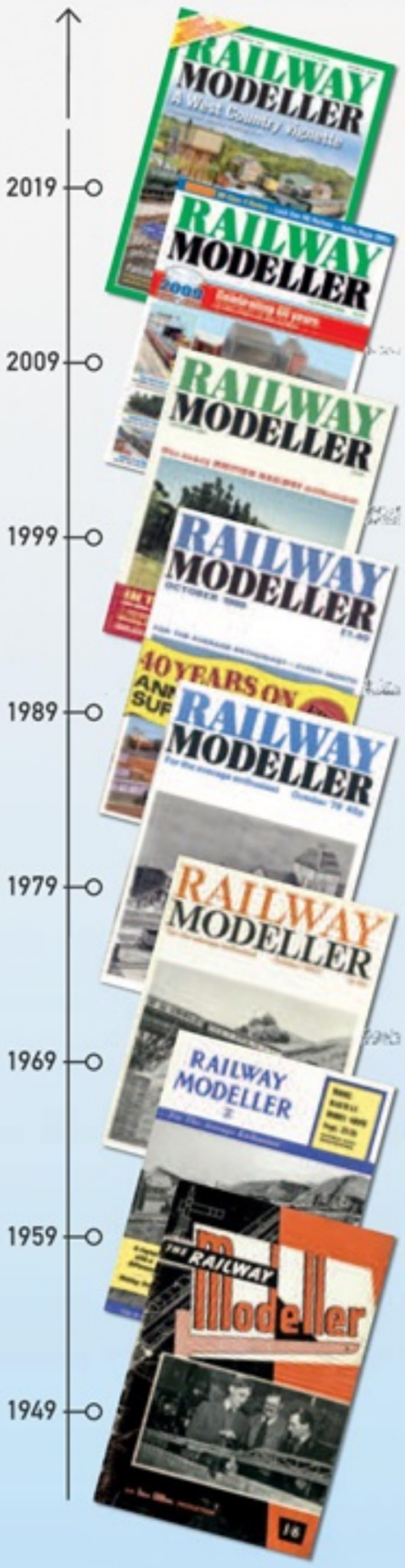
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OO Gauge Steam Locos



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



Hawthorn Leslie 0-4-0ST
Stage: CADs **Due:** Q3 2023
Price: from £99.45 **Digital:** NEXT-18
hattons.co.uk/dapolhl040



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



Class 78xx 'Manor' 4-6-0
Stage: In Production **Due:** Q3 2022
Price: from £140.72 **Digital:** NEXT-18
hattons.co.uk/dapolmanor



Class 78xx Manor 4-6-0
Stage: Engineering Sample **Due:** Q3 2022
Price: from £169.99 **Digital:** 21-pin
hattons.co.uk/accurascalemanor



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

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: Decorated Samples **Due:** Q3/4 2022
Price: from £169.99 **Digital:** 21-pin
hattons.co.uk/accurascale37



Class 47
Stage: EP & Livery Artwork **Due:** Q4 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: Engineering Sample **Due:** 2023
Price: from £199.71 **Digital:** 21-pin
hattons.co.uk/heljan10800

OO Gauge Multiple Units



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

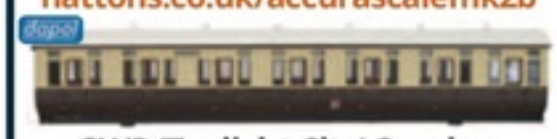
OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples **Due:** 2022/ 23
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: Deco Bodyshells **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:** Q3 2022
Price: £44.99 (3-pack) **Digital:** N/A
hattons.co.uk/accurascalechaldron



GWR 10t Iron Mink Vans
Stage: Engineering Samples **Due:** Q4 2022
Price: £28.01 each **Digital:** N/A
hattons.co.uk/rapidoironmink



45t OAA Wagons
Stage: CADs **Due:** Q1 2023
Price: £33.96 each **Digital:** N/A
hattons.co.uk/rapidooaa

N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype **Due:** Q4 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



Class B4 0-4-0T
Stage: Deco Samples **Due:** Q3 2022
Price: from £195.50 **Digital:** 21-pin
hattons.co.uk/dapololswrb4

O Gauge Diesels/ Electrics



Class 26
Stage: Deco Samples **Due:** Q3 2022
Price: from £509.15 **Digital:** ESU XL
hattons.co.uk/heljano26



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



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



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



Class 73
Stage: Engineering Sample **Due:** 2023
Price: from £636.65 **Digital:** ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples **Due:** Q3 2022
Price: from £297.50 **Digital:** 21-pin
hattons.co.uk/dapolorailcar



Class 117 2/ 3-car DMU
Stage: Early samples **Due:** 2023
Price: from £551.65 **Digital:** 21-pin
hattons.co.uk/heljan117

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Deco Samples **Due:** Q3 2022
Price: from £96.77 **Digital:** Yes TBC
hattons.co.uk/dapolstroudley



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



Mk1 Covered Carriage Trucks
Stage: Early sample **Due:** 2022
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OO Gauge (1:76 Scale)

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4D-022-019D Class 68 68016 "Fearless" DRS compass blue - Digital fitted NEW £161.49
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4D-022-022 Class 68 68031 "Felix" in TransPennine Express NEW ..£135.99
4D-022-022D Class 68 68031 "Felix" TransPennine Express - Digital fitted NEW £161.49

Hattons Originals - Steam locos



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



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

Wagons



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

Hornby - Steam locos



R30001 Class 8P 'Princess Royal' 6203 "Princess Margaret Rose" in LMS crimson lake.....£229



R3854X Class 8P Princess Royal 4-6-2 6212 'Duchess of Kent' in LMS crimson lake - DCC fitted (RRP £254.49)BARGAIN £199



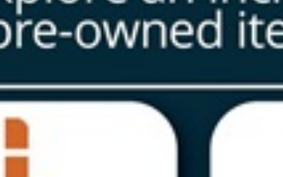
R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range.....£121



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

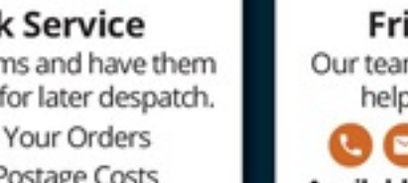


R3702 Class W4 Peckett 0-4-0ST "Daphne" in Tytherington Stone Co. purple.....£115



R3843 Rebuilt Class W1 Hush-Hush 4-6-4 10000 in LNER garter blue. £218

Diesel locos



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



R30070 Class 59 59101 "Village of Whatley" in Hanson Aggregates - Railroad Plus range.....£82



R30089 Class 67 67014 in Transport for Wales white and red ...£175

Electric locos



R3569 Class 71 E5005 in BR blue (RRP £206.99)BARGAIN £99



R3568 Class 71 E5018 in BR green no yellow ends (RRP £206.99).....BARGAIN.....£99



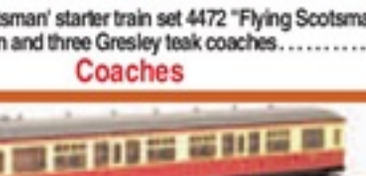
R3893 Class 91 91117 "Cancer Research UK" in GNER . £196.50

Train sets - analogue



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

Coaches



R4493B 63' Hawksworth first corridor W8119W in BR crimson and cream (RRP £60.49).....BARGAIN.....£33



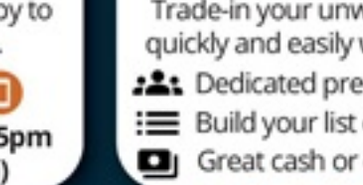
R4188D ex-LMS Period II 12-wheel dining car M236M in BR crimson and cream (RRP £60.49).....BARGAIN.....£23



GWRcoachpackK Hawksworth 63' 3-pack in BR crimson & cream (Includes R4404B, R4408B & R4493B) (RRP £181.47).....BARGAIN.....£90



R4816A Maunsell restaurant kitchen and dining car 7865 in SR olive green (RRP £58.49).....BARGAIN.....£29



R40039A Mk3 SLE sleeping car 10594 in Intercity Swallow £40.50



R4818 SR composite in SR malachite green - Railroad Range - 5505 (RRP £29.49) NEW.....BARGAIN.....£16

N Gauge

Dapol - Steam locos



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Diesel locos



2D-007-015D Class 66/4 66405 in DRS / Malcolm Logistics blue - Digital fitted £123.17



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DMUs



2D-020-004 Class 153 single car DMU 153323 in Arriva Trains Wales NEW.....£105.53

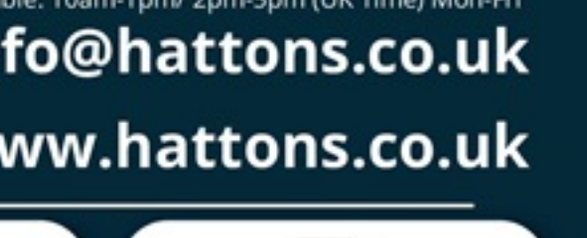
Kato - Bi-Modal Multiple Units



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

O Gauge (1:43 Scale)

Dapol - Coaches



7P-001-305 Mk1 CK composite corridor M15928 in BR blue and grey NEW.....£175.07
7P-001-305U Mk1 CK composite corridor BR blue and grey - unnumbered NEW £175.07



7P-001-105 Mk1 SO second open E4215 in BR blue and grey NEW £175.07
7P-001-105U Mk1 SO second open in BR blue and grey - unnumbered NEW £175.07

Wagons



7F-200-009 20 ton standard brake van in BR grey - B951841 ..£71.40

Hattons Originals - Steam locos



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



H7-A4-004 Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (RRP £750) .....BARGAIN.....£579

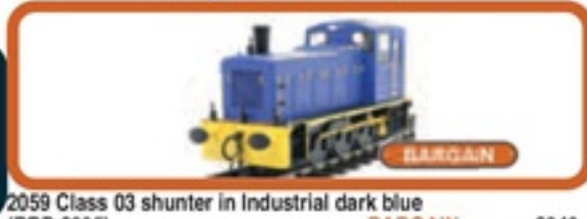


H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (RRP £750) .....BARGAIN.....£579



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

Heljan - Diesel locos



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DMUs



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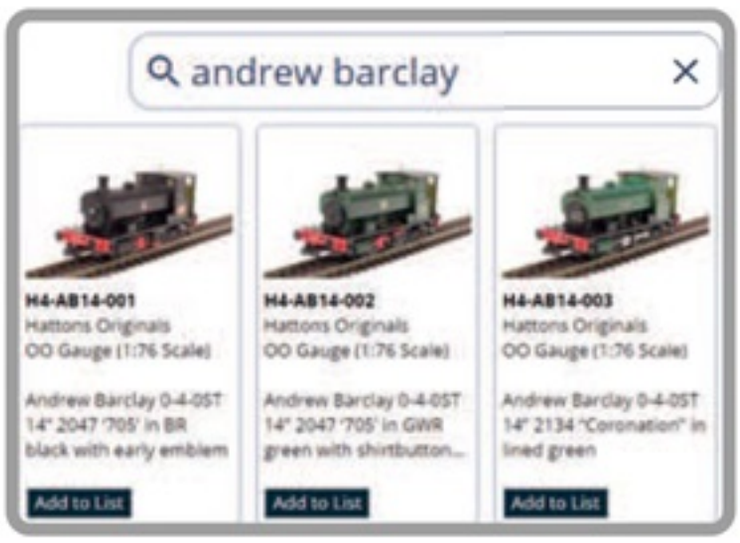


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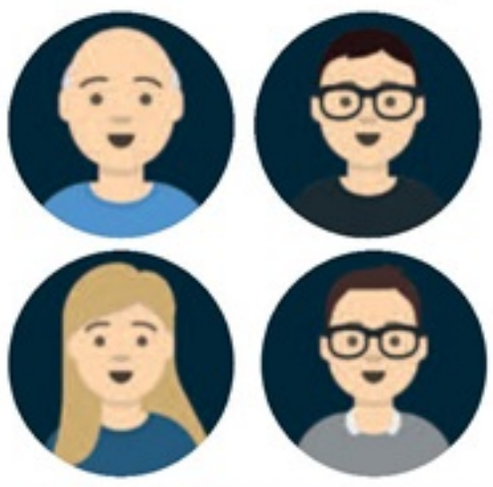
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R3312	BR Class A3	£143.45
R3333	BR EARLY Adams Radial	£107.95
R3334	BR LATE Adams Radial	£107.95
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R3381	BR Early J15	£96.90
R3420	BR LATE 700 CLASS	£99.45
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R3423	BR Late Adams	£109.45
R3462	BR Class 42xx	£106.45
R3523	BR B17	£127.99
R3615	Peckett 0-4-0ST	£89.99
R3621	LNER J36	£125.75
R3622	BR J36	£125.75



R3623	LMS Coronation	£171.00
R3634	SR Lord Nelson	£152.95
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R3681	LMS Coronation	£184.00



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R30008	BR Early Terrier	£89.99
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R30001	LMS Princess	£188.99
R3832	LNER Cl A2/3	£171.00
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R30089	Cl67 Trpt. For Wales	£174.59

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R394	Hydraulic Buffer	£6.95
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R603	Long Straight	£5.99
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R607	Double Curve 2nd Rad.	£3.25
R608	Curve 3rd Rad.	£2.55
R609	Double Curve 3rd Rad.	£3.25
R610	Short Straight	£1.65



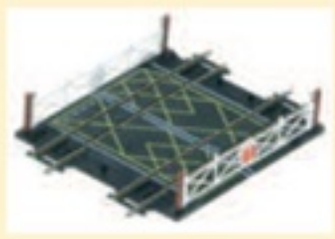
R614	LH Diamond Crossing	£13.95
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BEST FOR **Realistic Running**

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Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. it has a single 12V DC track output.

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Did you know...

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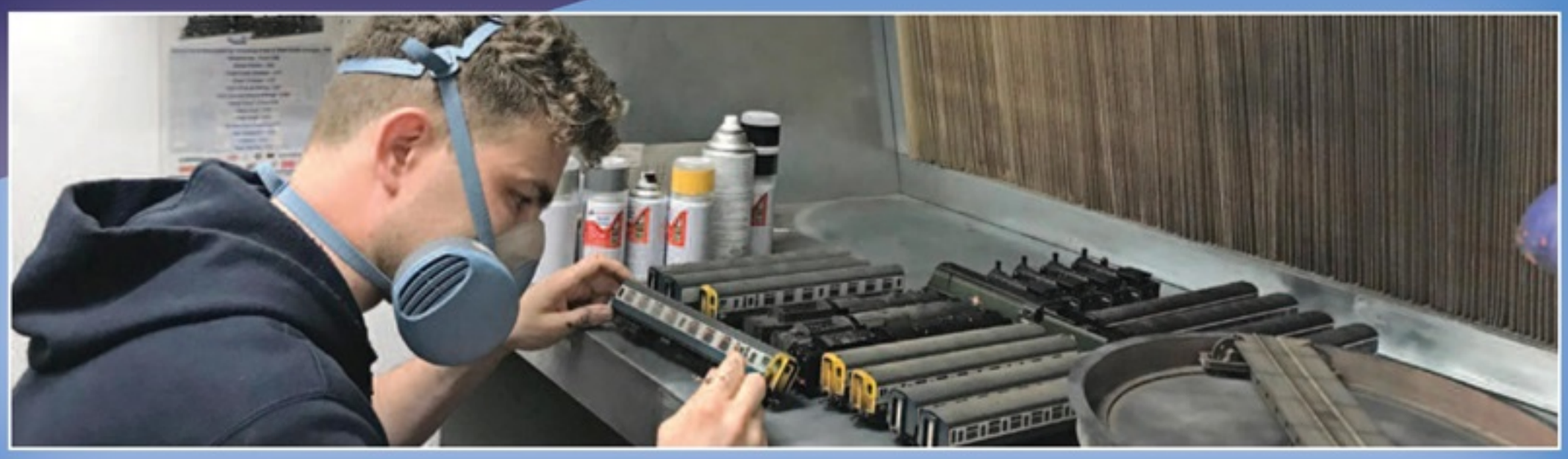
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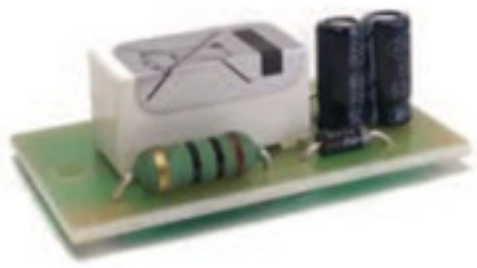
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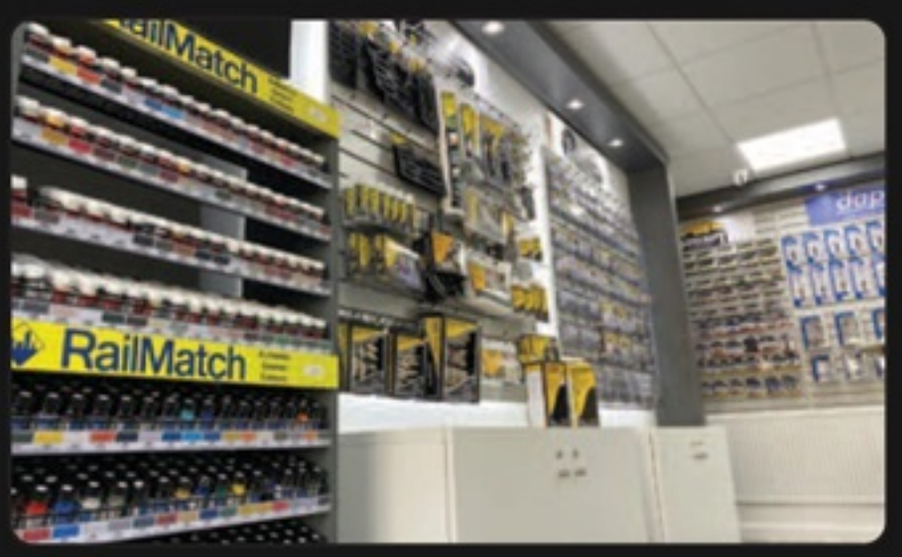




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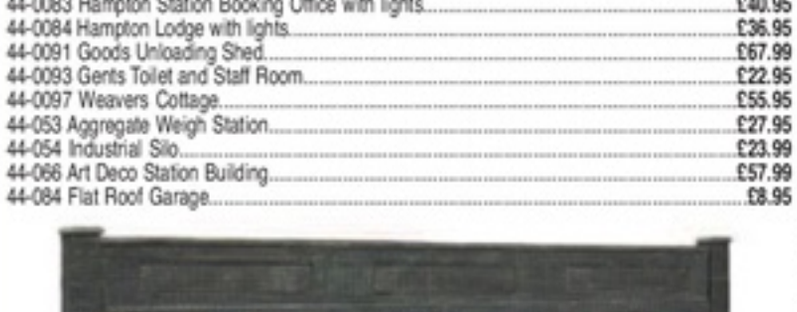
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A scene on the R&SLR, created by Robert & Stephen Gliddon, which incorporates Peco Streamline SM-32 track. Photo: Steve Flint.

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LMS CLASS 4F No. 43924



R30221 LMS Class 4F No. 43924 'The Railway Children Return' - Era 3

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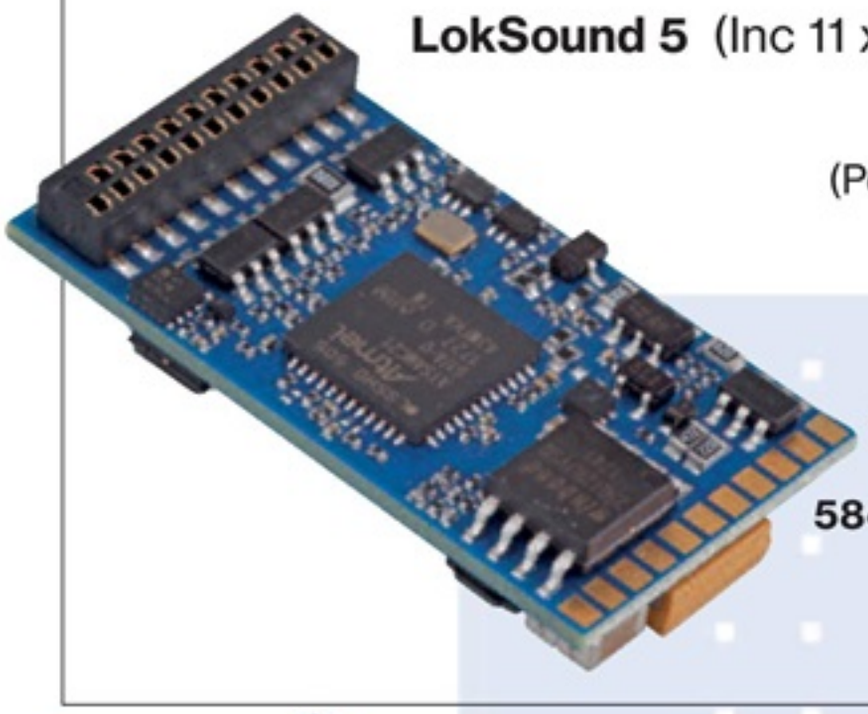
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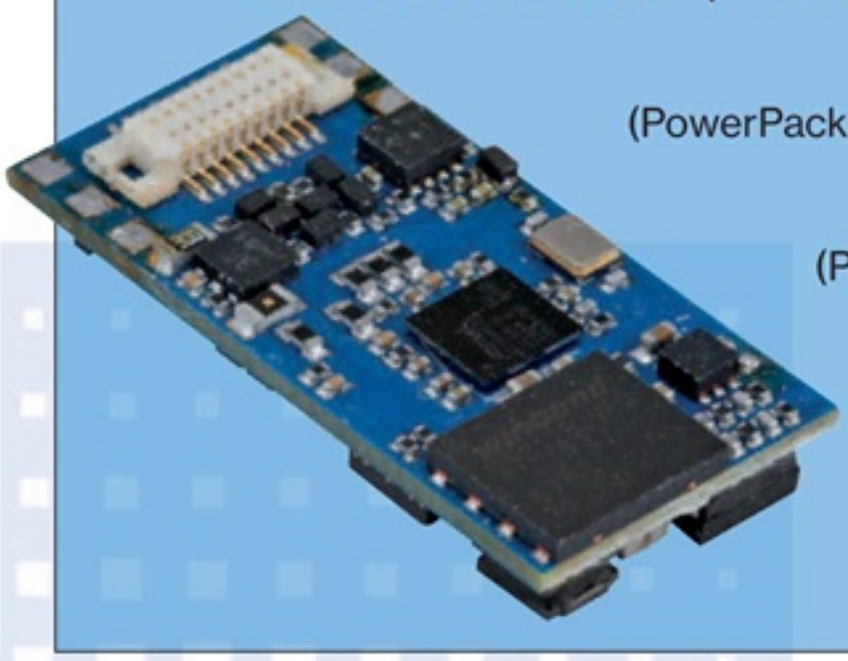
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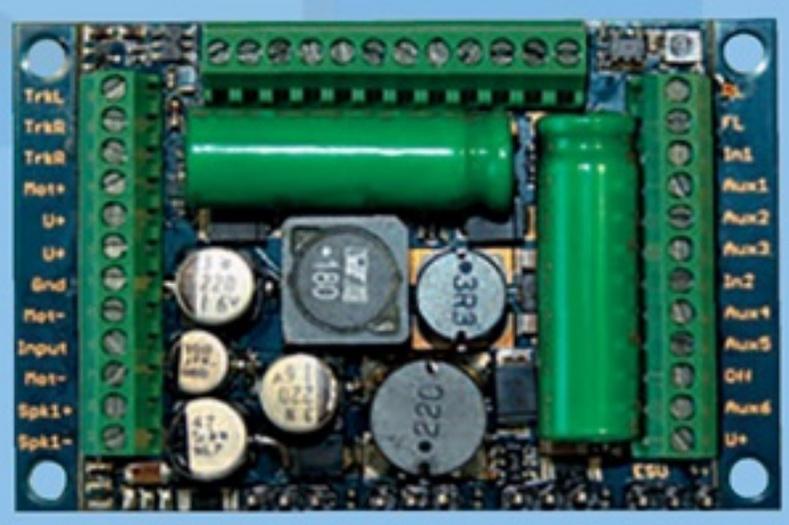
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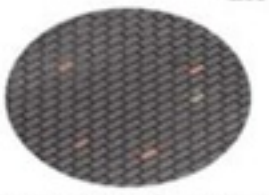
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LK-12107 Brick Paviours
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Welcome from the Editor



Is a layout ever finished?

A saying often used by railway modellers is that 'a layout is never finished'. This is true in the sense that there will always be scope for adding further details, or refining and replacing certain elements, but there will undoubtedly come a time with any layout project when, to all intents and purposes, it is indeed, 'finished'. What then?

After months, or perhaps years, of devoting much of one's modelling time to the sole end goal of completing a layout, during which a set working routine may have become firmly established, there is the very real risk that crossing the finish line will leave the modeller feeling at something of a loss.

Many modellers do of course dream of one day finishing their layout so that they can sit back and admire the culmination of all their hard work and dedication, content simply to enjoy the act of running trains. But there are just as many for whom their interest in the hobby is with being engaged in the construction of a layout – from initial planning and building of the baseboards, through to laying track, wiring and adding scenic details: it is more about the process than reaching the end result.



Few modellers have room to house multiple completed layouts so, short of dismantling or disposing of the finished project and starting over again, what other options are there for those who want their modelling activities to continue unabated?

One option, which is perhaps suited to a large permanent system that has been developed over a period of several years, is to consider revisiting older sections of the layout. Tony Prescott did just this with his OO gauge layout *Alexton*, which was first featured in our June 2015 issue. With his modelling skills having developed considerably over the years since he first started construction of the layout, Tony decided to completely rebuild one half of it with a totally different theme (pictured), thereby bringing the whole of this garage-based system up to a consistent standard that he was satisfied with. You can read about the story behind this rebuilding project on p652.

Another option is to give the layout a scenic makeover, which is exactly what Bob Petch did with his OO gauge loft-based system (formerly named *Shillinghurst* – see RM December 2013). Bob chose to retain the original baseboards, layout wiring and trackwork, but embarked upon an ambitious programme of work that saw the majority of railway structures and lineside details replaced, together with the locomotives and rolling stock. The result of this work was a change of geographical setting from a Southern Railway prototype to one of Midland Railway parentage. We present the layout under its new guise of *Micklethwaite* on p644.

A third option, which does require a certain amount of additional space to be available, is to create an extension to the layout. This is what members of the Cornwall O Gauge Group elected to do to continue their modelling activities following the completion of *Weatherbury Magna* (RM January and February 2019). The resultant LSWR branch line terminus is titled *Monksbury* (see p608), which can either be linked with the original system, or exhibited as an impressive standalone layout.

Returning to that oft-quoted saying, perhaps a layout really is never finished after all...

Craig Tiley

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

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Craig Tiley



Pre-Grouping splendour in 7mm scale

Monksbury

TONY CONLAY describes the genesis of this magnificent model of a London & South Western Railway branch terminus, which has been constructed by members of the Cornwall O Gauge Group. Created as a substantial extension to the group's existing layout, *Monksbury* can also be displayed as a standalone exhibit.

We devised the London & South Western Railway terminus of *Monksbury* as part of plans to expand our developing O gauge layout *Weatherbury Magna*, which was featured in the January and February 2019 editions of RAILWAY MODELLER. One key feature of the overall layout system is that both *Monksbury* and *Weatherbury Magna* can be exhibited separately as standalone layouts, or together depending on the space available at exhibitions. To enable *Monksbury* to be presented by itself, a short transition board was designed to connect it to a small fiddle yard; it is in this form that it is presented here (see plans, overleaf).

Our design philosophy for *Monksbury* followed that which we had developed for *Weatherbury Magna*. In addition it adheres to the 'less is more' principle; the track plan is quite simple and takes its cue from a number of formations used by the LSWR. Furthermore, the considered placing of railway infrastructure has further reinforced the feeling of space.

A coastal location

Monksbury is a small fictitious coastal town on the West Dorset coast not far from Abbotsbury. It is supposed that the town was served by a single track branch line built in 1908 by the London & South Western Railway (LSWR) and provides an important link to the nearby market town of Weatherbury Magna.

The station itself has a track plan similar to Chard Town with hints of Lyme Regis and Swanage. The station architecture is typical of that found on the LSWR in the south west of England during the pre-Grouping era: the station building is based on the former example at Wadebridge; the engine shed, goods shed and signal box are based on those that once existed at Lyme Regis; and the turntable is based on that at Swanage.

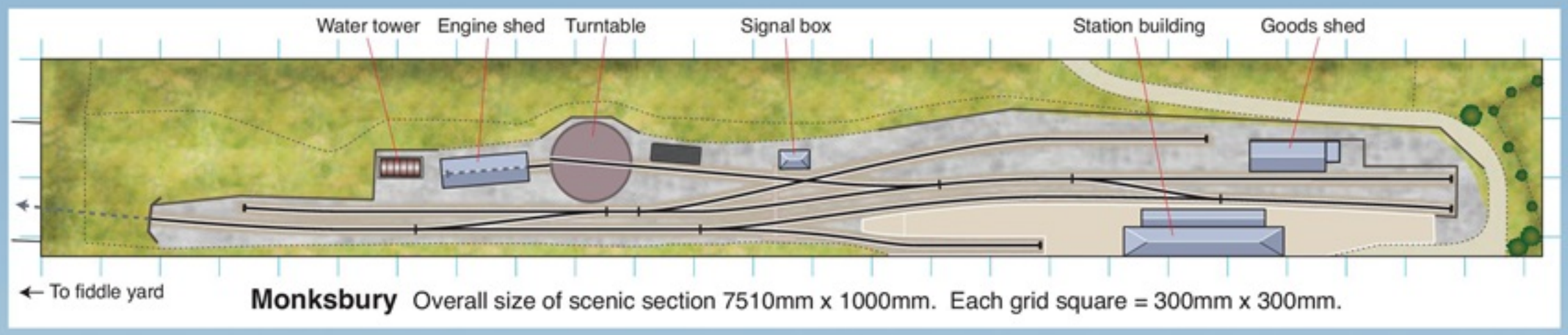
Passenger services include both loco-hauled stock and a steam railmotor plus trailer. Occasionally there are through coaches attached and during the summer months a number of excursions run to Monksbury.

Monksbury is slowly growing as a holiday destination



Left
A view down *Monksbury*, showing how the station has been cut into the rolling Dorset hills.

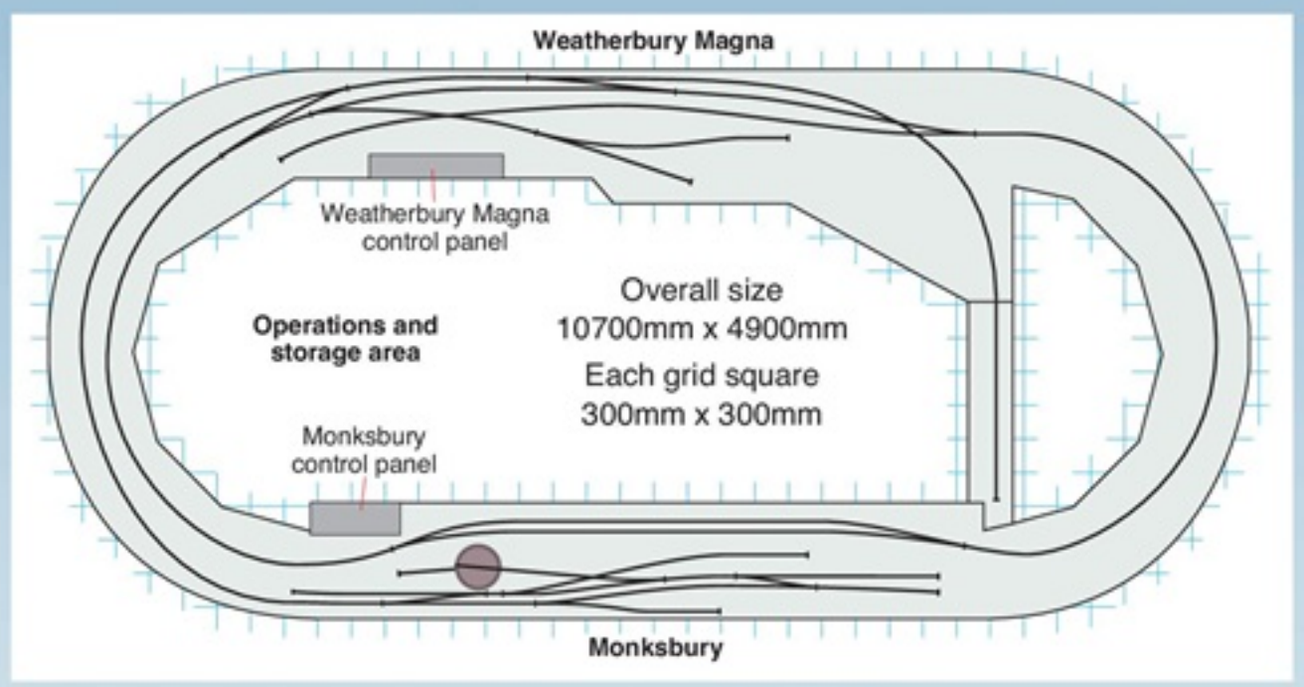
Right
Adams Radial No.522 departing with the 11.34 train to Weatherbury Magna.



Monksbury Overall size of scenic section 7510mm x 1000mm. Each grid square = 300mm x 300mm.

and as a result an increasing amount of inbound goods traffic is to serve the hotels and visitors. Being a rural area there is some agricultural traffic and a small Royal Navy establishment nearby generates occasional shipments. Fish landed at Monksbury harbour is shipped inland but not in large quantities.

Motive power is mainly represented by small to medium sized LSWR locomotives but visiting locomotives from other companies may also be seen from time to time.



Constructing the trackwork

Trackwork comprises C&L flexible track with all of the pointwork being hand-built using both C&L and Exactoscale components. The gauge is nominally 32mm gauge with the gauge through the pointwork closed to 31.5mm in order to improve the passage of the wheels



Right
Adams 0395 class No.513 shunts the goods yard. The MSWJR van is scratch-built from Plastikard.

Below
M7 No.245 arrives with bogie stock whilst Beattie 330 class No.413 is turned to go on shed.

through the crossings. For pointwork we have adopted a minimum radius of approximately 8'; this helps to ensure that stock travels smoothly through the pointwork – particularly when propelling vehicles.

Point rodding and facing point locks as used by the LSWR in the pre-Grouping period have been represented. Points are operated via Tortoise point motors from a central control panel.

The track is ballasted using Meldon Quarry stone as supplied by Attwood Aggregates. The stone is laid dry to the depth and profile required and then fixed using a 50/50 mix of PVA and water plus a couple of drops of washing up liquid per 100ml of solution. Where we have used finer stone, for example in the cess and as platform surfacing, there is a tendency for the fine material to clump and so here we wetted the laid dry stone first with either isopropyl alcohol or methylated spirit, before then applying the glue/water/soap mix. The stone fixed in this way usually sets overnight and provides an effective and durable representation of track ballast.

A Dorset landscape

We have attempted to imagine the overall topography of the area and have referred to photographs from West Dorset to determine the shape of our modelled landscape. We adopted a maximum slope for the sides of cuttings of 1 in 1½, which is common for the construction of cuttings and embankments in the South West, and this determined where cuttings come down to railway formation level, or where we required retaining walls.

Scenery was created using blocks of extruded polystyrene fixed in position with solvent free adhesive. This is a strong but light material and can be cut, sawn and shaped easily using a surform. It has structural strength and we have used it to give rigidity to the baseboards without adding any significant weight. On *Monksbury* it is also effective in enabling the hillside to be cantilevered over the hidden fiddle yard that is used for the combined *Monksbury* and *Weatherbury Magna* layout. Once the landform had been created, the surface was painted with flexible ceiling paint to seal the surface before the application of grass and vegetation.

Above
The Radial passes the shed and signal box, both based on Lyme Regis.

Below left
An LSWR employees' coal society wagon is unloaded by the local coal merchant.



Semaphore signals

The signals are typical of those found on the LSWR and are constructed from Model Signal Engineering (MSE) components and operated by servos that are controlled from the main control panel. Signals are permanently mounted on bespoke drive units that also house the servos to operate the arms. The signal plus drive unit sits in a pocket that is permanently installed in the baseboard surface and blended to the surrounding scenery. The drive unit can then be removed for maintenance and/or safely stored while the layout is in transit. The points and signals are not interlocked but still they really add to the operating experience.

Re-purposed structures

The structures on the layout were purchased from the estate of the late Tony Nelson, who had been constructing a model of Lyme Regis. Although built to a very high standard they had, with age, become quite fragile and we carried out some reinforcement and remedial work – albeit sensitively – in order for the models to maintain their original form whilst providing the resilience required for use on an exhibition layout.

The station building was purchased partially built, and this was completed and the distinctive LSWR-style station canopy added. The turntable is one of the excellent Kitwood Hill kits. The water tower is scratch-built and was inspired from photographs of that which existed at Colyton station in East Devon.



Right
Laser-cut mounts enable the signals to be removed easily for transport to exhibitions.

Flexible operation

The operation of the layout follows a sequence that usually takes about 80 minutes to run through at an exhibition. The actual time of course depends on what shunting movements are undertaken and any interactions with the viewing public, which we always welcome.

We use cassettes in our fiddle yard so that trains can be marshalled and moved in and out of the off-stage area with the minimum of handling. The cassettes are

Below
'Terrier' No.734 has reversed the six-wheeled coaches clear of the points, to run round.







pre-loaded prior to starting the operating sequence and this enables them to be quickly and safely interchanged during the sequence. The cassettes are laser-cut and built by ourselves to our own design. The maximum cassette size is 5' which is just about big enough to hold a large tank loco plus three pre-Grouping bogie coaches. Under the fiddle yard deck we use a wheeled trolley onto which we can place all the pre-loaded cassettes needed to run the full sequence. This means that the movement of cassettes by the fiddle yard operator between the trolley and fiddle yard area is as straightforward as possible. When the cassettes need to be turned at the end of the operating sequence the trolley is pulled out, turned around and pushed back underneath the fiddle yard, thus eliminating any need to manoeuvre loaded cassettes in mid-air!

The layout is operated at the rear from a central control panel, with one operator out front to facilitate coupling and uncoupling. Depending on the venue we can also drive from the front of the layout using handheld controllers; the rear control panel then becomes something akin to a signal box, operating points and signals for the driver to observe and follow.

The layout is wired for 12V dc operation with section switches to enable locomotives to be isolated on sections of track as required. There is also provision for the layout to operate with DCC, for which all section switches are turned on with 16V ac supplied to the track.

Exhibiting *Monksbury*

Once the boards for *Monksbury* have been erected and levelled, with signals placed in their sockets, electrics installed and checked, and the track tested, then the last stage is to 'dress' the layout. All the demountable buildings and other railway paraphernalia are placed in position, with a number of cameos created to generate talking points around the layout. These include groups of people situated on and around the station, the hunt somewhere on the hillside and seagulls placed strategically. These cameos and their locations will often change from one exhibition to the next – and sometimes even during breaks between sequences!

Top left
Jon operating the fiddle yard. The cassettes are laser cut and are 1.5m long. They can be moved to and from the fiddle yard to the trolley below.

Middle
The trolley holds five cassettes for the train sequence at exhibitions. Each sequence takes about an hour.

Lower left
The control panel fits under the scenery. The track in the background is for the fiddle yard when we run the full *Weatherbury Magna* layout.





Above
Milk being delivered for loading onto the early morning goods train. Fruit for the local hotels would have arrived in the two vans standing at the goods loading platform.

Right
The *Weatherbury Magna* and *Monksbury* team: left to right, Vernor Bates, Ian White, Jon Hewlett, Tony Conlay, Richard Honey and Roy Payne.

To further enhance the atmosphere of a small station on the West Dorset coast we have produced a soundtrack of ambient sounds to run in the background. The soundtrack was created by compiling sounds available from Martin Murdoch's soundscape project (see panel). The church bells for example, help to give a sense of time during the operating sequence.



Locomotives and rolling stock

The locomotives and rolling stock used on *Monksbury* are from the collections of the group members. At present our operating sequence has been developed to suit the pre-Grouping era and uses the stock commonly seen on LSWR branch lines in the South West. The bulk of the stock is built from kits produced by Finney 7, Zero Zephyrs, Connoisseur, Roxey, Ragstone and Slaters among others although there are some scratch-built items and where available some ready-to-run items too.

The LSWR locos to be seen on the layout include an Adams Radial tank, an Adams 0395 class, a Beyer Peacock 330 class, a steam railmotor and trailer and a Drummond M7 in its original condition. In addition, the two Stroudley 'Terriers' (Nos.734 and 735) that were purchased by the LSWR in 1903 are frequent visitors to Monksbury.

Coaching stock regularly seen on the layout includes a short rake of LSWR 48' non-corridor coaches, a rake of LSWR six-wheeled coaches and a collection of parcels vans including a 30' lantern roof six-wheel full brake. Occasionally there are through coaches from other railway companies attached to the regular trains.

The goods fleet is growing all the time with a couple of LSWR road vans, open wagons and vans including a refrigerator van still in its pre-1907 brown livery. As one would expect, other companies' rolling stock and Private Owner wagons can also be seen.

We are currently building up a fleet of locomotives and rolling stock in Southern Railway livery to enable us to develop an additional sequence to operate *Monksbury* in the post-Grouping era. To date we have a number of former LSWR locomotives and items of rolling stock in Southern Railway livery but we are still in the process of building up the appropriate rakes of passenger coaches.

Left
The Adams Radial enters Monksbury station with a milk van and slip coach. The steam railmotor and trailer wait in the bay platform.

See it at Swindon!

We shall be exhibiting *Monksbury* at the Swindon Festival of Steam on 10 & 11 September 2022. This year's festival is being held in memory of Owen Rees Gibbon, who along with his brother John was instrumental in helping to organise the festival over the last 21 years.

It is planned for the whole *Weatherbury Magna* and *Monksbury* layout to be exhibited at the Helston show in April 2023 and then at the Warley National Model Railway Exhibition in November 2023.

If you attend any of these shows then please do drop by and say hello.

Find out more

A video of the layout from the Gauge O Guild 'virtual show' in 2020:
www.youtube.com/watch?v=A-BjBfYpuZI

The Soundscape Project
www.theblatchingtonbranch.com/soundscapes

Plan of the Month

Branch line to Garvald

MARK HORNSEY *explores the modelling potential offered by the Gifford & Garvald Light Railway, which was operated by the North British Railway. Like many similar lines it was never fully completed, but in model form it is possible for the dreams of the line's promoters to be realised!*

Photography as credited

It seems incredible now that anyone would ever contemplate building a railway to the sleepy hamlet of Garvald in East Lothian (present population about 300), let alone receive parliamentary approval to do so. But that is exactly what the promoters of the Gifford & Garvald Light Railway managed to do, with a line that was planned to leave the North British Railway Macmerry branch at Ormiston *[for which scale drawings for the station building were published in our March issue – Ed]*, crossing open farmland to the village of Gifford, and then proceeding across more sparsely populated countryside to Garvald – a distance of just under 13 miles.

However, as was common with many 19th century light railway schemes, the money ran out before the line was fully completed, and the section between Gifford and Garvald was never built.

A brief history of the G&GLR

The line was authorised on 3 July 1891. Only nine miles and 200 yards of line was completed, which was opened on 14 October 1901. It was operated by the North British Railway until 1923 when it became part of the London & North Eastern Railway. There were three intermediate stations comprising Pencaitland (where the line served the Glenkinchie distillery), Saltoun and Humbie.

The line closed to passengers in April 1933 when services on the Macmerry branch were withdrawn and, after a bridge collapse in August 1948, the section from Gifford to Humbie was closed. By May 1960 the line from Saltoun to Humbie closed to freight, with the remaining line closing in 1965.

Ivatt 2MT 2-6-0 No.46462 at Saltoun station with the branch goods train on Friday 4 March 1960.
Photo: Stuart Sellar



Just supposing...

I thought it would be interesting to imagine that the line had in fact been completed as originally planned and to build a model of Garvald station as it might have looked shortly before the withdrawal of passenger services along the branch in 1933.

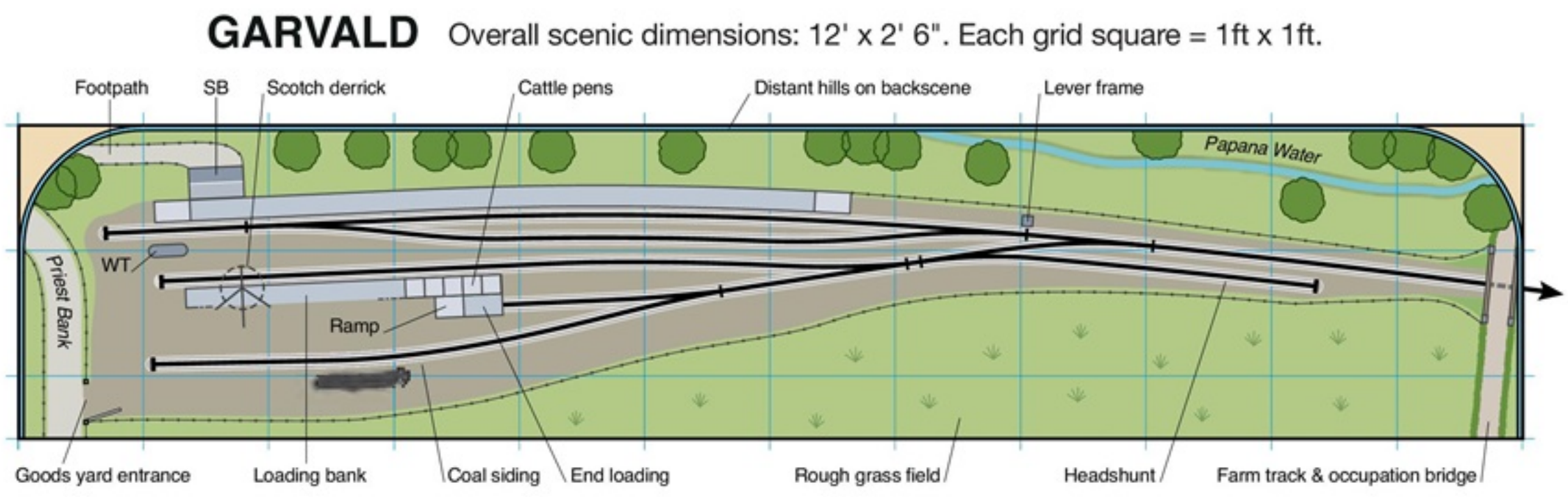
The purpose of this article is to show ways that historical research can be used to plan a realistic might-have-been model railway. Although no rivet-counter – I freely admit to not being an expert on the mechanics of locomotives and rolling stock – I do, however, try to at least get the historical setting right, and this includes running the trains prototypically. To this end I am one of those modellers who enjoy researching the prototype almost as much as building the layout. This is especially true of a might-have-been, because then I really am the railway builder, and not just copying someone else's work. Garvald comes into this category.

Bearing in mind the type of settlement Garvald was, my aim was to create a station where the provision of both goods and passenger facilities were as realistic as possible. To do this I endeavoured to find out as much as possible about the geography and economic history of Garvald and the surrounding countryside, and then used this information to forecast potential revenue-earning traffic.

Planning for goods traffic

The first significant thing I learnt about Garvald was that it was more important at the beginning of the 20th century than it is now. The many tradesmen in residence – such as smiths, wrights, and shopkeepers – meant that the village became a focal point for farmers for miles around. I therefore feel justified in incorporating an end-on dock, with a ramp for unloading agricultural machinery, into my station design.

Also included in the plan are the



ubiquitous livestock pens. Garvald, at a height of about 500' above sea level, is surrounded by hill sheep farming, so provision would need to be made for the importation of hordes of young sheep to be fattened on the hills, and then sending these sheep back again once fattened. It is also likely that there would be cattle to send to Gorgie Meat Market in Edinburgh, as was already the case down the line at Gifford, and at numerous other country stations in East Lothian. Horses for both work and sport could be carried if required. Whereas cattle were herded into vans as tightly as possible, horses were considered more valuable and transported in padded vans, normally two to a van. My research told me that at least one local farmer regularly sent horses to the local race meeting at Musselburgh.

It is usually taken for granted that even the smallest country station deals in coal, and even for a comparatively small amount of fuel, a few storage bins would still be needed.

As for general goods, it was unlikely that Garvald would generate enough business to warrant the building of a proper goods shed, and like other stations on the branch it is provided with just a loading dock and heavy crane. There would probably be some fresh farm produce to carry, mainly destined for Edinburgh. This was seasonal and was sent daily from stations like Garvald in the days before refrigeration.

Having studied the potential goods traffic, I was then able to determine how many sidings would be needed to serve these various facilities adequately, and then map out a station plan. Also, at this stage the type and amount of goods rolling stock necessary to operate the railway could be decided upon.

Passenger facilities

Before finalising the station plan, however, it was wise to consider any special requirements that passenger trains might have, apart from the usual single platform and run-round loop. For instance, if there is potential for special excursion traffic, the platform should be longer than would be required for normal everyday passenger trains. I will be optimistic and say that Garvald, because of its scenic location and proximity to the city of Edinburgh, comes into this category. In any case, because the usual Gifford branch train in LNER days comprised five four-wheel carriages (two thirds, two brake thirds, and a first) the platform would need to be slightly longer than is normal for a light railway terminus.



An undated view of Gifford station, possibly around the time of completion in 1901. Garvald station would probably have looked very similar. *Photo: www.railwaystationphotographs.co.uk*

Compiling a working timetable

I think it is important to compile a working timetable for a layout scheme, even if it is not always adhered to! For Garvald this is straightforward – a matter of taking the existing 1930 Gifford branch timetable and extending it to Garvald. This means there are three return passenger services from Edinburgh to Garvald daily, with an extra train Saturday lunchtime, and one daily pick-up goods. Even as late as 1930, the first train ex-Garvald on a Tuesday would have been a mixed working.

Suitable locomotives could take the form of a Hornby J83 0-6-0T (NBR Class D) for passenger traffic; in reality it was Drummond D50 (NBR Class P) 4-4-0Ts that latterly operated passenger services on the Gifford branch, but this class is not available in 4mm, either ready-to-run or in kit form. Goods traffic could be handled by various 0-6-0s, including J35s (a kit is available for 4mm from DJH) and J36s (as per the recent Hornby model). Other options include J37s (No.64624 was recorded on a railtour at Saltoun in February 1962), together with Ivatt or BR Standard Class 2MT 2-6-0s for later periods. The Moguls are available (soon in the case of the latter) ready-to-run in OO from Bachmann and Hornby respectively.

A plan for home or exhibition use

The proposed layout plan presented here is logical and follows common light railway practice, save the long platform. The rough placement in the hamlet has the line ending at a road called Priest Bank close to the settlement and with easy access for farm traffic. The OO gauge plan is sized at 12' x 2'6" scenic which gives it room to breathe, but this could be reduced somewhat, and this could obviously be resized to around 6' x 15" for N gauge or 8' x 18" for TT:120. Any could be adapted for home or exhibition use.

Further reading

Railway Reflections
by Stuart Sellar, published by the Scottish Railway Preservation Society (ISBN 9 781399 907248)

***The Haddington, Macmerry and Gifford Branch Lines* by Andrew Hajducki, published by Oakwood Press (ISBN 978-0853614562)**

Scale Drawings

Modelling LMS 42' parcels vans in 4mm

Despite already owning three scratch-built examples of these vehicles, **IAN NUTTALL** *couldn't resist the challenge of upgrading a venerable Lima model. Here he details what turned out to be a straightforward project, with accompanying drawings prepared by* **STEVE CROUCHER**.

Model photos by the author except where stated

When I wrote part one of my *Parcels traffic for Dentdale* article that was published in the April 2020 issue (which detailed vehicles of the LMS and its constituents, with part two in the May issue covering vehicles from other companies) several feelings were energised. First, and foremost, I found the whole exercise utterly enjoyable and totally absorbing. It also made me engage with, and connect to, my modelling activities over the last 50 years. Hence, to check facts from long ago, I needed to delve into my archives and library to confirm and back up my thoughts. I can't claim that all I have written is 100% accurate, but I have done my best to back up my memory with appropriate official references.

One of the models featured in part one of the aforementioned article was an LMS 42' parcels van, which had been modelled using the venerable Lima ready-to-run model as the basis. Here follows the postscript promised in that article of how this particular model was created.



▲ The upgraded model, pictured after weathering and ready for service on the author's Settle & Carlisle-themed layout *Dentdale*.



Ivatt 2MT No.41320 is pictured at Wareham sometime in 1966 with a Weymouth-Bournemouth Central service. An LMS 42' parcels van can be seen marshalled ahead of a three-coach Bulleid set.
Photo: Transport Treasury

The LMS 42' parcels van

240 of these useful vans were built by the LMS between 1933 and 1937, all to D1870; hence all basic dimensions were the same. However, there were a few detail variations. The buffers started off in the 1933/4 Lots as standard LMS round coach offerings, to be followed by 'clipped' round buffers; the top edge flattened to allow the lower end door flap to hinge down unhindered. Finally a variation on the LMS oval coach buffer appeared on the last batches. The oval was not as pronounced, and, again, the top edge was straight. Roof vents also changed; certainly, all the first 100 had torpedo vents, whilst the final 40 were definitely the shell type. The bogies altered from riveted initially to welded latterly. Virtually all vans were turned out in LMS simple livery on construction, though, should you hanker after the LMS fully lined livery, then the first batch of 50, Lot 890, were turned out just so.

Replacing the bogies

The Lima model (photo 1) has been around for approximately 40 years, and struggles to match up to modern standards in some areas, yet all its shortcomings are relatively easily overcome, helped by separating the body from the chassis.

The BR pattern bogies are the most glaring items and need replacing. The Lima wheels are also undersized. For my model I had chosen to represent No.37922 from the final 1937 batch, which had LMS 9' welded bogies. I was able to reuse a pair which originally were in service as part of my 'Thames-Clyde Express' formation and added brass bearings and pin-point axles. The Lima bogies simply pull out. To mount the replacements, I used a stub of brass tube which was an interference fit in the hole in the Lima chassis followed by a longer, thinner section of tube which fitted the hole in my bogie stretchers. I drilled a hole in the brass tube to take a split pin which held the bogie in place. Superglue secured the tubes in place (photo 2).

Buffers and battery box

Other matters to be dealt with below decks included the buffers; mine are oval ones from ABS, although they are available from Comet or 247 Developments. I filed mine less oval and created the flat top to match the prototype, whilst the vacuum and steam heat pipes are from Comet and the screw couplings from Smith's.

The battery box failed to convince as the angles at each end were filled in. Removing it was the trickiest task using many tiny drill holes and a short section of piercing saw blade held in a pin vice. I broke two diagonal struts in the process which I replaced with plasticard section. The new battery box (sourced from Comet) needed a bit of fettling to make it sit properly. The hand wheels by the underframe trussing do not match the prototype so were changed. I settled for one from a Cambrian Models moulding which you can buy separately and is significantly more accurate than the original Lima offering.

1



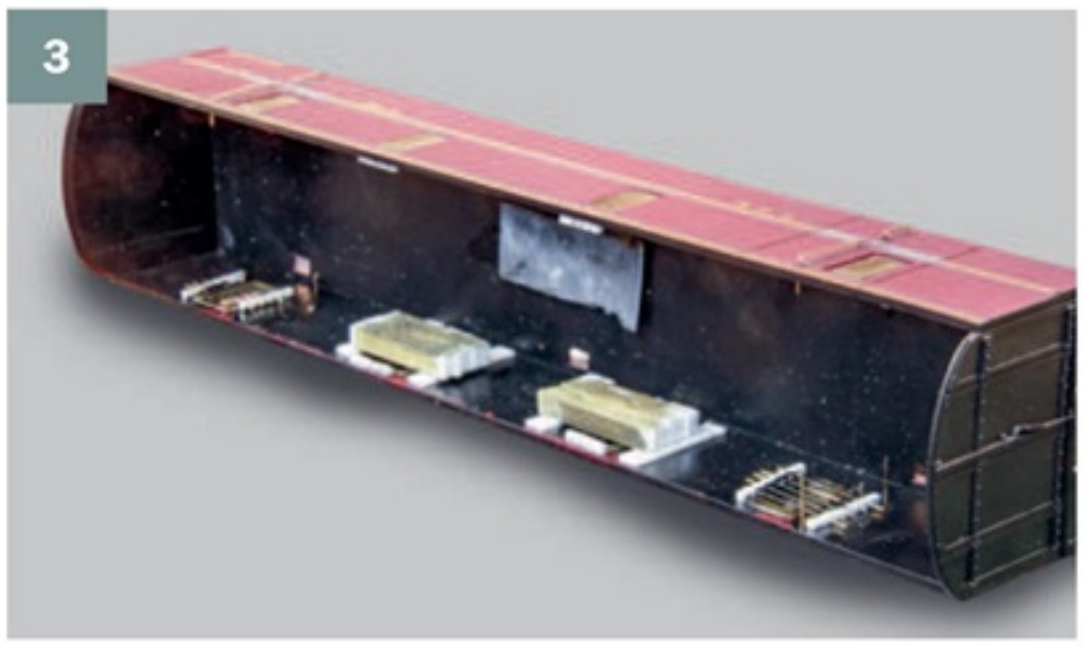
▲ **The Lima model was reviewed in the May 1981 edition of Railway Modeller. This photo (scanned from a copy of the magazine) shows the BR pattern bogies fitted to the model as supplied.**

2



▶ **A detail shot of the model's underframe highlighting how I mounted my bogies, plus the replacement buffers, couplings, end hoses, battery box and hand wheel.**

3



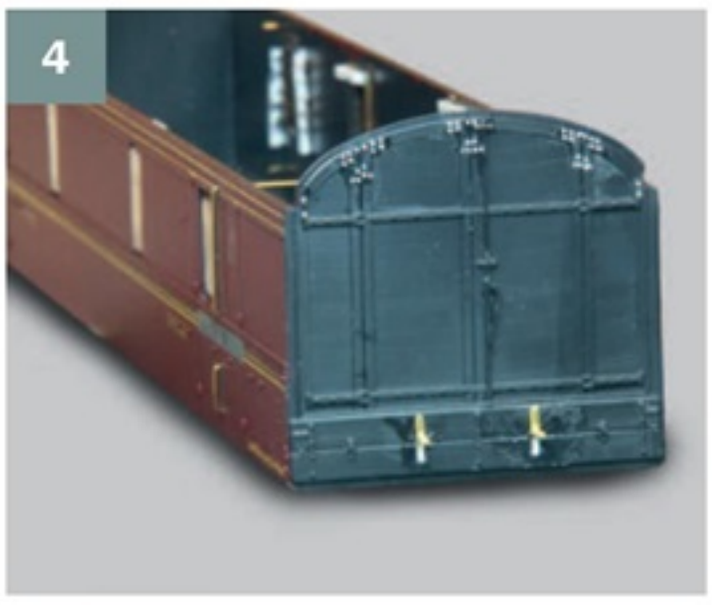
▶ **This illustrates how I manufactured my window bars and shelving. All are made off-site where it was easier to line things up accurately. Each unit was then secured in place with butanone as a complete item after painting.**

The body

As far as the van body is concerned, I sliced off the moulded handrails, lever and T-door handles with a sharp curved knife blade. They were replaced with 0.31mm brass wire flattened in a pin vice and the luxury of turned brass T-door handles respectively. The last are expensive but are worth the indulgence. I spotted flush glazing packs on the Shawplan stand at a past Warley show, so snaffled one up for the Lima van and used it here. Each door had five internal horizontal bars, whilst each window featured three vertical bars; 0.31mm brass wire to the fore again passing through 0.35mm holes drilled in 40 x 40thou plasticard strip to prevent them coming adrift in the future. One side has shelving behind the two central windows; I used 30 x 125thou plasticard to represent this, including a 60 x 125thou strip for the third to top shelf. Quite why this was so I am unsure, but it is noticeable. I painted them a slightly weathered natural wood colour (photo 3)

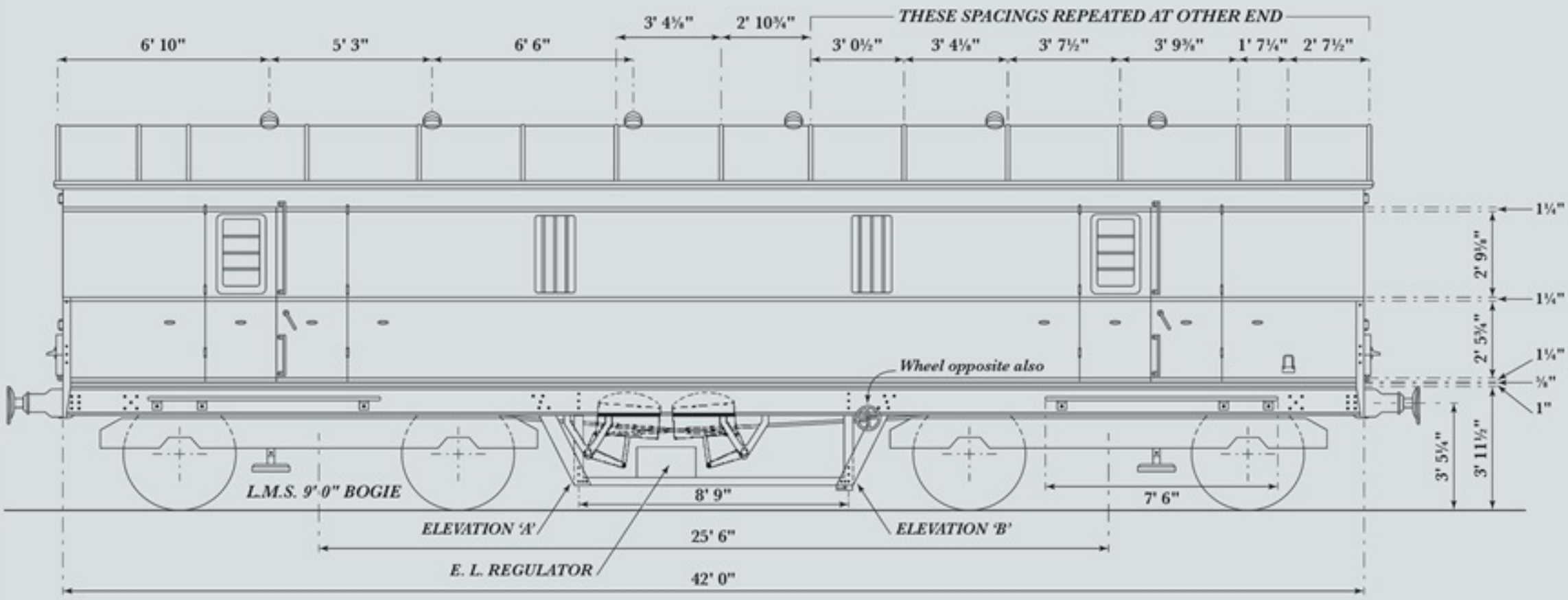
I formed replacement lamp irons on the van ends from suitable sections of spare brass etch fret, whilst many an extra rivet was added from 10thou cubes of plasticard (photo 4).

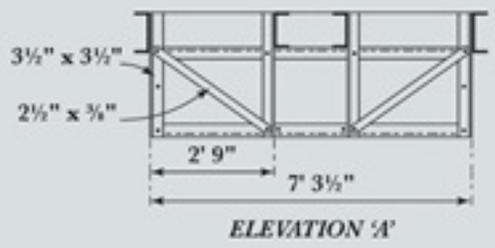
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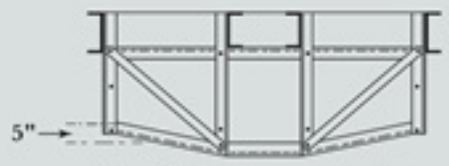
▲ **While it is not necessary to add the missing rivets on the ends it is not an arduous task. Once all are in place a further wash with butanone fixed everything securely. The lamp irons also feature here; the main portion is brass strip fitted into a mini slot in the body, whilst a 25 x 10thou plasticard piece forms the bottom part, with two 10thou cubes added to each as rivets.**

LMS 42' bogie parcels van



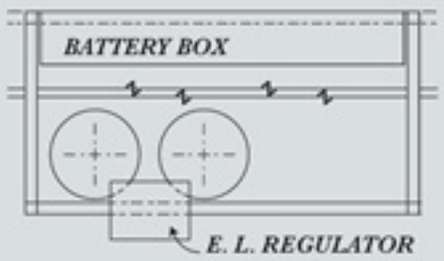


ELEVATION 'A'

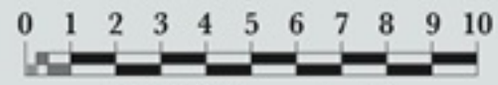


Sizes of members as other truss

ELEVATION 'B'



LAYOUT OF EQUIPMENT ON UNDERFRAME (TO SCALE)



SCALE : 4mm to 1ft



The replacement whitemetal shell ventilators and evidence, before repainting, of where I split the plastic roof moulding whilst attempting to separate it from the body.

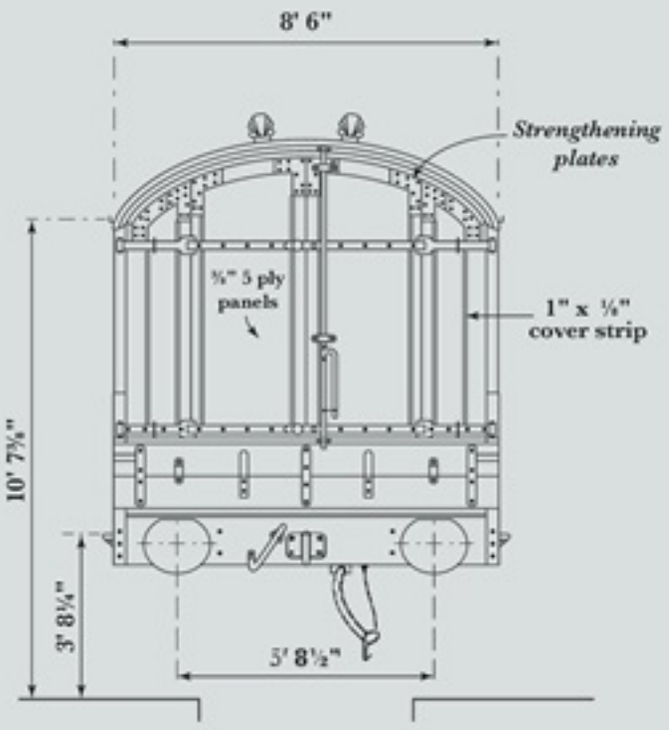
The roof moulding is a brittle, clear plastic, as I found to my cost whilst removing it when a crack appeared down almost half its length. Fortunately, butanone rescued the situation with gentle remedial filing 24 hours later, and a coat of paint removed any evidence of the disaster. I cut off the old roof ventilators and substituted ABS LMS shell ones, which I happened to have in stock, to match my chosen vehicle. Even if modelling an example with torpedo vents (and many had these) I would still replace the Lima ones as they are not sufficiently proud of the roof or well profiled (photo 5).

Painting and finishing

I opted to repaint the body using Precision Paints LMS Crimson Lake (Dull), being careful not to obliterate the 'LOAD 8 TONS, EVENLY DISTRIBUTED' message as this is not available on my HMRS transfer sheet which I used for the LMS logo and number. HMRS transfers also provided the lining and the two stars on each solebar indicating the position of the vacuum cylinders (photo 6). On a BR



The complete 42' Utility Van in its 1937 ex-works condition (prior to weathering).





Wearing BR blue, M37908 is recorded at Whittlesey on 21 January 1978 following withdrawal. It was built at Wolverton works in 1937. ***Photo: Transport Treasury***

In 1933 the LMS introduced a new short (42') bogie parcels van with steel sides and end doors. 240 were constructed up to 1937 with minor variations to Diagram 1870 in the number range 37700 – 37939. Most were built at Wolverton and, as with any large batch of vehicles, detail differences abounded, with modifications to the buffers, by reducing the top to allow for the end door flaps to drop; the roof ventilators, from torpedo type to shell type; and added handbrake wheels.

As with much of the parcel-carrying stock on the system, they were long-lived, and liveries ranged from fully lined LMS crimson, to the last repaints in the mid to late 1960s into BR rail blue. They were originally designated 'parcels and luggage vans' but this changed to the more common (and subsequently the adopted designation for the Lima OO gauge model) General Utility Van or GUV. The usage would have been parcels, newspaper traffic and general dry goods, but there is anecdotal evidence of the end doors allowing motor car transport.

Many scraped into the 1970s, though probably not all received the corporate blue livery, and would have been downgraded to engineers' stock, with the last few remaining on the stock list until almost the end of the decade. The TOPS newspaper-carrying code NIV was allocated, but it's doubtful if this was ever physically applied to the vehicles with the GUV lettering being carried through to scrapping.

[Ed – The accompanying 4mm scale drawings are a facsimilie of those published in the July 1964 Railway Modeller*, which were drawn originally by Arthur Whitehead.]*

7



8



With lining and lettering complete, weathering of the model was then carried out by replicating the condition 37922 would have endured for much of its working life. The chalk destination of 'OBAN', from its previous journey, has been deleted whilst 'YORK' has replaced it. I need to ensure it is rostered on a southbound service. However, I have written 'APPLEBY' on the other side should I opt to add it to a train heading up the line.

A close up of the left-hand end revealing the tiny transfers to make up the 'PMR' notation and the wagon numberplate, whilst the window bars, flush glazing and shelving behind the windows are all apparent; even the thicker third shelf is obvious.

wagon transfer sheet, I found small individual letters to replicate the 'PMR' at the left-hand end of each solebar, although I'm not sure what it means. I have even managed the minute 'LMS' and '37922' on the solebar mounted numberplate I cut from 10thou plasticard strip, though they were barely discernible once weathered (photo 7). Incidentally, I chose to add lead flashing as extra weight before re-assembling the chassis, body and roof.

The weathered, slightly down at heel finish was created with an initial overall wash of a much-thinned mix of black, white, earth and rust, with the first two dominating. Some more specific, controlled touches of dry brushing followed and, finally, some weathering powder, mainly soot black, was applied. Destinations were 'chalked' with a very sharp light grey crayon (photo 8). In BR days there were grey rectangles at waist level on each door, but this luxury wasn't applied in my LMS era.

A satisfying project

I found this a most satisfying mini-project which didn't occupy too many hours yet did demand concentration and a modicum of skill and patience. In many ways I had no need at all to attempt this, as I already have three scratch-built equivalents running on *Dentdale*, but I am pleased I took the plunge, and it does sit naturally alongside them.

Examples of the Lima utility van can be obtained second-hand quite easily, and whilst the model is rather long in the tooth, it is dimensionally accurate and is therefore ripe for upgrading. Furthermore, versions were produced in LMS Crimson Lake, BR maroon, crimson and cream – and even Rail blue! Take your pick.

Further information

Railway Modeller July 1964: in-depth article by the LMS Society on the 42' Utility Van, available on the Railway Modeller online archive.

LMS Standard Coaching Stock Vol.1
by D Jenkinson & R Essery
pp93-6. Published by OPC 1991
ISBN 0-86093-450-0

Historic Carriage Drawings Vol.3
by P Tatlow
p35. Published by Pendragon 2000
ISBN 1-899816-09-7

PDF NEWSPAPERS and MAGAZINES: WWW.XSAVA.XYZ

Making Tracks – II Up and running

Members of the public have until 3 September to make their pilgrimage to Chester Cathedral for the second and final West Coast Main Line pageant unveiled by Pete Waterman and his Railnuts team.

Words: **STEVE FLINT** *Photography:* **DAVE FENTON**

A strong sense of déjà vu must have descended upon Pete Waterman when he arrived back at Chester's majestic Cathedral with the baseboards of the latest iteration in OO gauge of a favourite stretch of the West Coast Main Line.

He and his colleagues, who appear on social media under the guise of the Railnuts Facebook page, had delivered this second project in half the time it took them to finish the job last year, and moreover, a completely new approach to controlling the railway had been built and implemented.

Making Tracks – II was conceived on the basis of getting the public involved and providing them with the opportunity to run some of the trains themselves. Pete recalled how, last year, he heard the children asking: 'Can we get the train set out Grandad when we get back home?' It was the sort of feedback that persuaded Pete to change the control system so as to embrace the public.

"To me, that's what it's all about," he uttered emphatically.

Wireless

His team along with Dave Fenton, proprietor of Megapoints, worked out an approach to layout control that was entirely wireless, as the hard-wire cabled system of the previous year had proved to be problematic. "The points were 64' apart and we were tripping over each other's wires."

Hence a wireless method using the Fleischmann/Roco system was chosen along with the Z21 app which enables touch panel



There's no grander venue for a model railway show than the magnificent interior of Chester Cathedral; reminiscent perhaps of city and provincial town exhibitions from the past. Here Pete and his colleagues make final preparations before the grand opening in July.

If Pete is seeking some divine intervention to help him out, then he's in the right place.

A panned shot of a pair of Freightliner-liveried Class 90s racing by. Pantographs are lowered to avoid snagging on the fine catenary.







Just like the real thing: a giant mimic panel replicating the sort of display found in modern power signalling centres on today's national network. This one, built by the Railnuts team, shows the positions of all the trains as they proceed around the visible scenic section of the layout. Each small square on the panel corresponds to a 4' block section of track and lights up red as the section(s) become occupied. A similar smaller panel is used for the fiddle yard storage roads.

To help operators identify the DCC address of the loco they are driving, RFID readers (the red circuit boards illustrated) are located strategically around the layout. A small sticker on each loco bodyside carries the loco's address which is scanned as it passes by the reader. The loco addresses then appear in the LED displays on all the mimic panels.



One of the operators gets to grips with the virtual train controller app on a tablet as the public gather around. The Z21 app is used in conjunction with the Fleischmann/Roco DCC layout control system.



A Freightliner Class 70 hauls a train of empty HHA coal hoppers up the incline on the northern section of the Northampton loop. This part of the layout depicts the Down flyover at Hillmorton Junction where the two routes converge. Tha actual junction pointwork is located on the off-scene section of the layout.

controllers to be used on the screens of phones and tablets. An operator could then follow his or her own train around the layout, but if the venue was especially crowded, walking around the huge layout would not be possible. So a means of tracking and identifying trains from a static operating position was devised.

This takes the form of a giant mimic panel above the layout on which people can watch their train as it moves around. "Just like in a real signal box," Pete added.

To create the big panels, the team set about dividing up all the layout tracks electrically into separate 4' long 'block' sections. Each of these block sections were wired through a train detection module that – without affecting the train operation – generates an electronic signal which is fed into the mimic panel electronics. This in turn illuminates a series of small square lights on the panel indicating which sections (blocks) are occupied by a train. As the train moves along the track, the lights on the panel move with it.



“– I’d love to do something in OO on a grand scale –”

Pete Waterman

A further requirement was the inclusion of a means of remote identification of loco DCC addresses, such that each operator can identify which locomotive is at the head of their train and key-in or touch the correct address on the tablet screen.

To accomplish this, a series of RFID reader circuit boards were installed at key locations around the layout. RFID stands for Radio Frequency IDentification and a small sticker attached to each loco bodyside which carries the loco’s DCC address gets ‘scanned’ as it passes by a reader. The signal is translated into the loco’s address which then appears in the LED displays on all of the mimic panels.

The system has proved to be a boon with members of the public and a visit to the event is thoroughly recommended.

Final time

Next year the Cathedral will host a different exhibition across the summer, so this is to be the final time for a mammoth model railway display at the venue.

Invigorated by the interest the two seasons at Chester Cathedral have generated, Pete admits that he, “…would love to do something in OO on a grand scale.”

But that’s for another day. In the meantime members of the public still have the chance to visit this display until 3 September and try their hands at running some crack expresses.

There will be more from Pete Waterman in the pages of RAILWAY MODELLER later in the year, but for now you can listen to our full interview with him on our Peco TV channel via: **bit.ly/MT2withPeteWaterman**

Chester Cathedral opening times

Making Tracks II is open to the public Monday to Saturday from 1000-1700 until Saturday 3 September. For further details see the entry in our Societies and Clubs pages or visit www.chestercathedral.com



Tablets at the ready. Wireless control really comes into its own with a huge multi-track layout such as this – no wires to get tangled.

One of the first members of the public to have a go watches his train on the overhead mimic panel as it gradually moves around the layout to reach the scenic section.



Although generally operated as a modern period layout, the actual timescale is flexible so the latest liveried Pendolinos rub shoulders with early post-Privatisation trains such as Virgin Trains Class 86 No.86019 *Sir Winston Churchill*. Furthermore, Pete, who has a special liking for ex-LNWR ‘Super D’ 0-8-0 steam locomotives, allows a pair to trundle around the layout with a long train of pre-Nationalisation wooden-bodied coal wagons (*inset*).



Constructing a cathedral in 7mm

ROBERT KOSMIDER *was first inspired to build a model of Chichester Cathedral in the early 1990s, but nearly 30 years elapsed until he finally made a start. Now, with some adaptation, it is complete, giving other modellers something to 'a-spire' to!*

Photography by the author

The idea of making a scale model of a cathedral originated whilst on a trip to my old stamping grounds of southern England in the early 1990s, with the aim being to create a representation of Chichester Cathedral in 7mm scale. Many photographs were taken during my visit, and I also found a card model in the cathedral souvenir shop, from which I knew I would be able to glean a certain amount of information. Little did I know, however, that nearly 30 years would elapse before a start would be made on my own 7mm model…

Planning and reduction

I assessed the card model that I had kept stored away safely throughout the intervening years and established that it scaled out at something smaller than 2mm:1ft. Whilst this card model proved unsuitable to scale from directly, I did find that it was invaluable for planning the method of structural assembly that I could employ for the 7mm version.

However, having taken dimensions from the (more accurate) booklet drawings supplied with the card model, and scaled these up to 7mm, I soon realised that the central spire and tower alone would be over three metres tall! And even if I halved these dimensions, the model would still be too big for the space available in the corner of my O gauge layout. Ultimately, I decided to reduce the dimensions further and construct some elements in part-relief, this enabling me to create a model that would fit the allotted space whilst still capturing the feel of Chichester Cathedral. Measuring 1.2m x 0.6m x 1.0m high, the finished model is still a very large piece of work.

Mocking up

Before starting construction of my 7mm model, I first created a mock-up that was rather crude in finish but dimensionally accurate. I based this on some working drawings that I had prepared, building it using quantities of scrap material (mainly 5mm foamcore board) which I pinned and glued together (photo 1).

Laser-cut windows

The ornate window frames were laser-cut professionally, each comprising a minimum of three layers of card of 1mm, 1.5mm and 2mm thicknesses (photo 2). The thickest of these formed the bottom layer, with the upper layers reducing in width to achieve a three-dimensional

1



▲ **A mock-up was built using a mix of 5mm foamboard and scrap card. This gave a 3D idea of what the finished model would look like, although the actual model was built as a mirror image.**

2



▲ **The window frames were drawn on computer using CorelDRAW graphics software and professionally laser-cut. Three thicknesses were produced to give the stepped effect of the stone frames.**



▶ **The completed cathedral. The surrounding wall was created using HydraStone castings, whilst the tombstones are Langley Models products.**



Rather than making detailed drawings, photos were used to gain the information. If it looks right, it is right!

The model was created as a series of separate modules using 5mm foamboard covered with Slater's embossed stone sheet. The laser-cut windows have already been fitted into the apertures.



effect to the stonework. In some cases a fourth layer was used to simulate wall detail around the window. PVA glue was used to join the laser-cut layers together, which provided an instant bond, so great care had to be taken when positioning the smaller, more delicate pieces.

Walls from foamboard

Having produced the working drawings for the card mock-up, I was able to take dimensions from these for the actual model. I also worked from my photographs to give a reasonable representation of what was required, with some simplification of the embellishments/ornamentation made to speed up the build process (photo 3).

5mm foamboard was used for the walls, with the window openings cut out to be slightly taller than required so that angled card sills could be added in at a later stage. The walls were covered with Slater's embossed stone sheet Plastikard, although I didn't clad the window reveals – instead adding score marks into the foamboard to achieve the stone effect I wanted. Where a wall was made from a number of panels, I used buttresses to hide the vertical joins in the stonework, these buttresses being made from styrene (photo 4).

Working in sections

I chose to build the east end of the cathedral (the end away from the main west doors). For ease of handling, I created the model as a series of separate modules (photos 4 and 5) – thus I had a rear chapel, two side chapels, presbytery (rear of the altar), transept (side arm at the tower) and the tower itself. Put together they make a large model and therefore allowance for painting was an important consideration – this being undertaken in stages (photo 6).

The street scene buildings that are situated on the layout to the right of the cathedral (photo 7) are all based upon real structures that are located in other parts of Chichester.

Stained glass

The stained glass for the windows started out as a commercial sheet available from Langley Models, but I found this to be the wrong size for what I needed. Therefore I scanned the sheet and adjusted the sizes and shapes to suit the openings of my windows, before reprinting them onto transparent sheet and fitting in place (photo 8).

To enhance the model further, I fitted



Two small side chapels were constructed without roofs for attaching later on; card roofs were added when the building was complete.



The entire structure heading toward completion. The roofs have been added and painting of the separate modules has begun.



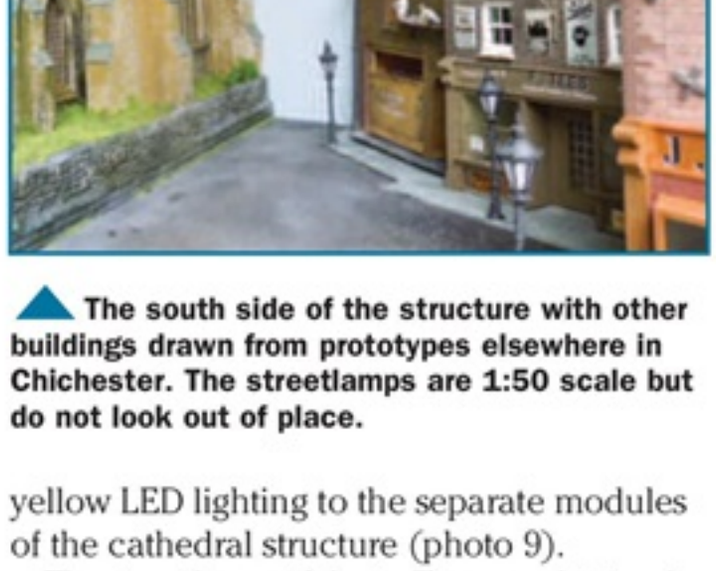
The south side of the structure with other buildings drawn from prototypes elsewhere in Chichester. The streetlamps are 1:50 scale but do not look out of place.

yellow LED lighting to the separate modules of the cathedral structure (photo 9).

The streetlamps (photo 7) were obtained via an online auction site (supplied with



The south transept with stained glass window in place. The buttresses are formed from styrene strip, covered with Slater's sheet and topped with card tiling.



The building was lit using LED lighting which brought the stained glass windows to life. The card window sill sections are apparent here.

built-in LEDs), and although to 1:50 scale they look the part – as long as 7mm scale figures are not placed too near to them!

A long time coming

The project was completed over the course of seven months, with work on it taking place most days, whilst the most time-consuming task was designing and drawing up the windows in CAD. I am really pleased to finally have the model of a cathedral that I always aspired to complete – even it did take 30 years to bring it to fruition…

Ashby Magna

Like many modellers, **DAVID DURRANCE** *spent his formative years watching full-size trains in action from the lineside, often by peering over fences or bridge parapets. Here he describes how memories of the Great Central Main Line in the early 1960s led him to create this N gauge model.*

Photography by Geoff Helliwell

Riddles Britannia class 4-6-2 No.70015 *Apollo* hauls a semi-fast of maroon Mk.Is on the Down line and on the opposite side BR Standard 4-6-0 No.73158 heads Up with a parcels train. The cattle dock is constructed using parts from the Ratio kit.

Travelling home on the school bus in the early 1960s, I was able to catch glimpses of the Great Central main line between Lutterworth and Cosby. I would stare out of the window hoping to see the Bournemouth-York express, which was usually hauled by a Western Region Hall class 4-6-0 and on alternate days would comprise a set of green Mk.I coaches.

There were also occasions when, having arrived back at home, I would jump on my bike, cycle down to Bridge 400 at Whetstone and wait to see the same engine returning south, where it would be hauling the Leicester-Woodford Halse local service as part of its journey back to Banbury on former GWR territory. From the same location I would also sometimes see the Grimsby-Whitland fish train, which for a period was hauled by an Immingham-based Britannia.

Fast-forward to more recent times and a house move meant that my existing layout had to be dismantled, so there was the question of what to do next? It didn't take long for the schoolboy trainspotter in me to decide upon an N gauge layout that would rekindle my cherished memories of the Great Central.

Planning

I had a space available in a spare bedroom of 8' x 3'. I made a start by devising a universal fiddle yard that could be utilised not just for this layout, but for a further two future projects as well. To cater for the operational requirements of these different scenic sections, I constructed a fiddle yard with 11 storage roads in each direction.

My decision to embark on the GCR model first was partly influenced by the fact that I already happened to have plenty of suitable rolling stock, and I had also acquired the full suite of Bachmann Scenecraft Great Central outline resin buildings.

The obvious choice of location to model would have been Whetstone but, as most of the layout would have to be constructed on a sizeable embankment, I decided to opt for the more straightforward alternative of Ashby Magna.

The track layout as modelled matches that of the 1960 OS map to which I referred. The main compromise was the compression of the distance to Dunton Basset Tunnel, situated to the south of the station. The station master's house and yard entrance are

The GCR line was largely steam powered in its later days though there was some diesel passenger running. Here a DMU pauses at the station. The station master's house in the background is from a Kestrel kit and is due for replacement.

The author was able to reproduce a regular visitor to the GCR station in the form of the Bournemouth-York express, which was often hauled by an ex-GWR Hall class and on alternate days would comprise a set of Mk.I coaches in Southern Region green livery.

A long view over Ashby Magna station clearly showing the classic Great Central track layout of pairs of relief and through roads around an island platform. Here, a train is posed on the Down relief line, although these tracks are in fact cosmetic.

also closer to the station than they were in reality.

The accompanying plan shows the classic GCR arrangement of fast running lines either side of an island platform. As far as I can ascertain, the relief lines were only added during World War II. I have yet to locate any photo that shows these tracks being utilised during the period being modelled. This simplified the decision to make these lines purely cosmetic. Similarly, I have been unable to source any photos of the station yard entrance, nor any details of coal merchants.



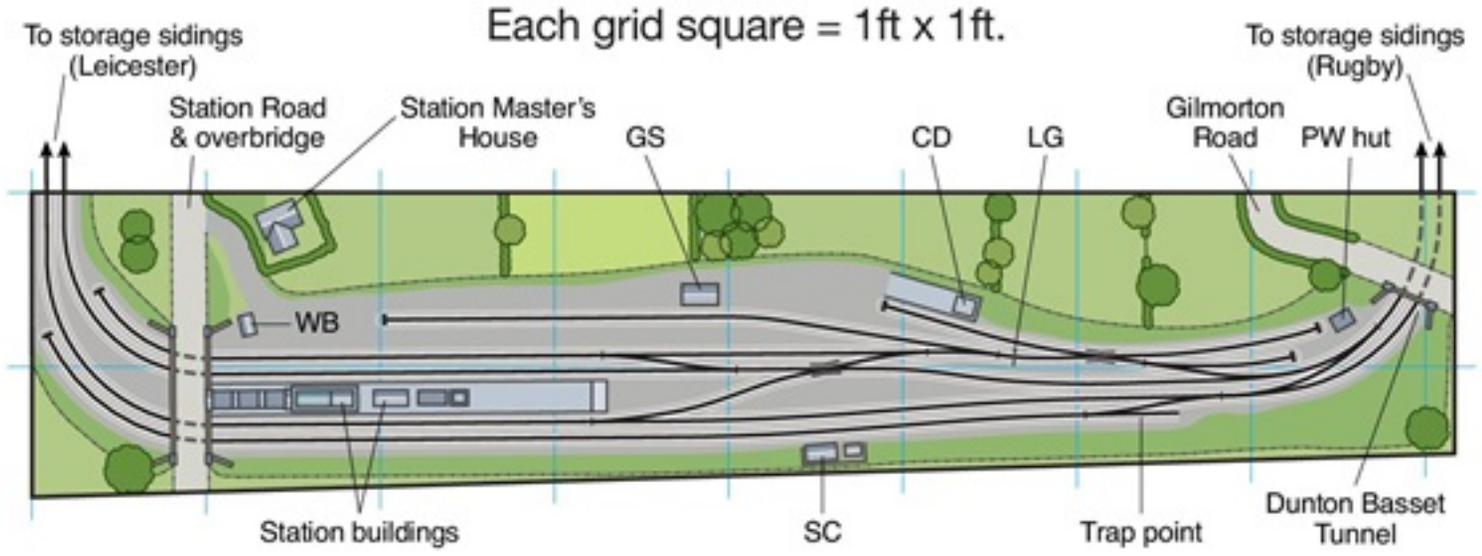
Traditional baseboards

All baseboards are 9mm ply with 2" x 1" framing. Two 4' x 18" boards from my previous layout were screwed together to make the 8' x 18" board for the fiddle yard. Two new baseboards were constructed for the scenic section, each 4' long; one board was 21" wide reducing to 19½" and the other was 19½" reducing to 18". These were screwed together to make for a solid construction, whilst also allowing for ease of dismantling in the future. (It was planned that the scenic boards would be screwed and G-clamped to the fiddle yard boards on completion.) Additionally, a 2" strip was added to one end of each set of baseboards to make use of the full 8' 2" width that I had available. Thus, the overall size of the scenic boards was 8' 2" long with a width of 21" on



ASHBY MAGNA

Overall scenic dimensions: 8' 2" x 1' 9", tapering to 1' 6".
Each grid square = 1ft x 1ft.



the left (when viewing the layout from the front), reducing to 18" on the right. I gave the completed scenic boards a coat of matt black emulsion before any further work.

The baseboards are supported by two bookcases; these face each other with one at each end of the layout. Running between these are three lengths of 63 x 38mm timber. Running transversally across these are six 36" batons, on top of which the baseboards sit. Nothing is screwed down as everything is held together by gravity. This provides flexibility, ease of access, and allows for simple adjustment.

The height of the layout is 44", which is ideal for standing operation and for storing items underneath.

Track

Trackwork is mainly Peco code 55 although most of the end curves use Peco code 80 Setrack for simplicity. There is also one code 80 Setrack curve (ref.ST-44) on the main

More ballast arrives for what must be substantial track repairs while a Sulzer Type 4 heads Down with a train of vans. The bridge is a home-print made by resizing a Prototype Models 00 gauge kit.



The Great Central Main Line

The Great Central Main Line was opened in 1899 and ran from Sheffield to Marylebone via Nottingham and Leicester, with the line south of Nottingham being referred to as the 'London Extension' – much of which was built to European loading gauge.

The Great Central Railway company was absorbed into the LNER in 1923, later becoming part of BR Eastern Region following Nationalisation.

Motive power was drawn largely from LNER classes with GCML expresses – including 'The Master Cutler' – utilising the Gresley A3s allocated to Leicester Central shed. The GCML was also known for high-speed running of unfitted goods trains between Annesley and Woodford Halse. These were known as 'Runners' or 'Windcutters' and were usually hauled by LNER O1s and latterly by BR 9F 2-10-0s.

In 1958 responsibility for the Great Central transferred to the London Midland Region and this saw the beginning of an increasingly rapid decline. The Great Central ran parallel to the Midland Main Line for much of its length and served the same cities. The LMR wanted to consolidate passenger traffic onto a single route and so the GCML expresses were replaced with six-coach semi-fasts that only ran between Marylebone and Nottingham. The semi-fasts were downgraded even further in 1963 whereupon the line was proposed for closure.



A view of Ashby Magna recorded on 27 May 1960, by which time the route had been placed under the control of BR London Midland Region. Stanier 5MT 4-6-0 No.44730 is pictured heading north with the 16.30 Marylebone-Nottingham semi-fast. ***Photo: Transport Treasury***

The route south of Rugby was closed in 1966. The section between Nottingham and Rugby remained open and provided a basic passenger service for those stations that did not have an adequate alternative bus service; Ashby Magna was one of the stations that remained open. However, this section closed in 1969, thus bringing to an end the story of the Great Central Main Line after just 70 years.

scenic section to make maximum use of space.

Track and points in the fiddle yard are all re-used from my previous layout; the points being left- and right-hand small radius items and a couple of Y points, but in the scenic section trackwork is all new; a selection of points were used including two new Unifrog versions.

Track was fixed directly to the baseboards; in the fiddle yard it was secured using brass screws fitted at intervals between the sleepers, whilst in the scenic area it was fixed in place using small black screws fitted into pre-drilled holes. This results in a secure yet almost invisible solution and the track can still be removed if necessary.

Rail sides and sleepers were painted rust colour and then ballasted with fine grey chippings.

Electrics

Locos are all configured for 12V dc analogue control. Converting to DCC would be a major task given the number of locos that I possess, plus the fact that many would need to have decoders hard-wired.



Riddles 9F class 2-10-0 No.92189 makes light work of the 'runner' train of coal empties through the platform road. An oil train with the correct barrier wagons heads slowly in the opposite direction.

On my previous layout I had used a single controller, but I decided that it would be preferable to have a twin-track controller to enable separate Up and Down running. I opted for the Morley Vesta Zero Two and have been very pleased with this unit. The controller has optional pluggable hand-held controllers and a built in CDU (Capacitor Discharge Unit) which is used for powering the point motors on the layout.

The points in the yard are all operated using a mixture of Peco, Seep and Gaugemaster motors. Some are mounted above the baseboard and some below. Choice of motor and location was governed by the location of each point and above board was chosen wherever possible. These motors are all activated from a mimic panel located at the front of the layout using Peco studs and probe.

None of the points in the scenic section are motorised as most are purely cosmetic. However, shunting in the main yard siding can be achieved by manual point operation. It is worth noting that there are no track power supplies on the scenic boards as power is picked up from the track connections to the fiddle yard.

Scenery

Although scenery is not one of my main modelling interests, my key objective with the layout was to recreate the location as convincingly as possible.

The road overbridge by the station entrance is from the Prototype Models OO gauge kit, which was scanned and reprinted

at 50% on my inkjet printer. Fortuitously the kit is based on measurements taken from this very bridge!

The station platform is built using components from a Metcalfe Models card kit. The station buildings, goods shed and signal box are all from the Bachmann Scenecraft range, repainted into BR maroon and cream colours to suit the period depicted. The station lamps are Ratio kits. The cycle shed adjacent to the gents is scratch-built from Ratio wooden planking sheet, Ratio corrugated iron and matchsticks. The flower bed is also scratch-built.

The station master's house is from a Kestrel kit but it seems overscale to me so it might be replaced at some point. The distinctive hexagonal GCR cattle dock is constructed from components from the Ratio kit (ref.202). All station nameboard and signal box lettering was created using OpenOffice Calc software, printed to suit.

The two single post signals are from Ratio kits, whilst the junction signal is a P&D Marsh pre-painted item. The tall co-acting signal was constructed from two P&D Marsh kits.

Fields and embankments were constructed from layers of corrugated cardboard with a final thin layer of papier-mâché made from newspaper and wallpaper paste. This was then covered with Gaugemaster grass mats.

Hedges are cut from scouring pads; fences and gates are Ratio; trees and other scenic materials are from various sources; and the vehicles are from Oxford Diecast and P&D Marsh.

The backscene is formed of 5" high MDF boarding, painted with a suitable sky-coloured tester pot emulsion.

Stock and operation

One of the attractions of modelling the GCR in this period was the diversity of loco classes that featured. Trains were hauled by a mixture of ex-LNER, ex-LMS and BR Standard types and the LMR transferred many run-down locos to the line. Visits from GWR locos were common and while diesels did feature, it was steam that predominated for much of the line's latter years.

All locos running on the layout represent loco classes that did appear during the period from 1958 until closure and are from the Graham Farish, Dapol and Union Mills ranges. Other rolling stock is mainly Graham Farish and Dapol with items also from DJ Models, Revolution Trains and the N Gauge Society. The only loco that is a notable absentee for the period modelled is GT3.

Many other loco classes appeared during the period: Hymeks were occasional overnight visitors and I have just discovered that A4s were used on fitted freights on at least two occasions. Class 115 DMUs were regularly used for the Marylebone-Nottingham services during the latter years.

Correct stock formation and timetable running is my main interest and I have constructed an operating timetable based on the Summer 1961 Bradshaw's timetable interspersed with parcels, freight and engineers' trains as seems appropriate. This results in a schedule of 70 train movements in a 24-hour period.

One of the main reasons that I converted to N gauge several years ago was the greater potential to run prototypical length trains in a given amount of space. I think the completed layout exemplifies why this was the correct decision.

Epilogue

Should the Great Central route ever have been closed? It's understandable why it was but as it was built to the continental loading gauge with few gradients then the section from Marylebone to Rugby could have provided a viable alternative to HS2.

Much of the layout was completed during the lockdowns; I wish to express my thanks to my local model shop, Dream Steam in Aylesford, for supplying the required items. A thank you also to my partner Judith for allowing me to use half the spare bedroom.

There will always be some additional scenic work and other improvements to be carried out. I shall enjoy operating the layout for some time yet but eventually it will be dismantled carefully and stored in the loft. The fiddle yard will then be re-used for the next project…



Royal Scot 4-6-0 No.46106 *Gordon Highlander* passes at speed, while Thompson B1 4-6-0 No.61099 heads in the opposite direction with the Grimsby-Whitland fish train.

Mynydd Tatws

JENNY KIRK *has always had a passion for Welsh narrow gauge railways, but it was the release of Ffestiniog 'bug boxes' by Peco that provided the catalyst for her to embark on this small 009 layout project.*

Photography by Zoë Kirk-Robinson



A Bachmann Baldwin 10-12-D 4-6-0T crosses the bridge over the stream. The waterfall behind glistens thanks to the application of metallic paint.

My love of Welsh narrow gauge can be traced all the way back to a ride on the Ffestiniog Railway as a child whilst on a family holiday. Fast forward to 2020 and my enthusiasm for these prototypes was rekindled when Peco brought out its range of ready-to-run Ffestiniog 'bug box' coaches for 009. I purchased a trio of these, with a Heljan Manning Wardle acquired soon after which, whilst not prototypical for North Wales, provided me with sufficient items to finally make a start with building a layout.

I happened to have some scrap wood left over, together with a large polystyrene box that I thought could be used as the basis of a large, light yet strong substructure for a mountain. The scene was set for building a small continuous run 009 layout to capture a suggestion of track running through dramatic scenery. I aimed to incorporate lots of different scenic techniques so that I could use the model for a series of 'how to' type videos on my YouTube channel.

River deep mountain high

The plywood off-cuts I had were 3' square, which set the footprint for the layout. A quick test showed that the Heljan Manning Wardle could just about negotiate a circle of track within this space. With the large polystyrene box sliced up with hot wire cutters and with the addition of Woodland Scenics risers to raise up the trackbed, I next played around with the materials until I had a plan that I was happy with.

The arrangement I decided upon included a tunnel to act as a scenic break, this allowing the trains to appear as if they were going from somewhere to somewhere – without there needing to be an off-stage area.

With a passing loop at one corner to provide a focal area for a halt, I also worked out an area that would get steep wooded slopes, together with another with a waterfall and cast iron rail bridge over the resulting stream. I made use of Bachmann Scenecraft narrow gauge slate walling and tunnel mouths to suggest a North Wales location.

Trackwork and simple electrics

All the track is from the Peco range using flexible plain track (irregular sleeper type) and Streamline points with electrics being kept simple and self-contained.

Point control is achieved using a DCC Concepts module that is flexible in allowing self-contained digital control of the points using Peco solenoid point motors with its in-built CDU (Capacitor Discharge Unit). It

The Baldwin rounds the mountain and approaches the passing loop. These pictures were taken in natural light against the backdrop of a real landscape.



▲ **Bachmann Double Fairlie 0-4-4-0T *Merddin Emrys* emerges from the tunnel, hauling a rake of the Peco Ffestiniog 'bug box' carriages that inspired the building of the layout.**

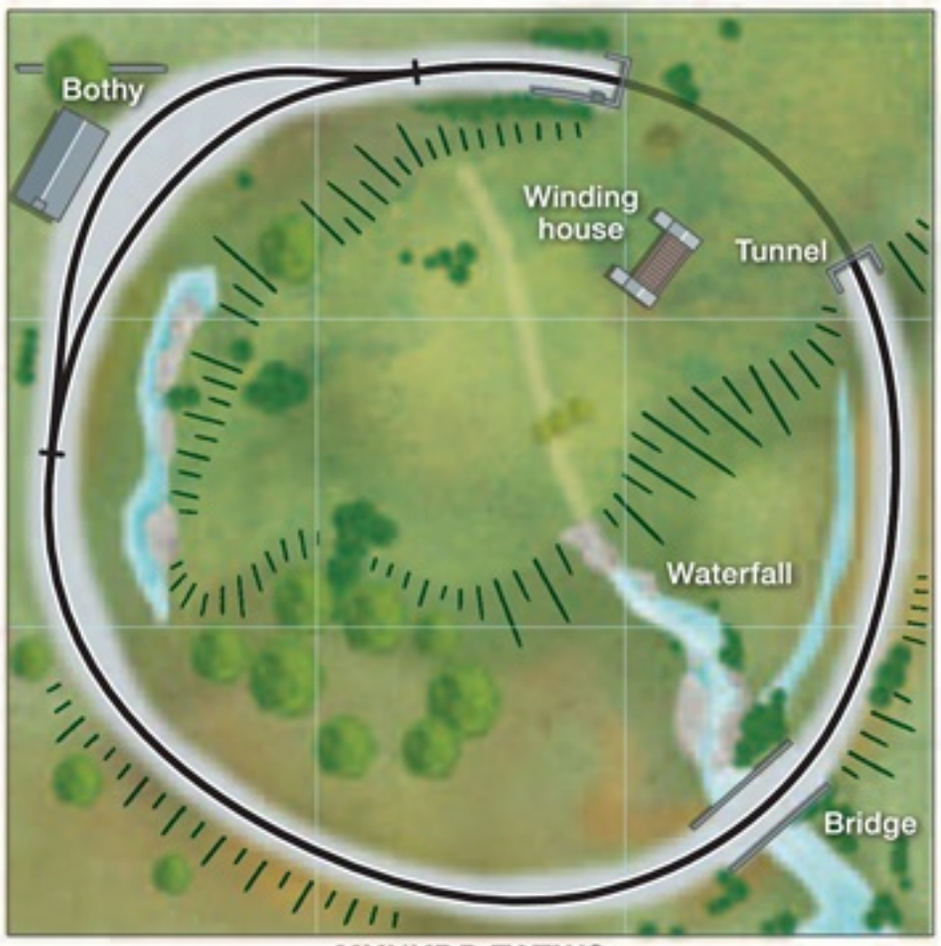
even changes the frog polarity.

With all the electrics built into the underside of the baseboard, the layout just needed two wires attaching to it to operate – perfect for taking to exhibitions!

Jaycloth scenics

For the scenery I employed techniques ranging from the conventional to the unusual. The conventional was a combination of Woodland Scenics shaper sheet and plaster bandage on one half of the layout. This is easy to use, free-standing and sets quickly so you can crack on and get a lot built in one sitting.

The unconventional was a method utilising packs of blue and white checked Jaycloths soaked in PVA glue, which once dry were coated over with a layer of cheap filler coloured brown with some poster paint. I was impressed just how strong these materials were as the cloths go quite stiff once the PVA has fully set. The resulting landscape looked not unlike the structure Richard Dreyfuss' character sculpts from mashed potato in the film *Close Encounters of the Third Kind* and followers of my YouTube channel were quick to dub it 'potato mountain'. This name stuck, but I did translate it into Welsh – hence *Mynydd Tatws*!



MYNYDD TATWS
Overall size: 3' x 3'. Each grid square: 1ft x 1ft.

Ground cover

Grass and ground cover came mostly from the War World Scenics range. I covered the bare landscape with a dusting of fine dry sand to suggest the texture of real soil and soaked this with a spray bottle filled with a watered down PVA mix. I then applied static grass fibres using a variety of coloured fibres.

Next, I used scatters sprinkled randomly on to suggest other plants and flowers. Trees were made from seagrass with foliage added using War World Scenics scatters to achieve a covering of different colours and textures, fixed with layering spray.

Finally ground level bush foliage came from the Woodland Scenics range and was glued here and there sparingly until I was happy with the effect.

Waterfall

The waterfall is another area where I wanted to test unusual methods. Whilst the stream and plunge pool was cast using Deluxe Materials solid water, I built up the waterfall using Clear Coat car lacquer. Humbrol enamels were dry-brushed on between layers to suggest spray and agitated water; I used off-white, but also a metallic gunmetal so that the paint finish on the waterfall would glisten slightly to suggest water droplets.

The bridge is from the Wills range and looks the part, being similar to the one on the Ffestiniog Railway near Tan-y-Bwlch. With the addition of sheep from the Modelscene range – because it wouldn't be North Wales without them – and other figures and deer from the Woodland Scenics range, the layout was complete.

Locomotives and stock

Motive power at the moment comprises Bachmann Baldwins and the Heljan Manning Wardle that started it all. However, I am sure Peco/Kato England 0-4-0STs will find their way into my fleet in due course. Rolling stock is a mix of Peco and Bachmann with an emphasis on items that are relevant to the Ffestiniog Railway, so of course I have some slate wagons.

Conclusions

I am really pleased with how this small layout turned out. Furthermore, it is easy to store out of the way when not in use, one person can carry it, and it slides into the back of a small car for transporting to shows.

I hope readers feel that I have been successful with evoking the feel of North Wales narrow gauge lines – it certainly takes me back to my childhood memories of the Ffestiniog Railway all those years ago.

Talking Points

Topical issues from the world of model railways

"In my own way"– Ian Futers on the joys of his 50-year-long hobby

Photographs by the author or as credited





The September 1972 issue of RAILWAY MODELLER carried an article about my first attempt in the hobby. It described a small 4mm layout named *Ashleigh* that I actually constructed within the space of a week. It was also the first layout I had ever exhibited, at the Newcastle Model Railway Club Show that year in the Civic Centre, if I remember correctly.

It was the start of a great adventure that has, so far and in my own way, continued to give me enormous pleasure and fulfilment.

I am probably best known for building and exhibiting small layouts in a variety of scales and gauges which follow fairly consistent themes: and that is what I mean when I say I enjoy this hobby 'in my own way'.

My layouts have been mostly devoted to railway locations set either in North East England or Scotland, though I did have a very brief wander into Austrian territory for a short while, and still have an interest in the railways of Holland.

As with life generally, things alter and move on, and circumstances continually change. A day job is usually required in one's formative years to cover life's necessities and to assist with the cost of any hobby. I was fortunate to always have employment, in the main as a teacher, and then as a head teacher in various parts of the country.

Such a career in days gone by did of course give me the long summer holidays to survey, plan and plot ideas for new layouts, but moving to take up posts around the country restricted the possibility of ever building a home-based layout. Thus the creation of small, portable and exhibitable layouts became my way of reaping the benefits of this wonderfully creative hobby.

Ian's debut exhibition layout *Ashleigh* was published 50 years ago this month in the September 1972 issue of RAILWAY MODELLER.



Ian was a pioneer of fully circular layouts in his early years and he built this WHR-inspired layout called *Glen Douglas* (see RM March 1974).

Within that 50-year span, I have witnessed huge strides in what is commonly known as the 'ready-to-run' market, especially in 4mm, on which I keep quite a close eye. We can only marvel at the wide range of models and equipment that has been made available. The number of locomotives appearing has been spectacular, but coaching stock and freight stock continues to be introduced in droves.

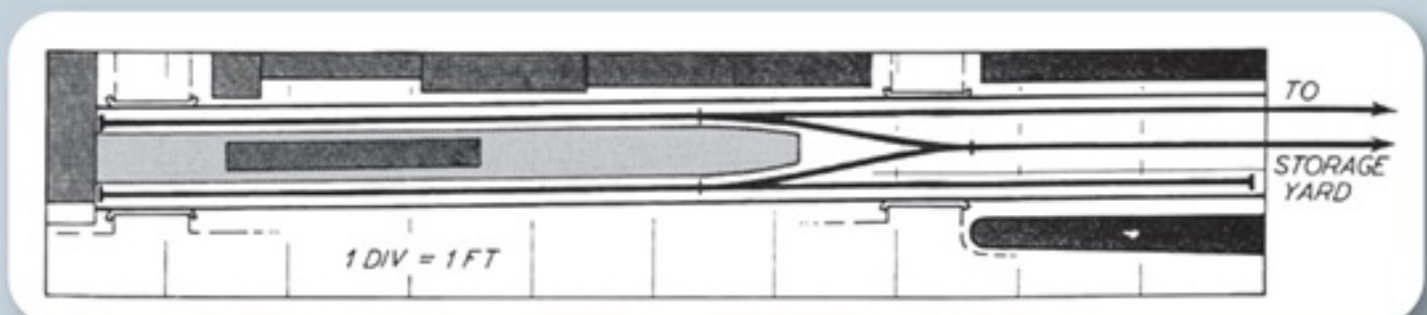
In the 'good old days' this sort of supply could only be dreamed of; back then in the 1970s I had been a builder of 4mm scale kits, but sometime in the 1980s I moved up a scale, to O gauge, and have never



With *Lochside*, completed in 1980, there was a move away from the steam era with Ian choosing to depict the contemporary Scottish diesel scene.

regretted the change, especially so with the proliferation of ready-to-run locomotives. It does take up more space of course, hence the more usual size of my recent crop of layouts.

Naturally, each modeller feels, I am sure, that still more could be accomplished. I have always felt further issues of the Private Owner whisky wagons (PAFs) should be made available, especially now in O gauge, but that is me simply being a bit wishful – I'm sure they would provide a good reason to commence a new project!



Ian's final fling with OO gauge saw a then up-to-date suburban diesel layout called *Newcastle Haymarket*, the compact plan of which is reproduced here from the June 1994 issue.



Long before 7mm ready-to-run models became widely available, an intrepid Ian Futers ventured into O gauge in the early 1990s with this shed scene utilising former Dave Parkins/RJH kits. Called *Lochty Road*, his description appeared in the May 1991 edition.



Another of Ian's circular projects was this portrayal of the little station at Longwitton on the Rothbury branch. A description appeared in the December 1977 issue. *Photo: Richard Heard*

Trying not to be a Luddite

The advent of DCC spread slowly through the hobby at first, and with my traditional preferences, I ignored it initially. Being too close to other layouts at shows whose operators did not choose to turn the volume down might have been the cause of initial irritation.

However, the fact that many modellers seemed to think it was quite easy to install ensured that I soon became a convert. This is something I am looking forward to exploring much more in the future, although the recent Covid issues ensured I was not able to exhibit my latest layout with DCC until only a few days before I typed this article.

Lasting friendships

One positive effect of this wonderful hobby of ours is the way in which lasting friendships and acquaintances are made over the decades, bringing us into contact with like-minded souls everywhere. We may only see each other at exhibitions or communicate by Christmas card, but such friendships endure for years and years.

That social contact has recently been seen as very important to our well-being in recent times and long may it continue.

Many tell me that my *Lochside* layout of 1980 was instrumental in introducing them to the potential of modelling the then 'modern scene'. The layout was as up-to-date as it could be at that time, depicting the then contemporary rail scene, which I referred to for the research. I have always considered it important to research projects fully in order to create realism, atmosphere and accuracy. That is so easily undertaken when modelling the current scene; we simply need to observe what we see all around us. That's what I did when planning *Lochside*, so maybe that's how I made it so memorable.

In those days, site visits were the only way to immerse yourself in the locality, but today the internet can take you there, albeit on (usually) a two-dimensional screen. Love it or loathe it, the internet has helped immensely regarding any research which is required, on whatever topic you need.

How many layouts?

Finally, the question I get asked the most at exhibitions is, "How many layouts have you built?"



The *Otterburn Branch* was a fictitious layout which Ian first built in 4mm scale in the 1970s, then again in 7mm scale 20 years later.

The actual number stands at about 36 and, dare I say it, I'm still counting. The baseboards of the latest project have just been constructed and it is loosely described as a 'Town Terminus'.

I may not build a layout every year these days, but the interest and ideas are certainly still there

I will close by thanking you, the readers of this prestigious and long-standing magazine, for all the kind comments I have received over the last five decades. They have been very humbling and gratefully acknowledged by yours truly.

It has been a real privilege to be able to show everyone how I have, in my own way, enjoyed railway modelling for over half a century.

A scene on one of Ian's most recent 7mm exhibition layouts based on the terminus at Lochty in Fife (see RM December 2019). *Photo: Steve Flint*

Chequer Lane

Photography by the author

RICHARD BARDSLEY *wasn't going to build a OO gauge micro layout, until he discovered a spare baseboard and the temptation proved too much to resist!*



Perceived wisdom is that you should design your layout first and then work out the baseboard requirements after that. There are, however, occasions when a spare existing baseboard becomes available that is crying out to be used.

It was just such a discovery that led to the construction of this micro layout. Not only that, but this particular find happened to include a sector plate for a fiddle yard, which had been constructed for a previous project. The baseboard measured 1.5m by 0.5m overall, with the sector plate taking up about one-third of the length; proportions that appealed to my love of micro layouts. But what should I do with it?

By adopting my general philosophy that 'baseboards are for track', I set about creating a plan for *Chequer Lane*. In the end, I decided on a yard, as I like shunting wagons. This was going to be a OO gauge layout, and as I am mainly an N gauge modeller, I was grateful to my friend Colin Whalley for lending me his collection of late 1980s/early 1990s rolling stock. An engineers' yard was the obvious choice, with an area for wagon repair.

English Electric Type 3 Co-Co 37 693 drifts into the yard under the watchful gaze of an enthusiast who can be seen peering over the retaining wall. This DCC sound-fitted Bachmann model was weathered by Colin Whalley and is the largest locomotive that can be accommodated on *Chequer Lane*.

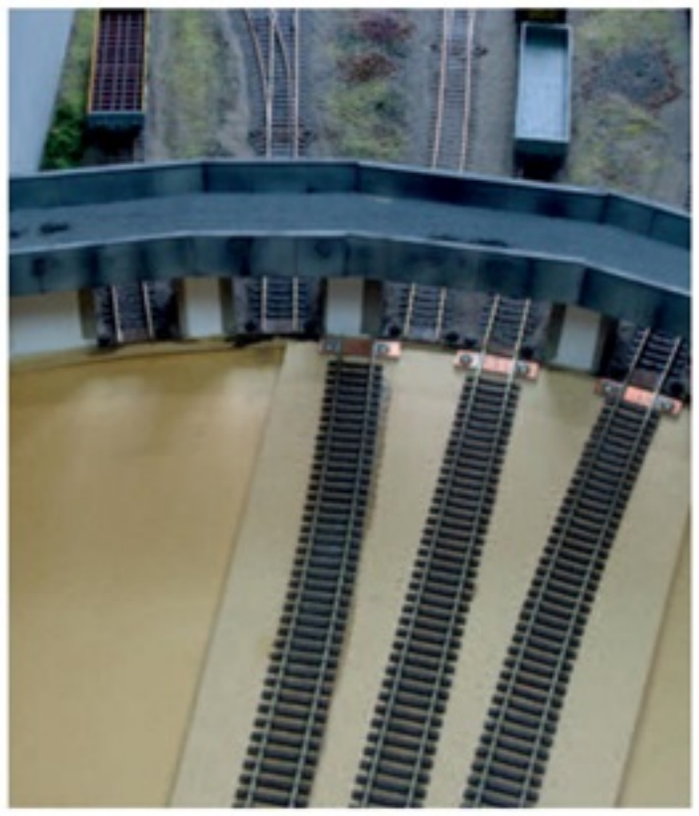
Twisting the history

I gave some thought to the fictional location of the layout. There is a real place called Chequer which for many years has boasted a brickworks. There is also quarrying in the area, so I thought that it was not too much of a flight of fancy to imagine that the railway laid tracks from the line to the brickworks. Eventually, the traffic was lost to the roads but, rather than tear up the sidings and sell off the land, it was decided to use them as a base for local engineering works and wagon



English Electric Class 08 shunter 08 444 potters around the yard in this view taken from the front of the layout. Various items from the L-Cut laser-cut kit range form the low-relief structures along the backdrop.



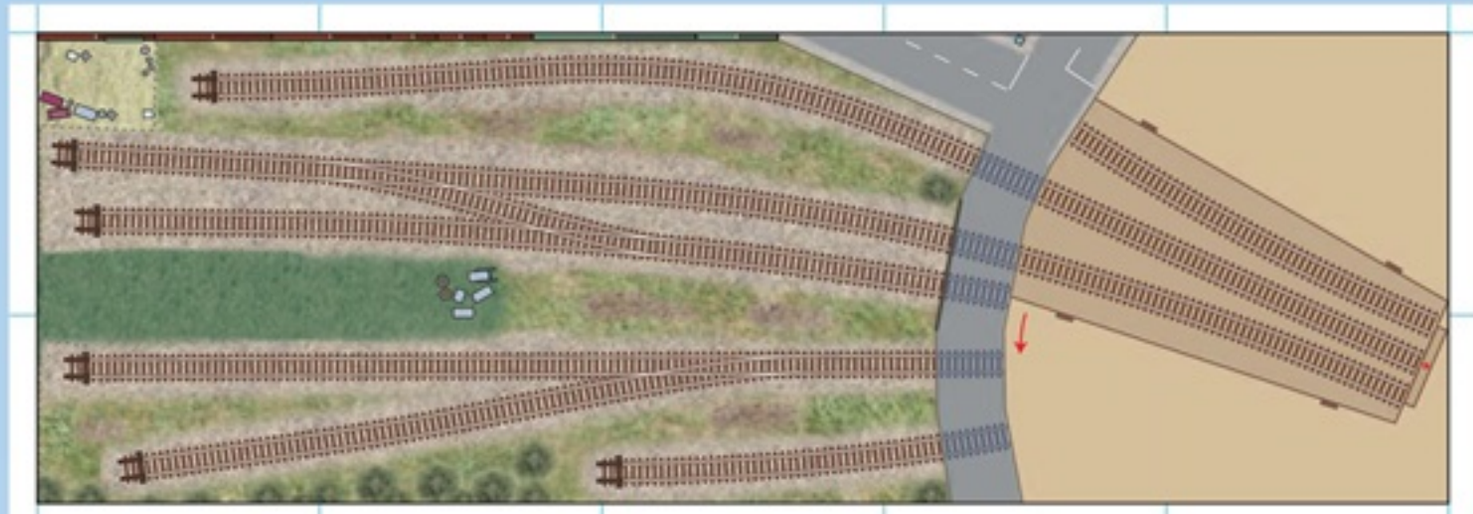




The first photo (*above left*) is a view of the scenic area taken from the fiddle yard end, whilst the next two (*above centre and right*) show how each of the three roads on the sector plate can be aligned with any of the exit tracks. The fourth photo (*below left*) illustrates the capacity of the fiddle yard.



repairs. I used to love visiting the engineers' sidings at Edge Hill in the 1990s which would be jam-packed with all sorts of interesting wagons, and that was the kind of scene I wanted to create.



Chequer Lane
Overall layout size 1500mm x 500mm approx. Each grid square 300mm x 300mm.

Trackwork

To avoid the layout just being a set of sidings running from one end to the other, I introduced a run-round loop, or rather, part of a loop; two points form a crossover, but it is imagined that the other end is out of sight on the other side of the bridge. The neck at the end of the loop was measured carefully to make sure that it would take locomotives up to a Type 3 diesel.

The other sidings naturally curve from the arc formed by the sector plate. One of these has a point that splits into two sidings. There is a long siding at the rear which is quite a challenge to shunt if you want to dig out a wagon from the buffer stop end; this siding forms a gentle S-shape from one end of the layout to the other. There's not that much straight track in the sidings, which might otherwise be a bit boring.

The track is Peco code 100 with electrofrog points. These are operated by wire-in-tube, something I'd been meaning to try for a long time. Given it's such a small layout, I did first consider moving the point tiebars by hand, but concluded that this would carry the risk of items of rolling stock being knocked, so

An example of the classic yellow BR crew van takes centre stage as an 08 shunts a variety of engineering wagons. Despite its small size, the yard can hold a large quantity of stock.



As well as displaying the large collection of engineering wagons, the layout can act as a stabling yard for the collection of DCC sound-fitted locomotives, which expands the operational possibilities beyond an 'Inglenook' sidings type of micro shunting layout.

decided against it. In each case the frog polarity is changed by a microswitch, which is operated by the same wire-in-tube mechanism.

Toning things down

I sprayed the rails with Precision Paints 'rusty rails' from an aerosol can, then painted all the sleepers with the same company's 'sleeper grime'.

Ballast is agricultural silver sand which has quite good colour variation and is a good granule size for 4mm scale. The only deviation from the traditional 50/50 mix of PVA and water with a drop of washing up liquid was to mix in a little black poster paint; when combined with the white glue it goes grey, and this not only secures the ballast but changes the sand colour to a more realistic greyish hue. No two batches of the glue ever turn out the same colour, but this gives some nice variation across the different sidings. The same sand and poster paint mix was used for much of the ground cover between the sidings with various other scatter materials mixed in.

What little vegetation there is comes from Woodland Scenics clump foliage material and some dyed lichen. The hard standing between two of the sidings is a layer of coarse ballast granules held in place with PVA/water in the same way as ballast. The road surface on the bridge is some finer N gauge ballast.

The Class 08 retrieves a Bass open wagon from amongst the various other engineering wagons in the yard. The loco is a DCC sound-fitted Hornby model which has been repainted by the author into weathered BR blue livery from its factory-applied EWS maroon and gold.

Bridge building

The simplest form of bridge design would have been a structure running in a straight line from one side of the baseboard to the other, but I discounted this as it would have covered several inches of track. Instead, I decided on a curving bridge, made up of several sections which follow the curve of the sector plate. The bridge pillars are made from 5mm foam board, covered in thin cardboard, and then clad with brick paper. The retaining wall next to the bridge is made in the same way. The girders were made from a core of 2mm thick plastic sheet with the basic girder panels made from various thicknesses of plastic strip. It's a single lane road, so is controlled by traffic lights; and is based on the one at Rainford Junction. My son Samuel was involved with this part of the construction.

Population: one

Perhaps curious by their absence are figures on the layout. I wanted to avoid obvious cameos like the track workers you can buy. It's likely that the only person would be the shunter, and as he'd need to be walking around to deal with couplings and brake levers, I couldn't just put him in one place. So, the only person on the layout is a photographer peering over the parapet of the retaining wall to capture the wagons and locomotives of the 1990s – I like to think that that person is me. Maybe one day I'll get one of those 3D printed scans of myself to place on the layout.

Adding a backscene

When I first thought about transforming the sector plate board into a micro layout, I did not envisage having any backscene at all; I

Sector plate fiddle yards

Most layout schemes benefit from having an off-scene train storage facility of some kind. Given that ladder-type fiddle yards tend to require a lot of space to accommodate the pointwork needed to feed the hidden sidings, modellers have over the years developed various space-saving dodges, including the use of a moving deck to align the hidden tracks with the inlet/exit tracks in turn, thereby negating the need for any such pointwork.

A sector plate arrangement presents the simplest type of moving deck mechanism. This need be no more than a pivoting deck of thin timber, such that it can be laid on the main baseboard surface. The end of the sector plate that links to the entry/exit track(s) on the rest of the layout is cut in an arc, which has its centre at the pivot point (Fig.1).

Most sheet timber used for baseboard surfaces; chipboard, MDF, plywood etc, can be used for the moving deck and the most important consideration is ensuring that there is an absolutely smooth and level transition of track between the two parts.

A mechanical method of aligning the tracks accurately is desirable and many enthusiasts employ sliding brass barrel bolts to accomplish this as they can also be used to provide the electrical connections to the corresponding siding – see Fig.2. If using DCC, of course, each siding can be permanently live, otherwise the bolt thus acts as both an alignment dowel and a 'section switch' at the same time.

The ends of all the tracks on the sector plate must be absolutely perpendicular to the arc of the joint, so multiple track sector exit/entry plates (as used on *Chequer Lane*) need more lateral space as the tracks need to be splayed out to fit with the geometry.

Fig.1 – Sector plate fiddle yard

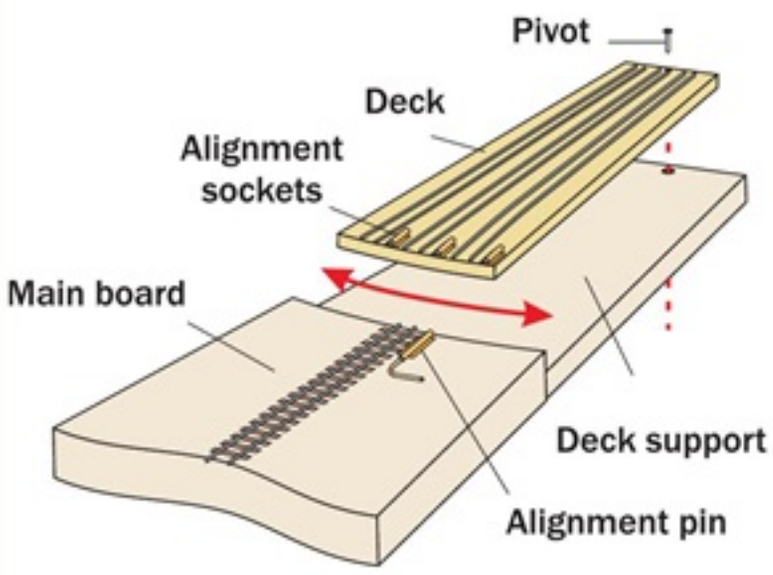
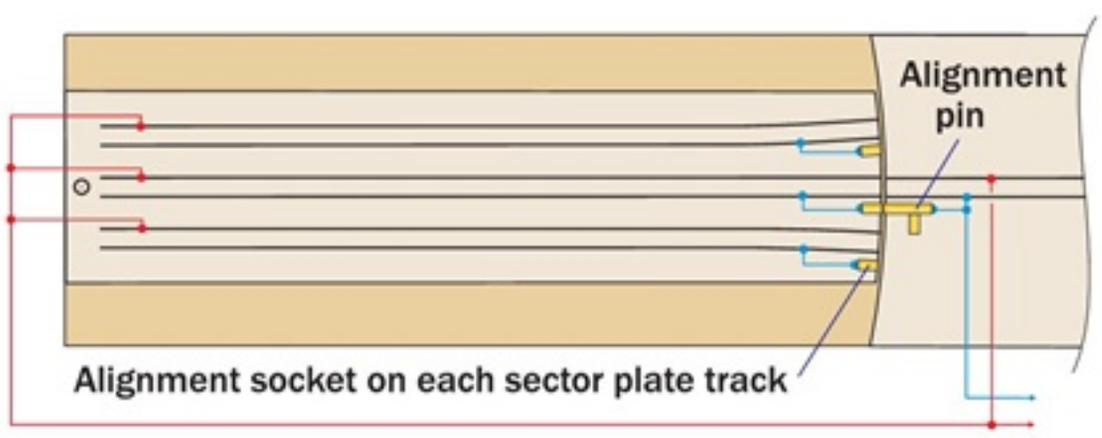


Fig.2 – Electrical connections and track alignment



Metal barrel bolts, as used on cupboard doors, can be used both to align the tracks and act as the isolating switches

thought it could be left with open sides for my own use, and if taken to an exhibition it would show what a tabletop layout could look like. Eventually, however, I decided to add a backscene at the rear, which comprised a sky with some low-relief industrial buildings to represent the brickworks that the yard used to serve. The brick buildings are from the excellent L-Cut range and show that these work just as well in low-relief, as they do as full models. The more modern buildings to the right were made using leftovers from these kits with some bits of plastic sheet thrown in. All of them are roofed with strips of Slaters corrugated sheet, which is easier to use and more industrial in appearance than roof tiles.

The backscene was subsequently expanded as I added a plain board of just gloomy sky onto the end, and then a board at the front; all three form a box that protects the layout when it is being stored and they can be removed – either individually or altogether. (The boards have slots at the bottom that slip over some screws in the sides of the baseboard, and tightening the screws is all that is needed to hold the boards in place.) This versatility with the backscene boards means that they can be removed depending on whether the layout is being viewed from the front or the rear, or even from the end, which is ideal when taking photographs.

Conclusions

With its thick plywood backscenes all the way round, traditional 2" x 1" framing and MDF top, the completed layout is relatively heavy for its size, although it is still portable. If I were making it again, I would make better use of lighter baseboard construction.

For me, the finished layout has evoked a sense of time and place. The photographs I've taken remind me of those packed engineering sidings that I used to visit to uncover wagons that were both workaday and sometimes even a little exotic. Best of all, it's very absorbing to operate and time flies when you're trying to sort the wagons around. I'm really pleased with the outcome, not least because without that baseboard going spare, it's a layout that I probably would not have otherwise built!

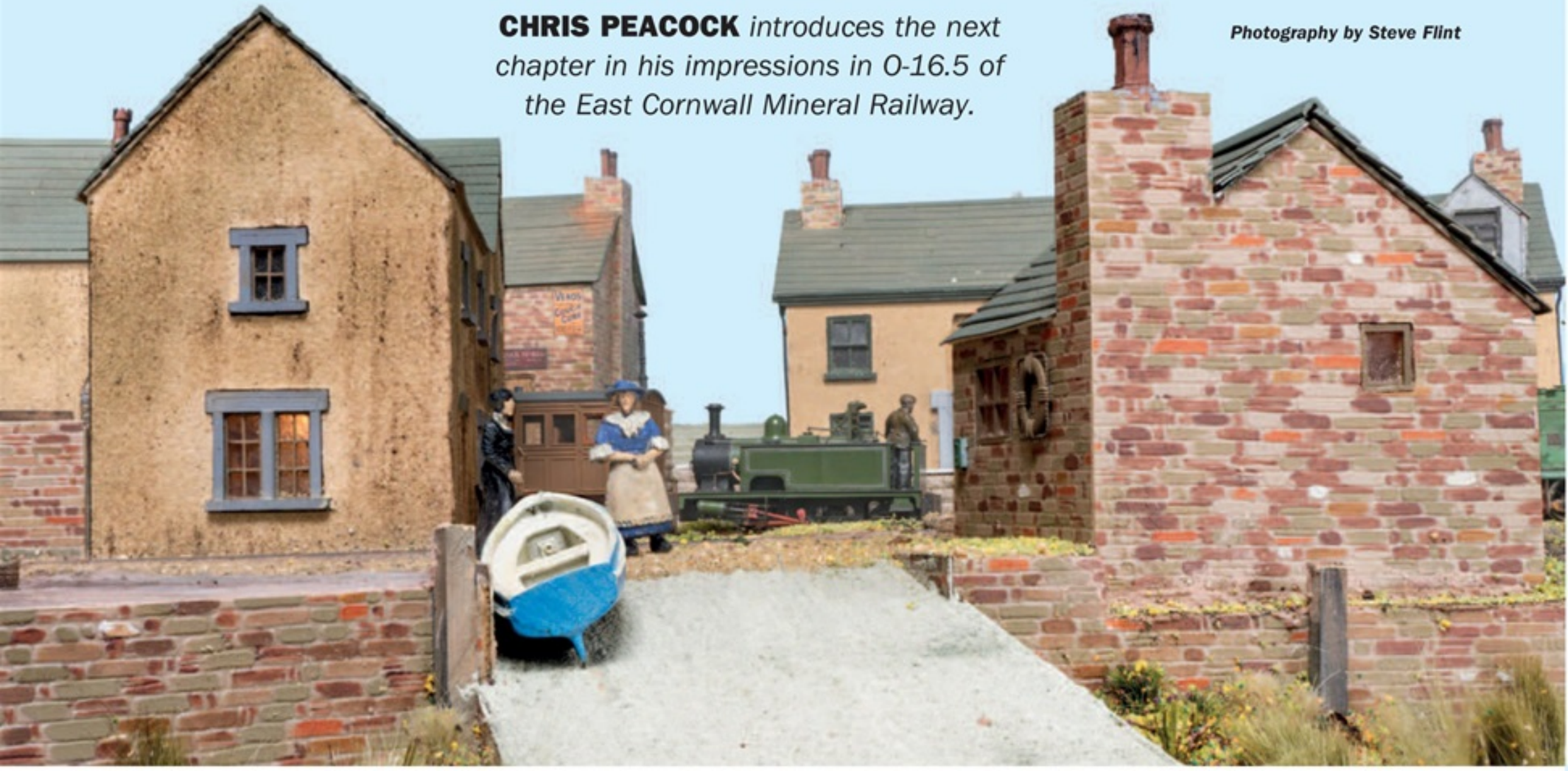


A Class 37 only just fits in the loco release at the end of the loop, which allows the running round of a short train to be represented on this compact layout.

Calstock Riverside

CHRIS PEACOCK *introduces the next chapter in his impressions in O-16.5 of the East Cornwall Mineral Railway.*

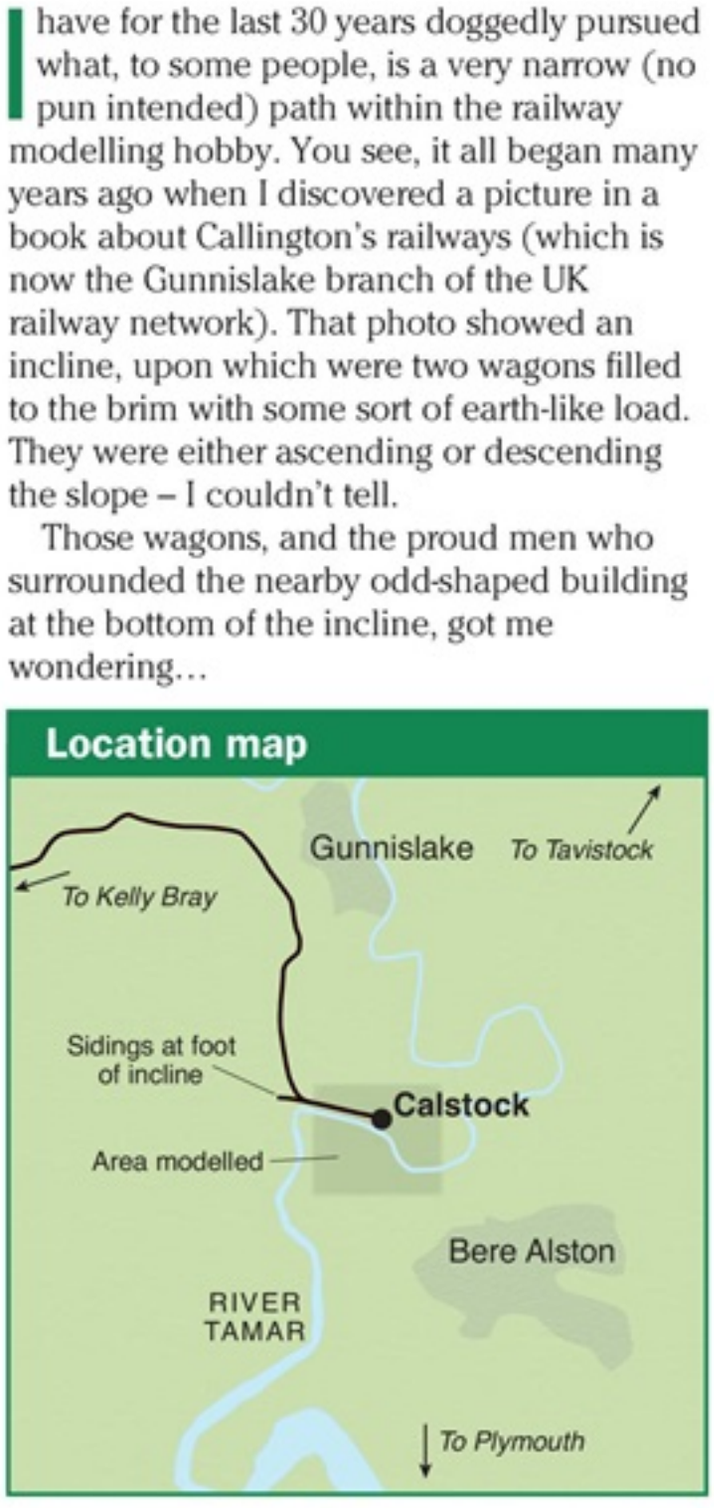
Photography by Steve Flint



I have for the last 30 years doggedly pursued what, to some people, is a very narrow (no pun intended) path within the railway modelling hobby. You see, it all began many years ago when I discovered a picture in a book about Callington's railways (which is now the Gunnislake branch of the UK railway network). That photo showed an incline, upon which were two wagons filled to the brim with some sort of earth-like load. They were either ascending or descending the slope – I couldn't tell.

Those wagons, and the proud men who surrounded the nearby odd-shaped building at the bottom of the incline, got me wondering…

Location map



'What is this all about?' I thought. As I lived near the location of the scene in the old photograph, a site visit was easy to arrange and, upon arrival, it was obvious to the eye that most of it had gone, but delving further led me to learn more about the small line and the community which worked on it. Subsequently I found out the railway was the East Cornwall Mineral Railway and I established its connection to a fascinating, but very hard way of life that the people in the photograph would have led.

Calstock Riverside is now the fourth exhibition layout to bear the Calstock name, and has encompassed a lot of what I have learnt about the lives of those people.

Stories to tell

Myself and my wife, who helps me operate all my layouts at exhibitions, had realised that apart from just operating the trains, there were a lot of stories and history interwoven with the area. Those stories were just ripe for telling, we felt. So I designed this new layout to encompass all the differing areas and activities that we had learnt about, all to be linked by the railway.

Hence, on the left of the layout would be the village with its cramped layout and narrow streets amid the steep-sided valley. Then upon leaving the village we would enter a small 'country' area where land was a bit more plentiful. Those industries that were either unwelcome in the village environs, or too large, would be located here.

▲ As well as the trains moving to and fro on the layout, little cameo scenes such as this aim to illustrate the way of life that was eked out by the local villagers when the mining and processing industries were active.

Finally on the right we would model the area that was heavily influenced by Okel Tor mine – the industrial activities that kept the villagers employed and paid, namely copper mining. The real mine later morphed into extracting tin, and then arsenic, but that would not be part of our story this time.

Developing the scheme

It does seem to appear that in developing a layout a lot of modellers place total emphasis on the track plan and nothing else. Maybe this is a throwback to the inspirational Cyril Freezer plans of yesteryear with lots of track and circuits. Really though, the track plan is just part of the whole.

It was the late David Jenkinson who said that we really need to study our prototype first and then base our plans on that, which is precisely what I have done, though naturally, I have made adjustments along the way and not slavishly followed the position of every brick, sleeper, weed or tree to get what I wanted. I believe that the final result stands as a believable and accurate depiction of what actually existed.

So, taking note of David Jenkinson's advice, how did I tackle the studying? To be honest I did, by then, know the ECMR quite well, and there were plenty of photographs

available of Calstock village, which allied with Google Earth, made for quite a few pleasant evenings sat in an armchair doing what is laudably called research.

I noted where the lines went, but also where they could have gone; and what was available to subtly modify, which buildings could be dispensed with and so on.

From this pool of information, coupled with the previous research undertaken into people's lifestyles in that period, I was able to start to formulate a detailed plan.

I wrote down a list of what I wanted to include and just as importantly what I wanted to omit. This list then became my guide, and as those ideas grew in my mind, I drew them as little thumbnail pictures in the watercolour painting books that I use.

Once an idea seemed feasible and it was also on the wanted list, then it got inked in and retained as a reference for later on.

It was only once these ideas had been committed to paper in this way, that I could lay out the positions of the village, mine and other workings at full size onto a thick piece of lining paper, then fill in the trackwork connections to link them all together.

This, I believe, is the way that things happened in historical reality: the town would have been there first, then the railway would arrive, going around what it couldn't demolish, and then the town would continue to grow up around what had been altered.

However it needs to be emphasised that the list and the elements of the plan might be altered as I went along. For example, although I had listed a station to be included,



Rail-served Victorian industrial processes are modelled on the layout, which should also capture the spirit of the age.

I actually took the station building out at one of the final planning stages, even though I had constructed the model itself.

Why? Well I realised even at that late stage that it was something which didn't fit in properly to the overall visual concept.

In all honesty, I did try as much as possible to keep the geography and the history correct, but admit that although the railway did go into the village, it was perhaps not to the extent that I have portrayed with this layout. Indeed one of the tracks at the back, which I included on the layout, would in real life have to ascend a 1 in 6 hill! In this case, I did resort to digging a cutting and placing the railway within it.

That is basically the background to this layout: my latest visit to the East Cornwall Mineral Railway, and I shall reveal more about it in future issues of RAILWAY MODELLER.

Previous ECMR project articles

Calstock Quay, pt.1	May 2000
Calstock Quay, pt.2	Jun 2000
Calstock Quay, pt.3	Aug 2000
Calstock (Cotehele), pt.1	Jan 2009
Calstock (Cotehele), pt.2	Feb 2009
Calstock (Cotehele), pt.3	Mar 2009
Calstock Halton Quay	Oct 2016

Representing the centre of Calstock in the time period as modelled. The ECMR tracks did run across the front of the quayside in the railway's heyday, but the extra track at the back, on which the passenger train is emerging from between the buildings, is a modelling addition.

Micklethwaite

BOB PETCH *has a history of changing the geographical setting on his extensive OO gauge loft layout. Here he reveals the latest incarnation, which has seen a dramatic move north from former LSWR territory to the heart of Yorkshire!*

Photography by Geoff Helliwell except where stated

The track design on my loft layout has not changed in some 20 years. However, since it started life with its principal station named *Pennard Road* (Great Western Railway in the Somerset coalfield area) it has seen several changes after first appearing in RAILWAY MODELLER in September 2006. The first of these was the extension to *Hamwick Quay*, which was based on Lymington and added at one end of the layout – as featured in the December 2007 issue.

In December 2013 the main station appeared as *Shillinghurst* (Southern Railway) and at the same time the colliery end of the layout was transformed into an Isle of Wight coastal terminus called *Shanklin Bay*, which was described in the July 2015 issue. This final change gave the whole layout a totally Southern theme for the first time.

However, in a bold move to satisfy my latent but growing interest in North Yorkshire, and needing to have a project that was able to keep me occupied for several months, a further alteration was required that saw a change to the London Midland & Scottish Railway! This latest redevelopment saw the main station take on a brand new identity and appearance.



The layout pictured in its previous incarnation as Shillinghurst on the Southern Railway. ***All black and white views by Craig Tiley***

With the arrival of the goods, the road is clear for the Compound 4-4-0 to depart. The track layout remained unchanged despite the switch of location depicted by the layout.

Changing stock

In recent years I have adopted a policy of disposing of items in my collection to fund



Ex-Lancashire & Yorkshire Railway Aspinall 2-4-2T No.10713 makes a brief appearance. Matching this Bachmann model with the generic Hornby LMS-liveried clerestory coaches creates a very attractive period train.

new ventures. The former GWR, then SR buildings, platform fittings and signals have been carefully removed and sold, along with a large part of my GWR and BR locos and rolling stock. The sale of these items then provided the funding for new LMS locos and stock. However, I had in fact already built up over several years a small collection of Midland and LMS rolling stock, which gave me something of a head start.

I turned the scene into an LMS junction station set somewhere in North Yorkshire between Skipton and Settle, called *Micklethwaite*. I can now run Midland Railway and LMS-liveried trains from the early 1900s to about 1935 – with some flexibility between eras.

Why the LMS?

I have been inspired, over recent years, by several factors and felt that I now had the opportunity to invest time in making this change. The inspiration came from regular visits to my family in West Yorkshire, taking in the wonderful scenery, towns and stations, together with visits to the Keighley & Worth Valley Railway and journeys over the Settle to Carlisle line.

In addition to this, there is the excellent range of Settle & Carlisle card structure kits produced by Metcalfe Models, whilst further inspiration was taken from the informative articles in RM by Ian Nuttall describing his *Dentdale* layout and there was also a friend who has modelled the LMS/BR based on the Calder Valley in Yorkshire.

Thinning things out

There comes a time in our very varied hobby when a change of direction offers the opportunity to weigh up exactly what one wants to keep and what becomes surplus to requirements. You need to be honest with yourself. Downsizing is a healthy discipline in a hobby where we can amass vast collections of books, magazines and rolling stock. Space has finite boundaries!

I am lucky in having a model shop like Ron Lines close at hand that also specialises in buying and selling second-hand items, which has enabled me to turn over my



LMS 0-6-0T No.1739 (a Bachmann model) arrives with a goods. The leading wagons are sheeted using Parkside tarpaulin sheets.



collection very successfully over the last 10 years or so. I find that many of the older manufacturers like Mainline produced some excellent rolling stock that has not necessarily been reproduced since. It's fair to say that most of my coaching stock, coal, merchandise wagons and vans have come from older firms such as this; the significant cost savings on buying new items is partly offset by replacing plastic wheels with metal insulated ones. I look upon this whole process as economic modelling with more than a hint of recycling.

Comparison between this view and that below shows how most of the key railway structures in this part of the layout have been replaced with Midland designs.

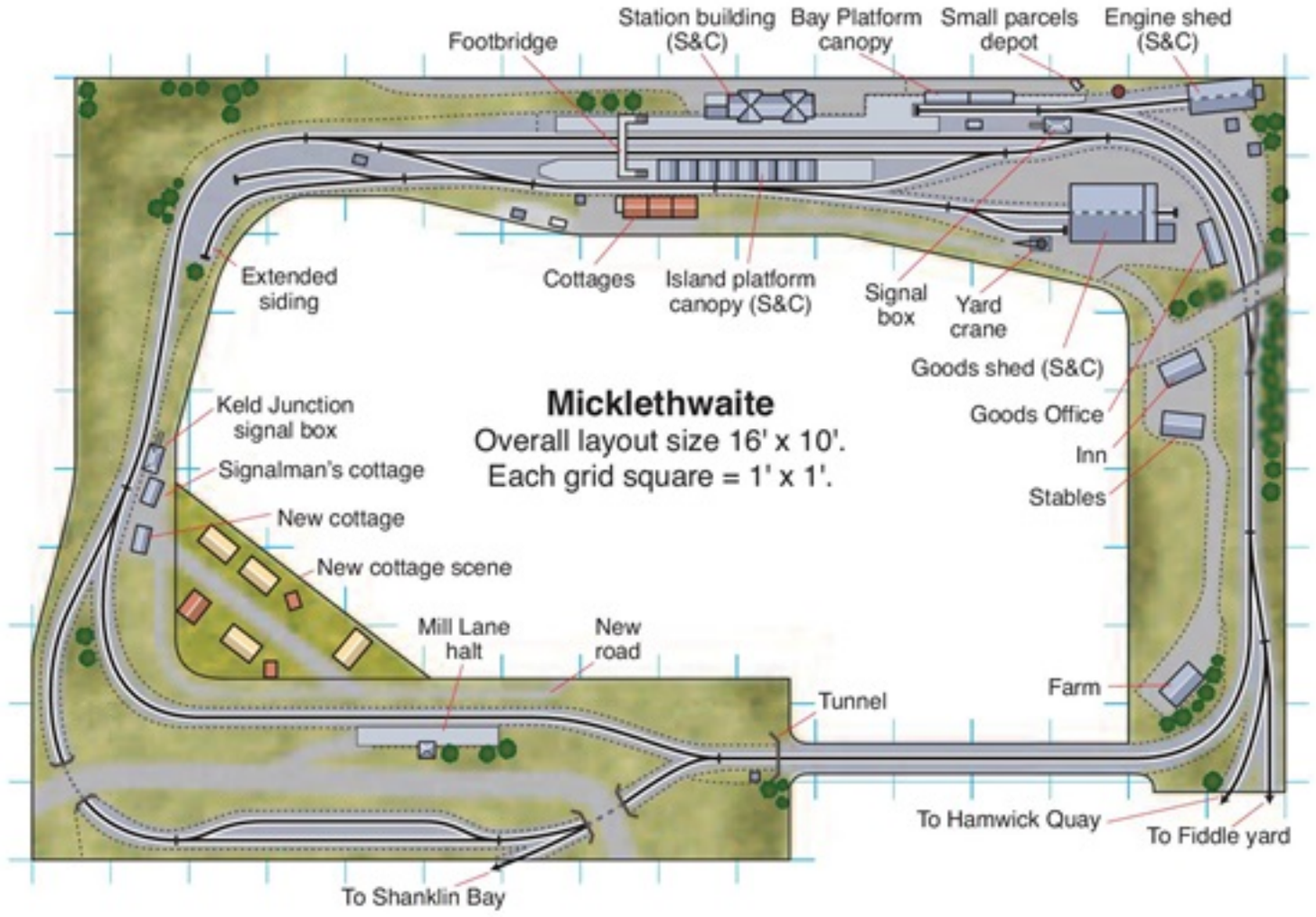
An overall view of the station throat and goods yard at Micklethwaite with ex-LNWR Webb 2-4-0 No.5036 seen departing at the head of a rake of clerestory coaches.

Locomotives and rolling stock

The loco stud is made up of Hornby and mainly Bachmann items and includes the beautiful Aspinall ex-L&Y 2-4-2T tank in LMS red, two Midland Class 1Fs, which are great for shunting and short freights, and a Webb 0-6-2T for longer coal traffic. The ubiquitous 3F 0-6-0 tender loco and Stanier 8F are joined by the recent Class 1P 0-4-4T in LMS black from Bachmann. I also have a very ancient Fowler 4F 0-6-0 with a Ringfield motor, which runs parcels and freight traffic – and I still have a 4-4-0 in Prussian Blue from my Somerset & Dorset Joint Railway interests of 40 years ago!

The big investment has come in the form of three new, recently available locos: a Bachmann LMS Patriot, renumbered and renamed as No.5538 *Giggleswick*, an LMS Compound, and a Precedent in Midland livery from Rails of Sheffield.

The coaching stock includes my old Ratio Midland clerestories, which go back 40 years to my early days and love for the S&DJR.



They remain unlined for now. I have made up a rake of old Hornby clerestories in Midland crimson livery (which have always been much rarer to find than the GWR or LNER ones) collected over recent years, again from my local shop. Whilst the purists may look away, this rake hauled by the Aspinall 2-4-2T is, in my opinion, a marriage made in heaven. My other rakes consist of old Mainline 57' corridor stock, examples of which still appear in second hand collections in boxed condition.

Goods stock consists largely of Private Owner and company wagons from Mainline and other old model ranges. Parkside Models kits, Hornby LMS horse boxes and Bachmann wagons also appear. I am very impressed with the latest release by Parkside of LMS wagon tarpaulins, which I have used on some of my models.

Buildings, platforms and scenery

The Metcalfe Models range of die-cut and pre-printed card kits provided the right style of station building, island platform building and canopy, goods shed and engine shed; these products are a joy to build and very relaxing to work on. I was inspired to add extensions to the Metcalfe island platform building and canopy following a visit to Hellifield station.

Langley Models produces kits for LMS platform trolleys, barrows and seats which were ideal for adding station details. The three seat types appear to be based on the Midland, LNWR and Furness railways. (I was

A view across the goods yard that captures the British railway scene during the first decades of the 20th century, when the internal combustion engine has yet to make an impression and horse power still reigns.





This rural village scene with thatched cottages was inspired by models at Pendon Museum and illustrates a part of the layout that was added since the publication of the December 2013 article.

amazed to see that the FR seat end detail even included the company's squirrel motif!)

Langley gas lamps were purchased to be decorated in LMS colours. I also added a couple of these to the footbridge. Having seen many illustrations of LMS station fencing other than the common diagonal style, I decided to keep the existing wooden post fencing.

Signalling around the main station was changed to LMS design using the Ratio round post kits.

The platform ends pictured during the station's previous guise as *Shillinghurst*. Just changing the lamps, station nameboards and platform details was sufficient to suggest a new location.



Fowler Patriot Class 4-6-0 No.5538 *Giggleswick* eases into Micklethwaite. Research found that not all stations on the Midland were equipped with the distinctive diagonal fencing, so the existing type remains from the layout's Southern days.

LMS reference sources

Simon Castens of the Titfield Thunderbolt bookshop provided me with two excellent Wild Swan publications – *LMS Lineside Journal Handbooks* by V R Anderson & H N Twells; *Part One – Stations, Crossing the line, Lamps and nameboards;* and *Part Two – Railway Signage, Timetables and Poster Boards, Platform Numbering, Station seats, Barrows and Trolleys.*

In addition I was able to buy several books on the LMS from various heritage railway bookshops, the best of these being the huge tome *Midland Railway North of Leeds* by Peter E Baughan (published David & Charles) which was the key reference for my project.



▲ The real money for the railways in the area was coal carrying. Here Webb 0-6-2T No.7841 wheezes into view with just such a train of black diamonds.

◀ Whilst much of the scenery beyond the railway boundary is unchanged, this view shows how the station has been transformed.

The finishing touch was to add some darker distant Yorkshire hills and an impression of a mill town to my painted West Country backdrop.

Southern survivors

I should say at this point that the two SR coastal termini at the extremities of the layout have not been changed, so Southern trains are still seen on their way to Hamwick Quay and Shanklin Bay. I suppose I just want the best of all worlds!

The layout has certainly undergone a substantial evolution from its original guise as a GWR model more than 16 years ago. It is a continuing process, with further changes having already taken place since the photos were taken for this article; one of these concerns the backscene, for which my hand-painted version has been replaced with a commercial photographic version. Finally, I would like to thank my local model shops; Ron Lines, AC Models of Eastleigh and The Alton Model Centre, all of whom have been a great help.



As a postscript to this article, the most recent development that has taken place is the installation of new photographic backscenes, as illustrated here. ***Photo by the author***

A life's passion



ALAN MILBURN *will be known by O gauge modellers in particular as the man behind the DJH counter at most Guildex events since 1994. However, there is much more to Alan than that principal role might imply, as he now reveals along with some sound advice on building a garden railway.*

Photography by Jon Lunt and Natasha Milburn



Despite having experience of building O gauge locomotive kits, Alan kept things simple with his garden line by using LGB G scale items.

Interest in model railways was triggered at an early age with a Christmas present from my parents which, when unwrapped, revealed a Rovex train set with a model of *Princess Elizabeth* and two LMS coaches.

My interest in this hobby continued through childhood, particularly as I lived very close to the Deerness branch line in County Durham. This line served several collieries in the area as well as the village of Waterhouses, and I grew up every day watching coal trains hauled by ex-LNER goods engines. Those memories came to an end in 1963 when the route was closed and the tracks subsequently lifted.

A lingering interest in railways and modelling continued until 1968 when steam locomotives were banished from British Railways. It was a turning point; I sold my model collection for £45.00 and bought my first car. In retrospect though, I am fortunate to be old enough to have witnessed those last years of working steam, spending many happy days and weekends visiting engine sheds with friends.

Adulthood saw me entering the motor trade and it soon developed into a major career. It was against this background that I met Stephen Widdows in 1984 and became good friends. Stephen is the name behind the DJH brand of model railway kits.

In 1993 I sold my interest in my Volvo dealerships and needed a diversion to keep me occupied. I took up an opportunity to get involved in the early days of the Weardale Railway Preservation Trust and ran steam-hauled Christmas specials on behalf of the local authority.

Following discussions with Stephen, I began to build DJH O gauge kits, selling them as finished ready-to-run items all over the world and also helped him out with his stand at Guildex events.

However, the motor trade was still in my blood and in 2000 I was offered a position of Sales Manager with the local Citroën dealership, and continued working there until retirement beckoned in 2013.

An outdoor railway

As is often the way with retirement, a house move happened a year later, and it rekindled my desire to have a garden railway. 20 years earlier I had bought my daughters an LGB/Playmobil railway collection and, although the bug had bitten back then, I had never got around to having a layout myself.

So, one day I announced that I was going to build a railway in the garden.

At the top of the garden there was a gravel soakaway that spanned the full 18m width. The soakaway had been laid by the builders of the property 10 years earlier.

Although I had lots of previous experience with O gauge kit building, I decided to keep

Collecting memorabilia

My love of railways developed into a desire to collect lots of items and ephemera that has given me pleasure throught my life. My personal treasury contains a lot of popular or typical items, but the pride of place goes to my restored K6 telephone box – they are such an icon of the British street scene and are sadly fast disappearing from our lives.



Amongst Alan's collection of original printed ephemera is this North Eastern Railway notice dating from the pre-Grouping era.



The most prized item on display is this fully restored K6 telephone box.

There are numerous models of rail and road vehicles housed in display cases, including this trio of *Royal Scot* models.





There are various original cast iron signs including this trespass notice.

the garden line simple and settled on G scale LGB overseas outline trains with brass track and electrically operated: no DCC, smoke or sound!

When I started the build, I had no exact plan, only an idea of a long straight section in the middle with returns at each end.

After five years, 12 tons of 10mm gravel for ballast, and about 60 large rocks (all consolidated over the soakaway and working very well), I have my landscaped garden railway. Moreover, it's unlike many other garden lines as it is laid at ground level; there are no massive timber or concrete trackbeds here, just ballast, lots of it.

The railway is operational between April and October and in many ways it's like maintaining and running a real railway. After each winter shutdown all the track needs to be cleaned, re-levelled, gravel packed tightly and structures checked.

There is no timetable or sequence to follow, and the line is not based on any particular prototype nor seeks to replicate industrial activity. Its purpose is for personal pleasure, just to run and watch the trains.

I have not experienced any problems with animals or birds, but do have an electric leaf vacuum which I use over the track prior each running session. All the rolling stock is LGB and the buildings are mainly Pola kits.

If you have an interest in gardening and some interest in railways, mixing the two together offers a great opportunity; so why not have a go yourself?

I have enjoyed many hours of pleasure and great satisfaction, whilst the relatively simple construction means that it need not cost a fortune. It keeps you reasonably active too, and does help with both your physical and mental wellbeing.

And like all model railways, it will never be finished!



The railway is not operated to any timetable or sequence, leaving Alan to enjoy watching trains running around the garden.



Trains are run between April and October, with trackwork cleaned and re-levelled during the winter shutdown. Structures are Pola kits.

Through the Railway Room Door

Alexton revisited

When **TONY PRESCOTT** *decided to completely rebuild part of his extensive garage-based OO gauge layout, he chose to base the new section on the stretch of West Coast Main Line running through the Lune Gorge in Cumbria – complete with water troughs!*

Photography by Craig Tiley except where stated



▲ **The original section of the layout with Alexton station, as it appeared prior to rebuilding. In this form the layout was featured in the July 2015 issue of RAILWAY MODELLER.**

This side of the layout has been completely rebuilt, as seen here with Britannia No.70046 *Anzac* passing over the water troughs. ▼

Following the publication of the first article describing my layout *Alexton* in the July 2015 issue of RAILWAY MODELLER, certain parts of the layout were starting to show their age (the station side of the layout was approaching 20 years old) and my modelling standards had also developed somewhat since the project was first started. A programme of considerable renovation was called for, but I wasn't sure what theme to choose for the part of the layout that was to be rebuilt. Then, in the summer of 2018 a first time family holiday to the Lake District changed everything!

The allure of the Lune Gorge

I have for many years had a particular leaning towards the London Midland (due in part to living next door to the Avon Valley Railway's Bitton station on the former Mangotsfield to Bath Green Park line). As such, the West Coast Main Line through the Lune Gorge during the early 1960s period interested me, with Black Fives, Stanier 8Fs, Britannia Pacifics, and BR 9F 2-10-0s running – often in filthy condition – through the dramatic Cumbrian landscape.

A derelict barn and rocky outcrops add to the northern Pennines look as an Ivatt 4MT 2-6-0 passes under the bridge with an engineering train.

Up to this point, however, my knowledge of the railways in this part of the country had been fuelled entirely by various books and DVDs. But, during a journey to Bowness for a summer break, I had the opportunity to stop off at Carnforth station, where there is a wonderful museum on the platform, a model shop (Carnforth Models) and a period tea room themed around the 1945 film *Brief Encounter*. In addition, occupying the former steam depot opposite the station is the West Coast Railway Company, where I could see several preserved steam locomotives in the yard.

Visible in light steam was Stanier 8F No.48151, which I discovered was heading a railtour a few days later. I took the opportunity to see this main line special, chasing it up through the beautiful Lune Gorge to Tebay. It was witnessing the locomotive pass over the former site of Dillicar water troughs that gave me the theme I was after for my rebuilding project – sweeping curves, water troughs and rolling Westmorland scenery!

Taking the plunge!

With the engineering department having gained possession of the layout, the entire side with Alexton station was torn out and new baseboards installed. Reverse curves of double track were then laid on 3mm neoprene foam underlay (as per the rest of the layout, which was laid back in 2011). No points, just plain track!

The lines were ballasted in the traditional manner using granules from Attwood Aggregates, selecting a colour that matched the local area. The track was weathered prior to application with Phoenix Paints 'Track Dirt' and 'Sleeper Grime' colours.

The water troughs

For the modelling of the water troughs I first explored the option of using the Ratio plastic kit (ref.550), which includes sufficient parts for a section of trough 760mm in length. However, given that I was going to need approximately 7m of troughing on the layout (which is still a compromise at roughly 50% of the actual trough length at Dillicar) I chose to employ an alternative using extruded styrene channel. This is produced in 1m lengths by the Dutch company Maquette and, after painting it to match the colour of the sleepers, I was able to fix it in place with track pins. There was enough flexibility in the styrene section to allow me to ease the channel gently to follow the sweeping reverse curves of the track.



"– it was witnessing the locomotive pass over the former site of Dillicar water troughs that gave me the theme I was after... –"

Tony Prescott

Stanier 5MT 4-6-0 No.45061 picks up water from Dillicar troughs with a Down fitted freight on 23 September 1965. ***Photo: Rail Photoprints***



Tony at the controls of the new *Alexton*, as a Stanier 8F with a Fowler tender heads a coal train through his 'Lune Gorge' scene.

The footplate crews could be about to get a soaking if the 8F and Fowler 4F are both picking up water from the troughs...



The ends of the troughs were chamfered as per the prototype, with the water represented using strips of clear acrylic, this being cut from packaging and painted silver on the reverse side. The silver replicates how the sky is reflected in the water of real troughs – and you can actually see the reflection of trains in the troughs if you view the layout from certain angles!

Setting the scene

I decided that the new section of layout would be bookended with road overbridges typical of the area. As part of my holiday train chasing, I ventured over into Yorkshire and visited the hallowed station at Dent. I love the rising overbridge situated at the Carlisle end of the station with its faded white signal sighting square on the parapet wall. I scratch-built a bridge inspired by this structure using Wills sheet and Slaters Plastikard.

At the other end I built another Midland-inspired arched overbridge, similar to one



Constructing the new section

Photos by the author



1 With the new solid-top baseboards in place, Peco Streamline code 100 track was laid onto 3mm foam underlay.

The Peco track was painted and ballasted, with the water troughs then installed before making a start on the areas of scenery on either side.



2



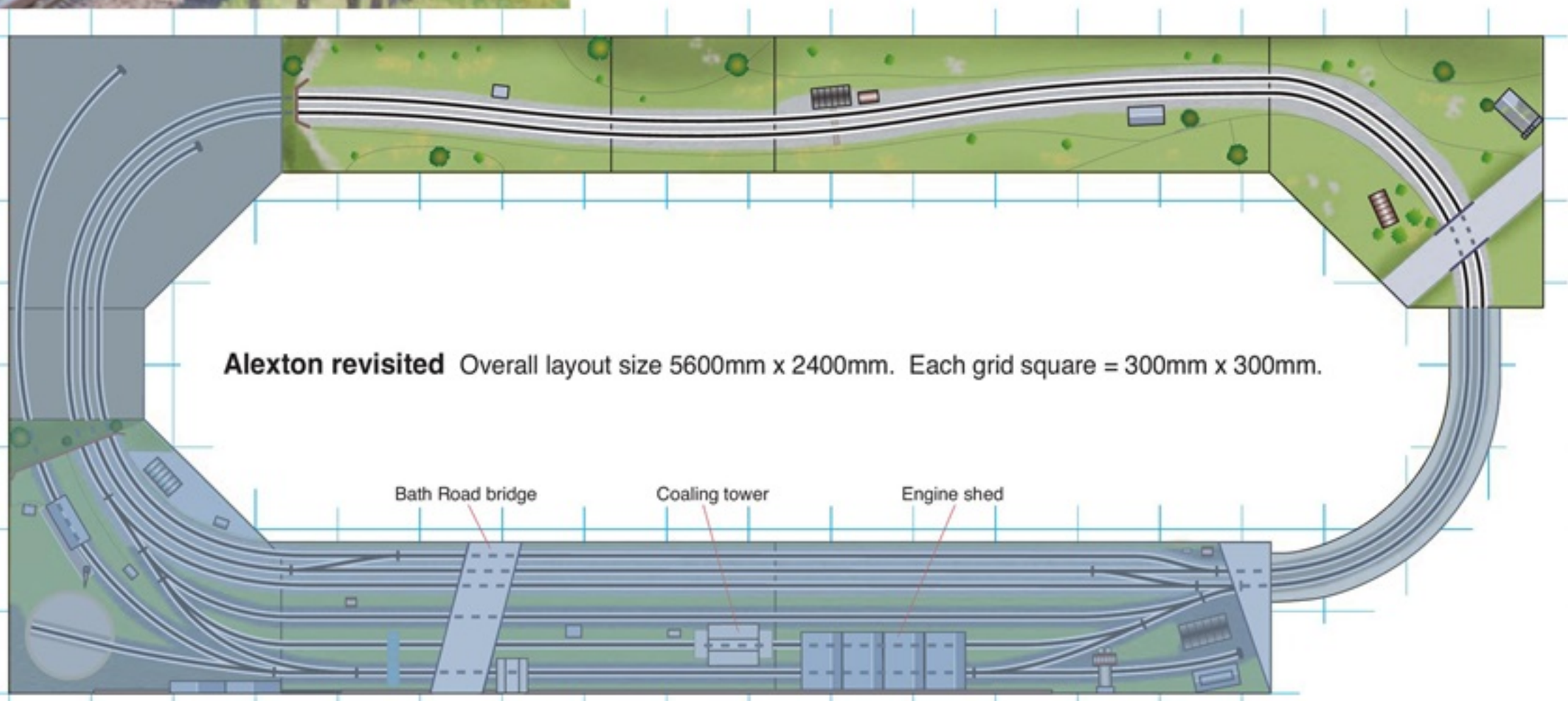
3 The new scenic section is bookended with a pair of road overbridges. This one is based on a former brick-built example that was located near Grayrigg.



4 The scenic profiling was created using a series of vertical formers overlaid, first with fine aluminium mesh, and then with lining paper and PVA glue.



5 The other road overbridge is based on the example at Dent, constructed using Wills sheet and Slater's Plastikard.



that was once located near Grayrigg at the south end of the Lune Gorge; I think that the M6 must have put paid to that as I can't find it on Google Maps!

I wanted my section of line to be modelled running through the rolling scenery that was typical of the area around Dillicar. However, because I was working on solid-top baseboards, this meant creating scenic profiling that rose on each side of the track. I cut a series of profile pieces from scrap 6mm foamboard and set these vertically on the baseboard surface at approximately 100mm intervals, on each side of the trackbed. I made sure I left room for a cess along the formation (represented with Black Art sand, as per contemporary photos showing ash ballast).

The profile pieces were then covered with fine aluminium mesh, which was then overlaid with multiple layers of lining paper that had first been torn into patches and soaked in PVA. This process creates a thin hard shell with sufficient strength to support additional scenic details such as small structures and trees – without all the associated mess that can result from using expanded polystyrene!

Once dry, the outer shell was painted a light earth colour and covered with Peco static grass of 2-4mm length, predominantly Spring Grass and Straw colours.

I brought back some small limestone fragments from the Lake District and set them into the landform to represent rocky outcrops. They are ideal for the sheep to sit on! To supplement these I used some Woodland Scenics rock face castings, painted to suit. Incidentally, the sheep are as near to the north of England Herdwick breed as I could find; they are by Bachmann…lots of packets!



Amongst the most striking features of the landscape in this part of the world are the miles and miles of dry-stone walls. To replicate these I used laser-cut items from the Osborn's Models Arch Laser range.

Buildings and details

I have tried to adopt the 'less is more' approach to the scenery so there are only two significant structures on the scene in addition to the bridges, plus a couple of lineside huts. I used a Ratio large water tower (kit ref.551) to supply the troughs, and there is one building that simply could not be left out – a derelict barn (a detailed Skytrex cast resin model).

The backdrops are commercial photographic sheets titled 'Old Mill Town' produced by ID Backscenes; I believe they actually depict the Peak District but I think they blend in rather well.

Another notable feature of the West Coast Main Line – the telegraph poles – are modified Ratio items.

Going digital

Since the publication of the 2015 article I have jumped headlong into Digital Command Control. I have two NCE Powercab handsets and have configured the layout to have two power districts (Up and Down main). Currently I have limited the DCC element purely to loco control.

My collection of locomotives and rolling stock has expanded dramatically in recent years, with the motive power taking a definite lean towards the LMS. I have a few sound-fitted locos – enough to play every now and again – but to be honest I just love watching long trains running through the scenery.

Relegated to freight duties in its final years, rebuilt Patriot 4-6-0 No.45535 *Sir Herbert Walker K.C.B.* heads a tanker train, complete with prototypical barrier wagon.

Bouncing semaphores

Originally on *Alexton* I had a limited number of static Ratio semaphore signal models in place. Over time I gradually made these operable using the Ratio lever and string system, which was in place for several years.

More recently, however, I embarked upon the construction of LMS round post signals using a combination of soldered brass tube and sheet (for durability) together with elements from the Ratio LMS signal kits, plus semaphore arms and ladders from Model Signal Engineering. These have servos installed underneath and have been constructed to enable them to be removed easily if required. A six-lever DCC Concepts lever frame is used for operation, which is linked to a Megapoints servo controller.
I now have the satisfaction of a lovely bounce to the five upper quadrant signals currently in place.

Consistent standards

With all of this effort being placed on the new section it did leave the MPD side of the layout looking rather neglected. I decided that a facelift was in order so I applied static grass fibres over the areas that had been coated originally with scatters. This made a huge difference and helped to pull together the old and new parts of the layout.

Is it finished?

Whilst trying to avoid the old cliché that a layout is never finished, in its current form the layout is pretty much there. I could thread wire through the Ten Commandments fence posts (I may get around to that one day!) but the next big challenge will be changing the MPD side of the layout. If I do so I may end up with a plain double track circuit with more open vistas and no points to worry about... a nod to Ribblehead viaduct perhaps?

I can't end without a huge thank you to my wife Alison. Also thanks to the YouTube viewers who give me many favourable comments when I post new videos of the layout. Please feel free to take a look by searching on YouTube for 'Tonytrainset'.

A water tank – in this case a Ratio kit – is an essential item. See page 660 for more details of how to model water troughs.



RAILWAY MODELLING Explored

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

THIS MONTH • A OO layout with proprietary models • Modelling water troughs

Train set transformation

PAUL MASON *made full use of commercially available items to develop a twin-oval OO gauge system on a Hornby track mat into his first detailed model railway with full scenery.*

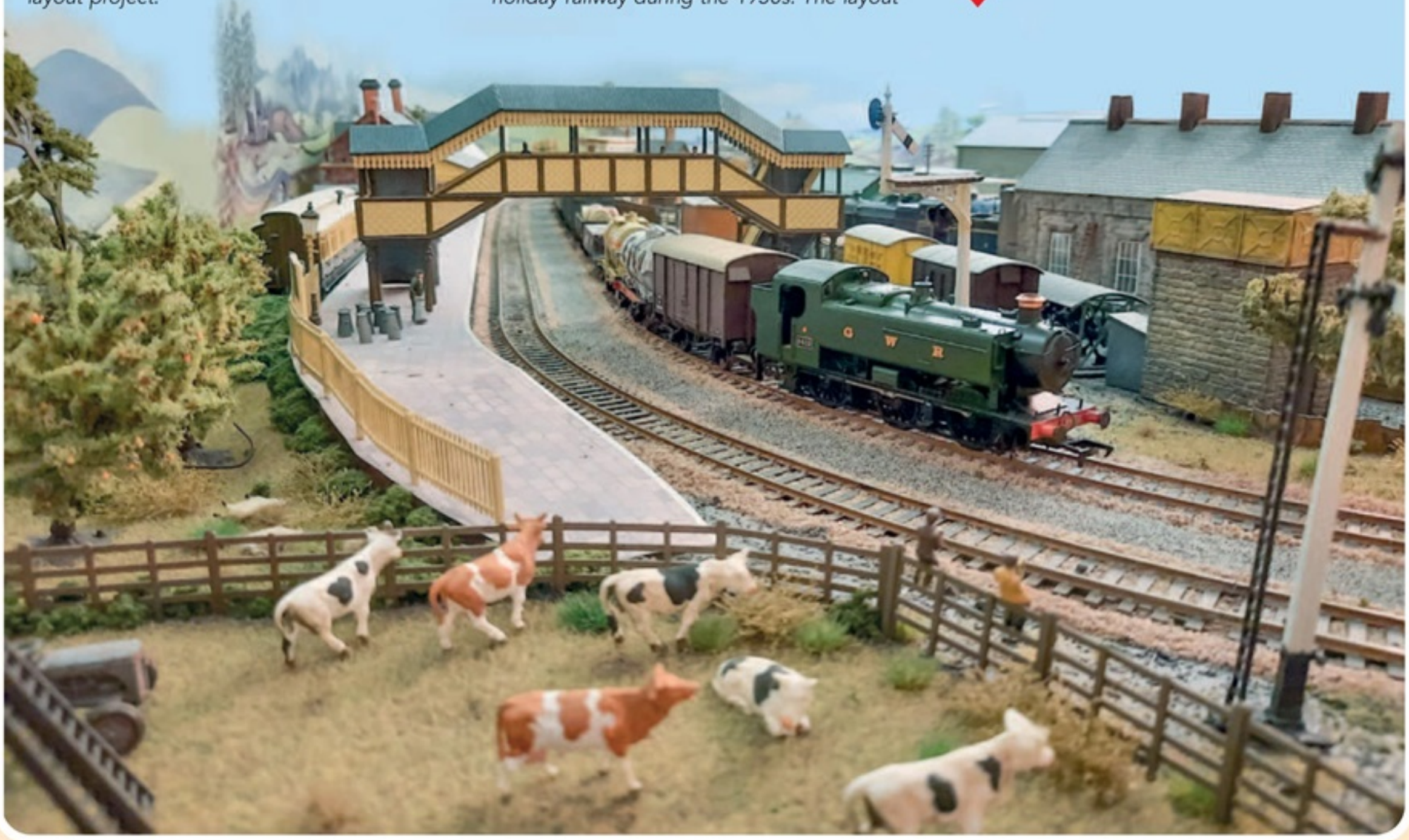
Photography by the author

My interest in the hobby began at a young age when my parents presented me with a Tri-ang O gauge Big Big train set. Ever since that time I have continued to dabble in the hobby, but limited time, money, and available domestic space have – until recently – been overriding issues that prevented me from embarking upon a layout project.

Track mat beginnings

This is my first attempt to build a 'proper' model railway with scenery. Named Ancombe St Thomas, *the location of the layout is a fictitious West Country town on a Great Western Railway secondary main line; my modelling preference has always been the Great Western, which was often seen as the holiday railway during the 1930s. The layout includes all the usual components of a model railway: a station, engine shed, goods yard, signal box, level crossing and of course a church with its own beekeeper.*

Bachmann 0-6-0PT No.9402 passes through with a goods train. Gaugemaster's Fordhampton footbridge (ref.GM403) and a Wills water tower (ref.SS34) are among the proprietary structures.



The layout started life on a standard Hornby track mat which was sized at approximately 180cm x 120cm. The supporting board was constructed with a subframe of 20mm x 40mm wooden battens and a top surface of 10mm MDF. This was initially kept against the garage wall, but when space became available in a spare bedroom, the track mat was removed and the MDF top was covered with cork sheets. A basic twin-track loop with sidings for a goods yard and engine shed were then laid.

Track and scenery

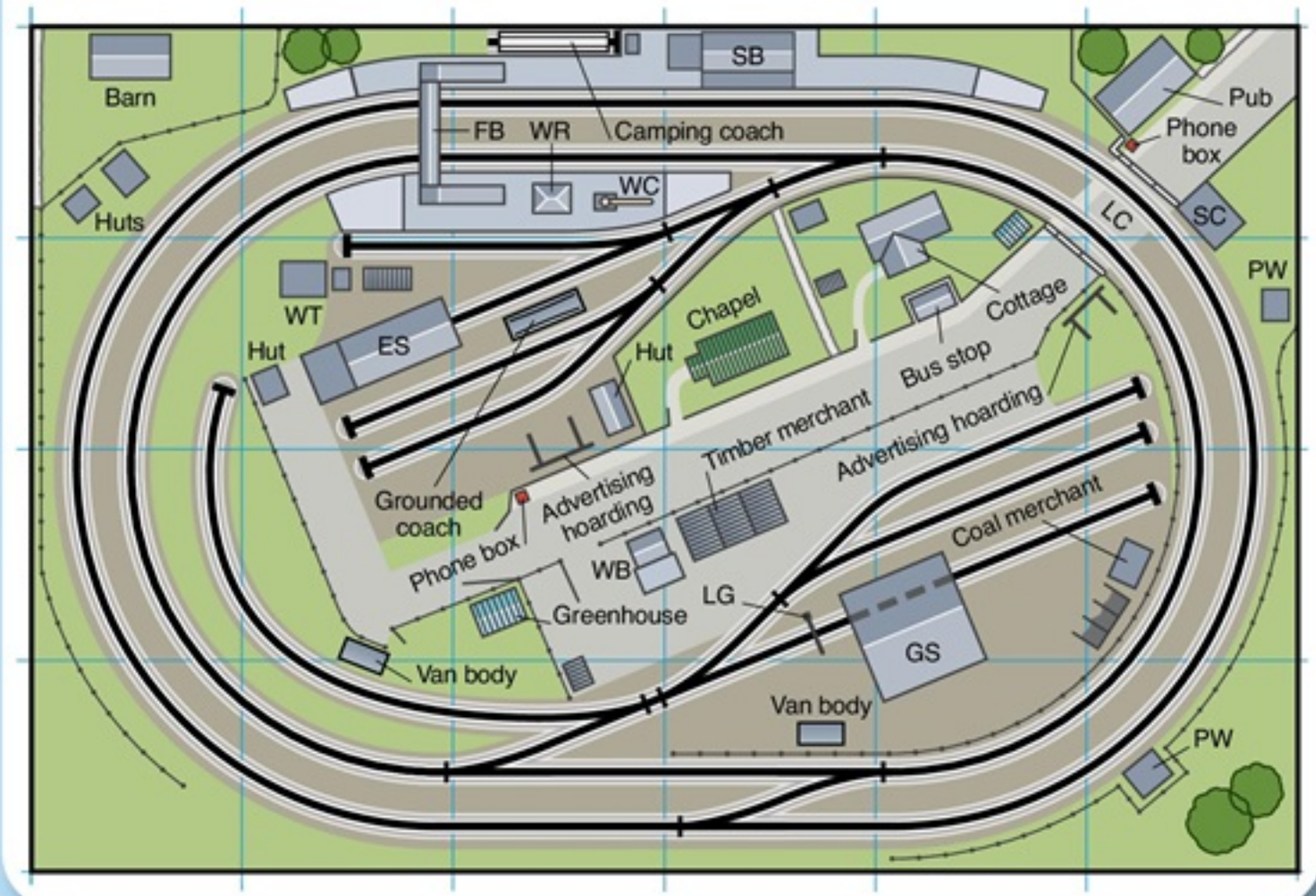
All the trackwork was created using Hornby items, comprising sectional straight panels, curves, and points.



A Wills weighbridge (ref.SS16) and timber yard (ref.SS73) make up a period cameo scene adjacent to the goods shed.

ANCOMBE ST. THOMAS

Overall scenic dimensions: 1,800mm x 1,200mm.
Each grid square = 300mm x 300mm.



After tracklaying was completed, ballasting was carried out with Gaugemaster products fixed with diluted PVA.

The ruling target date for the layout is autumn 1947; the last season of the GWR before Nationalisation. A wide variety of commercially available kits and ready-made buildings and accessories have been used, all of which aim to represent a quintessential West Country town of the period. Only the island platform is scratch-built. All road vehicles and other scenic accessories were selected to match the era depicted.

The backscene boards are made from hardboard and are covered with the older style of Peco printed sheets.

For the road surface I used an aerosol with a textured finish intended for furniture applications, then painted this with acrylic paint to achieve the effect that I was looking

An overall view of the entire layout which essentially follows the methods of the traditional 6' x 4' design. There is very little on view that cannot be bought at your local model railway retailer.



The GWR station building is another example from the Gaugemaster Fordhampton range of structure kits – ref.GM401.

for. In contrast, the goods yard surface was created using a thin layer of DAS clay pressed into place to give a largely uneven effect, but also finished with acrylic paints.

Locomotives and rolling stock

The locomotives and rolling stock are primarily ready-to-run items in GWR and SR liveries, many of which date from the early 1970s with models by manufacturers including Airfix (under the 'Great Model Railways' branding). However, there are also examples of more recent releases from firms including Hornby and Dapol. Supplementing these are a number of kit-built wagons, which I consider to be the extent of my modelmaking capabilities.

Analogue operation

Operation is 12V dc analogue control using a Hornby HM 2000 for the main lines and a separate controller for the goods yard. All points are operated manually, which does involve the 'big hand from the sky'. However, this arrangement means that the layout is very quick to set up for watching the trains go by with a variety of rolling stock.





The wartime GWR Air Raid Precautions signal box is an Arch Laser kit (ref.ALOO-019), available from Osborn's Models.

Hornby GWR 2-8-0T No.5274 passes the camping coach – a Parkside (ex-Ratio) Midland Railway composite, ref.PC722.

Encouraging results

Considering that I have never really undertaken the building of a scenic model railway before, I am happy with the end result and would encourage anyone else who is wavering to just have a go – it is quite surprising what can be achieved!



Modelling water troughs

Water troughs are an often overlooked aspect of railway infrastructure and are rarely seen in model form. Tony Prescott's model on p652 inspired **CALLUM WILLCOX** *to set about creating this diorama in 4mm scale using plastic kits from the Ratio range.*



Ratio's kits for water troughs (ref.550) and the large water tower (ref.551).

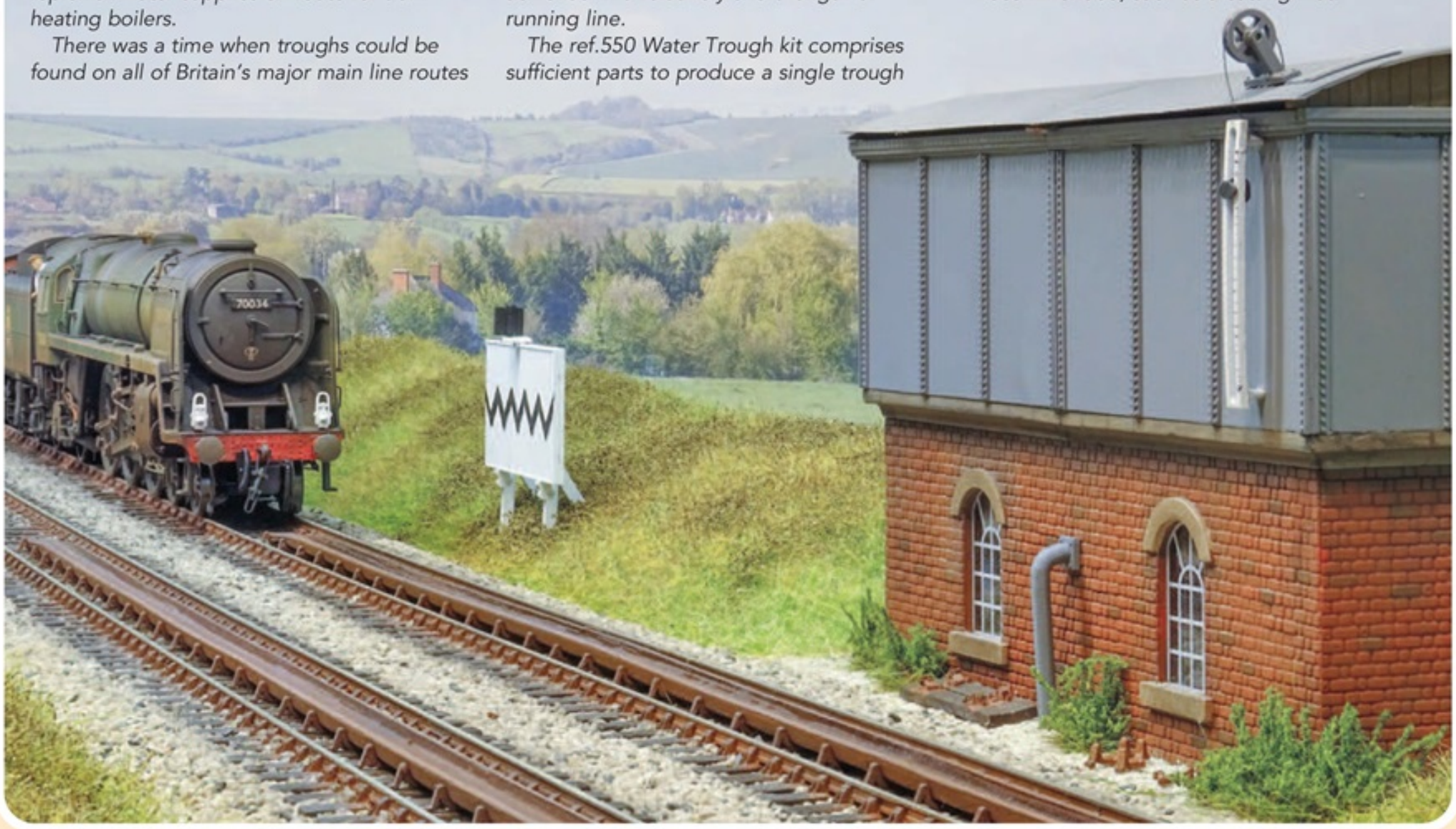
The introduction of water troughs transformed the efficiency of long-distance train travel on Britain's railways, this means of water pick-up enabling steam locomotives to replenish their water supplies whilst on the move – avoiding the need to make time-consuming stops to use conventional lineside watering facilities. First implemented by the London & North Western Railway in 1860, the system used the forward motion of the train to force water from the trough up a retractable scoop (raised and lowered by the fireman) into the locomotive's water tank, and was used throughout the steam era. Some early diesel locomotives were also equipped with scoops to enable them to replenish water supplies en route for train heating boilers.

There was a time when troughs could be found on all of Britain's major main line routes – at some 60 different locations – with the exception of the Southern Region. Positioned near readily available water sources, troughs were kept topped up by a water tower; the style of these structures varied depending on the location and region.

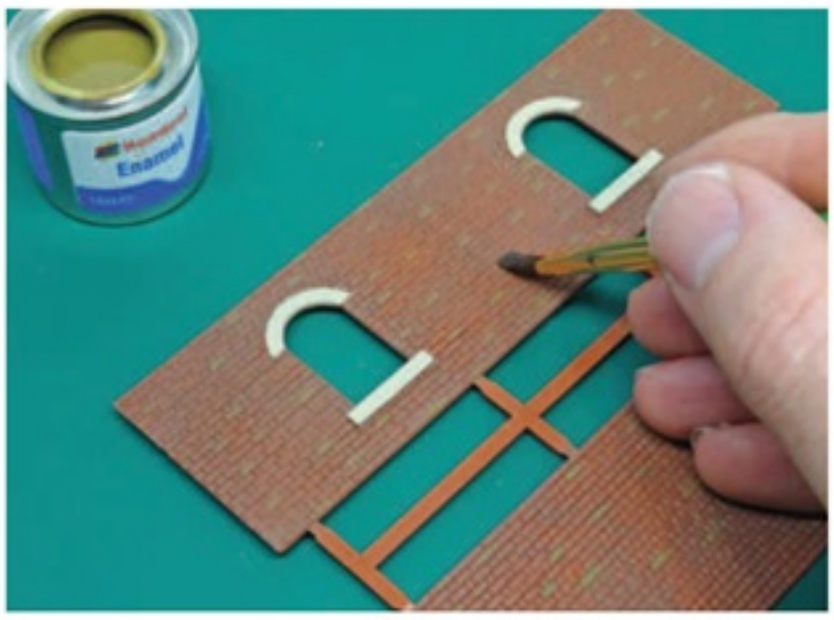
These interesting items of railway infrastructure are not often modelled, despite a proprietary kit being available from Ratio for 4mm scale. This may, in part, be due to a belief that water troughs are only suitable for replicating on a large layout. However, by modelling only the ends of a set of troughs – as demonstrated here – that are perhaps crossed by a conveniently positioned road overbridge, a satisfactory impression can be achieved in a relatively short length of running line.

The ref.550 Water Trough kit comprises sufficient parts to produce a single trough 760mm in length, along with associated signage, while the ref.551 Large Water Tower kit makes for an ideal lineside water supply. Both kits are available from Peco stockists.

In this article I will showcase how to assemble and install these kits into a scene, utilising Peco code 75 bullhead track. Additional items used for the project include liquid solvent and a selection of paints/weathering powders, plus ballast of choice, together with a few basic tools, including a craft knife, sanding block and set of needle files. A suitable flat working surface is also recommended, such as a cutting mat.



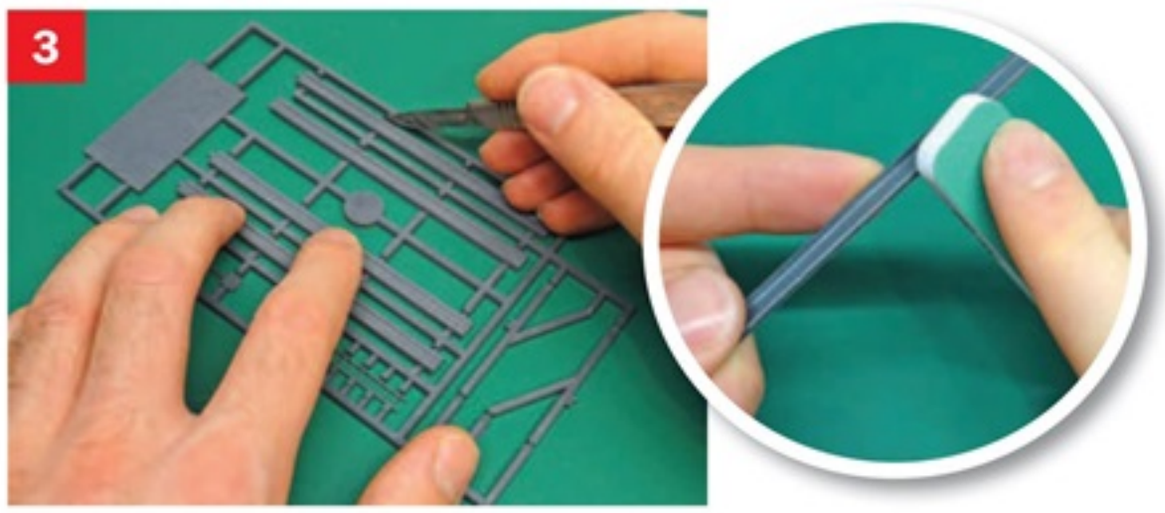
Creating the water trough diorama



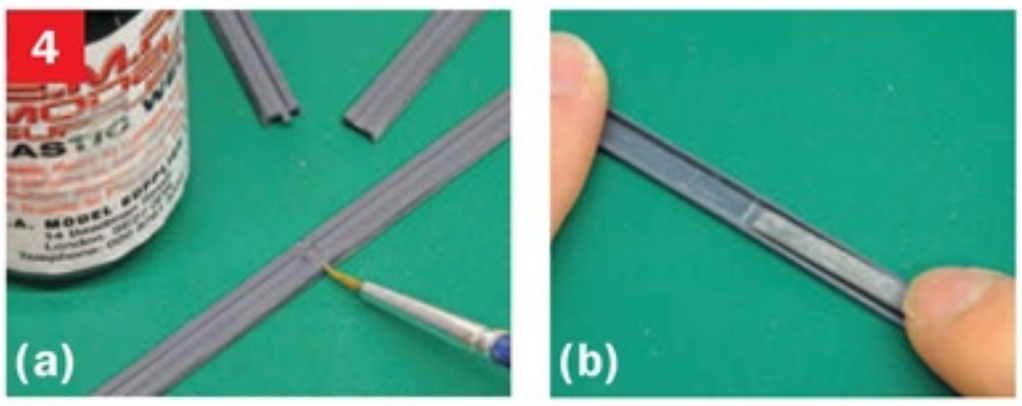
1 The water tower was tackled first, with the plastic components painted prior to starting assembly. The overall brickwork was painted with Humbrol No.70 Red Brick; once cured, the individual bricks were dry-brushed with No.110 Natural Wood to add subtle variations of colour. The stone lintels/window cills were picked out with No.121 Pale Stone, while details such as the planking for the gantry and door/frame received a coat of No.110 Natural Wood. The metal water tank components were sprayed with a light grey primer; with a pre-shading technique used around the raised detail to achieve a lightly weathered look. Finally, the mortar gaps were highlighted with Ammo by Mig No.3013 Rubble weathering powders – wiped from the brick surface by finger, while the stonework was enhanced with a light dusting of Humbrol Smoke weathering powder.



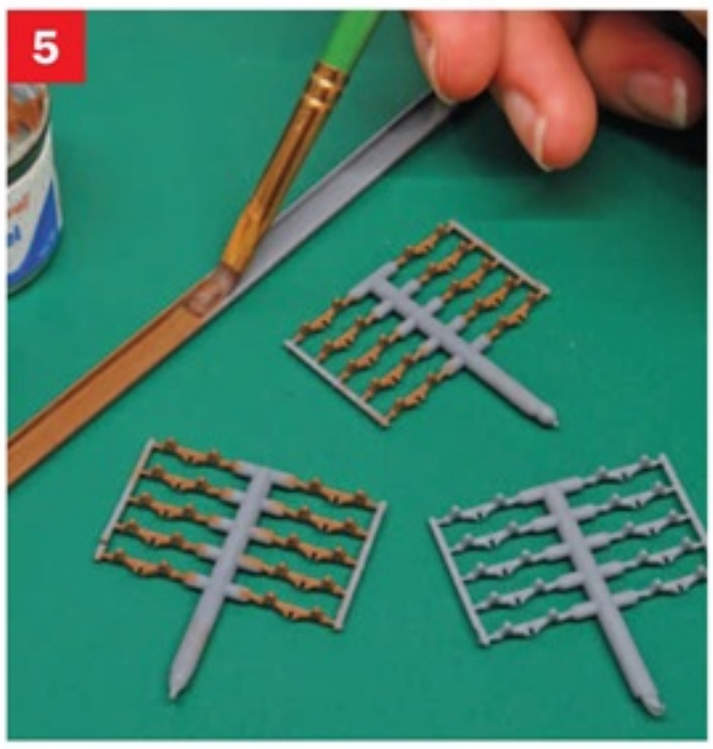
2 The water tower was then assembled in accordance with the supplied instructions. The components were joined together using Plastic Weld – a liquid polystyrene cement that bonds the styrene parts together by softening the plastic and forming a 'cold weld'; this was undertaken on a flat surface to ensure the walls were set level. Details such as the glazing were secured in place using small amounts of PVA.



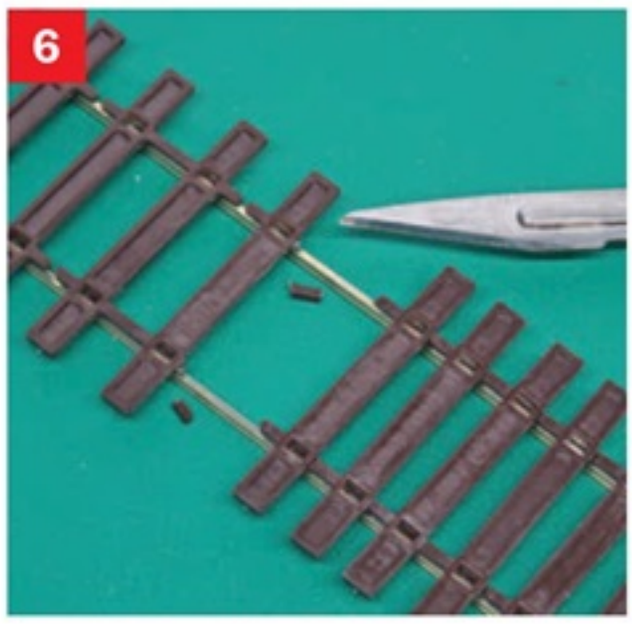
3 With the water tower complete I turned my attention to the water troughs. I started by releasing the pan sections from the sprue with a sharp craft knife, before cleaning the edge with a fine sanding block or nail file (*inset*).



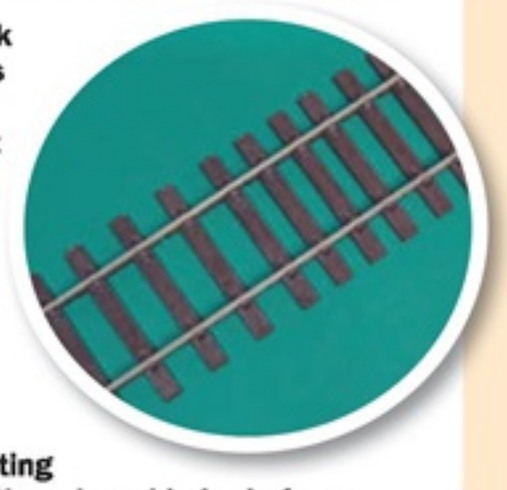
4 Each pan length has been designed with a slot and tab arrangement for assembly; these were bonded together using Plastic Weld – applied to the underside – with capillary action drawing the solvent into the joins (a). Once dry, a modelling file was used to remove any imperfections from the edges (b), before the assemblies were primed ready for painting.



5 Humbrol No.113 Rust was used to paint the trough components. The delicate chair assemblies are supplied on their own separate sprue, making them much easier to handle during this process.



6 The sleeper spacing on track equipped with water troughs was slightly closer together than on standard permanent way (to provide firmer support for the pans and prevent them from shifting). Using sections of Peco Streamline Code 75 bullhead plain track (ref.SL-108F) this narrower spacing was replicated by halving the moulded connecting pieces between sleepers with a sharp blade, before bringing the sleepers closer together – the remaining parts of the connecting pieces ensured an even spacing.

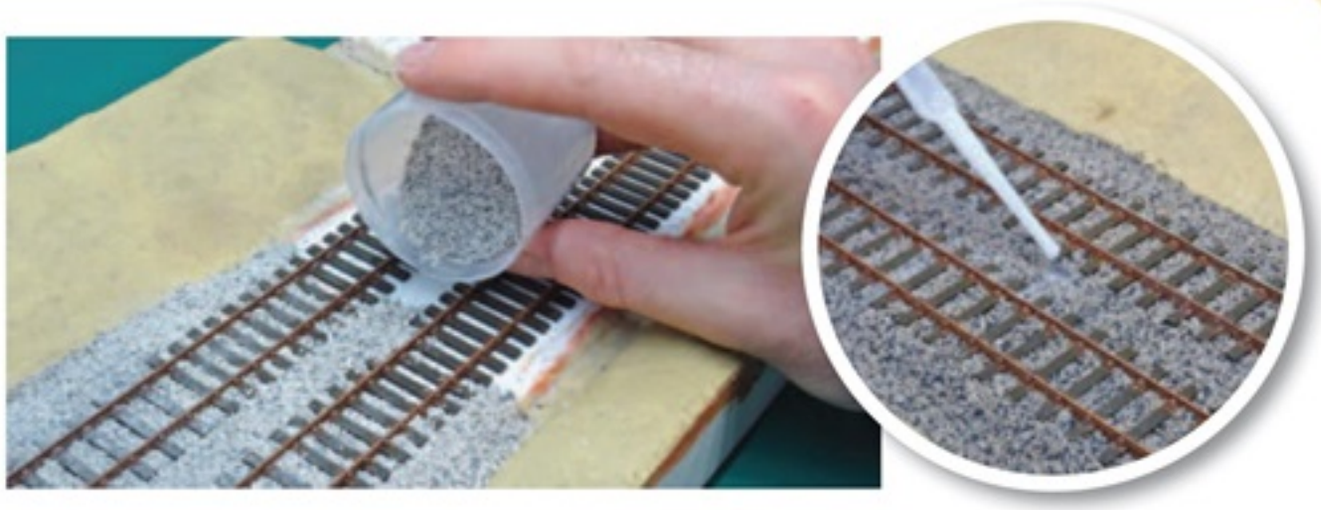


7 I opted to paint the sections of trackwork before installing the troughs. The rail sides and chairs were painted first – once again using Humbrol No.113 Rust – applied by brush. A Woodland Scenics Tidy Track Weathered Tie paint pen (ref.TT4582) was used to colour the sleepers. The finish was enhanced further with the addition of weathering powders once the track was *in situ*.

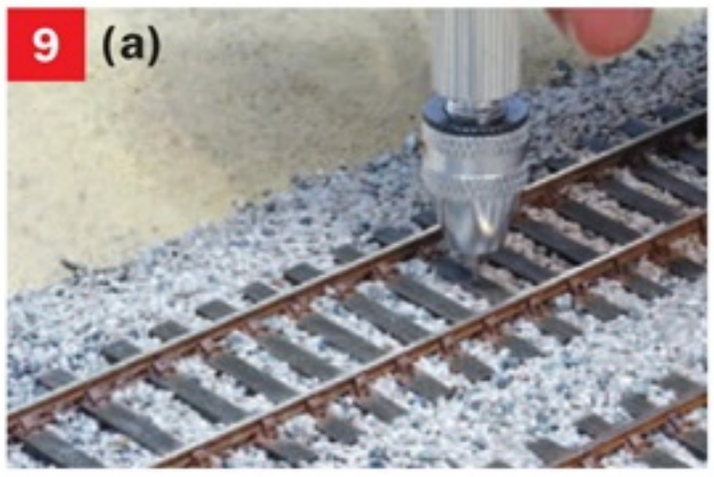


The lineside board tells the crew of Britannia No.70034 *Thomas Hardy* when to lower the tender water scoop into the trough.

8 In addition to the sleeper spacing, trough sections often saw the use of larger grades of ballast; this was partly to aid the stability of the formation and drainage, whilst also reducing the risk of stones being thrown up into the pan. A blend of medium grade Peco Clean Grey and fine WWScenics Dark Grey track ballast was used to replicate this; the course mixture was blended gradually with the finer grade ballast beyond the trough sections (comprising fine grade Peco Weathered Grey ballast). Once the loose ballast granules had been dispensed as required, the granules were first moistened with IPA (isopropanel), before being fixed in place with the usual solution of PVA mixed 50/50 with water (*inset*).



9 (a)



(b)

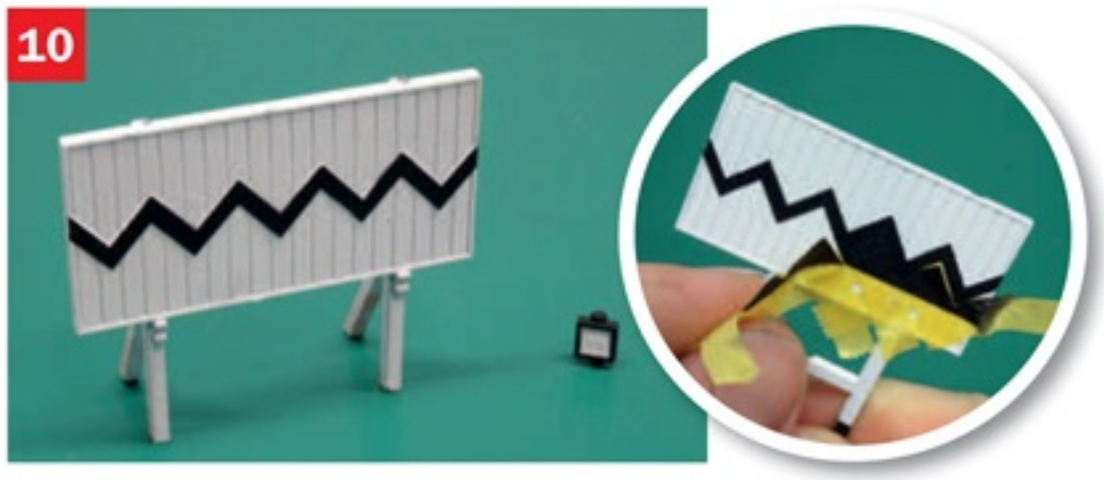


(c)



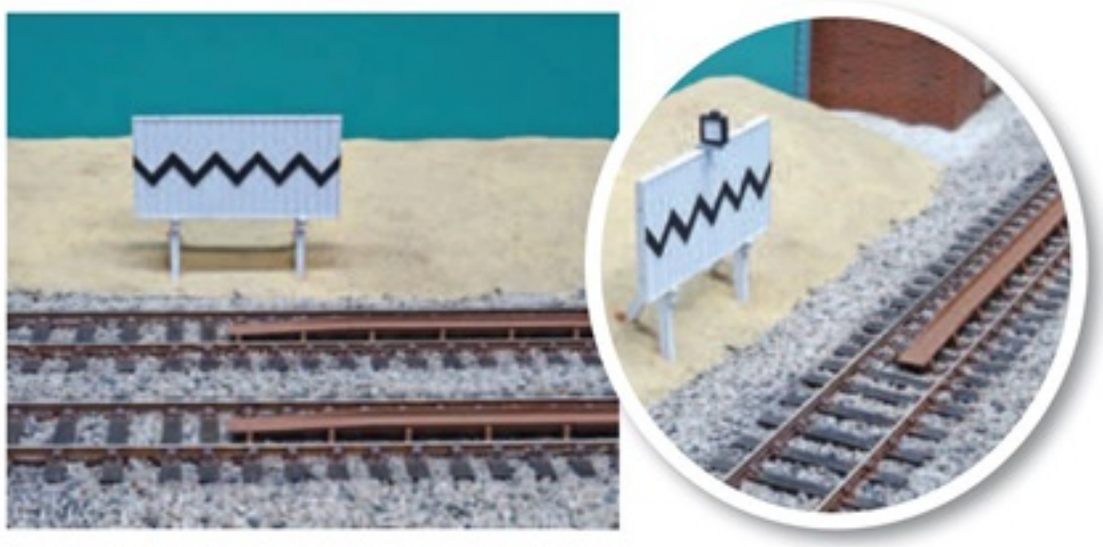
The installation of the trough starts with the pan fixings. A 0.5mm drill was used to open up guide holes in the centre of every other sleeper (a), into which track pins were placed. The fixings need to be aligned perfectly to accept the pan assemblies without distorting them; I found pinning these lightly first allowed for minor adjustments to be made (b). With the fixings in position, the pans were then attached using contact adhesive (c).

10

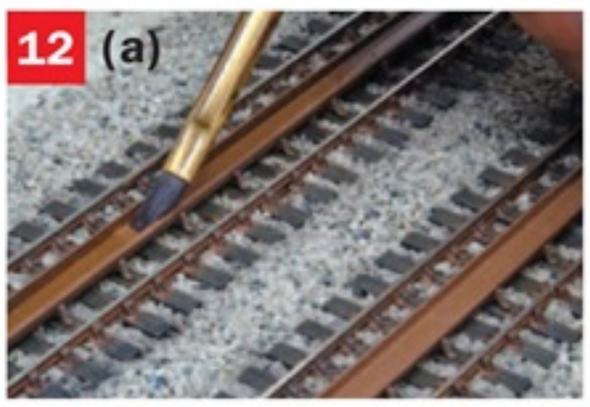


The start of a trough section was indicated by a large lineside board; these were usually painted white to maximise their visibility to locomotive crews. The parts for the board provided in the kit – including supports and marker light – were first given an overall coat of white, before the lamp and embossed marker line were painted black; the latter carefully masked to ensure clean edges (*inset*).

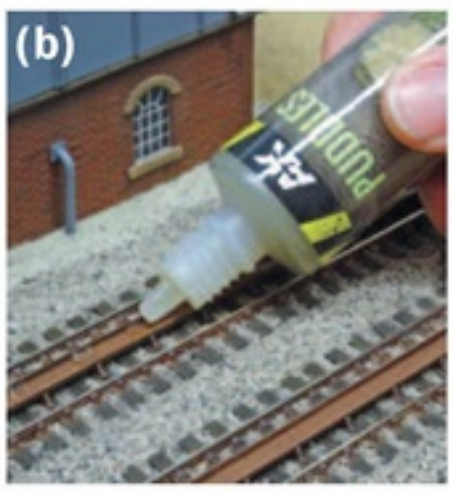
11 The completed board was positioned directly adjacent to the start of the trough section. The associated marker light was then attached atop the board facing oncoming trains, with the mounting bracket slotting over the other frame (*inset*).



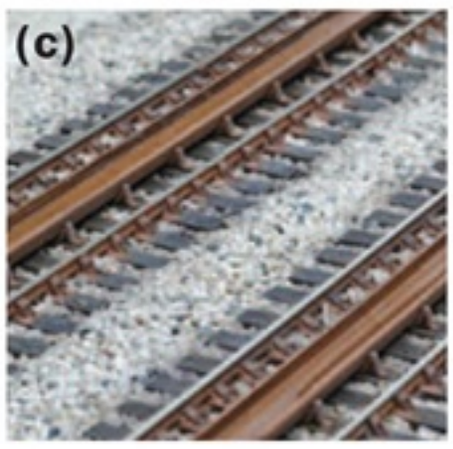
12 (a)



(b)



(c)



A final cosmetic touch was to add water to the troughs. First, the channels of the pans were prepared with a dark wash of Citadel Agrax Nuln Oil; this was to enhance the sense of depth once the water was applied (a). The water itself was formed using AK Interactive Puddles, which is a tinted liquid crystalline product intended for small applications of standing water; this was applied in small blobs at intervals, before being brushed along the channels (b). This was repeated in thin layers until a suitable depth was achieved (c).

Further reading

A detailed article examining the use of water troughs on Britain's rail network was published in the May 2018 issue of *The Railway Magazine*.



A BR 5MT 4-6-0 speeds over the troughs with a fitted freight.

Comment

Observations and opinions on railway modelling

Peter Osborne



Railway modelling: have we ever had it so easy?

"My dictionary describes a pastime as 'an activity that someone does regularly for enjoyment'. Railway modelling is certainly that and who would argue? Railway modelling is indeed a way to pass one's time. To this end I fail to understand the need that some modellers seem to have to complete a model or project to a deadline. The very object of this, or any, hobby is to pass one's time in the pursuit of something enjoyable. To place emphasis on expediency is, to me, anathema.

The ranges of ready-to-run rolling stock and 'ready to place' buildings do of course provide an excellent introduction to the gentle art of railway modelling, but there are disadvantages to the longer-term reliance upon this methodology: firstly, it can prove to be a comparatively expensive way to pursue the hobby. Looking at it on a cost versus time basis, the purchase of a loco and rolling stock together with buildings that require no attention involves little time – but rather a lot of our hard-earned money!

Secondly, this approach does little to develop many of the new skills that can be acquired by building kits, and then progressing to 'kit-bashing' and scratch-building. In turn, the employing of 'kit-bashing' or scratch-building techniques results with a unique model.

The use of ready-to-run and 'ready to plant' items will undoubtedly facilitate the accelerated completion of a layout project. But what then? Dismantle it? Sell it or put it in store and start again? Or just fill the entire house with model railways?

Personally, I tend to follow a more considered modus operandi. Instead of investing in proprietary items, I will choose to use a kit, possibly modified, or even scratch-build. The fact that this approach takes longer is deliberate. Now, a kit of a certain locomotive may well cost more than its ready-to-run counterpart but (and this is a very big but) a kit can provide both many hours, even weeks of enjoyable modelling, together with the acquisition of a new set of skills or the continued development of existing ones. Surely this is one of the objects of our hobby? In contrast, how much enjoyable modelling time does a ready-to-run locomotive provide? The same applies to everything from baseboards to model buildings. I haven't gone as far as calculating how much modelling time each pound I have spent has provided, but I am sure you can see where all this is leading…

In many ways we modellers have never had it so easy. Taking adhesives as an example, there was a time when these took the form of flour-and-water paste, Seccotine (liquid fish glue) or Gloy glue sticks. Yes, we had solder, and epoxies arrived during the 1960s, but where would we be today without PVA, cyanoacrylate, impact adhesives and so on?

Regarding modelling materials, it used to be a choice of wood, metal or card. Eventually, the composite kit arrived, comprising more than one type of material, whilst nowadays we can make use of a variety of metals, plastics, resin, laser-cut plywood, MDF and so on. Crude scenic materials such as sawdust, rubberised horsehair and felt have been superseded by static grass. Crucially, we can now work with any combination of these new materials thanks to the aforementioned modern adhesives.

Even the historical research has been made easier through the wealth of information now available both in print and on the internet, which also makes the sourcing of materials and components far easier. Suppliers of the most obscure items can be found almost instantly and purchased with a few clicks of a mouse; how else would I be able to find a 1.6mm x 6mm cheese head machine screw so easily?

…by kit- and scratch-building everything I am deliberately choosing to do things the hard way

Yes, I am open to the suggestion that, by kit- and scratch-building everything I am deliberately choosing to do things the hard way, but paradoxically 'the hard way' has never been easier. Furthermore, this is how I have been able to learn, acquire, and develop skills. I am also aware that my approach to the hobby is chiefly that of a modelmaker rather than a runner of trains, although the running sessions I indulge in occasionally are the icing on the proverbial cake; the culmination of all that work – and all the more rewarding for it!"

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

The construction of the author's compact O gauge layout *A Bodge Engineers Ltd* (see RM February and March 2021) made much use of kit- and scratch-building methods, with little reliance upon commercial products. The diesel shunter was built from a Judith Edge etched kit. *Photo by the author*



Readers' Letters

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.

Thompson coaches review stirs reader's memories of travelling on board the 'Elizabethan'

The review of the Darstaed Thompson coaches in the July issue and their use on the 'Elizabethan' service reminded me of my own trip on this named express on 2 September 1960. This turned out to be not long before the service was terminated due to dieselisation and the impossibility of changing crews en route while the train was in motion. That day the 10-coach train was hauled by Gresley A4 Pacific No.60027 *Merlin*.

Anyone wishing to model the train, particularly in a larger scale, should know that the coaches appeared to be specially finished for use on this service. Fittings in the compartments, such as ashtrays, luggage racks and the corridor door handles were chrome plated. Also, there was a hairdressing salon and 'Ladies Retiring Room', presumably located in the buffet lounge car.

Courtesy of my father's Working Timetables (he was a driver at Tyne Dock) I was able to take a detailed log of the run. Beyond Hitchin we gradually dropped behind schedule, being nine minutes late at Doncaster, recovering to six late at York, then three late at Newcastle and on time at Alnmouth. Crossing the border at Marshall Meadows a minute early, we arrived in Edinburgh two minutes early at 16:03. It occurs to me now that the late running may have been deliberate to avoid signal checks. (At that time Doncaster had a dreadful reputation for train delays.) The fastest speeds I recorded were 85mph at Hitchin and Belford, and 81mph at Thirsk.

One regret I do have is not walking along the train to record the individual vehicle numbers.

ROWLAND BURDON



Haymarket-based A4 Pacific No.60024 *Kingfisher* heads north from Askham Tunnel with the Down 'Elizabethan' from King's Cross to Edinburgh Waverley in July 1960. *Photo: Railphotoprints*

An award winning Irish monorail model

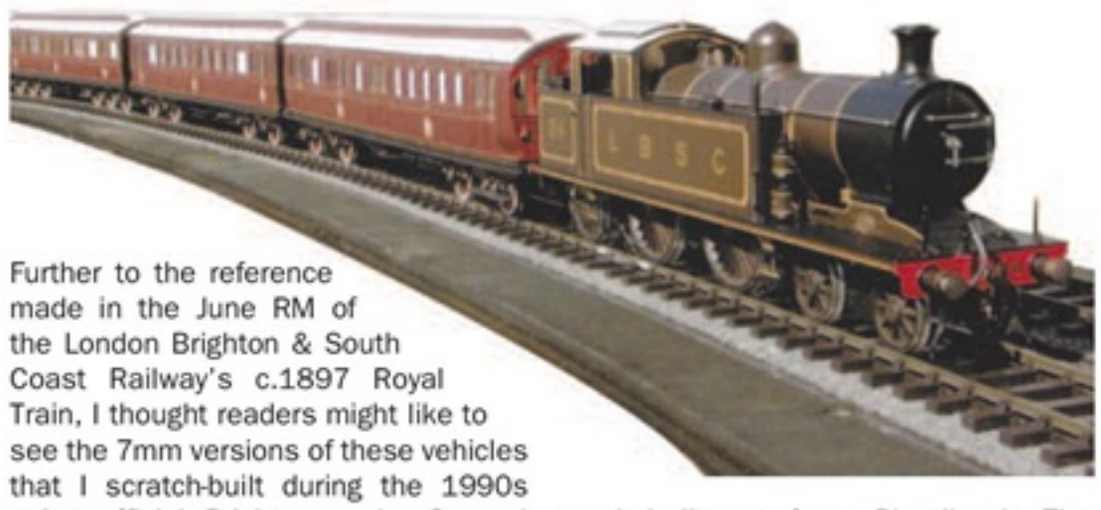
It was interesting to see Rudi Newman's article on the Irish monorail system in the July issue (*The road to Listowel*). The article brought back childhood memories of visiting the Manchester Model Railway Exhibition with my father during the late 1950s and early 1960s. One of the regular exhibitors at the time was my father's cousin, Leslie Holland from Blackpool. On one particular occasion he displayed a scratch-built working layout of the Irish monorail. All the locomotives and stock were hand made from brass sheet to a scale of 1:76. Trackwork and turnouts were also hand-built.

The society awarded one of its annual trophies to him for the layout (which I believe was the Nuttall Cup). He also won this trophy on other occasions with different layouts.

Unfortunately both Leslie and my father passed away in the 1980s and I have no idea what became of the layout – do any readers know?

ANDREW HOLLAND

An LB&SCR Royal Train in O



Further to the reference made in the June RM of the London Brighton & South Coast Railway's c.1897 Royal Train, I thought readers might like to see the 7mm versions of these vehicles that I scratch-built during the 1990s using official Brighton works General Arrangement drawings.

The five-coach set (comprising two Brake Firsts, one Gentlemen in waiting First, one Ladies in waiting First, and the central and wider King's Saloon) was constructed using double-sided copperclad and brass section for the underframes, with brass bogies, individual leaf springs, ABS axleboxes and Home of O Gauge buffers. The bodies were built up from various thicknesses of Slater's Plastikard. The clerestory roofs were formed using a litho printing plate base, again layered and built up from Plastikard. The interiors have yet to be finished (one day perhaps). I spray-painted the models in mahogany livery with red ends, then hand-painted the royal coats of arms (all 26 of them). The models were hand-lined by Colin Hayward.

Hauling the train is LB&SCR I3 Class 4-4-2T No.24, which I constructed from a Meteor Models kit. No.24 was in fact the only member of the class to haul the Royal Train, the majority of workings being assigned to the I1 and I2 Class 4-4-2Ts.

COLIN PAUL

Remembering Tony Ditchfield

I was so very sad to hear of the passing of Tony Ditchfield recently *[Ed – see obituary on p678]*. Tony was a friend of myself and my family from school days; I had known him from when we were just 11 years of age.

Tony had a real interest in railways in his teens, and he was one of several visitors who came to our home in Malvern to run *Templeford* in the days when it was laid out on the top floor of the house, long before it was transformed into the vintage O gauge exhibition railway that can be seen from time to time on the circuit (see RAILWAY MODELLER October 2018 Issue).

Model railways were by no means Tony's only passion; other interests of his included rugby, golf and squash. He was a member of two classic car clubs and many years ago he also started a go-karting interest for local friends, which is still running. He was also involved in various committees over the years including for the deaf and autistic societies, and the Malvern Rugby Club.

I shall miss him dearly. I wish to express my deepest condolences to his wife Tricia, family and friends.

CLAIRE SHEPPEY



A photo of Tony on the Downs Light Railway when he was aged 15, which was taken by Claire's father on 14 July 1960.
Photo: Laurie Tandy, courtesy Claire Sheppey

Troop of 'Terriers' mark type's 150th anniversary!



This year marks the 150th anniversary of the introduction of Stroudley's 'Terrier' class of 0-6-0T on the London Brighton & South Coast Railway (No.72 *Fenchurch* being the first example to enter service in September 1872).

Horsham Model Railway Club, located deep inside LB&SCR territory, marked this occasion during a club evening in June when members brought along their own 'Terrier' models for display and running on the club's OO and N gauge layouts.

A total of 36 'Terrier' models covering four different scales and eight different liveries were brought along. All LB&SCR, Southern and BR liveries were covered, plus examples in K&ESR and SE&CR schemes, and the livery *Stepney* carried for a short period during its early preservation career. The assembled models also demonstrated the various modifications and rebuilds the locomotives underwent during their long lives.



WIM HARTHOORN

LED tweezers – a useful modelling tool?



During a recent shopping trip to a premises of the high street retailer B&M, I happened across a set of LED tweezers (*pictured*). Although intended as a beauty product, it occurred to me that the integral light actually makes the tweezers ideal for modelling applications – such as fitting small details into restricted/dark locomotive cabs.

JOHN WARD

Support for a 'back to basics' approach to the hobby

I absolutely agree with the sentiments expressed by Josh Williams with his comment piece in the August Issue.

While the manufacturers of R-T-R models are to be congratulated for the highly detailed models they produce, together with digital add-ons, in my opinion these products are way beyond the pockets of a great many modellers and are also not practical for day-to-day operation where they need to be handled regularly.

What I believe we need, which the market does not currently produce (with the possible exception of Hornby and its Railroad range) are models that are dimensionally accurate but have less fine detail; as a result these will be less expensive and more robust. There is a good range of aftermarket kits available for modellers who wish to add detail.

DAVID HACKETT

I fully agree with the Comment piece by Josh Williams in the August edition.

I also get an immense amount of satisfaction from restoring older rolling stock and sourcing locomotives that I or my father owned when I was a child. Yes – there is a market for 'bells and whistles' locomotives and rolling stock – but not everyone wants that or indeed can afford it.

I source much of my stock second hand, but I do wish that more manufacturers would produce a more basic range – I am sure there must be a market for them as well as the 'higher end' models.

PHIL SMITH

How 'Dreadnoughts' influenced Stanier's 'Duchesses'

Following on from the Scale Drawings feature detailing the Lancashire & Yorkshire 'Dreadnought' 4-6-0s in the August edition, readers may be interested to know that, although this class was not the most successful of designs, it did have an influence on one of the finest locomotive classes ever to run in the UK.

Briefly, and as I understand it, T F (Tom) Coleman, who was Chief Technical Assistant and Chief Draughtsman of the LMS, did most of the design work for the Princess Coronation locomotives in Stanier's absence abroad; the 'forgotten man' of UK steam locomotive design.

At the time of the Grouping he was Chief Draughtsman of the North Staffordshire Railway. In 1926 he moved to Horwich and later to Derby; he was closely involved with Stanier's first design, the 5MT 2-6-0.

Following the introduction of the Princess Royals, Stanier wished to build another five examples with improvements, but Coleman persuaded him that it would be better to start with a totally new design. Stanier's requirements were something on the lines of 'put the biggest boiler you can on the largest wheels you can'. Coleman did as he was asked, including using the Horwich four-cylinder layout, which he had seen and studied on the 'Dreadnoughts' during his time there. The result was the Princess Coronation class.

BARRIE COLLEY

A 'swinger' to Hemyock...

Thank you for the excellent supplement that was included with the August issue. Although the 1970s is not an era I have ever considered, it was a very informative and interesting read.

As a result I discovered that I have a 'swinger' on my layout and didn't even know it! My model is based on a photograph from 1965 that shows a six-wheel milk tanker attached to a diesel railcar at Fremington on the Barnstaple to Halwill Junction line – no doubt heading to or from the Unigate creamery at Torrington.

Incidentally, my layout is inspired by Hemyock and I run this combination when I am operating the layout in 'what if' mode, which assumes that passenger traffic continued on the branch into the diesel era.

DAVE WARREN



Snippets...

Answer to 1970s booklet photo teaser

Ed – On page 11 of the *Modelling Britain's Railways in the 1970s* booklet (given free with the August issue) we posed a teaser regarding the date of a photo by Steve Flint, which showed Barrow Road crossing on the Barton-on-Humber branch; the presence of the manual wooden level crossing gates, signal box and semaphore signals belie the fact that the photo was taken more than a decade after the time period covered by the booklet – on 30 May 1991! The signal box does in fact still survive, whilst the crossing gates were replaced only as recently as 2021.

Down to go Up!

Ed – The caption that accompanied the view of Oxenholme on p10 of the *Modelling Britain's Railways in the 1970s* booklet had the 'Up' and 'Down' references transposed; the remodelled canopy is in fact on the Down side, whilst the K8 telephone kiosk is situated on the Up platform. Unfortunately the error was only realised in time to correct the digital version of the publication. Our thanks to reader Graham Whiteley who contacted us after also spotting the error.

Peco 'TwistLock' wiring advice

One of my favourite parts of RAILWAY MODELLER is the 'Railway Modelling Explored' section, which explains various aspects of the hobby in a manner that beginners can understand. I wondered if you could do an article, and possibly a video on your YouTube channel, on how to wire the PL-1005 TwistLock polarity switch as my understanding of layout electronics is virtually nil, and I am sure I would not be the only reader who would be greatly appreciative.

ANDY CULHAM

[Ed – We published articles detailing the use of TwistLock motors as part of our RME section in the February and March 2020 editions of RM. A video is available on the PecoTV YouTube channel: ***www.youtube.com/c/PECOrailwaymodeller****]*

Appeal for assistance to finish layout

As a result of recent health problems, I am no longer able to complete my model railway project on my own. If there are any readers who may be able to assist me, then I would be delighted to hear from them. I live near Leatherhead in Surrey and can be contacted by email:

brian.davis1947@btinternet.com

BRIAN DAVIS

Brand new from Accurascale in 00

English Electric 'Deltic'



The first ready-to-run British locomotive to be released in 00 gauge under the Accurascale branding has arrived, in the form of the imposing BR production 'Deltic' diesel locomotive, plans for which were outlined in our January 2019 issue.

The initial suite of releases comprises no less than 17 versions with the tooling covering the entire lifespan of the real locomotives – from their introduction into BR service, through subsequent in-service modifications, as well as the more recent adaptations for main line running sported by preserved examples.

Liveries produced include 'as delivered' BR two-tone green, BR two-tone green with small yellow panels/ full yellow ends, together with a variety of BR corporate blue colour schemes, as well as No.9016 *Gordon Highlander* in the unique and rather short-lived Porterbrook purple livery. Six special edition models have also been produced exclusively for The Deltic Preservation Society, Locomotion Models and Rails of Sheffield.

Our samples in detail

We received a pair of sample models for review. The first (ref.ACC-2162) is presented as D9012 *Crepello* in BR blue with full yellow ends, alpha-numeric four-digit headcode and bufferbeam mounted horns. According to the website www.brdatabase.info D9012 carried BR blue with its pre-TOPS number between March 1968 and February 1974, although it was equipped with Electric Train Heating as of January 1971. The second model (ref.ACC-2156-DCC) is finished as D9006 *The Fife & Forfar Yeomanry* in BR two-tone green with full yellow ends, alpha-numeric four-digit headcode and nose mounted horns (this sample also being equipped with DCC sound). The aforementioned website indicates that this livery was carried by D9006 between April 1967 and June 1969.

Each sample was presented in a substantial card box, with the model cradled in plastic 'ice-cube' style packaging within a foam insert. Inside, as well as the usual operation and maintenance paperwork, is a lavishly illustrated booklet that provides historical notes and accounts of the real machines. Also provided are a selection of self-adhesive four-character headcodes for the modeller to fit.

Upon releasing the locomotives from their packaging, the first aspect to note is the weight: the DCC-ready sample weighs in at 816g – a full 77g more than the previous heaviest 00 gauge powered ready-to-run locomotive model that we had evaluated. The weight of the 'Deltic', which is no doubt helped in part by the model's substantial diecast metal chassis block, increased to 825g for the DCC sound-fitted version.

The plastic body mouldings bristle with etched metal and plastic details including separate metal grab handles, lamp irons, etched windscreen frames (complete with rivet detail) and fine metal wipers, whilst buffer heads are metal and sprung. The underframe fuel tanks are adorned with a wealth of separately fitted pipework – all of which is neatly picked out in appropriate colours; however, some parts had

become separated from the models in transit and had to be refitted prior to photography.

Fine etched roof fan grilles reveal the fan detail within the body mouldings; these are purely cosmetic, but have a real sense of depth. Peering through the engine room windows affords a clear view of fully painted renditions of the Napier power units; each embossed with 'NAPIER DELTIC' picked out in red. The visibility of this is further enhanced by the addition of the engine room lighting when operating under digital control. Cab interiors are also well furnished with period appropriate features; this includes control panel dials which illuminate when under power (to our knowledge a first for the British R-T-R market).

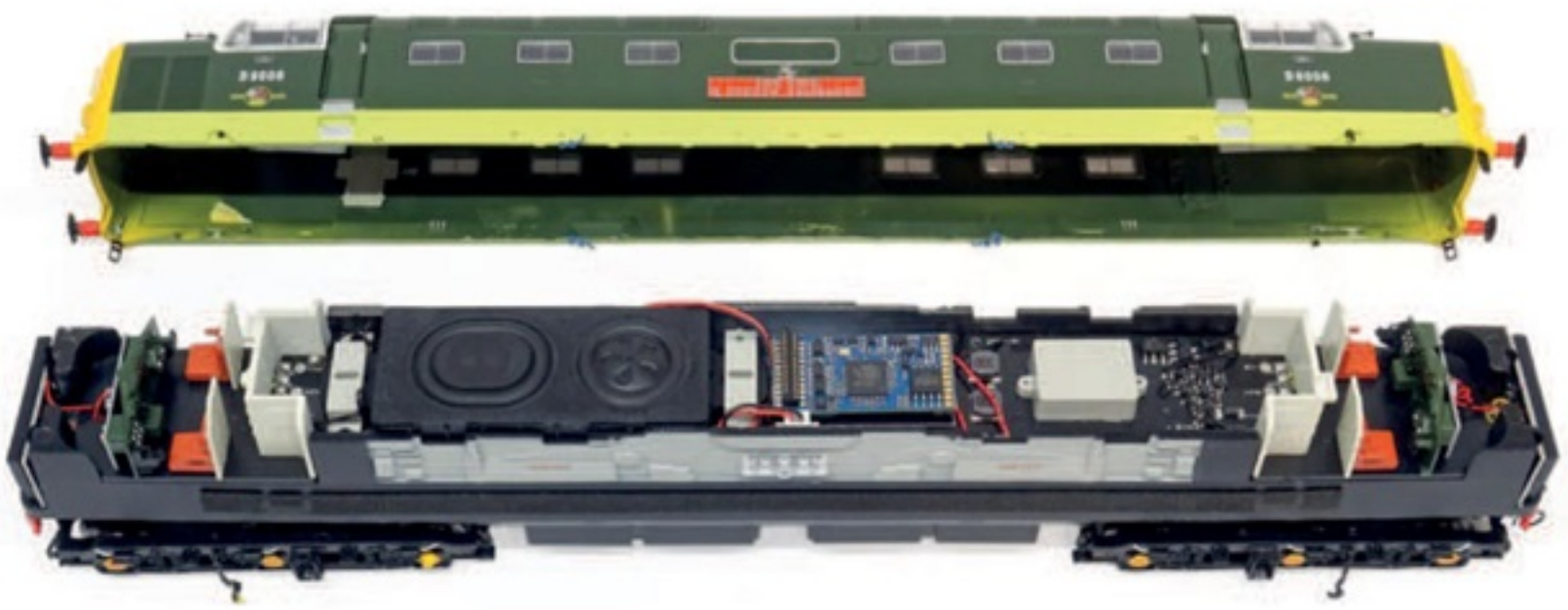
The bogies include representations of the secondary suspension, brake gear and axlebox covers; the latter are each complete with the maker stamp 'BR TIMKEN'. The numerous separately fitted details include etched metal steps, brake cylinders and speedo drive, together with delicate etched brake chains, which connect to actuator arms mounted on the lower edges of the locomotive body. These chain/arm assemblies (two per bogie) are very delicate; our samples arrived with two of the chains having become detached. However, we are advised that the manufacturer intends to revise the fitting of these assemblies for future production runs. It is also worth noting that the chains need to be disconnected to enable the body and chassis to be separated.

The wheel diameter on the real machines is 3' 9", which scales out at 15mm, but on the model we measured the diameter to be just 12.56mm. We understand that this is a necessary compromise so that the model can retain an accurate body shape and ride height, whilst enabling it to negotiate second radius trackwork. Accurascale advises that its drop-in EM and P4 wheelsets are also to the same diameter as the OO versions fitted.

There are separate details specific to each model that are supplied for the modeller to fit if desired; the packs with our samples comprise screw-link couplings and striker plates, vacuum pipes, steam heat pipes, main reservoir air pipes, and exhaust outlet pipes. The fitting of these components at each end is facilitated by an innovative removable bufferbeam section; a full step-by-step guide on how to add the parts can be found on the Acccurascale website. Etched builder and nameplates (including regimental motifs) are also provided; all of which have been fitted here for photography, along with appropriate bufferbeam details to both ends.

On the whole, livery application on both models is to a good standard. Printed details such as running numbers and BR late crests/double arrows have been applied crisply – and even extend to fully legible readouts on the fuel tank gauges! However, it was noted that some of the smaller painted details appear to be prone to chipping; this was noticeable on the sample of D9006, with chipped paintwork revealing the yellow plastic on the guard irons, actuator arms and around the buffer housings.







VINTAGE VIEW English Electric 'Deltic'



English Electric 'Deltic' D9012 *Crepello* is pictured outside its home depot of Finsbury Park on 20 April 1969. *Photo: Rail Photoprints*

Prototype information

Following the success of the English Electric DP1 prototype* Deltic, *a fleet of 22 production locomotives were ordered by BR in 1958 specifically to replace top link steam on the East Coast Main Line. The locomotives were equipped with two Napier D18-25 series II type V Deltic power units, providing a combined power output of 3,300hp (2,500 kW).

Deliveries commenced in January 1961 from English Electric's subsidiary the Vulcan Foundry at Newton-le-Willows, with the final example completed in April 1962. Chronologically numbered D9000-21, several were named in the LNER tradition of racehorses, with the remainder receiving names of army regiments.

Redesignated BR Class 55 under TOPS, the locomotives fronted ECML express passenger services for two decades, regularly running at speeds in excess of 100mph over long distances, with relatively good reliability. The introduction of HSTs during the mid-1970s saw the class become displaced from front line express duties. Withdrawals began in January 1980, with the final 'Deltic'-powered BR service taking place in January 1982. Together with the DP1 prototype, six production examples have been preserved.

See a video of the model in action – bit.ly/AccurascaleDelticRM



The dials on the control panel illuminate when the locomotive is under power.



Painted renditions of the Deltic engines, complete with Napier lettering.



Mechanism and lighting

The chassis comprises a substantial metal casting, housed within which is a centrally-mounted twin-flywheel-fitted five pole motor that provides power to both bogies. All axles are driven and power is collected from all wheels – all of which feature brass bearings; the bogies have also been designed with provision for re-gauging, with the firm's drop-in wheelsets: P4/18.83mm gauge (ref.ACC227655-P4) or EM/18.2mm gauge (ref.ACC227555-EM).

A printed circuit board sits atop the chassis casting equipped with a 21-pin decoder interface, access to which is via a removable roof section held in place with magnets. The models are also equipped with a 'PowerPack' capacitor to smooth out any interruptions to current collection, although this system only functions under DCC operation.

The model is equipped with directional, cab and engine room lighting; however, for 12V dc users a limited range of lighting functions can be controlled via a bank of switches mounted on the DCC socket blanking plate: F1 – headcode/main marker lights No.1 end (on/off), F2 – headcode/main marker lights No.2 end (on/off), F3 – red marker lights No.2 end (on/off) and F4 – red marker lights No.1 end (on/off).

Removal of the body is straightforward, requiring the removal of four screws that are located under the roof access panel. With these removed, the body can then be lifted clear, taking care not to damage the vacuum pipes on each end.



The PCB is accessed via a removable roof section.

Sound performance

On test the model was very smooth and quiet in operation. It hauled an impressive 26 Pullman cars – without hesitation – around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

Factory sound-fitted examples are equipped with a LokSound V5 sound decoder, which is pre-loaded with a sound project produced exclusively for the Accurascale model. This incorporates 31 control, light and sound functions. Sounds are emitted through a dual-speaker arrangement, comprising a 'sugar cube' and an EM1 bass speaker; these two speakers make for a very effective combination and certainly capture well the characteristic sounds of the real machines.

As well as the expected functions, the digital sound project pushes for even more realism with functions including a driver lock feature that enables the engine speed to be increased or decreased whilst the model is maintaining a set speed. In addition there is a comprehensive bank of station announcements for named trains and other services – including the 'Flying Scotsman', the 'Talisman' and the 'Tees-Tyne Pullman' – all of which can be selected by adjusting the appropriate CV settings.

An impressive debut

Accurascale deserves to be applauded for bringing to the OO gauge market a very impressive and highly innovative interpretation of these East Coast racehorses. If some of the minor observations detailed here are addressed for future production runs, then this would make what is already a very good model, even better.

It should be noted that the manufacturer has now delivered allocations of models to customers who placed pre-orders. However, at the time of writing remaining stocks were available from selected Accurascale retailers (see the firm's website for a list of stockists).

In short, the 'Deltic' is a stunning debut from Accurascale and we await sight of the firm's forthcoming British Rail Class 31, Class 37 and Class 92 projects with interest...

Samples supplied by

ACCURASCALE,
60 Windsor Avenue,
London, SW19 2RR.
www.accurascale.co.uk

PRICES
Ref. ACC-2162 – £160.00
Ref. ACC-2156-DCC – £250.00

GWR Terrier Train Pack from Hornby

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First announced as part of the manufacturer's 2021 range (see News, RM February 2021), Hornby has received stocks of the GWR Terrier Train Pack – evoking the atmosphere of the former Weston, Clevedon & Portishead Light Railway.

The set comprises Stroudley A1X Class 'Terrier' 0-6-0T No.5 *Portishead* in GWR green with 'shirtbutton' roundel, together with a trio of GWR-liveried four-wheel coaches – passenger brake van No.1406, First No.140, and Brake Third No.317 – all produced from the manufacturer's recent tooling (see Reviews, RM February 2021).

The real locomotive was built by the London Brighton & South Coast Railway and originally entered traffic in June 1877 as A1 Class No.43 *Gypsyhill*. Rebuilt as an A1X in September 1919, the locomotive was purchased in January 1926 by Colonel Stephens for the Weston, Clevedon & Portishead Light Railway, to replace Manning Wardle & Co Ltd 0-6-0ST No.2 *Portishead* – from which the Terrier acquired the name and number.

Following the closure of the line in 1940, No.2 became the property of the Great Western Railway, following which it received a new crank, steam brakes, a sight feed lubricator, GWR 8mm injectors and whistle during overhaul. This works visit also saw the locomotive acquire the new number of GWR No.5, while retaining its name. The locomotive saw operation in the Bristol area (including shunting at Portishead power station and the US Army depot at Wapley Common) before moving in December 1948 to Taunton for shunting at Bridgwater docks, by now having passed into British Railways ownership. In January 1950 it was transferred for a brief time to Newton Abbot where it acted as shed pilot, before being put into store at Swindon. After various failed attempts to preserve the locomotive, No.5 was broken up on site in March 1954.

The combination of locomotive and coaches chosen by Hornby is a curious one because the model of No.5 reflects the livery carried by the real machine after it had been relegated to shunting duties. The model features both the vacuum and air brake systems, as well as a condensing pipe, all of which were removed at some point during the locomotive's GWR career – thus narrowing the period depicted to the early/mid 1940s.

The overall livery application on the locomotive is excellent throughout, with the GWR green colour scheme well represented. Various pipework and fittings, including the condensing pipes, safety valves and whistle are neatly picked-out in brass. The printed name and number plates exhibit a convincing metallic finish, though would be greatly improved with the addition of etched versions. The cab backhead displays a comprehensive array of fine pipework, brass handles and burnished controls, all of which can be fully appreciated given the open nature of the cab.





The accompanying 'generic' four-wheel coaches are finished in GWR chocolate & cream livery with white roofs and black underframes. The overall colour scheme closely matches that of the firm's previous GWR releases, though with 20th century 'shirtbutton' roundels in place of the late-19th century entwined GWR logo.

Panel lining is finely picked out in gold, as are the running numbers and lettering, the latter complete with black shading. The door droplights are picked out in mahogany brown, while the fine representations of the door handles are picked out in brass. Coach running boards are supplied separately for the modeller to fit. It was also noted that the coaches feature flat metal buffer heads, compared to the curiously concave examples seen on previous samples.

All coaches include provision for the manufacturer's MagLight battery operated lighting system (ref.R7338 – available separately), access to which is achieved by unclipping the bodyshell from the chassis, which also makes for easy installation of suitable passenger figures if desired.

There is something very appealing about a Terrier accompanied by a short rake of vintage coaches. Accordingly, a second Terrier train pack – inspired by the Isle of Wight Central Railway – was announced as part of the manufacturer's 2022 range (see News, RM February 2022), which will comprise Stroudley Terrier No.11 in IWC lined black, together with a trio of four-wheel coaches presented in a teak finish. There's certainly no shortage of possibilities for further train packs in the future, including one in the original WC&PR colour scheme perhaps…

Sample supplied by

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

PRICE
ref.R3960 – £217.99

New additions to the Hornby Skaledale range

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New to the Hornby 'Skaledale' series of decorated poly-resin cast structures and accessories in 4mm scale are two new rural dwellings – the Cotswold-inspired Rose Cottage (ref.7340) and Scottish Croft House (ref.7295).

Both 'ready-to-place' structures come finished in suitable colours and are complete with glazed windows adorned with separately fitted framework. Masonry, tiles and woodwork are all moulded with relief detail, enhanced with subtle weathering. Both buildings are hollow, making them prime candidates for custom interiors and lighting.





Rose Cottage is the larger of the two structures and measures 165mm(L) x 95mm(W) x 101mm(H), while the Croft House – ideal for a Highland scene – measures 162mm(L) x 93mm(W) x 74mm(H).

Sample supplied by

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

PRICES

Ref.7340 – £31.49
Ref.7295 – £42.49

New products from the PECO group of companies

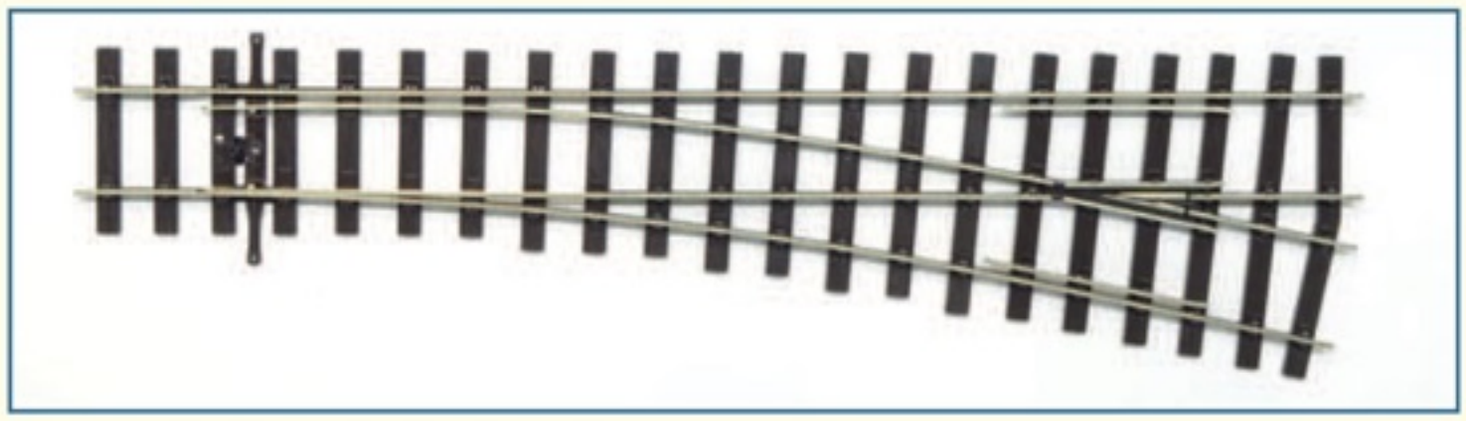
Bullhead medium radius points new from Peco in OO

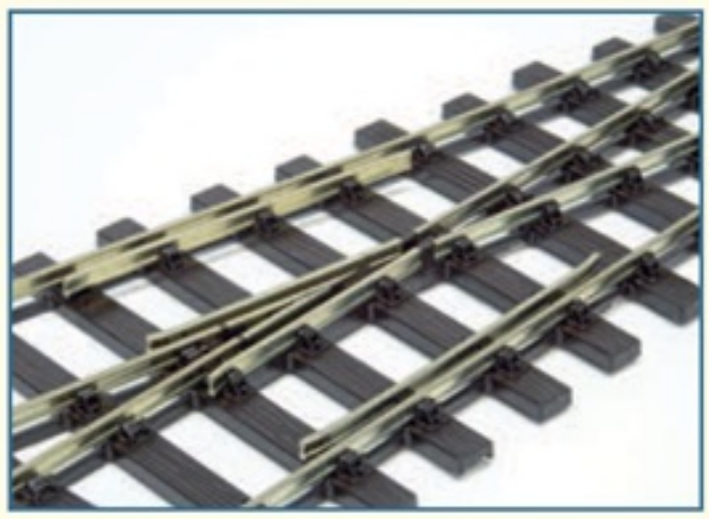
Peco has delivered to retailers the first stocks of its right- (ref.SL-U1195) and left-hand (ref.SL-U1196) medium radius OO gauge Code 75 Streamline bullhead items of pointwork, plans for which were first revealed in the pages of our March 2019 issue. These new additions to the manufacturer's bullhead range of trackwork follow the slips and crossing that were reviewed in the August issue.

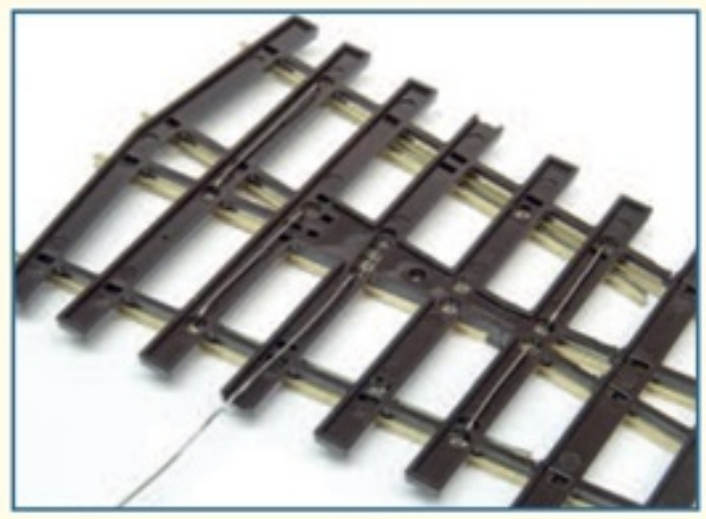
The medium radius geometry mirrors that of the flat-bottom Code 75 and Code 100 counterparts in the Peco range. The two-way points measure 219mm in length with a 12° frog angle, which facilitates the straightforward swapping of items for modellers wishing to substitute their flat-bottom points for bullhead versions.

Supplied in Unifrog format, modellers can choose at the time of installation whether to use the items as supplied with insulated frogs, or whether to power the frogs and employ a means of switching their polarity (see RM November 2017 for further details about Unifrog). Each frog comes pre-wired with an integral connecting wire, which can be connected to an auxiliary switch – such as the Peco PL-13 Accessory Switch or TwistLock turnout microswitch (ref.PL-1005) – to change the frog polarity in tandem with the setting of the route.

Largely assembled by hand, the points incorporate hingeless switch blades (true to their full-size counterparts) while sleeper spacing matches that of the previous bullhead items. The dead frog section measures 24.5mm in length, which, as mentioned in previous reviews of bullhead slips/points, might prove tricky for locomotives with very short wheelbases (without 'stay alive' capacitors) if the points are installed in as-supplied Insulfrog mode; installation in live frog mode (with accompanying polarity switches) will avoid this potential situation.

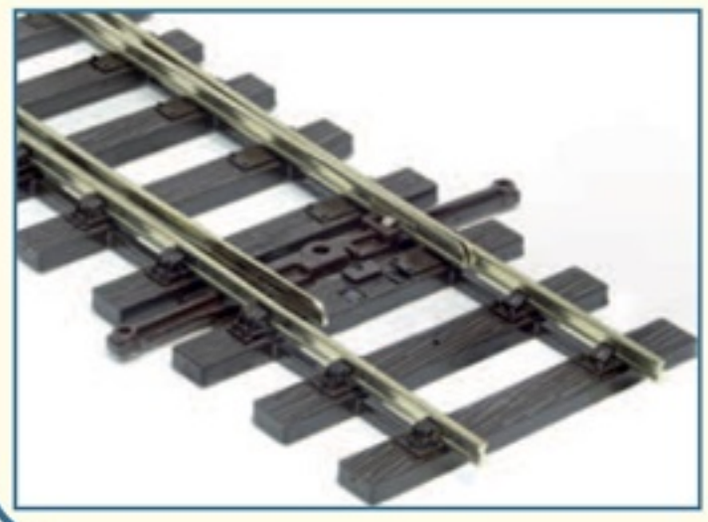


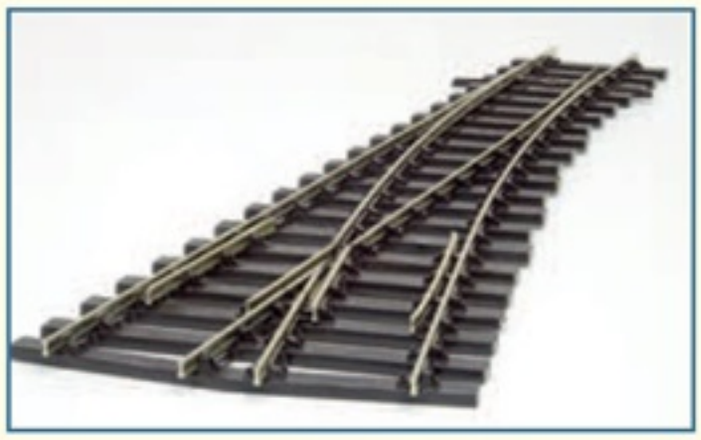




The arrangement of the moulded sleepers around the tiebar area of the point does not include spigot holes to allow for the direct attaching of a PL-10 solenoid point motor to the underside; however, the points can be used in conjunction with the manufacturer's range of under-baseboard-mounted systems, such as the extended-pin PL-10E (with the PL-9 mounting plate) and TwistLock ref.PL-1000 point motor. (Further details on how to install the TwistLock system can be found in the February 2020 issue of RAILWAY MODELLER).

The release of these latest bullhead items means that all planned bullhead track products have now been delivered. However, Peco is welcoming customer feedback regarding potential future products to expand the bullhead range, with curved and three-way points amongst ideas being considered.





Samples supplied by

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

PRICES
ref.SL-U1195 – Bullhead Right Hand Medium Radius Turnout
ref.SL-U1196 – Bullhead Left Hand Medium Radius Turnout

£29.00 each

3D printed LSWR platform accessories — 4mm

Richard Slate of Mudmagnet Models has developed a range of 3D printed London & South Western Railway platform accessories in 4mm and 7mm scales.

For review we received samples of an LSWR goods hand barrow; LSWR long bow barrow; LSWR luggage barrow; LSWR parcel barrow; and LSWR station seats in 4mm scale, which are all suitable for layouts set in periods from pre-Grouping onwards.

Each item exhibits a high level of fine detailing, most notably the renditions of the leaf suspension on the luggage/parcel barrows and ornate ironwork of the benches. All items illustrated here (with the exception of the luggage barrow and parcel barrow) are also available to order in 7mm scale.



All accessories are supplied unpainted in a grey or black coloured material and require painting. The full range of 3D printed workshop accessories can be seen on the firm's website, together with details of how to order.

Samples loaned by

MUDMAGNET MODELS, email:
mudmagnetmodels@btinternet.com
www.mudmagnet-models.sumup.link

PRICES
LSWR goods hand barrow (x2) – £3.50 (4mm)
LSWR long bow barrow (x2) – £3.50 (4mm)
LSWR luggage barrow – £2.50 (4mm)
LSWR parcel barrow – £2.50 (4mm)
LSWR station seats – £5.00 (4mm)

New products from the PECO group of companies

TT:120 trackwork and lineside accessories from Peco

Peco has delivered to retailers the first of its brand new products for TT:120, details of which were revealed in our July issue. Manufactured to a scale of 1:120 (2.54mm:1ft), the range utilises the correct-to-scale track gauge of 12mm, as has long been established for European TT. All products are supplied in new distinctive recyclable card packaging.

Looking at the items of trackwork first, these utilise Code 55 nickel silver rail with wooden-style sleepering moulded in plastic. There are plain sections of flexible track available in 914mm lengths, together with left-hand and right-hand two-way points of medium radius. Equipped with Unifrog, these points measure 180mm long and have a nominal radius of 922.6mm (approximately 3'). The point blades are formed of pressed parts and are hinged mid-way along their length, whilst the tiebar is sprung and equipped at each end with both a hole and spigot for installing a means of remote tiebar operation – with a below-baseboard or surface-mounted motor.

Packs of individual sleepers (24 per pack) are also available, which are intended for use in locations where sections of flexible track are being joined together.

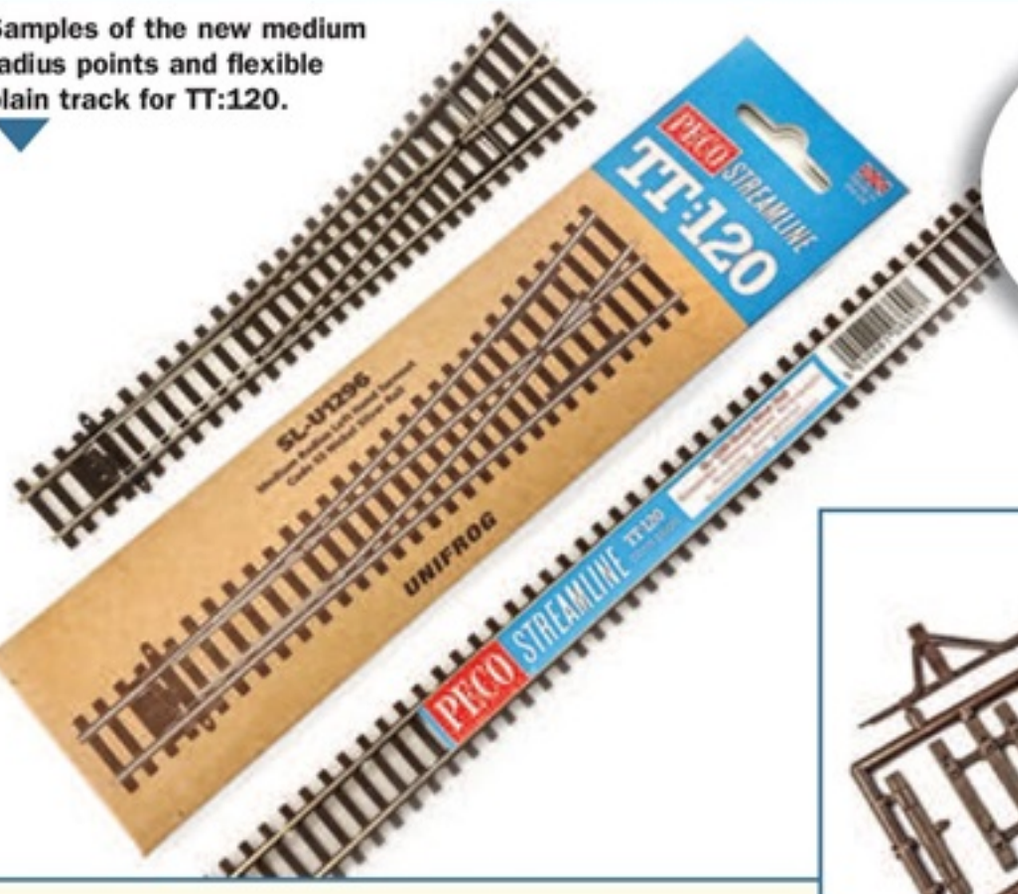
Completing the trackwork items currently available is a pack of rail-built buffer stop kits (four per pack). Moulded in dark brown plastic, each buffer stop is formed of four parts and requires the minimum of assembly.

The first three structure kits to be released by Peco for TT:120 are manufactured largely in laser-cut wood and comprise a stone station building inspired by the example at West Bay (with a footprint measuring 114mm x 47mm – not including canopy), a stone goods shed derived from the one still extant at Bovey (footprint 97mm x 110mm), and a signal box based on the timber and brick version at Highley (footprint 32mm x 64mm). Each kit includes illustrated step-by-step instructions and a sheet of clear plastic to use for glazing. Chimney pots moulded in plastic are included where appropriate. (See our August issue for an article detailing the construction of the station building kit.)

In addition there are platform edging packs in brick and stone finishes (ramps and straight sections measuring 133mm x 11.5mm). Multiples of the straight sections (supplied six per pack) can be joined together using a suitable liquid polystyrene cement to create platforms of different lengths. The platform ramp edging is supplied with four parts per pack, comprising two pairs of left and right ramps. In conjunction with the platform edging there are packs of surface sheets (five sheets per pack measuring 130mm x 75mm, 2mm thick) with a choice of concrete and brick paviour finishes. All these platform parts take the form of plastic mouldings and are supplied in suitable colours to assist final painting/weathering.

Other TT:120 items planned for release later in the year include a plain crossing, together with short radius left- and right-hand two-way points. GWR-pattern tubular post signal kits (single arm home and distant types) and ready-to-run models of seven-plank open wagons are also at advanced stages of development. We look forward to reviewing these items – together with lots of other yet-to-be-announced products – in due course.

Samples of the new medium radius points and flexible plain track for TT:120.





▲ A close up view of the point tiebar area.



▲ Accessories include packs of buffer stop kits (*left*) and joiner sleepers (*right*).

Modular platform edging and surface sheets.







▲ Three laser-cut structure kits have been released. All packaging is recyclable card.

Samples supplied by

PECO Underleys, Beer, Seaton, Devon EX12 3NA
www.peco-uk.com
PRICES
ref.SL-1200 – 914mm length of plain flexible track – £4.95
ref.SL-U1295 – Medium radius right-hand turnout – £17.95
ref.SL-U1296 – Medium radius left-hand turnout – £17.95
ref.SL-1208 – Joiner sleepers (pack of 24) – £1.95
ref.SL-1240 – Buffer stops (pack of four) – £4.95
ref.LK-12100 – GWR signal box – £14.95
ref.LK-12101 – Country station – £18.95
ref.LK-12102 – GWR goods shed – £18.95
ref.LK-12103 – Platform edging (brick type) – £8.95
ref.LK-12104 – Platform edging (stone type) – £8.95
ref.LK-12105 – Platform ramp edging (brick type) – £8.95
ref.LK-12106 – Platform ramp edging (stone type) – £8.95
ref.LK-12107 – Platform brick type paviours – £5.75
ref.LK-12108 – Platform concrete type surface – £5.75

Bachmann launches all-new 00 gauge Class 37



Bachmann has released an all-new model of the Class 37 diesel (English Electric Type 3) in OO gauge.

The manufacturer has developed an extensive suite of tooling to cater for most of the 309-strong class throughout their working lives, with the first models depicting the original Class 37/0s, and the 37/4s that were refurbished and fitted with Electric Train Heating in the 1980s.

Developed "from the rails up" using original drawings and surveys of real examples, the model features directional lighting which can be switched on or off at either end on DCC or analogue control, while DCC-fitted models also include cab and engine room lighting, and a new 'Yard Light' mode to display red and/or marker lights at both ends.

Sound-fitted versions will feature multiple sound projects appropriate to different locomotives, including those modified by Direct Rail Services, while Sound Fitted Deluxe models will also have motorised radiator fans and tinted windscreen glazing. Both sound-fitted and Sound Fitted Deluxe versions will operate on DCC and analogue control, with some of the sounds working on the latter, including the engine starting up before the model moves.

The first of these to go on sale is 37 430 *Cwmbran* in BR large logo blue livery, priced at £244.95 DCC ready (ref.35-335), £344.95 DCC sound-fitted (ref.35-335SF) and £374.95 for Sound Fitted Deluxe (ref.35-335SFX). The Bachmann Collectors Club has also announced a limited edition model of 37 422 *Cardiff Canton* in EWS livery (ref. 35-335K/35-335KSF/35-335KSFX).

▲ **Bachmann's all-new Class 37/4, in EWS livery as 37 422 *Cardiff Canton* (exclusive to Bachmann Collectors Club members) and 37 430 *Cwmbran* in BR large logo blue.**

Further models are already in transit and expected to arrive at Bachmann retailers in the autumn; details of these will be included with the manufacturer's Autumn 2022 announcements. For further information refer to the manufacturer's website:
www.bachmann.co.uk

A quartet of engineering samples showing split headcode variants of the new Bachmann Class 37.

A further six engineering samples showing different detail options for examples equipped with centre headcode boxes.



Sonic Models announces GWR large Prairie in N

Sonic Models has announced a GWR large Prairie as its latest N gauge model, in conjunction with Rails of Sheffield.

The model will depict the '5101' class 2-6-2Ts, Collett's 1929 development of the original Churchward '3100' and '5100' designs for local passenger and suburban work, and the '6100', introduced in 1931 with a higher boiler pressure of 225psi, to improve their acceleration for London suburban passenger duties.

It will feature a similar drive to Sonic's existing GWR '56XX' 0-6-2T and forthcoming LNER J50 0-6-0T, a diecast chassis block, coreless 12v motor, 6-pin DCC socket, detailed firebox backhead, bufferbeam detailing parts and NEM mounted N gauge couplings.



▲ **A livery diagram for one of the planned models, presented as No.5164 in plain GWR green with 'GREAT WESTERN' lettering.**

Planned liveries and numbers are: No.6106 in green with 'GWR' lettering; No.5199 in BR plain black with early emblem; No.5164 in green with 'GREAT WESTERN' lettering; No.4144 in green with 'BRITISH RAILWAYS' lettering; No.4167 in BR lined green with early emblem; Nos.4141 and 5101 in BR lined green with late crest; and No.4156 in BR plain black with late crest.

The first engineering prototype has been reviewed and decorated samples are expected soon, with delivery anticipated in late 2022 or early 2023 and a recommended retail price of £129.95.

Rails of Sheffield has been appointed as the exclusive retailer and the models can be pre-ordered, with a £30.00 deposit, from:
Rails of Sheffield
21/29 Chesterfield Road,
Sheffield S8 0RL
Tel: 0114 2551436
railsofsheffield.com

Cavalex Models to produce OO Yeoman aggregate wagon

Cavalex Models and online retailer Ultimate Model Railways have announced a model of the Orenstein & Koppel Yeoman bogie aggregate wagon in OO gauge.

Built at O&K's Dortmund works in Germany and introduced in 1988, the 61 wagons were designed to meet the needs of Foster Yeoman's expanding Torr Works quarry, running from its Merehead stone terminal. Although designed for a 20-year lifespan, they proved very successful and are still in service today.

Both the inner and outer wagons will be modelled – the prototypes having been designed to run in blocks of 10, with two outer and eight inner vehicles, although in practice the blocks can be any number.

The model will feature a highly detailed underframe, separately fitted parts, NEM coupling pockets, sprung buffers at one end on the outer wagons, and working knuckle couplers on the inner wagon ends. It has also been designed for easy conversion to EM or P4 gauge.

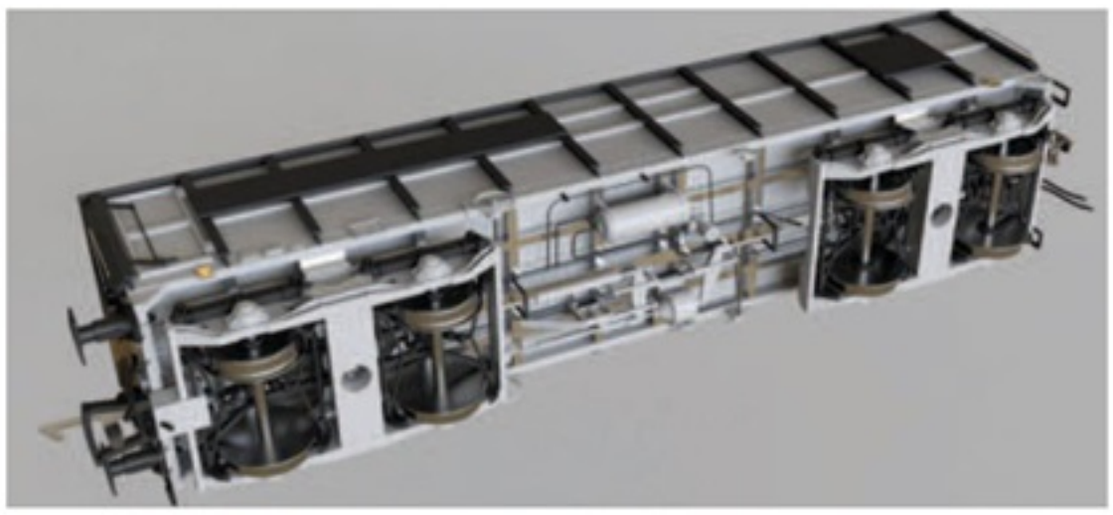
It will be offered in silver-grey livery, carrying the original branding of separate plates with the word 'YEOMAN' and the firm's 'y' logo; the revised branding applied from around 1997, with 'YEOMAN' and the 'y' on one plate; and the most recent guise with the plates removed. The two different TOPS codes will be applied according to period – originally PHA, then JYA from 1990 onwards. Running numbers and pack details are to be confirmed.

The model is at the tooling stage and expected to arrive in the fourth quarter of next year, priced at £49.99 each. It will be exclusive to, and can only be pre-ordered at:
www.ultimatemodelrailways.com



▲ **An Orenstein & Koppel bogie aggregate wagon, in original Foster Yeoman livery with two logo panels and the first TOPS code of PHA.** ***Photo: Mike Fraser***





▲ **CAD renders of Cavalex Models and Ultimate Model Railways' forthcoming OO gauge model; note the working knuckle couplers and (*right*) plethora of chassis details.**

Heljan Class 45 'Peaks' enter production in OO



▲ **Two of Heljan's forthcoming 'Peaks' in BR blue – weathered 45 033 with its unofficial Tinsley name *Sirius* (front) and 45 133 (back).**



▲ **A pre-production sample of the North British prototype diesel No.10800 in OO.**

Heljan's all-new OO gauge Class 45 'Peak' diesels are now in production and expected to reach UK shops in October.

The model will cover variations in the Sulzer Type 4 class, including five different nose ends, and the first ready-to-run depiction of the Class 45/1 sub-class fitted with Electric Train Heating equipment.

Liveries for general release will be D31 in BR green; D57 in BR green with small yellow panels; 64 *Coldstream Guardsman* in BR blue with full yellow ends; 45 003 in BR blue with rebuilt 'sealed beam' nose ends; 45 033 in weathered BR blue with the unofficial painted Tinsley name *Sirius*; 45 133 in BR blue with sealed beam ends; 45 106 in BR 'railtour' green; and 45 118 in BR blue with orange cantrail stripes and high-intensity headlight; priced at £169.00 each or £179.00 for weathered versions. Exclusive editions will also be available from TMC, Kernow Model Rail Centre, Rails of Sheffield and Olivia's Trains.

New models showcased

Samples of new Heljan OO gauge models made their debut at the Diesel & Electric Modellers United 'Showcase 2022' exhibition in Sutton Coldfield on 23 & 24 July.

On display for the first time were pre-production versions of the forthcoming Class 104 DMU, North British/BR prototype diesel No.10800, GWR parcels railcar, and the all-new Class 26 with Inverness depot's twin car headlights.
www.heljan.co.uk



▲ **Heljan's retooled Class 26 for OO, complete with the twin car spotlights fitted by Inverness depot.**

Pre-production samples of Heljan's Class 104 DMU in OO.



PDF NEWSPAPERS and MAGAZINES: WWW.XSAVA.XYZ

Revolution Trains to produce alumina tank wagon in 00

Revolution Trains has announced an 00 gauge model of the distinctive 'Alcan' tank wagons used for transporting alumina to Fort William.

The 43 prototypes were constructed to design code PC020A by Powell Duffryn in 1988 for British Aluminium Alcan. They are used to carry alumina from Blyth in Northumberland to Fort William for the alumina smelter at Lochaber, usually via the East Coast Main Line but sometimes over the Tyne Valley route to Carlisle, in rakes of 10 to 24 vehicles.

The trains are operated by GB Railfreight Class 66s, but it will also be appropriate to run the model wagons behind a Deltic – as GBRf hired preserved 55 022 *Royal Scots Grey* to cover for a motive power shortage in 2011.

The models will be supplied with or without ladders, according to different liveries, and are likely to be sold in multi-packs with different running numbers to allow modellers to quickly assemble a full rake.



PCA 'Alcan' alumina tank wagon No.55543 at Mossend yard on 30 July 1989. ***Photo: Paul Bartlett***



Decorated samples of Revolution Trains' N gauge Class 128 parcels unit in BR green.

Project update

Revolution has also provided an update on some of its other forthcoming models in N and 00 gauge.

Decorated samples of the N gauge **Class 128 Diesel Parcels Unit** have been received and assessed, and will be on display at the International N Gauge Show, Warwickshire Event Centre, on 10 and 11 September (see Societies & Clubs for more details). After this, the order book will be closed and production of the models will commence.

Sound recordings for the N gauge **Class 59** were made recently at the Mendip Vehicle Maintenance Facility, courtesy of Freightliner, owners of the Class 59s. The recordings are now being processed for the sound-fitted models, while haulage tests and electronic design are complete, with decorated samples expected soon.

Computer Aided Design work on the 00 gauge **Class 18 battery hybrid shunter** is complete, with the assistance of Clayton Equipment Ltd, Beacon Rail and Tata Steel. Differences in the bodywork, bogies and lighting between the Beacon and Tata versions will all be replicated.

CAD work on the **Class 93 tri-mode locomotive** in 00 is 80% complete, and Stadler – builder of the real locomotives – has invited Revolution to visit its Valencia plant to view the first completed example, in order to check it against the drawings before tooling the model.

A first engineering prototype of the N gauge **Class 313/314 EMU** has been tested, with decorated samples to follow and production expected to commence later this year.

Working samples of the **BR Borail MB, EB, EC, YLA Mullet, YQA Parr,** and **YQA Super Tench** wagons in 00 and N gauge have been assessed, while the N gauge versions have reached the decorated sample stage. Revolution expects to close the order book for these in October.

CAD of the **FNA-D nuclear flask carriers** in 00 and N has been approved and tooling has commenced. Samples of both are expected to be on display at the Warley National Model Railway Show on 26 and 27 November.

First samples of the N gauge **Cartic-4 wagons** have been received and tested. CAD work is nearing completion for the 00 gauge versions.

CAD work on the **Class 175 and 180 DMUs** is almost complete for the N gauge models and has commenced for the 00 versions. Revolution Trains advises that the models will be available to pre-order shortly.



First samples of Revolution's N gauge Cartic-4 wagons.

Finally, CAD work for the N gauge **1938 tube stock** is expected to be finalised soon, having been delayed by Covid-19 preventing access to research sources. Tooling is expected to commence shortly.

For further details about all the aforementioned models, together with other Revolution Trains projects in gauges N, 00 and 0, refer to the manufacturer's website:

Revolution Trains
www.revolutiontrains.com

The first engineering prototype of Revolution Trains' N gauge Class 313/314 EMU.

Hornby announces *Lion* train and rolling stock packs

Following on from the announcement made by Hornby last year that it is to produce the Liverpool & Manchester Railway 0-4-2 *Lion* as a ready-to-run model in 00 (see News, RM May 2021), the manufacturer recently revealed details of train and rolling stock packs that are to be released for the new locomotive model.

The contents of the two packs take their cue from the Liverpool & Manchester Railway Centenary celebrations that took place in September 1930, which saw *Lion* haul up to six vehicles around a circular track at the Wavertree Recreation Ground in Liverpool. These vehicles – three first class coaches and three standing only third class carriages – were the 1930-built replica examples constructed by the LMS; tooling for both types has already been produced by Hornby to accompany the firm's *Rocket* model (see Reviews, RM September 2020).

The L&MR 1930 Centenary Train Pack (ref.R30232, price £239.99) will include *Lion*, first class carriages *Experience* and *Times*, and a third class carriage.



Packinging artwork for Hornby's proposed Liverpool & Manchester Railway train packs.

To replicate the full six-coach formation, an add-on carriage pack (ref.R40371, price £89.99) will also be available, comprising the first class coach *Despatch*, plus a pair of third class carriages.

Both packs are due for release in Winter 2022/23. See the manufacturer's website for further details.

'Trains on Film' products cancelled

Immediately prior to the aforementioned train packs being announced, Hornby issued a press statement to inform customers and retailers that its planned *The Lady with a Lamp* and *The Titfield Thunderbolt* train packs had been cancelled. Details of both these releases had been included in the manufacturer's 2022 new products programme (see News, RM February 2022). In addition, the 'Pearce & Crump' Bedford OB coach that was to be released under the 'Trains on Film' branding has also been cancelled.

The press statement also advised that Hornby "...acknowledges and accepts that Studiocanal owns the licensing rights to the *Thunderbolt* locomotive as depicted in *The Titfield Thunderbolt* film as well as Dan Taylor's grounded carriage body. Hornby also acknowledges and accepts that Studiocanal owns the title rights to the films *The Titfield Thunderbolt* and *The Lady with a Lamp*."

www.hornby.com

EXHIBITION FOCUS

Gauge O Guild moves to Stafford for Guildex 2022

Guildex, the Gauge O Guild's annual exhibition, has a new venue this year: Bingley Hall, Stafford County Showground, Weston Road, Stafford ST18 0BD, on Saturday 3 and Sunday 4 September.

Among the 12 layouts on display will be *Norman Colliery* (which featured in RM July 2022), *St George's Dock* (RM June 2017), *Fen Drove* (RM November 2016), and *Seagone*, an 0-16.5 model which appeared in RM February 2013. Also on show will be five small layout competition entries, and two test tracks will be available for visitors to run their models, with the East Midlands track reserved for live steam locomotives.

As well as 10 demonstrations, there will be a modelling competition on the Saturday and a modelling display on the Sunday; while three live group seminars will be held during the weekend, covering the topics of basic soldering, creating forced perspective, and making buildings from DAS modelling clay. The Guild's Annual General Meeting will also take place on the Sunday at 1300.

Further details and a full list of layouts can be found in Societies & Clubs on pages 679-682, and at **www.gaugeoguild.com/events** where tickets are now on sale.



▲ ***Norman Colliery*, which featured in the July issue of RM, will appear at Guildex on 3 and 4 September.** ***Photo: Tony Wright***

Swindon festival to return in memory of organiser

Swindon Railway Festival is to return to STEAM – Museum of the Great Western Railway on Saturday 10 and Sunday 11 September.

Having been cancelled for the last two years because of the pandemic, the event will be held this year in memory of its former organiser Owen Gibbon, who died last year. Together with his brother John, he had been instrumental in organising the show for 21 years.

Ian Surtees, STEAM's Deputy Manager, said: "This year's event will pay tribute to our dear friend Owen, who for many dedicated years worked with staff at STEAM to develop the Swindon Railway Festival and really brought the hobby to life. He will be sadly missed when the show returns in September, but we wanted to highlight the significant role he played in making our event everything it is today.

"More than 20 high-quality layouts will be part of this year's event, all of which were specially selected by Owen before he sadly passed away."

The layouts will include *Monksbury*, an O gauge LSWR branch terminus featured as 'Railway of the Month' in this issue (see pages 608-615) and *The Parlour Railway*, a 7mm scale broad gauge model by Peter Boyce. Modelling demonstrations will take place, and several trade stands and railway preservation societies are expected to attend.

Ticket prices (adults £14.50, children £9.70 and seniors £11.00) include entry to the museum, where three special exhibitions are currently on show: 'High Voltage – Electrification of the Western Network', 'The Diesel Decades', and 'Changing Trains – the Journey from Broad Gauge to Standard Gauge'.

A live steam display is planned, courtesy of locally based Hatch Heritage & Steam Engineers, and another highlight of the event will be the sounding of the original GWR Swindon Works hooter.

The event is open from 1000-1700 both days, and tickets are now on sale at **www.steam-museum.org.uk** – for further details, including a list of layouts due to attend, see Societies & Clubs on pages 679-682.

The O gauge LSWR branch terminus *Monksbury* (see 'Railway of the Month', pages 608-615) will be on show at the Swindon Railway Festival on 10 and 11 September. ***Photo: Craig Tiley***



Severn Valley 'O Gauge Get Together' returns for 2022

An O gauge exhibition organised by Severn Valley Railway volunteers during the pandemic is to return this year.

The event is to be held on 24 and 25 September at the Engine House, Highley – the visitor centre where the SVR's out-of-ticket steam locomotives are displayed while awaiting their turn for overhaul.

Layouts due to be on show include Luton Model Railway Club's *Harpenden East*, making its final appearance on the exhibition circuit; Kevin Cartwright's *Stodmarsh*; *Exeter St. George* and *Bury, Thorn & Sons* from Modern Image O Gauge; and the SVR's own Bridgnorth Station diorama and locomotive display. Trade stands will include Ellis Clark, Dapol, Connoisseur Models and Walsworth Models, together with Peco and RAILWAY MODELLER.

Visitors are advised to travel to the event by train, as car parks are some distance from the venue; the SVR will be operating its 'C' timetable with 16 arrivals and departures at Highley each day, and Gauge O Guild members can claim a 33% discount on 'Freedom of the Line' tickets on production of their membership cards. Admission to the exhibition is free, but a donation is suggested for non-train ticket holders.

Organiser Nick Willcox said: "Back in the dark days of 2021, having heard the news of the cancellation of Guildex due to the pandemic, a small group of Severn Valley Railway volunteers who happen to have an interest in O gauge modelling organised an impromptu event at the Engine House.

"Holding it on the same weekend, we attracted half a dozen layouts and just as many traders along with a small handful of displays and demonstrations. This attracted a good crowd and brought the SVR some much needed cash after a lean year. Amazing considering that we threw the event together in the space of about six weeks. So, this year we are returning with a bigger and better event."



▲ **This 7mm scale model of Tetbury, featured in RM November 2021, will be among the layouts attending the Severn Valley Railway's 'O Gauge Get Together' on 24 and 25 September.** ***Photo: David Beighton***

More details can be found at **www.svr.co.uk** or at the 'SVR O Gauge Get Together' Facebook page – see also Societies & Clubs, pages 679-682.

‘Might-have-been’ maroon dynamometer car for Rails of Sheffield



Rapido Trains UK’s NER dynamometer car produced exclusively for Rails of Sheffield in BR maroon.



Rails of Sheffield’s exclusive Bachmann Class 47/4 as 47 812 in Rail Operations Group livery.

Rails of Sheffield has received sample images of its exclusive NER dynamometer car in fictional BR maroon livery, which has been produced by Rapido Trains UK.

Famous for having measured the 126mph speed record of A4 No.4468 *Mallard* in 1938, the teak-bodied prototype, No.23591/902502, was in fact withdrawn in 1951, still in teak finish – but the Rails model represents how it might have looked had it remained in service until the late 1950s.

Rapido Trains (Canada) previously produced exclusive models of the coach for Rails in authentic teak finish, reviewed in RM September 2018.

Only limited numbers of the maroon vehicles are being made, with production expected to be completed in August. Rails reports that “a large quantity” has already pre-sold.

Exclusive 47 announced

Rails has also announced an exclusive OO gauge Bachmann Class 47/4, in Rail Operations Group livery as 47 812.

A limited quantity of models are now available to order in DCC-ready and DCC sound-fitted format, as well as the Deluxe sound-fitted version which has tinted windscreen glazing and motorised radiator fans. The models are due in stock in September.

Rails of Sheffield
21/29 Chesterfield Road,
Sheffield S8 0RL
Tel: 0114 2551436
railsofsheffield.com

TT:120 range from Gaugemaster – Class 66 to follow?

Gaugemaster has announced a range of TT:120 scenic items and accessories – and may also produce a Class 66 diesel in the new scale.

The manufacturer is the third to venture into TT:120 since Peco revealed its range of track, buildings and lineside accessories in the July RM; Heljan announced a TT:120 Class 31 diesel in the August issue. Gaugemaster said “it is our intention to release a Class 66 in this scale, subject to demand” and is asking modellers for feedback on which liveries they want, and which other items they would like to see produced.

With TT:120 already used extensively in Europe, and Class 66s in widespread use on the continent, there is likely to be considerable scope for such a model.



Freightliner’s 66 511 approaches Taunton with the 1222 engineering train from Westbury to Fairwater Yard on 26 October 2018. Gaugemaster has proposed a ready-to-run Class 66 in the new TT:120 scale, if there is sufficient demand. ***Photo: Craig Tiley***

Gaugemaster’s new TT:120 range includes tunnel portals, catenary masts and wire, trees and figures; a full list can be found on the firm’s website, with more details to be announced soon.

Gaugemaster Controls Ltd.,
Gaugemaster House, Ford Road, Arundel,
West Sussex, BN18 0BN
Tel: 01903 884488
www.gaugemasterretail.com

Exclusive Class 47s, signal box and wagon for Kernow





Kernow Model Rail Centre’s exclusive Bachmann Class 47s in OO.

Four new exclusive models are now on sale at Kernow Model Rail Centre: two OO gauge Class 47s, a OO gauge signal box and an O gauge Private Owner wagon.

The Bachmann Class 47s are 47 003 in BR blue with the silver roof applied by Stratford depot, and 47 363 *Billingham Enterprise* in Railfreight red stripe livery.

They are available in DCC-ready format (priced £239.95), with DCC sound fitted (£339.95) and Deluxe sound-fitted with motorised radiator fans and tinted windscreen glazing (£369.95).

The other models have local connections to the retailer’s two branches in Camborne and Guildford: the signal box, commissioned from Bachmann Scenecraft, is a model of the ex-Liskeard & Looe Railway (later GWR) structure at Coombe Junction on the Looe branch, while the Dapol wagon is in the livery of Guildford brick and tile manufacturer T. Mitchell.



Coombe Junction signal box in 4mm.

The signal box (ref.44-187Z) is cast in resin and fully painted, with a removable roof to allow interior detail to be added,



Dapol Private Owner wagon in O.

and costs £74.95. The open wagon is based on a Railway Clearing House seven-plank design of 1887, and carries the black livery and white lettering of Thomas Mitchell & Sons, representing the 10-ton example which the firm owned by 1902 and used for transporting coal to its Guildford Park brickworks.

The wagon model (ref.K7072) features a diecast compensated chassis with open spoke wheels, injection moulded body with separately fitted details, sprung metal buffers and three-link couplings, and retails at £56.95.

Kernow Model Rail Centre

98A Trelowarren Street,
Camborne,
Cornwall
TR14 8AN

75b Stoke Road,
Guildford
GU1 4HT

Tel: 01209 714099
www.kernowmodelrailcentre.com

Kitmaster brand returns as Dapol launches new 7mm card range of model structures

A famous name from modelling history is to return after 60 years, with a new range of 7mm card kits from Dapol, branded 'Kitmaster Genesis'.

The name harks back to the Rosebud Kitmaster range of plastic kits introduced in 1959, which included such popular models as the OO gauge 'Pug' 0-4-0ST, *City of Truro* and *Evening Star*. The tools passed to Airfix in 1962, and many of the kits are still in the Dapol range today.

Dapol has revived the Kitmaster brand for a series of laser-cut card kits in 7mm scale, with the first releases to be Midland Railway structures: a station building based on Oakworth (ref.7B-001-001, recommended retail price £295.00); a Type 2a signal box based on Ais Gill (ref.7B-001-002, RRP £110.00); a small signal box, based on Oddingley Crossing in Worcestershire and suitable for platform mounting (ref.7B-001-003, RRP £55.00); and a yard office, also based on Oakworth but suitable for other generic uses (ref.7B-001-004, RRP £40.00).

All four prototypes survive in preservation, Oakworth being on the Keighley & Worth Valley Railway, while Ais Gill and Oddingley boxes have been rebuilt at the Midland Railway – Butterley and the Ecclesbourne Valley Railway respectively.



Dapol's 7mm scale model of Oakworth station, released under the Kitmaster brand.



The Kitmaster model of Ais Gill signal box.

'Prairie' progress

Dapol has reported on progress with two very different 2-6-2Ts in 7mm scale – the Lynton & Barnstaple Railway Manning Wardle locomotives, and the BR 3MT, both being released under the Lionheart Trains branding.



The Lionheart Trains 7mm scale Manning Wardle 2-6-2T in original Lynton & Barnstaple Railway lined green as *Exe*.

The latest decorated samples have arrived for two more of the Manning Wardles – *Exe* as delivered in Lynton & Barnstaple Railway lined green with the original design of cab, and No.759 *Yeo* in 1927-1929 Southern Railway livery with the later cab. The model was announced in the news pages of the November 2021 issue of RAILWAY MODELLER.

Dapol has also received the first tooling shots for the Lionheart BR 3MT, which was announced in RM July 2022. The shots are now under review and the model is expected to go on sale in the second quarter of 2023; full details of the planned liveries were outlined in the July issue.



One of the first tooling shots for the Lionheart BR Standard 3MT 2-6-2T.

Lionheart Trains at Dapol Model Railways Ltd,
Gledrid Industrial Park,
Chirk,
Wrexham
LL14 5DG
Tel: 01691 774455
www.dapol.co.uk
www.lionhearttrains.com

Famous Trains attraction welcomes 50,000th visitor

Derby's Famous Trains model railway has welcomed its 50,000th visitor since it opened to the public in April 2014. The visitor in question was Lyebah Rehman, who arrived with a family group on Sunday 3 July, and was presented with a certificate and a £30 voucher to spend in the gift shop.

Situated in Derby's Markeaton Park, the attraction houses a OO gauge model of Chinley station, which was donated to the Famous Trains Model Railway charity in 2010. Since being re-erected, the layout has been extended from its original 40' to almost 60', with the addition of a branch line to the fictional Derbyshire village of Darley Green, and a rope-worked incline to a quarry, based on the Cromford & High Peak Railway.

Since its opening, the layout has attracted around 7,000 visitors per year, except for the period of the Covid-19 pandemic. It is open every Saturday, Sunday and Monday from 1100 to 1600, with admission at £3.00 for adults, £1.50 for children and £6.00 for a family. More details can be found at: **www.famoustrains.org.uk**



Colin Boocock, president of the Famous Trains model railway charity, presents Lyebah Rehman with the certificate showing that she was the attraction's 50,000th visitor since it was opened to the public in 2014.

Freelance body kit from Fourdees for 009

009 model manufacturer Fourdees has created a freelance narrow gauge locomotive body kit to fit on the Kato/Peco England 0-4-0 chassis.

On sale now for £24.99, the model is designed to represent a typical locomotive from the pioneering narrow gauge era of circa 1850-1870, and has been christened 'The Baroness'.

Fourdees founder Daniel Wells said: "The model is an entirely freelance creation, designed to look the part on the chassis mechanism, whilst being a bit more distinctive than the England locomotives for which it is intended. The saddle is shorter, and instead features a coal bunker on the left side of the cab, and storage shelf on the right.

"This beginner's kit is designed to fit straight onto the Kato 057-201 internal chassis (it requires no modification to the diecast block). It is a single piece bodyshell that requires no assembly. To satisfy the aims of this kit, there are no NEM couplings. On the inside of the saddle there is a strengthening sprue which, once cut, has three detailing components of a toolbox, oil can and lifting jack, with which to customise the model. As with previous releases, the model is also supplied with clear resin windows to fit if desired.

"The model features a highly detailed open cab, with a thorough representation of the steam manifold and boiler backhead. Underframe details include the handbrake linkage and a steam injector.

"I am intending to add to this range of models next month, with at least a couple more versions to represent different eras."

The Kato/Peco England model was reviewed in RM December 2021, and its chassis is available separately from Peco stockists.

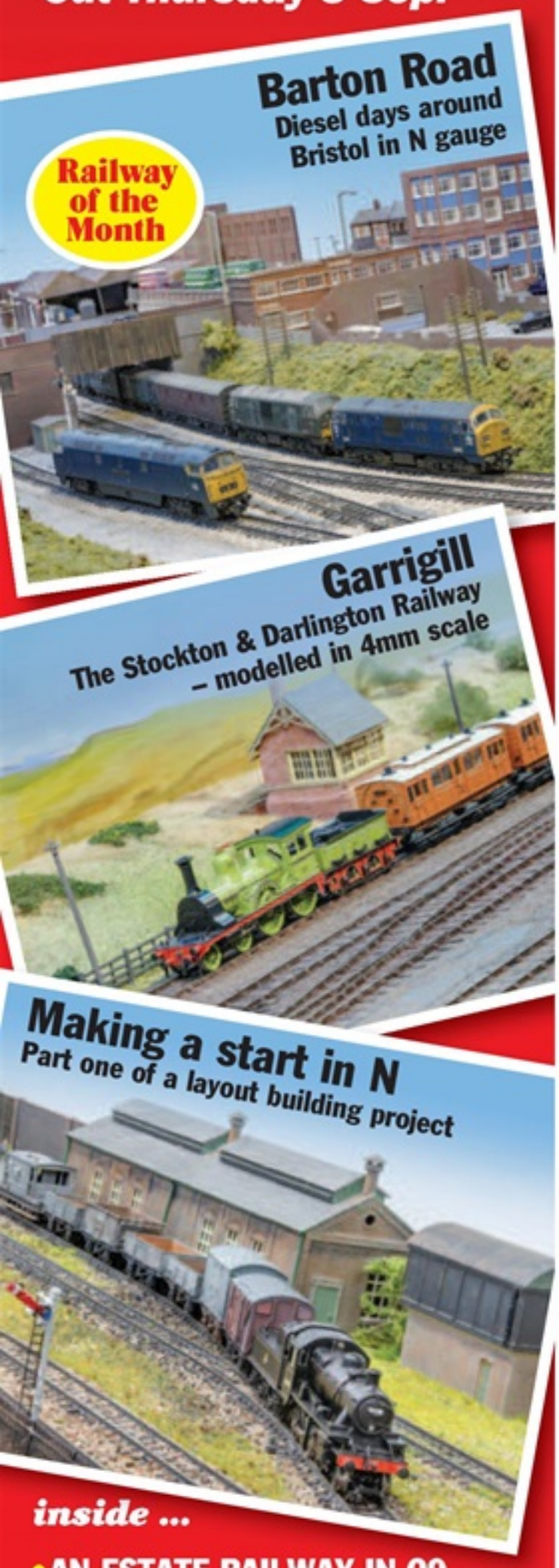
A profile of the Fourdees company and its founder was published in the August 2022 edition of RAILWAY MODELLER.



Fourdees Ltd
57 Wentworth Road
Barnsley
S74 0RP
Tel: 07887 803737
www.fourdees.co.uk

Coming next month

October 2022 – Out Thursday 8 Sep.



inside ...

- **AN ESTATE RAILWAY IN 09**
  A Sir Arthur Heywood-inspired 15" gauge system modelled in 7mm scale
- **BROADWINDSOR**
  West Country BR steam in 00
- **DENTDALE PASSENGER TRAINS**
  A further look at the traffic modelled on Ian Nuttall's 4mm layout

plus all the regular features ....

Trix Twin layout restored for Platinum Jubilee exhibition

A rare 1950s Trix Twin Trains layout was restored to working order as the centrepiece of Bishop Middleham model railway exhibition in June.

Organised by Rotary Newton Aycliffe, the exhibition on 18 June was held not as a Platinum Jubilee event but to raise funds towards research into Parkinson's disease, and for St Michael's Church in the County Durham village.

During a conversation in the village hall a few weeks prior to the event, Luke Bamford and his wife Becky revealed that they had a suitcase in the loft full of Trix Twin models and equipment, which had been in Becky's family since at least 1952.

Having agreed to display the layout at the exhibition, Luke spent many late nights building the baseboard, cleaning the six contacts on all 110 pieces of track, constructing a control panel and ensuring the locomotives ran smoothly.

It proved a popular attraction at the show, with many of the 250 visitors never having seen a Trix Twin layout in operation. The event raised £800 for the charities, and although planned as a one-off, is to be held again on 17 June next year.

Introduced in Germany in 1935, the Trix Twin three-rail system allowed two trains to be controlled independently on the same track, with each locomotive drawing current from one outer rail and the centre rail. A range of British outline locomotives was produced in the 1950s, and the three-rail system was replaced by two-rail in 1967, with later items being sold under the Liliput brand. An article on Trix Twin appeared in the first issue of RAILWAY MODELLER in 1949, a facsimile of which was included with the February 2022 edition.



Peter and John Mallinder (Becky Bamford's father and uncle), with their Trix Twin layout in 1952.



The Bamford family are pictured with the restored Trix Twin layout at the Bishop Middleham show on 18 June.

Stafford Railway Circle also moves to Bingley Hall venue for its annual exhibition

As well as this year's Guildex event (see separate story), Bingley Hall at Stafford County Showground is also the new venue for the Stafford Railway Circle's exhibition on 24 and 25 September.

With a main arena of 6,000m², Bingley Hall will provide almost twice as much space as the three smaller halls that the group previously used, as well as better facilities. The new date will also remain the annual slot for the event.

A total of 46 layouts are booked to attend, including *Copper, Wort & Co. Ltd*, which was the 'Railway of the Month' in RM April 2022. There will also be demonstrations by Chris Tooth (constructing buildings in 7mm scale), Brian Davies (making wagon loads) and David Wright, along with at least 53 trade stands.

More details, including a full list of layouts, can be found in Societies & Clubs (pages 679-682) and at: **www.staffordrailwaycircle.org.uk/exhibition**

Decorated samples of Ellis Clark Wickham trolley arrive for O gauge



Ellis Clark Trains' O gauge Wickham trolley in BR maroon (with planked trailer).

Ellis Clark Trains has received decorated samples of its forthcoming Wickham trolley in O gauge.

The diminutive permanent way machines and their trailers are to be offered in BR maroon, Southern Region green, and yellow liveries (the yellow with or without wasp stripes), along with limited editions in maroon with a white roof; chocolate and cream; and black with wasp stripes.

With the models having cost less to produce than expected, prices have been decreased slightly from those originally stated in the December 2021 issue. A DC trolley and trailer is now £150.00, while a DCC sound-fitted version is £280.00; a planked trailer is now £30.00, and a flatbed trailer is £28.00.

However, the expected release date has now been put back to next year. Ellis Clark advises that, "We are now looking at having all types and liveries in stock in the first quarter of 2023."

Ellis Clark Trains
Unit 2 Toller Court, Shortbank Road, Skipton,
North Yorkshire
BD23 2HG
Tel: 01756 701451
www.ellisclarktrains.co.uk

Tony Ditchfield

Tony Ditchfield, who passed away on 10 May 2022 following a long battle with illness, was passionate about the steam railways of Gloucestershire and built an entire OO gauge system in his garage, the construction of which he documented over many years within the pages of RAILWAY MODELLER.

Tony's interest in steam engines had actually started at the age of five. As a youngster he travelled by train for many years from Malvern to Morecambe to visit his grandparents: the train guard took charge of him, as he had to travel on his own due to his mother's ill health.

His model railway interests had lain dormant for many years, until relatively recently, when he decided to construct a layout in his garage. It began with his purchase of a small terminus layout which, over a period of 10 or so years, he steadily extended into a continuous run that included hidden sidings, three junctions and a new branch terminus. His forte was devising and building lift-up and drop-down sections for ease of access and maintenance. Regular readers of RAILWAY MODELLER will have seen his articles about his railway modelling accomplishments, which culminated in the finished layout being featured as 'Railway of the Month' in the October 2021 edition.

Tony is survived by his wife Tricia, his two children, a sister and family, and a granddaughter.

[Ed – Our thanks to Claire Sheppey for assistance with this obituary.]

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.

NOVEMBER 2022 issue deadline: September 1st

LIVE EVENTS

Monday-Saturday until 3 September
CHESTER, Cheshire
Organiser: Chester Cathedral.
Venue: Chester Cathedral, St Werburgh Street, Chester, Cheshire CH1 2DY.
Open: 1000-1700 daily
Admission: £2.50 (under-5s free).
Amenities: Public car park at Delamere St, disabled access, refreshments.
Features: 'Making Tracks 2' – brand-new OO gauge layout built by Pete Waterman and his team of model-makers.
Contact: 01244 500959
Website: www.chestercathedral.com

Every Wednesday in August
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Platform 1, Bishops Lydeard station, West Somerset Railway, Taunton TA4 3BX.
Open: 1000-1630
Admission: Small charge.
Features: *Bath Green Park*, view progress on construction of new layout *Tamerig New*.
Website: www.tauntonmodelrailwaygroup.co.uk

Saturday 13 August
BEXHILL-ON-SEA, East Sussex
Organiser: Bexhill Model Railway Club.
Venue: St Richard's Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex TN40 1SE.
Open: 1000-1700
Admission: Adults £6.00, children under 14 £2.00, family (2+2) £14.00.
Amenities: Free parking, refreshments.
Features: Layouts, sales stands.
Website: www.bexhillmrc.co.uk

Saturday 13 August
ROADE, Northampton
Organiser: Northampton & District MRC (sponsored by Bachmann Europe plc).
Venue: Roade Village Hall, Bailey Brooks Road, Roade, Northampton NN7 2LS.
Open: 1000-1600
Admission: Adults £5.00, children £3.00, family (2+2) £10.00.
Amenities: X6/33 buses from Northampton to Milton Keynes, parking, disabled access.
Features: Layouts including Channel 5 winner of *The Great Model Railway Challenge* (*Terra Profugus*). Trade support, Bachmann display and Collectors Club stand.
Contact: Richard Deacon 01604 890275
Website: www.nmrc.org

Saturday 13 & Sunday 14 August
ELLESMERE, North Shropshire
Organiser: Ellesmere Model Railway Club.
Venue: Ellesmere Town Hall.
Features: Annual model railway exhibition.
Website: www.ellesmere-modelrailwayclub.weebly.com

Saturday 13 & Sunday 14 August
ST ANDREWS, Fife
Organiser: East Neuk Model Railway Club.
Venue: Students Union, 22 St Marys Place, St Andrews, Fife KY16 9UZ.
Open: Saturday 1000-1730
Sunday 1030-1700
Admission: Adults £5.00, children £2.50, family (2+2) £12.00.
Features: Model railway exhibition.
Website: www.eastneukmrc.co.uk
Facebook: www.facebook.com/eastneukmrc/

Saturday 13 & Sunday 14 August
WELLS, Somerset
Organiser: Wells Railway Fraternity.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Open: Saturday 1030-1730
Sunday 1000-1630
Admission: Adults £8.00, accompanied under-14s free, wheelchair users and children up to 17 £4.00.
Amenities: Parking £4.00 all day (follow Railwells Parking signs).
Features: 14 layouts in scales from ¾mm to 7mm, demonstrations, displays, traders.
Contact: Chris Challis 01749 938362
Website: www.railwells.com

Saturday 20 August
BEER, Devon
Organiser: Pecorama.
Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1600
Admission: Included in Pecorama entry prices (adults £12.95, children 4-13 £10.95, under 4s and adults over 80 free).
Amenities: Parking, refreshments, disabled access (hilly site, unsuitable for three-wheel mobility scooters).
Features: Visitors are invited to operate Swiss HOm layout *The Andeer Line* (full instructions will be given).
Website: www.pecorama.co.uk

Saturday 20 August
LUDLOW, Shropshire
Organiser: Craven Arms & District MRC.
Venue: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT.
Open: 1000-1600
Admission: £5.00, accompanied children under 16 free.
Amenities: Venue is on the A49 Shrewsbury to Hereford road. Ample free on-site parking, including dedicated disabled parking spaces. Ludlow station 2.6 miles, Craven Arms station 6 miles; wheelchair-friendly venue; cafeteria within the exhibition hall.
Features: Craven Arms & District MRC's 50th anniversary exhibition with: *Rokuhan* (Z), *Abbotsford*, *Edginton* (N), *Martini Halt*, *Abberley*, *K Ottick Engineering Co* (OO9), *Burford* (vintage British HO), *Codrington*, *Con Yard*, *Hackworth Trafalgar Terrace*, *Fittleton* (OO), *Queen Street Yard* (O), *Mary Jane's Mushroom Farm* (Gn15), 4 more layouts plus trade stands.
Contact: David Gotliffe 07867 752301
Facebook: www.facebook.com/CADMRC/

Saturday 20 August
MILTON KEYNES
Organiser: Silverfox DCC MRC.
Venue: Oakgrove School, Venturer Gate, Milton Keynes MK10 9JQ.
Open: 1000-1600
Admission: Adults £6.00, children (5-15) £3.00, under 5s free.
Amenities: Buses from Milton Keynes station to Oakgrove Brickhill Street, free parking, wheelchair access, refreshments.
Features: Over 20 layouts, trade support, children's Thomas layout.
Website: www.silverfoxdcc.co.uk
Facebook: www.facebook.com/SilverfoxDCC/

Saturday 20 August
SKIPTON, North Yorkshire
Organiser: Ellis Clark Trains.
Venue: Ellis Clark Trains, Toller Court, off Shortbank Road, Skipton BD23 2HG.
Open: 1000-1600
Admission: Free – please send RSVP to amey@ellisclarktrains.com
Amenities: Free parking at the Bailey Car Park, Skipton BD23 1UA; free vintage bus to venue; limited free disabled parking opposite premises in the old Cross Keys pub car park. Hog roast (vegetarian option) and complimentary drinks and cakes.
Features: Layouts: *Exeter St George*, *Redwood Lumber*, *Hope Street*, *Hyde Lane*, *Bolton Priory*. Demonstrations: Gauge O Guild, Modern Image O Gauge, Keighley Model Railway Club. Trade stands, latest samples of O gauge Wickham trollies and 5MTs, new and pre-owned sales, raffle.
Contact: 01756 701451
Email: amey@ellisclarktrains.com
Website: www.ellisclarktrains.co.uk

Saturday 20 & Sunday 21 August
CARDIFF
Organisers: Cardiff Model Engineering Society, Cardiff 4mm group and North Gwent Railway Modellers.
Venue: Ice Arena Wales (Cardiff Ice Rink), Olympian Drive, Cardiff CF11 0JS.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £8,00, under 12s free.
Amenities: Free vintage bus to and from Cardiff Central station (Saturday only), free parking, hot and cold refreshments.
Features: 18 layouts from Z to O gauge, demonstrations, traders. Over £800 worth of prizes to be won (see website for details).
Contact: 029 2025 5000 opt 3 (0900 to 1700 Monday to Friday)
Email: enquiries@cardiffmodelrailwayshow.co.uk
Website: www.cardiffmodelrailwayshow.co.uk
Facebook: www.facebook.com/cardiffmodelshow

Saturday 20 & Sunday 21 August
CARNFORTH, Lancashire
Organiser: Carnforth Station Heritage Centre.
Venue: Carnforth Station Heritage Centre, Warton Road, Carnforth, Lancs LA5 9TR.
Open: 1000-1600 both days.
Admission: By donation – adults £2.50, accompanied children under 16 free.
Amenities: Trains from Leeds, Manchester, Preston and Barrow, buses from Lancaster and Kendal. Car park nearby, Carnforth Models and Brief Encounter Bistro & Bar.
Features: At least eight layouts, traders.
Contact: 07967 743126

Saturday 20 & Sunday 21 August
CRICH, Derbyshire
Organiser: John Huddlestone.
Venue: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire, DE4 5DP.
Open: 1000-1730 (last admissions 1600)
Admission: Included in museum entry: adults £20.00, seniors (over 60) £17.50, children (4-15) £12.00, family (2+3 or 1+4) £44.00. For disabled/less-abled visitors: adults/seniors £13.50, children £9.00.
Amenities: Free parking, disabled access, refreshments.
Features: 10 layouts, trade stands.
Contact: 01773 854321
Website: www.tramway.co.uk

Saturday 20 & Sunday 21 August
LOUGHBOROUGH, Leicestershire
Organiser: Soar Valley Model Railway Club.
Venue: Loughborough Grammar School, Burton Walks, off Leicester Road, Loughborough LE11 2AQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £8.00, children £4.00, family £20.00.
Amenities: Free bus service from main line and GCR stations on Saturday only. Parking, disabled access, refreshments.
Features: 27 layouts from N gauge to G scale, demonstrations, trade stands.
Contact: Exhibition Manager Rob Howker 07761 973725.
Email: moggythetrucker@live.co.uk
Website: www.svmrc.co.uk

Saturday 20 & Sunday 21 August
PICKERING, North Yorkshire
Organiser: Scarborough & District Railway Modellers.
Venue: Memorial Hall, 34 Potter Hill, Pickering, YO18 8AA.
Open: Saturday 1000-1700
Sunday 1000-1530
Admission: Adults £6.00, accompanied children free.
Amenities: Arriva bus X128 from Scarborough, Coastliner 840 from Malton and North Yorkshire Moors Railway from Whitby. Lift to all floors, hot and cold food.
Features: 10 layouts from N to O gauges, demonstrations, trade stands, raffle.
Contact: 07897 595344
Email: Roland@sdrmweb.co.uk
Website: http://sdrmweb.co.uk/Pickering_Show.php

Saturday 20 & Sunday 21 August
ROSS-ON-WYE, Herefordshire
Organiser: Ross-on-Wye Rotary Club.
Venue: John Kyrle High School, Ross-on-Wye HR9 7ET.
Open: Saturday 1000-1700
Sunday 1000-1600
Features: Model railway exhibition.

Saturday 20 & Sunday 21 August
WAKEFIELD, West Yorkshire
Organiser: EM Gauge Society.
Venue: Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield, WF2 7EL.
Open: Saturday 1030-1700
Sunday 1000-1600
Admission: 2-day ticket £10.00 (EM Gauge Society members £8.00).
Features: Eight layouts in EM and S4, test track for OO, EM and S4 stock, Chairman's Challenge competition entrant *Swanish*, guest layout, *Cameo Callaton* (2FS), demonstrations, societies, trade stands.
Website: www.emgs.org

Sunday 21 August
LENHAM, Kent
Organiser: The French Railways Society.
Venue: Lenham Community Centre, Groom Way, Lenham, Kent, ME17 2QT (just off the old A20; nearest station is Lenham).
Open: 1000-1630
Admission: Adults £5.00, under 16s free.
Amenities: Parking, disabled access (not to stage), refreshments.
Features: At least 10 layouts, mainly French outline, in O, HO, N and Z scales; stands including other European societies; presentations including author Andrew Martin.
Email: roger.allen1@btinternet.com
Website: www.frenchrailwayssociety.org

Saturday 27 August
BUDE, Cornwall
Organiser: North Cornwall & Devon MRC.
Venue: Parkhouse Centre EX23 8LD.
Open: 1000-1600
Admission: £4.00, accompanied school age children free.
Amenities: Refreshments.
Features: Layouts and trade stands.
Contact: rogerwinterbourne@btinternet.com

Saturday 27 August
LONGBRIDGE, Birmingham
Organiser: Bournville Model Railway Club.
Venue: The Austin Sports and Social Club, 30 Tessall Lane, Longbridge, Birmingham B31 2SF.

Open: 1000-1630
Admission: Adults £5.00, concessions (65+) £4.00, accompanied children free, family £9.00.
Features: 13 layouts from Z to O gauge, demonstrations, trade stands.
Website: www.bournvillemrc.co.uk

Saturday 27 & Sunday 28 August
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last admission 1630)
Admission: Adults £4.00, children £3.00, seniors £3.00, family (2+2) £10.00.
Features: Open days with O gauge East Coast Main Line layout in operation.
Contact: Barry Hodkinson 01427 610475.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Saturday 27 & Sunday 28 August
HAYLE, Cornwall
Organiser: Hayle Railway Modellers.
Venue: Hayle Day Care Centre, TR27 4DE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £5.00, under 14s free.
Amenities: Parking, refreshments.
Features: Layouts, trade support.
Website: www.haylerail.co.uk

Saturday 27 & Sunday 28 August
HIGHBRIDGE, Somerset
Organiser: Burnham & District MRC.
Venue: King Alfred School, Burnham Way, Highbridge, Somerset TA9 3EE.
Open: 1000-1600
Admission: Adults £5.00, children free.
Amenities: Free parking, step-free access, light catering.
Features: 15 layouts from N to O gauge, including two from Channel 5's *The Great Model Railway Challenge*; demonstrations, trade stands.
Website: www.bdmrc.co.uk

Saturday 27 & Sunday 28 August
MACHYNLLETH, Powys
Organiser: Bill Newton, Corris Railway Society.
Venue: Y Plas, Machynlleth SY20 8ER.
Open: 1000-1630
Admission: Adults £4.00, children £2.00, family (2+2) £10.00.
Amenities: Parking available nearby, refreshments and light snacks available.
Features: 11 layouts from N gauge to 16mm (visitors can operate one), static display of models courtesy of the Mid Wales Gauge 1 Association, Trix Twin and Tri-ang Big Big trains, sales stands. Trains running at Corris Railway 4½ miles away.
Website: www.corris.co.uk

Sunday 28 August
BROXBOURNE, Hertfordshire
Organiser: Hoddesdon Model & Railway Club.
Venue: The Old Mill, Mill Lane, Broxbourne, Herts EN10 7AX.
Open: 1000-1600
Admission: Adults £3.00, children £1.00.
Amenities: Free parking (check website for updates due to road closures in the area), refreshments.
Features: Layouts in G scale, O gauge, OO and N, model boats in pool, train rides for children, sales stand, tombola.
Contact: 07708 579822
Website: www.hoddesdonmrc.org.uk

Sunday 28 August
STALHAM, Norfolk
Organiser: Broadland Model Railway Club.
Venue: Stalham Poppy Centre, Recreation Road, Stalham NR12 9BH.
Open: 1030-1600
Admission: £3.00, accompanied under-16s free.
Amenities: Free parking, disabled access, refreshments, children's play area.
Features: Club layouts operating: *Broad Oak* (OO), *Oma Park* (N), *Port St Arbour* (OO), *Castle Broad* (O09), *Herrington* (N). Invited layout *Cato Cove* (OO) by Laurie Calvert. Static layouts *Broadland* (OO), *South Repps* (O-16.5), *Tiree* (N), *Shadbolts Wharf* (O). Loco Doctor available, trade stands.
Contact: Jon Sims: BMRC.secretary1@gmail.com
Website: www.broadlandmodelrailwayclub.co.uk

Monday 29 August
HARROGATE, North Yorkshire
Organiser: Harrogate Model Railway Group.
Venue: Constance Green Hall, St Aidan's School, Oatlands Drive, Harrogate HG2 8JR.
Open: 1000-1600
Admission: Adults £5.00, children £2.00, family (2+2) £10.00.
Amenities: Free parking, disabled access to all areas, cafeteria.
Features: Layouts, trade stands, tombola.
Email: harrogatemrg@gmail.com

Friday 2 to Sunday 4 September
WELSHPOOL & LLANFAIR RAILWAY
Organiser: WLLR.
Venue: The Station, Llanfair Caereinion, Welshpool, Powys SY21 0SF.
Admission: Rover tickets including all-day travel: Adults £24.00 (Friday/Sunday), £30.00 (Saturday), children £15.00.
Amenities: Parking £3 all day at stations or free at Llanfair Caereinion High School with shuttle bus. Disabled-friendly bus from Welshpool main line station on Saturday.
Features: WLLR annual gala with visiting locomotive (*Premier* from Sittingbourne & Kemsley Light Railway), traction engines, vintage cars, flypast planned (Sat), Routemaster buses (Sat/Sun) and 7¼" gauge railway at Llanfair. Model railway exhibition at Welshpool with layouts of several scales, gauges and eras.
Website: www.wllr.org.uk

Saturday 3 September
BRIDLINGTON, East Yorkshire
Organiser: Trainshed Bridlington MRG.
Venue: Emmanuel Church, Cardigan Road, Bridlington YO15 3JT.
Open: 1000-1600
Admission: £5.00, accompanied children free.
Amenities: Street parking, refreshments.
Features: 10 layouts, trade stands.
Contact: 07811 254080
Website: www.bridmodelrail.org.uk

Saturday 3 September
OLNEY, Buckinghamshire
Organiser: Olney Model Railway Club.
Venue: Carlton House Club, 38 High Street, Olney MK46 4BB.
Open: 1030-1630
Admission: £3.00.
Amenities: Free parking in town within easy walking distance, refreshments.
Features: *Dublingham Goods Station* (N), *Southgate DMU* (OO), *Ashcombe* (N), *Lindsell Town* (OO), *Temple Gate Wagon Works* (O), *Buckleberry Lane* (OO), *Lynch Cutting* (OO), societies and trade stands.
Website: www.olneymrc.org.uk

Saturday 3 September
TADWORTH, Surrey
Organiser: North Downs Model Railway Circle.
Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE.
Open: 1000-1700
Admission: Adults £6.00, under-16s £3.00, seniors/disabled £5.00.
Amenities: Free parking, refreshments.
Features: *Vobster* (OO), *Highbury* (OO), *Rievaulx* (OO), *Rook Street* (OO), *Owdham Sidings* (OO), *Five Mile Siding* (H0), *Moel Eilio* (O09), *Steamtown* (OO), *Zone Industrielle* (H0), *Ridgeville* (H0), *Billingsley* (O), *Neilsbridge* (OO), *Peter's Ridge* (OO), *Derby Arms* (OO, Thomas), *East Lea* (N), *Virtual Railway*, *Katharine Street* (OO), *Lafayette Pond* (H0), *Ludwell* (OO), *Bowerchalke & Mead End Mine* (O09), *Lakeside*, *Neumarkt* (H0), *The Hamptons* (O09), *Halta Nerau* (H0), *Chlatere* (N), societies and trade stands.
Contact: Stuart Robinson 07758 458827
Email: stuart.robinson27@ntlworld.com
Website: www.ndmrc.info

Saturday 3 & Sunday 4 September
ALN VALLEY RAILWAY, Northumberland
Organiser: Aln Valley Railway.
Venue: Aln Valley Railway, Lionheart Railway Station, Lionheart Enterprise Park, Alnwick, Northumberland NE66 2EZ.
Admission: £3.50.
Amenities: Parking, cafe, shop.
Features: Exhibition layouts plus on-site model railway and miniature railway, trade stands. Steam-hauled trains departing at 1100, 1215, 1345 and 1500.
Website: www.alnvalleyrailway.co.uk

Saturday 3 & Sunday 4 September
LIVERPOOL
Organiser: Liverpool Model Railway Society.
Venue: Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RE.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: Adults £5.00, children £2.00, family (2+2) £12.00, under 5s free.
Amenities: Light refreshments.
Features: Layouts including *Yellowthreads Treat* (OO), *Ballykeale* (OO), *Franklin Falls N H* (HO), *Wepre Park* (EM), *34th and Vine* (HO), *Chapel-en-le-Frith* (OO), *Clayton End* (OO), *Calico Rock* (N), *Castlefinn* (12mm), *The Sixtoys Estate Railway* (7mm) and *Funville* (OO), trade stands.
Contact: 07376 576788
Website: www.lmrs.org.uk

Saturday 3 & Sunday 4 September
STAFFORD
Organiser: Gauge O Guild
Venue: Bingley Hall, Stafford County Showground, Weston Road, Stafford ST18 0BD (new venue), situated on the A518 Stafford to Uttoxeter road, three miles from Junction 14 of the M6.
Open: Saturday 1000-1700
Sunday 1000-1600
(Advance tickets give entry at 0930)
Admission: Members £10.00, non-members £15.00.
Amenities: Free on-site parking, buses from Stafford station to showground, toilets including disabled facility and baby changing room, lift to upper floors, restaurant.
Features: East Midlands Test Track, The Selby Test Track, *Worthington shed*, *St George's Dock*, *Central Works*, *Kirtley Bridge*, *Fen Drove*, *Norman Colliery*, *Orford*, *Seagone*, *Jackson's Yard & Depot*, *Le Depot D'Eu*, 10 demonstrations, three live group modelling seminars, over 80 trade stands.
Contact: 01594 841856
Website: www.gaugeoguild.com

Saturday 10 September
29th CAMBRIDGE MODEL RAILWAY EXHIBITION
COMBERTON, Cambridge
Organiser: Cambridge 31A MRC.
Venue: Comberton Village College, West Street, Comberton, Cambridge CB23 7DU.
Open: 1000-1600 (last admission 1530).
Admission: Adults £5.00, children £2.00. Adults with two or more children: one child free.
Amenities: Free parking, disabled access, tea/coffee and light snacks.
Features: *Tigley Yard* (O), *Three Holes Depot* (O), *Barrow Fells* (N), *Winkles Yard* (OO), *Little Salkeld* (N), *Trinity Dock Street Bridge* (OO), *Jiggerful Junction* (OO vintage three-rail), *Evington St John*, *Templegate Wagon Works*, trade stands.
Contact: exhibition@cambridge31a-mrc.org.uk
Website: www.cambridge31a-mrc.org.uk/exhibition.htm

Saturday 10 & Sunday 11 September
FAVERSHAM, Kent
Organiser: Faversham Model Railway Club.
Venue: The Abbey School, London Road (A2), Faversham, Kent ME13 8RZ.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: Adults £6.00, children over 5 £3.00, under-5s free (cash only).
Amenities: Free on site parking, 8-10 minute walk from Faversham main line station (Up side exit), refreshments.
Features: *Cedar Canyon Jcn*, *Cliffs End Port*, *Durston*, *Elham Valley Lime Works*, *Fintonagh*, *Freshwater*, *Frittenden Road*, *Hopper End*, *Ilston*, *Kingsnorth*, *Lemanis Light Railway*, *Lenham Station*, *Lighterman's Yard*, *Quevy*, *Ruffles Road*, *St Paddy*, *Thomas Themed* (Drive a loco yourself), *Wentwoth Yard*, 13 traders.
Website: www.favershammrc.org.uk

Saturday 10 & Sunday 11 September
INTERNATIONAL N GAUGE SHOW
LEAMINGTON SPA, Warwickshire
Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, near Leamington Spa (on the junction of the A425/B4455). Visitor entrance off A425 Southam Road, CV31 1FE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £11.00, seniors £10.50, children (5-14) £5.50. **Tickets must be booked in advance**.
Amenities: Shuttle bus from Leamington Spa station (Saturday only, £3.50 each way), free parking, disabled access, restaurant, coffee shop.
Features: Layouts: *A Coal Power Station*, *Ambleton Vale*, *Ashcombe*, *Barton Road*, *Canal View*, *Gravelly Oak*, *Griffin Road*, *Hogwarts & Hogmeade*, *Ishinaka*, *Kingsnorth*, *Main line Stefanstor with branch line to Altefähr*, *Neu Orle*, *New Millfields*, *Norms Garden Railway*, *North Road*, *Novelty Coffee Table*, *Seen Better Days*, *Squaw Falls*, *Tamcester*, *Tipton Hills*, *Tipton Sub-Division*, *TTrack NFI*, *Vale of Oxbury*, *Village in the Snow*, *Woodhead*. Demonstrations, societies including five leading N gauge groups, over 30 specialist suppliers.
Contact: 01926 614101
Email: info@meridienneexhibitions.co.uk
Website: www.ngaugeshow.co.uk
Facebook: www.facebook.com/MeridienneEx/

Saturday 10 & Sunday 11 September
LEIGH, Greater Manchester
Organiser: Leigh Model Railway Society.
Venue: Leigh Sports Village, Leigh Leisure Centre, Sale Way, WN7 4JY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £5.00, under-15s free (accompanied by an adult).
Amenities: Free parking, disabled access, refreshments, toilets.
Features: Over 25 layouts from N gauge to 16mm live steam (several 'drive it yourself'), demonstrations, over 15 traders including Leigh MRS sales stand, raffle.
Facebook: www.facebook.com/LeighMRS/

Saturday 10 & Sunday 11 September
SWINDON RAILWAY FESTIVAL
SWINDON, Wiltshire
Organiser: STEAM – Museum of the GWR.
Venue: STEAM – Museum of the GWR, Fire Fly Avenue, Swindon SN2 2EY.
Open: 1000-1700 (last admissions 1600).
Admission: Adults £14.00, children (3-15) £9.70, students/seniors £11.00, family (2+2) £43.60 (includes admission to museum and festival).
Features: Over 20 layouts including gauge 3 test track, *Laramie Engine Terminal*, *Cwn Pen Ol Junction*, *Paper Mill Quay*, *Plymouth Friary Engine Shed*, *Monksbury*, *Hunslet Engine*, *Wood Street* (all 7mm), *The Parlour Railway* (7mm broad gauge), *Arcadia* (S), *Cyril Street* (4mm), *Broadford* (H0), *Tucking Mill*, *Lambourn*, *Blueball Summit* (all 2mm finescale), *Broadwater Junction* (N), *Puffin Colliery* (O09), *The Quarry* (narrow gauge), demonstrations, societies and traders, live steam display by Hatch Heritage & Steam Engineers, sounding of works hooter.
Website: www.steam-museum.org.uk

Sunday 11 September
BLYTHBURGH, Suffolk
Organiser: Halesworth to Southwold Narrow Gauge Railway Society.
Venue: Blythburgh Village Hall, London Road, Blythburgh, Suffolk, IP19 9LQ.
Open: 1030-1600
Admission: Free.
Amenities: Free parking, disabled access, free refreshments.
Features: Model railway exhibition at village hall with layouts and other exhibits; open day at adjacent station with guided tours, shunting demonstrations planned.
Contact: Richard Doe 01502 471760
Email: richarddother@yahoo.com
Website: halesworthtosouthwoldrailway.co.uk

Saturday 17 September
BEER, Devon
Organiser: Pecorama.
Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1600
Admission: Included in Pecorama entry prices (adults £12.95, children 4-13 £10.95, under 4s and adults over 80 free).
Amenities: Parking, refreshments, disabled access (hilly site, unsuitable for three-wheel mobility scooters).
Features: Visitors are invited to operate Swiss HOm layout *The Andeer Line* (full instructions will be given).
Website: www.pecorama.co.uk

Saturday 17 September
CRAWLEY, West Sussex
Organiser: Seaboard Southern.
Venue: The Charis Centre, West Green Drive, Crawley, West Sussex RH11 7EL.
Open: 1000-1600
Admission: Adults £6.00, NMRA members presenting current membership card £5.00, accompanied under-16s free.
Amenities: Free parking, disabled access, refreshments.
Features: *Central Alonzo* (HO Cuban), *Underpass* (HO Santa Fe), *Plant City* (HO CSX), *Missuola* (Upper Midwest in HO), *Roundhouse* (HO UP servicing shed and yard), *Black Sheep* (On30), traders.
Contact: secretary@seaboard-southern.org.uk

Saturday 17 September
EDGBASTON, Birmingham
Organiser: European Railways Association.
Venue: The H Suite, 100 Icknield Port Road, Edgbaston, Birmingham B16 0AA.
Open: 1030-1700
Admission: Adults £9.00, children under 16 free, family £18.00.
Amenities: Free on-site parking, toilets including disabled, refreshments.
Features: Continental exhibition: layouts in a variety of scales, trade stands, ERA stand selling continental books and loco plates.
Contact: Axel Klozenbuecher 07743 660461.

Saturday 17 September
ENNISKILLEN, Northern Ireland
Organiser: Erne Model Railway Club.
Venue: Saint Macartin's Cathedral Halls, Halls Lane, Enniskillen BT74 7EJ.
Open: 1000-1700
Admission: Adults £5.00, seniors £3.00, children (5 and over) £3.00, under-5s free.
Amenities: Parking nearby, refreshments, toilets and baby changing.
Features: Layouts, models in OO, HO and N gauge, demonstrations, trade stands.
Email: dereksmyth@me.com

Saturday 17 September
LICHFIELD, Staffordshire
Organiser: Trent Valley Model Railway Society (sponsored by Baz's Model Trains).
Venue: The Life Church, Netherstowe, Lichfield WS13 6TS.
Open: 1000-1630
Admission: Adults £5.00, children £3.00, family (2+2) £13.00.
Amenities: Disabled access, refreshments.
Features: *Weeford Town* (OO), *Bewdley* (N), *Cathedral City* (HO), *Brian Street* (OO), *Kinnear Shed* (OO), *Shed* (O), trade stands.
Website: www.tvmrs.org.uk

Saturday 17 September
SHENFIELD, Essex
Organiser: Mid Essex Model Railway Club.
Venue: Bishops Hill College, Rayleigh Road, Shenfield, Essex CM13 1BD (around 15 minutes' walk from Shenfield station).
Open: 1000-1700
Admission: Adults £5.00, children £3.00, family (2+2) £15.00.
Amenities: Small car park, refreshments.
Features: Layouts: *Rossiter Rise* (OO), *Dublingham Goods Station* (3-rail), *Hinterupfingen* (009), *Bramble* (N), *Edale End* (N), *Ousewell St. Jude* (EM), *Dockside* (OO), *Nonsuch* (0-16.5), *Cox Lumber Company* (On30), *Prospect Wharf* (EM), *Foxwell Lane* (OO), *Ruffles Road* (OO), *Drewery Lane* (OO), *Ryecroft Arena* (N), *Templegate Wagon Works* (O). Demonstrations, societies, trade stands.
Contact: 07973 382916 or 07918 638034
Website: www.midessexmrc.org

Saturday 17 September
STOURPORT-ON-SEVERN, Worcestershire
Organiser: Wyre Forest MRC.
Venue: Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire, DY13 8RW.
Open: 1000-1600
Admission: Adults £2.00, accompanied children of 12 and under free.
Amenities: Free parking, disabled access, light refreshments.
Features: At least six club and members' layouts, second-hand stall.
Website: www.wyreforestmrc.com

Saturday 17 September
WILLAND, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Willand Village Hall, Willand, near Cullompton, Devon (Gables Road, opposite Willand Rovers Football Ground, EX15 2PL) approximately two miles from Junctions 27 and 28 of the M5.
Open: 1000-1630
Admission: Adults £5.00, children £1.50.
Amenities: Free parking, disabled access, hot and cold refreshments.
Features: *Trecarrack* (N), *Otterhampton* (N), *Hele Quay* (009), *Milehouse Tramway* (009), *Ro-Bridge* (OO), *Abercynon Fach Trecarron* (OO), *Westwood Yard* (OO), *Bickerton* (OO), *Severn Ash* (OO), *Soldor* (OO), *BW Dugelshausen* (HO), *Thisaway* (O), *Sodham Hall* (9mm), *Burrow Mump* (1:24 scale), display by Tiverton & District Model Engineering Society, trade stand and sponsorship by Harvey's Hobbies.
Website: www.cvmrc.co.uk

Saturday 17 & Sunday 18 September
DOULTING, Somerset
Organiser: Bakers R Junction Group.
Venue: Doulting Village Hall, Doulting, near Shepton Mallet, BA4 4PL.
Open: Saturday 1030-1630
Sunday 1030-1600
Admission: £5.00 – all money raised to the Time is Precious charity.
Amenities: Free parking on school grounds, disabled access, refreshments.
Features: Approximately 11 layouts in a variety of scales, demonstrations, traders.
Contact: Stan Baker 07484 619062
Email: stanleybaker2005@gmail.com

Saturday 17 & Sunday 18 September
REDDITCH, Worcestershire
Organiser: Redditch Model Railway Club.
Venue: Trinity High School, Grove Street, Redditch Town Centre, B98 8HB: off Access one on the Redditch Town Centre Ring Road, 15 minutes' drive from Junction 2 of the M42, 10–15 minute walk from bus and railway stations (map of the route on the club website). Half-hourly train service both days from Birmingham New Street.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: Adults £6.00, accompanied under-16s free.
Amenities: Large free car park, full disabled access, refreshments.
Features: 55th anniversary show: at least 15 layouts including *Arcadia Pennsylvania* (7mm), *Arrowmouth* (4mm), *Auch Ae* (4mm), *Avon Bridge Junction* (4mm), *Bear Creek Junction* (3.5mm), *Bewdley* (4mm), *Broadwater Junction* (2mm), *Farbine Road Wagon Repair Depot* (4mm), *Motley Sub Shed* (7mm), *Rowington for Shrewley* (4mm), *Ventnor West* (7mm), *Weaver Hill* (4mm), demonstrations, sales stands.
Contact: 01527 540289
Email: enquiry@redditch-mrc.com
Website: www.redditch-mrc.com

Saturday 17 & Sunday 18 September
THORNTON-CLEVELEYS, Lancashire
Organiser: Blackpool & North Fylde MRC.
Venue: YMCA Thornton Health & Fitness Centre, Victoria Road East, Thornton-Cleveleys, Lancs, FY5 3SX (new venue).
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £6.00, seniors £5.00, juniors £2.50, family (2+2) £14.00.
Amenities: On-site parking, disabled access, refreshments.
Features: 39th annual exhibition with 17 layouts in various gauges, seven traders.
Website: www.blackpoolandnorthfyldemrc.co.uk

Saturday 17 & Sunday 18 September
TROON, Ayrshire
Organiser: Ayr Model Railway Group.
Venue: Walker and Concert Halls, South Beach, Troon KA10 6EF (new venue).
Open: Saturday 1000-1700
Sunday 1030-1600
Admission: Adults £6.00, children £4.00, family (2+2) £15.00, under 5s free.
Amenities: Troon station nearby, bus stop 50 yards, street parking, catering (snacks).
Features: Club and visiting layouts in O, OO and N gauge, 'Bring your own' O gauge to run on test track and kids layout, traders.
Email: enquiries@ayrmrg.co.uk

Sunday 18 September
SKELTON, Cleveland
Organiser: Cleveland Model Railway Club.
Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland, TS12 2LQ (off A174 at ASDA, Arrivabus 5 & X3a at 'Skelton, Hollybush').
Open: 1000-1600
Admission: Day membership £1.00, children 50p.
Amenities: Free parking, disabled access except mezzanine, refreshments.
Features: Autumn open day with several layouts working and under construction in various scales, displays, club sales.
Website: www.clevelandmrc.club

Friday 23 to Sunday 25 September
UTRECHT, Netherlands
Organiser: Modeltrain Expo On TraXS!
Venue: Het Spoorwegmuseum (Dutch Railway Museum), Maliebaanstation 16, 3581 XW Utrecht, The Netherlands.
Open: 1000-1700
Admission: €17.50.
Amenities: Parking, refreshments.
Features: Over 20 layouts from all over Europe, manufacturers and traders.
Email: info@spoorwegmuseum.nl
Website: www.spoorwegmuseum.nl

Saturday 24 September
EARLEY, Reading
Organiser: Loddon Vale Model Railway Club.
Venue: St. Peter's Church Hall, Church Road, Earley, Reading RG6 1EY.
Open: 1000-1630
Admission: Adults £5.00, children £2.00, family (2+2) £11.00.
Amenities: Limited parking, on-road parking in area, bus routes 17 and X4 stop nearby, limited disabled access (no access to first floor), refreshments.
Features: Layouts (including a children's layout where they can drive trains), traders.
Website: www.lvmrc.co.uk

Saturday 24 September
ENFIELD, North London
Organiser: Enfield Whitewebbs Railway Modellers.
Venue: Whitewebbs Museum of Transport, Whitewebbs Road, Crews Hill, Enfield EN2 9HW.
Open: 1000-1600
Admission: Adults £5.00, under-16s free.
Amenities: Free parking, disabled access, refreshments, outdoor picnic area.
Features: Over 15 layouts in various scales and covering most eras, trade stands, children's activity room.
Website: www.ewrm.org.uk

Sunday 24 September
JARROW, Tyne & Wear
Organiser: Tyne Tees Group, 009 Society.
Venue: Primrose Community Centre, Lambton Terrace, Jarrow, Tyne & Wear NE32 5QY.
Open: 1030-1600
Admission: £4.00, member discount, accompanied children free.
Amenities: Level parking, disabled access, light refreshments and bar.
Features: 14 narrow gauge layouts, traders and 009 sales.
Contact: peterhogarth846@gmail.com

Saturday 24 & Sunday 25 September
BALA, Gwynedd
Organiser: Bala Lake Railway.
Venue: Ysgol Godre'r Berwyn School, Ffrydan Road, Bala, Gwynedd LL23 7RU.
Open: 1000-1600
Admission: Adults £6.00, concessions £5.00, children (3-15 yrs old) £2.00, one child (3-15 yrs old) free per adult, children under 3 free.
Features: Layouts including *The Depot* (O), *Squaw Falls* (N), *Puffin Colliery* (OO), *Gorsaf Maes-Y-Gof* (O-16.5), *Porth Kernow* (N), *Irish Diesel Depot* (OO), *West Ridge MT* (HOn30), *Crossharbour* (N), *Millhouses* (N), *Goodley Lane TMD* (OO), 5.5mm scale modular layout, *Wickhambreux Road* (009), *Ddraig Gwarel* (009), *Llandyrau* (009), *Crosby & Peel Road* (4mm scale, 12mm gauge), *Neath Pines & Druids Ferry* (N), *Trix Twin Railway 1935-1965* (4mm), *Llyn Neath* (N). *Mikesbiltom and Fredby Depot* (OO), trade and society stands. Trains running on the Bala Lake Railway both days, with vintage bus service to venue and local car parks.
Contact: modelshow@bala-lake-railway.co.uk
Website: www.bala-lake-railway.co.uk/events/model-show

Saturday 24 & Sunday 25 September
BLANDFORD FORUM, Dorset
Organiser: Wessex Association of Model Railway Clubs.
Venue: The Blandford School, Milldown Road, Blandford Forum, Dorset DT11 7SQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £6.00, accompanied children under 16 free.
Amenities: Parking at the school, refreshments, disabled access to all areas.
Features: 19 layouts including O gauge, OO, N and On30, trade stands.
Contact: Robert Train on 07770 407501 or David Train on 07749 065876.
Email: rayheard66@btinternet.com

Saturday 24 & Sunday 25 September
CRAWLEY, West Sussex
Organiser: Seaboard Southern.
Venue: Seaboard Southern clubrooms, Crawley (see below for contact details).
Open: 1000-1600 both days
Admission: Free.
Amenities: Free parking, disabled access (help available with one step to climb), refreshments.
Features: Large twin-level HO layout and N

gauge layout operating. Club members available to discuss plans incorporating continental mid-week club evening.
Contact: secretary@seaboard-southern.org.uk

Saturday 24 & Sunday 25 September
HIGHLEY, Shropshire
Organisers: Severn Valley Railway volunteers.
Venue: The Engine House, Highley, Severn Valley Railway.
Open: 1030-1700 both days
Admission: Free, but donation suggested for non-train ticket holders.
Amenities: SVR operating 'C' timetable with 16 arrivals/departures from Highley each day – 33% discount on 'Freedom of the Line' tickets for Gauge O Guild members on production of membership cards. Arriving by train is recommended, but Shropshire Council/Severn Valley Country Park car park is on Station Road a few hundred yards away, and parking is also available at Severn Valley Country Park visitor centre on the site of Alveley Colliery across the river. All trains should have a wheelchair-accessible coach, and there is wheelchair access from Highley station to the Engine House. Catering available in the Engine House, Kidderminster and Bridgnorth stations.
Features: 'O Gauge Get Together' with layouts including *Harpenden East* (last exhibition appearance), *Stodmarsh*, *Exeter St. George*, *Bury*, *Thorn & Sons*, *Bridgnorth* diorama, traders.
Contact: nick.willcox@svrlive.com
Website: www.svr.co.uk

Saturday 24 & Sunday 25 September
HIGH WYCOMBE, Buckinghamshire
Organiser: Scalefour Society.
Venue: Cressex Community School, Holmers Lane, High Wycombe HP12 4QA.
Open: Saturday 1030-1730
Sunday 1000-1630
Admission: Adults £12.00 (for two days).
Features: *Abbey Street* (S), *Bankside*, *Boston Frodsham*, *Faringdon*, *Hawes*, *Kitedale*, *Market Bosworth*, *North Elmham*, *Obbekaer*, *Ravenscroft Sidings*, *Richmond*, *United Mills*, demonstrations, trade stands.
Website: www.scaleforum.org

Saturday 24 & Sunday 25 September
LYDNEY, Gloucestershire
Organiser: Forest of Dean MRC.
Venue: The Dean Academy, Lydney GL15 5DZ.
Open: Saturday 1100-1700
Sunday 1000-1600
Admission: Adults £5.00, children (5-16) £2.00, under 5s free.
Amenities: Ample parking, disabled access to all parts of the show, light refreshments.
Features: Over 20 layouts including *Arun Quay* (O), *Bicsdale* (OO), *Burford* (TT), *Crossley Scrap* (OO), *Andeer Line* (HOm), *Snake Bend* (N), *Hilton MOD* (OO), traders.
Email: lydneyshow@fodmrc.org.uk

Saturday 24 & Sunday 25 September
MATLOCK, Derbyshire
Organiser: The Loft Modellers.
Venue: St Giles Church, 116 Church Street, Matlock, Derbyshire DE4 3BZ.
Open: Saturday 1030-1600
Sunday 1100-1600
Admission: By donation.
Amenities: On-street parking, disabled access.
Features: Several members' layouts, mainly N gauge with some OO.
Contact: 07733 386194
Email: theloftgc30@gmail.com

Saturday 24 & Sunday 25 September
STAFFORD
Organiser: Stafford Railway Circle.
Venue: Bingley Hall, Stafford County Showground, Weston Road, Stafford ST16 0BD (three miles east of the town on the A518 in the direction of Uttoxeter).
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: Adults £12.00, accompanied under-16s free.
Amenities: Free parking, free bus service from Stafford station both days (see website), disabled access, catering.
Features: *5G* (N), *Antwerpse Viskade* (HO), *Baggies TMD* (OO), *Blackbrook Halt* (OO), *Box Road* (OO), *Bridge St Wharf* (009), *Brynllwyd* (0-16.5), *Canute Rd Quay* (OO), *Camel Quay* (OO), *Castlefinn* (OO/12mm), *Catsfield* (OO), *Christopher's Sidings*, *Copper Wort* (OO), *Corwenna* (OO), *Croft Mill* (O), *Dawlish Warren* (N), *Derwent Road* (09), *Dunsfold Road* (OO), *Euxton Junction* (OO), *Fenny Stratford* (OO), *Franklin Falls* (HO), *Gateway Eastern Industrial Park* (HO), *Hogsmead* (OO), *Hounslow Sidings* (OO), *Illie Town* (OO), *Winziges Industriegebiet* (HO), *James Street* (N), *Jennings Sidings* (O), *Karolina Falls* (On30), *Ladderedge* (0-16.5), *Longbury* (OO), *Longfield* (O), *Oulton TMD* (OO), *Passage Lane TMD* (OO), *Reevy Rd West* (OO), *Rensville* (HO), *Salverton* (N), *Slindon Vale* (0-16.5), *Southgate Park* (OO), *Stedham Mill* (3mm), *Sydney Gardens* (OO), *The Works* (N), *Tipton Sub-division* (N), *Waterfall Jct* (N), *Woodside Lane* (OO), *Yellow Ridge Uranium Mine* (Gn15), demonstrations, at least 53 traders.
Contact: Colin Hill 01785 211992
Email: chilli3757@gmail.com
Website: www.staffordrailwaycircle.org.uk/exhibition

Saturday 24 & Sunday 25 September
STICKNEY, Lincolnshire
Organiser: Boston Model Railway Society.
Venue: Stickney Village Hall, PE22 8BG (seven miles north of Boston on the A16).
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Adults £4.00, children £2.00, family (2+3 max) £10.00.
Amenities: Free parking, disabled access, light refreshments.
Features: Layouts including *North Colton* and *Bregenbach im Schwarzwald* (N), trade stands, raffle, tombola
Website: http://bostonmrs.50webs.org

Saturday 24 & Sunday 25 September
TUNBRIDGE WELLS, Kent
Organiser: Spa Valley Railway.
Venue: Tunbridge Wells West Station, Neville Terrace, Tunbridge Wells, Kent TN2 5QY.
Open: 1000-1700
Admission: Adults £15.00, seniors £14.00, children (2-15) £7.50, family £38.00 (includes unlimited all-day travel on the Spa Valley Railway). Exhibition only: Adults £10.00, seniors £9.00, children £5.00, family £25.00.
Amenities: Local parking, bus 281 from Tunbridge Wells station, disabled access, light refreshments.
Features: Layouts including *Beachlands* (N), *Badgers Mount* (OO), *Aberddu Yard* (OO), *Oaklands* (N), *Qu'evy* (N), *Payford Bridge* (OO), Lego Southern UK Railway Club layout (Lego gauge), *Popley Halt* (N), *St Paddy* (OO), *Kings Park* (N), *Titanic Exhibition & Ocean Dock circa 1912* (OO), *Blackshore/Coopers* (O), *Southwark Bridge* (N), *Highpeak* (OO), *Lyme Regis/Barry Scrapyard Mini Modules* (N), *Bembridge* (OO), *Santa's Holiday* (OO), *Much Whinging* (N), *Clackets Lane* (N), *Stoneycroft Junction* (OO), *Hallam Town* (2mm finescale), *Romsey and Halterworth* (Lego gauge), *TomsProps and Sodor* (Gauge 1), traders, access to shed.
Contact: 07507 182763
Email: richard.arding@spavalleyrailway.co.uk
Website: www.spavalleyrailway.co.uk

MEETINGS

Thursday 18 August – 1930
Marlow & District Railway Society
Tracks in the Mist – Part 2 by Colin Brading
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or Zoom.
Entry: Members free, non-members £3.00.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390

Friday 26 August – 2000
Gauge O Guild
Creating a layout or diorama based on a real place or event with Luton O Gauge Group
Venue: On Zoom.
Entry: Members free, non-members £2.00. Booking essential via www.gaugeoguild.com

Monday 29 August – 1930
Bubwith, Yorkshire
Railway group – new members welcome.
Venue: Bubwith Leisure Centre bar, Main St, Bubwith, Selby YO8 6LX.
Contact: steve.grantham1@btinternet.com

Thursday 1 September – 1930
RCTS
125 Group – The Inter-City 125 in Preservation by Gary Heelas
Venue: The Methodist Church Hall, Silver Street, Stony Stratford, Milton Keynes MK11 1BE.
Contact: Ronnie McAdam 0131 6697503

Friday 2 September – 1930
RCTS
The Rhymney Railway by Peter Fortune
Venue: St Teresa's Church Hall, 71 Gloucester Road North, Filton, Bristol BS34 7PL.
Contact: Ronnie McAdam 0131 6697503

Monday 12 September – 1930
Lincoln Railway Society
Statfold Barn - the ultimate heritage success story by Graham Lightfoot
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: Non-members £3.00.
Contact: 01522 698085 or email grahamlightfoot1948@gmail.com

Monday 12 September – 1915
RCTS
Heinekin Days – Part 1 by Andy Grimmett
Venue: Greenfinch Church Hall, Greenfinch Avenue, Ipswich IP2 0SQ.
Contact: Ronnie McAdam 0131 6697503

Tuesday 13 September – 1930
RCTS
By Midland to Cambridge by Robin Cullup
Venue: The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD.
Contact: rctscambridge@gmail.com

Tuesday 13 September
RCTS Merseyside, Chester & North Wales Branch
Cumbria Day Ranger
Contact: Alan Turton 01606 854227 Merseyside@rcts.org.uk

Tuesday 13 September – 1930
RCTS
Remembering the end of Southern Steam by Des Shepherd
Venue: Small Hall East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP.
Contact: Ronnie McAdam 0131 6697503

Tuesday 13 September – 1930
RCTS East Midlands Branch
The 10000 Locomotive Rebuild Project by Tony Ellershaw
Venue: Nottingham Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ.
Contact: David Coxon 0115 941 7353

Tuesday 13 September – 2000
The Enfield Transport Circle
Every Picture Tells a Story by John Baxter
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.
Entry: £4.00 donation.
Website: www.tetc.chessck.co.uk

Tuesday 13 September – 1930
Wells Railway Fraternity
Hugh Ballantyne's S&D photos by Richard Pelham
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Contact: Andrew Tucker 01749 830695

Thursday 15 September – 1930
Marlow & District Railway Society
The Railways of Sri Lanka by Simon Colbeck
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or Zoom.
Entry: Members free, non-members £3.00.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390

Thursday 15 September – 1900
RCTS
Flying Scotsman – The Locomotive 1923–2022 by Chris Nettleton
Venue: Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG.
Contact: Ronnie McAdam 0131 6697503

Thursday 15 September – 1930
RCTS
Far Away and Close to Home by John Holroyd
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.
Contact: Ronnie McAdam 0131 6697503

Thursday 15 September – 1915
RCTS
Subject and speaker TBA
Venue: Woking United Reform Church, White Rose Lane, Woking GU22 7HA.
Contact: Ronnie McAdam 0131 6697503

Monday 19 September – 1930
RCTS
Chester to Pwllheli by Dave Southern
Venue: The Town Crier, City Road/Station Road, Chester CH1 3AE (Opposite station).
Contact: Ronnie McAdam 0131 6697503

Monday 19 September – 1930
RCTS
By Diesel-Hydraulic around the Western Region by Joe Turner
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Contact: Ronnie McAdam 0131 6697503

Monday 19 September – 1930
RCTS
An Evening with Father's Slides by David Cross
Venue: Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8BL.
Contact: Ronnie McAdam 0131 6697503

Tuesday 20 September – 1400
RCTS
30850 Lord Nelson: its Restoration & Operation by Neil Kearns
Venue: Redhill Methodist Centre, Gloucester Road, Redhill RH1 1BP.
Contact: Ronnie McAdam 0131 6697503

Tuesday 20 September – 1930
RCTS
Wakefield to Leeds via Huddersfield, Barnsley and Castleford by Phil & Enid Vincent
Venue: The Black Beauty, Keddington Road, off Messingham Rd, Scunthorpe DN17 2QH.
Contact: Ronnie McAdam 0131 6697503

Monday 26 September – 1930
Bubwith, Yorkshire
Railway group – new members welcome.
Venue: Bubwith Leisure Centre bar, Main St, Bubwith, Selby YO8 6LX.
Contact: steve.grantham1@btinternet.com

Monday 26 September – 2000
Gauge O Guild
Using Templot Part 2 with Ian Allen
Venue: On Zoom.
Entry: Members free, non-members £2.00. Booking essential via www.gaugeoguild.com

Wednesday 28 September – 1915
RCTS
The Selsey Tramway by Joe Whicher
Venue: Bassil Shippam Centre, Tozer Way, St Pancras, Chichester, West Sussex PO19 7LG.
Contact: Ronnie McAdam 0131 6697503

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Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar)*. Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

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, keith@clwydmodels.co.uk*

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

PLATFORM FOUR MODEL RAILWAY CONTROLS. *www.platformfour.uk ckpr2@talktalk.net*

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 30 July Nottingham's first generation tramways. Published on 4 June Liverpool to Runcorn. Recently Published – Newmarket to Haughley and Laxfield. All albums £18.95 each + P&P 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@middletonpress.co.uk www.middletonpress.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 OTX.*

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.*

MODEL BUILDINGS, KIT BUILD SERVICE, METCALFE, KINGSWAY, SUPERQUICK - all built to a high standard, many repeat customers. Also exclusive laser cut roofing slate strips and shed kits. *Easy online ordering, www.classiccollectmodels.co.uk*

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 00 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 0-Scale also considered along with interesting items of railwayana. (Closed Mondays).*53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. *Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262. Email: mjhtoys@aol.com*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786.*
Email: sjmodels@tiscali.co.uk
Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: 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, 00 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 ORL. 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: claireaclarke@aol.com telephone: 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@uktoyautions.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 12th September 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 Easylive charges. *For further information please visit our website www.uktoyauctions.com. Phone 01270 652773, 07484 670385.*

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

O GAUGE FINE SCALE GW 27XX PANNIER TANK PROFESSIONALLY BUILT FROM CCW KIT ASSORTED WAGONS, all good quality. *Phone: 07745 390 389 or SAE for list R GARDNER, 203 Verity Crescent, Poole BH17 8UA.*

FREE – ALMOST COMPLETE SET OF RAILWAY MODELLERS FROM VOL 1 issue 1 to date (4 missing) most in cordex binders/slip ins vgc. Also MRJ's issue 0 to 160 In binders. Must be collected. *Rod Wilson, Ridge Cottage, Stantaway Hill. Torquay, TQ1 4ER. Email: wilsonrodney@sky.com Tel: 01803 326 081.*

25 BOUND VOLUMES – MODEL RAILWAY CONSTRUCTOR 1936 TO 1961 (EXCEPT 1945). *Offers to 07484 133 861 – buyer collects, West London. John Maccarrick.*

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. *Contact: 009 Society,1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com*

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07969 499 586.*

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. *Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.*

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274, mobile: 07767 356 890. Email: simonecull06@tiscali.co.uk*

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased.

Tel: 01302 481274, Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. *Tel: 01302 371623 Email: sophiecull99@gmail.com*

WANTED – OO GAUGE MODEL RAILWAY ITEMS AND COLLECTIONS. Yorkshire, Lincolnshire, Nottinghamshire areas. *Phone Peter on 07804 267 732.*

BOXED TIMPO TRAINS, WILD WEST AND WW2 BATTLE. Also 1960/70's loose, especially boxed plastic toy soldiers, cowboys, Knights, Romans, Britain's plastic garden folk. *Telephone: 0782 344 3474.*

OO L&Y IRONCLAD CIRCA 1958-60.
Telephone: 01323 842 227 Steve.

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.

August 2022

25 August (Thurs) 17.30pm to 21.30pm
WELLING, KENT CHARITY TOY AND TRAIN FAIR, Falconwood Community Centre, 32 Falconwood Parade, The Green, DA16 2PG. Adults £1.50, accompanied children free. In aid of the Association of Bexley Charites '78. Sponsor: CADE CONSTRUCTION: 020 8311 9020. *Organiser: ALAN BONE.*
Tel: 020 8310 5018.

September 2022

3 September (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.

3 September (Sat) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

3 September (Sat) 10am-1pm
NORWICH – The Willow Centre, 1-13 Willowcroft Way, Cringleford, Norwich, NR4 7JJ. Admission £2, under 16 free, good parking, disabled access and refreshments. JOHN'S TOY FAIRS.
Telephone: 07881 555 283.
Email: johnparsonage8@gmail.com

4 September (Sun) 9.45am-1.15pm
CHELMER VALLEY SCHOOL – CHELMSFORD (next to Broomfield Hospital), Court Rd, Broomfield. CM1 7ER. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

4 September (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

11 September (Sun) 10.30am-3pm
BOLTON STADIUM – MORE THAN 250 STALLS. The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

11 September (Sun) 10am-3pm
NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.
Tel: 01823 480 097.
Email: rayheard66@btinternet.com

11 September (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

11 September (Sun) 10.30am-2.30pm
ST IVES, One Leisure, Burgess Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU.
Adults £3, Seniors £2.50, First Child £2.00. Catering and Free Parking.
J & J Fairs.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com
jandjfairs@virginmedia.com

11 September (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

11 September (Sun) 10.30am-2.30pm
YEOVIL, SOMERSET (SWAPMEET). Yeovil Railway Centre, Yeovil Junction Station, BA22 9UU.
Tel: 01935 421 107.

13 September (Tues) 7pm-9pm (early entry 5pm £2)
BARNSLEY 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

13 September (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 07936 441 381 & 01380 725 322.

17 September (Sat) 10.30am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £1, free car parking, refreshments available. *Contact: PETER STANTON.*
Tel: 01773 279 407 or 07798 858 532.
Email: pstanton1000@gmail.com

17 September (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

18 September (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

18 September (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 jandjfairs@virginmedia.com

18 September (Sun) 10.30am-3pm
MEGA MALVERN – THREE COUNTIES SHOWGROUND WR13 6NW. 200 Stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641 www.bulldogfairs.com

18 September (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

20 September (Tues) 6.30pm-8.30pm
ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry.
stevedevizes@aol.com 07936 441 381

24 September (Sat) 9.45-1.15pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

25 September (Sun) 10am-2pm
EASTLEIGH TOYFAIR, Barton Pevril College SO50 5ZA. Hampshire's biggest Sunday Toyfair. Top quality local dealers from the South. Good mix of rail and diecast. Free parking. See you soon!
stevedevizes@aol.com Tel: 07936 441 381

25 September (Sun) 10am-2.30pm
HULME HALL, PORT SUNLIGHT CH62 5DH. Admission £3.
For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

25 September (Sun) 10.30am-2pm
KIDDERMINSTER - NEW EVENT Kidderminster Harriers Social and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

25 September (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

25 September (Sun) 9.45am-1.15pm
WORTHING – NEW EVENT – DURRINGTON HIGH SCHOOL. The Boylevard, Worthing BN13 1JX. Car parking for 350 cars. *SRP TOYFAIRS.*
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

27 September (Tues) from 6pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.
Tel: 01282 439 009.

October 2022

8 October (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS.
Tel: 01522 880 383 Email: jandjfairs@virginmedia.com
www.j-jwebbtoyfairs.com

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for November 2022 issue is 22nd August.
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.
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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.

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info@whiterosemodelworks.co.uk



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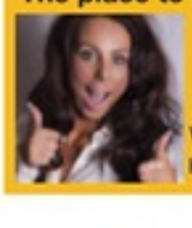
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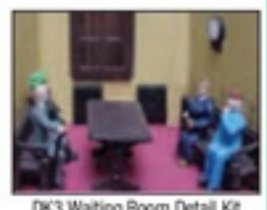
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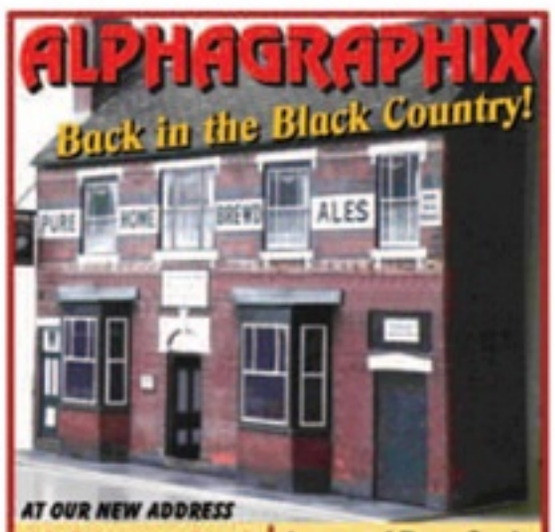
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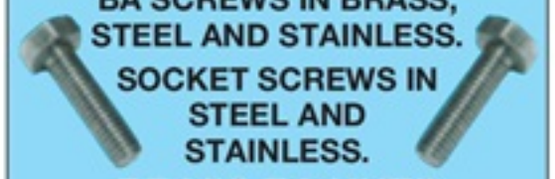
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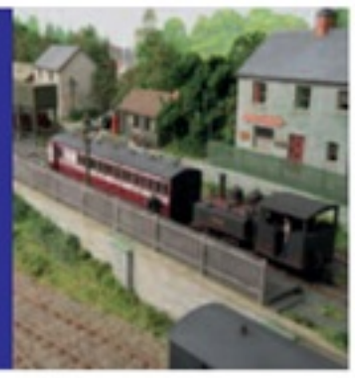
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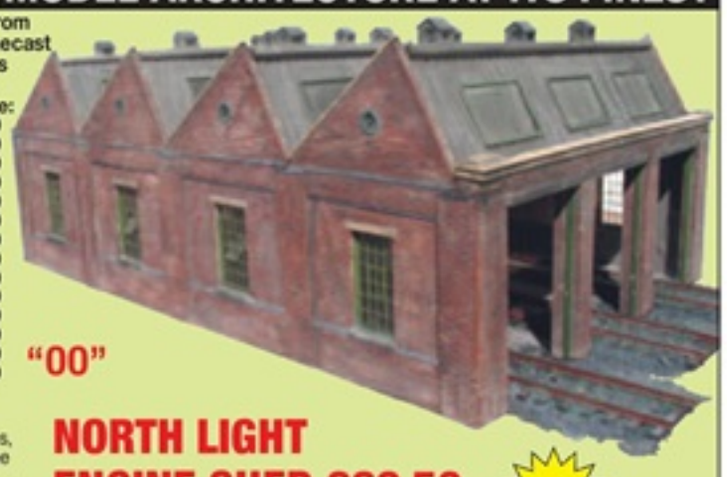
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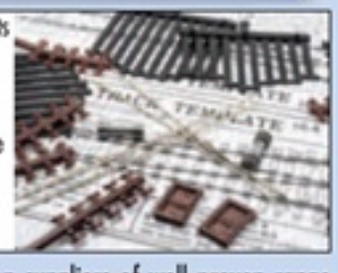
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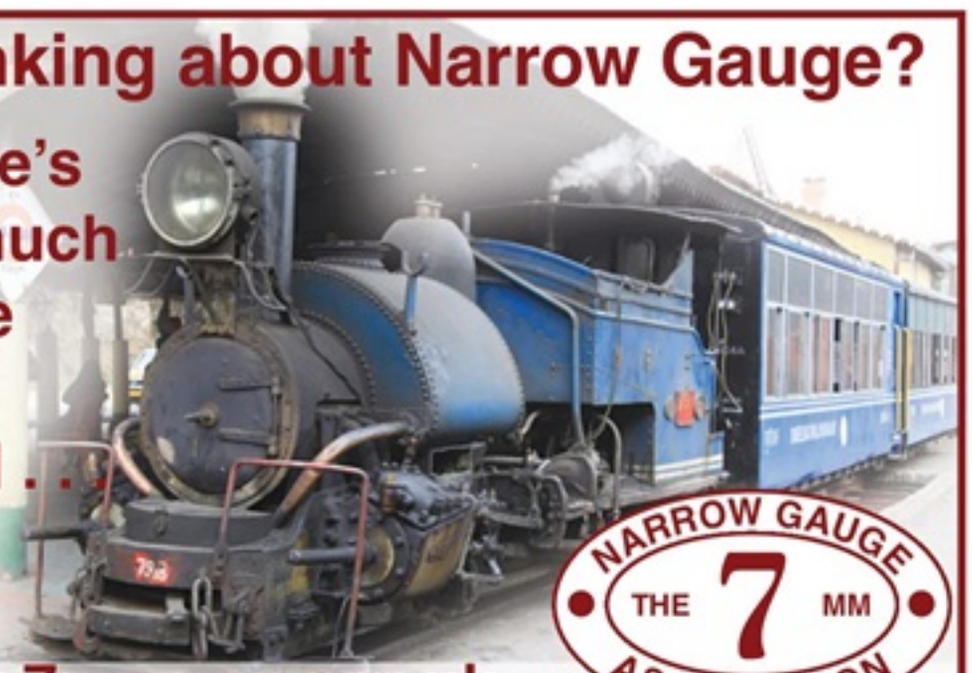
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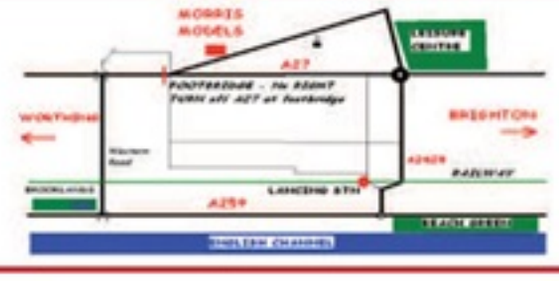
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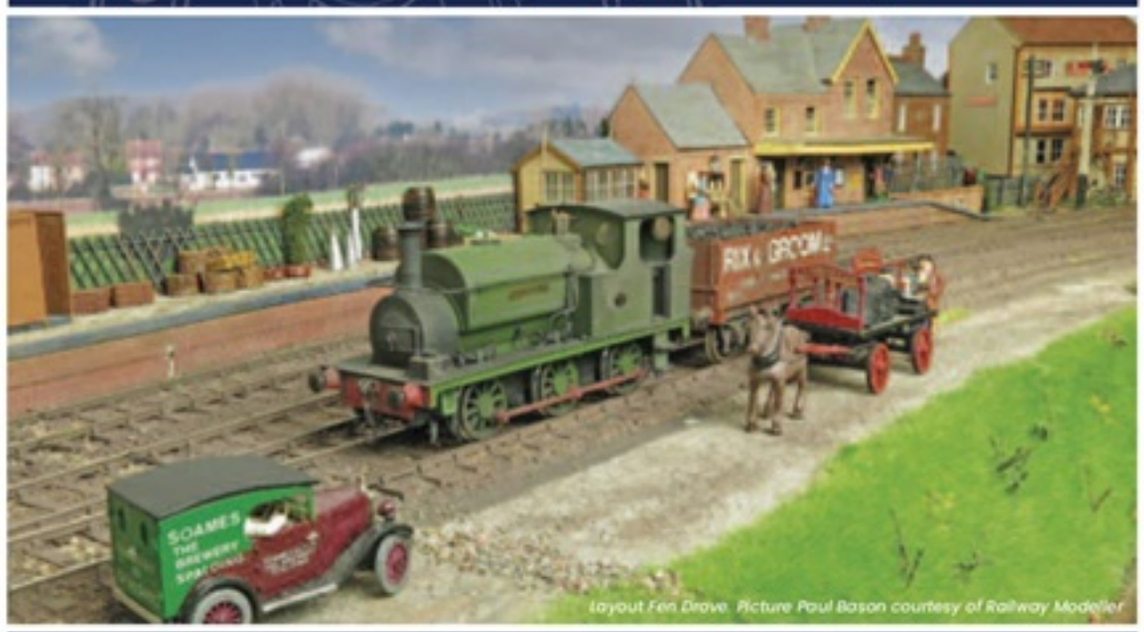
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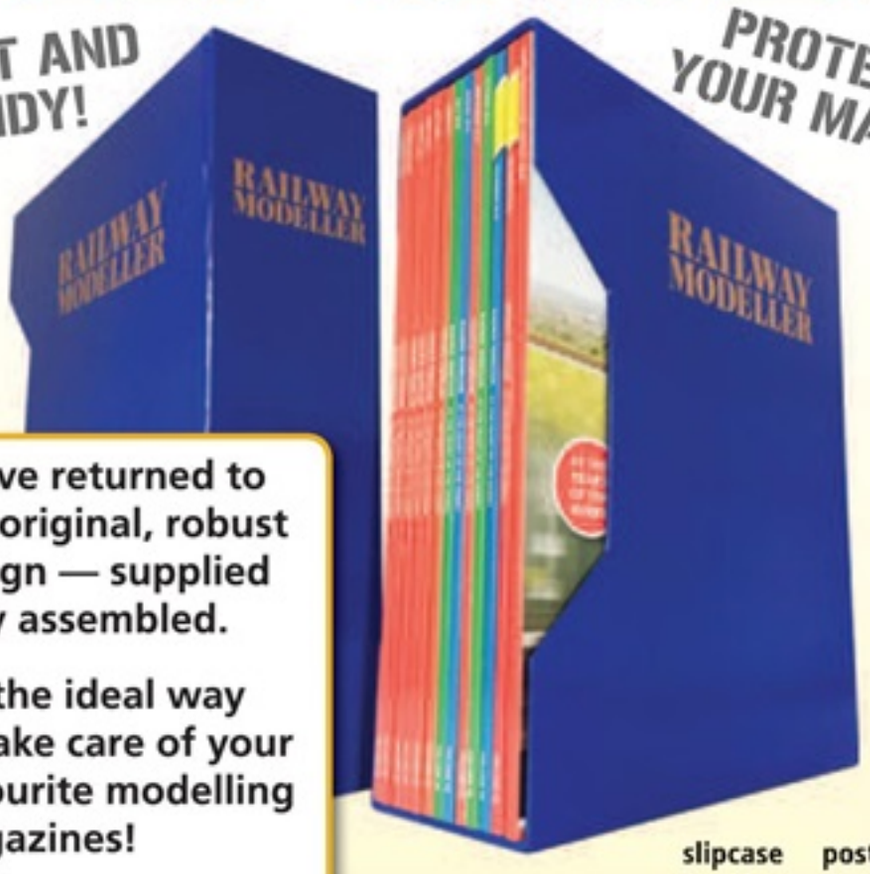
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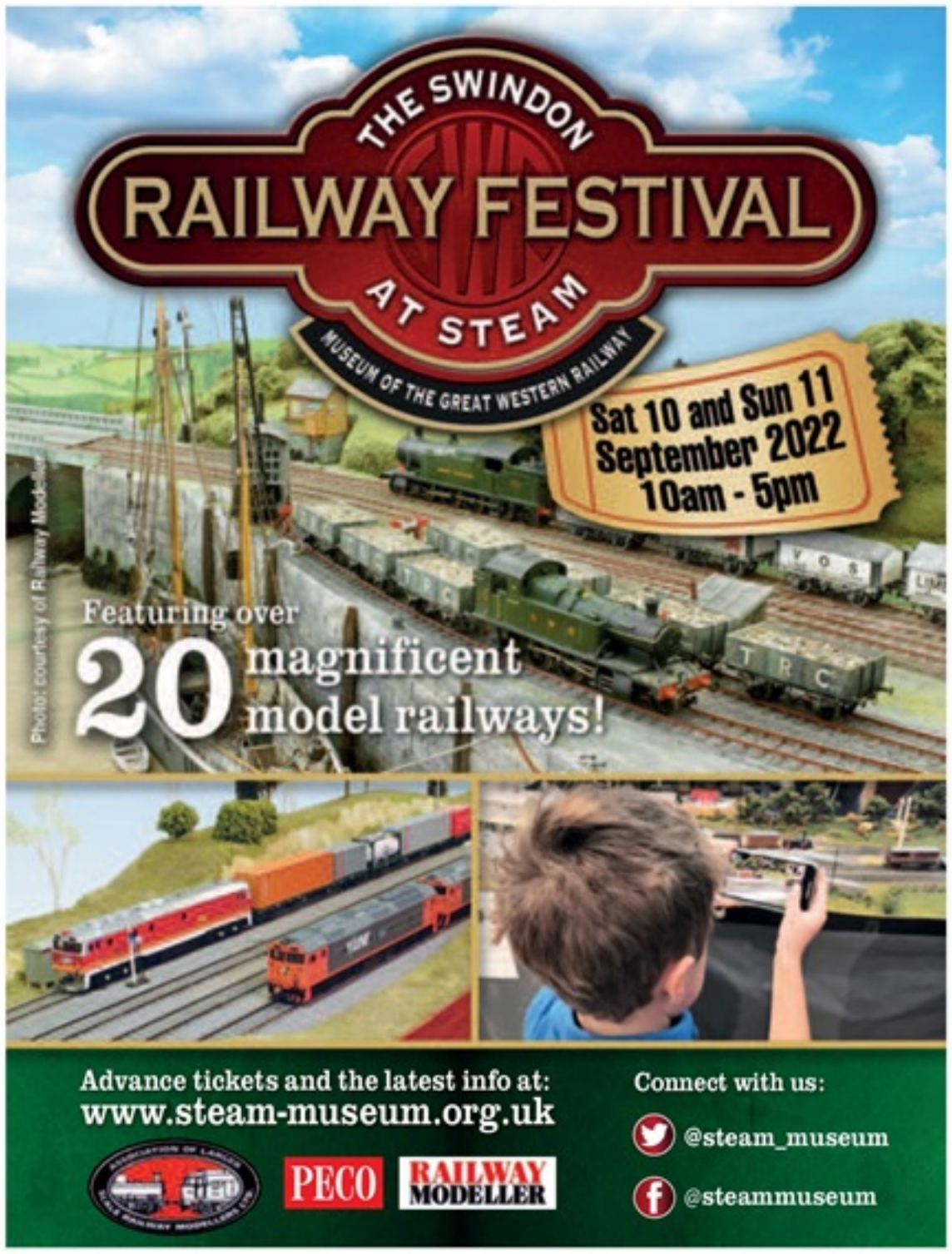
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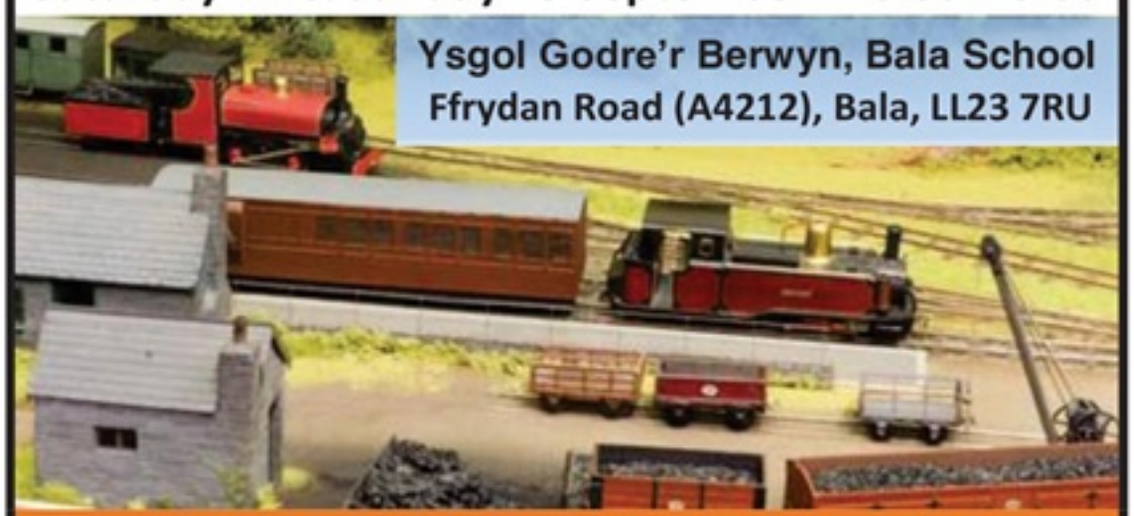
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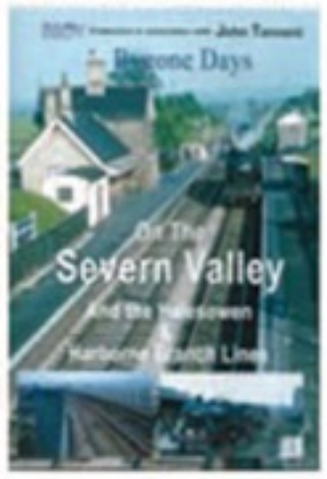
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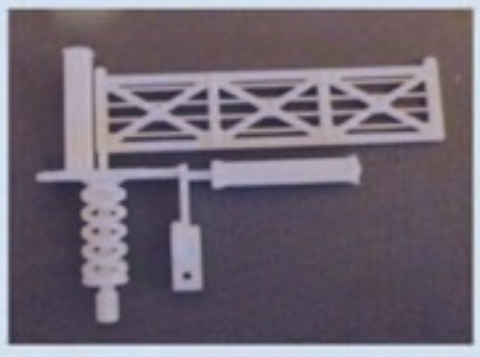
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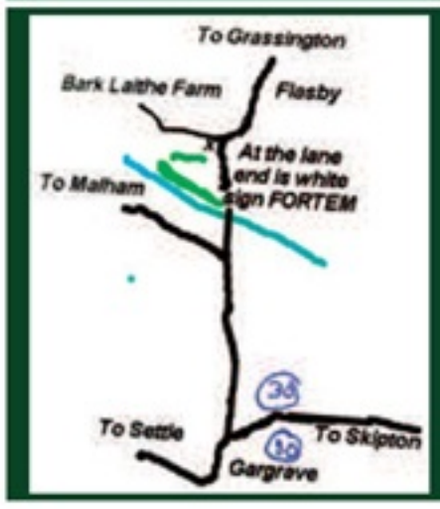
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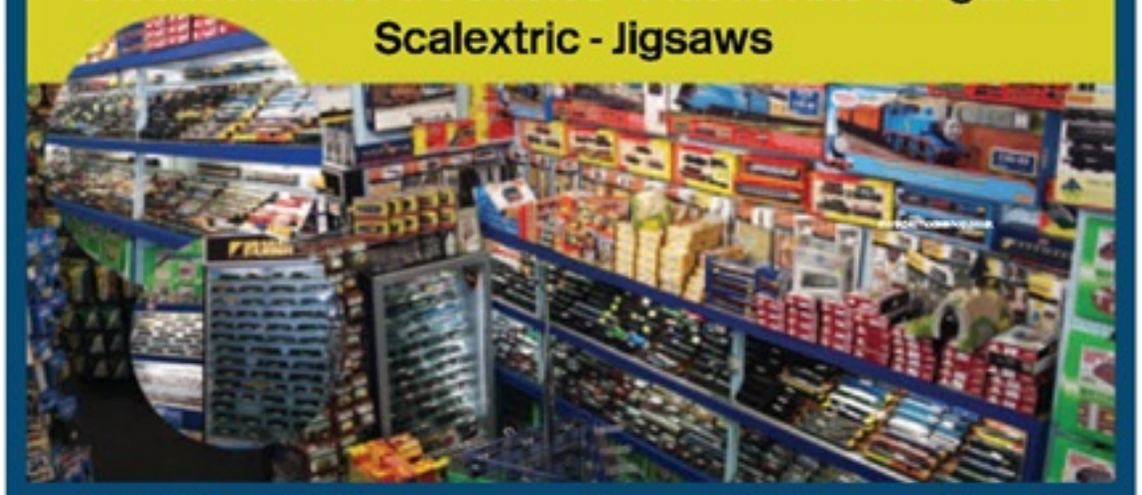


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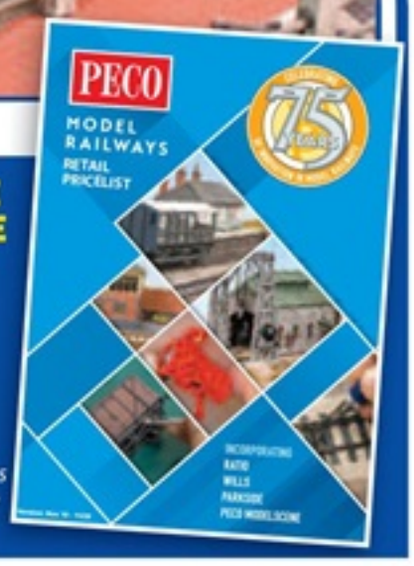
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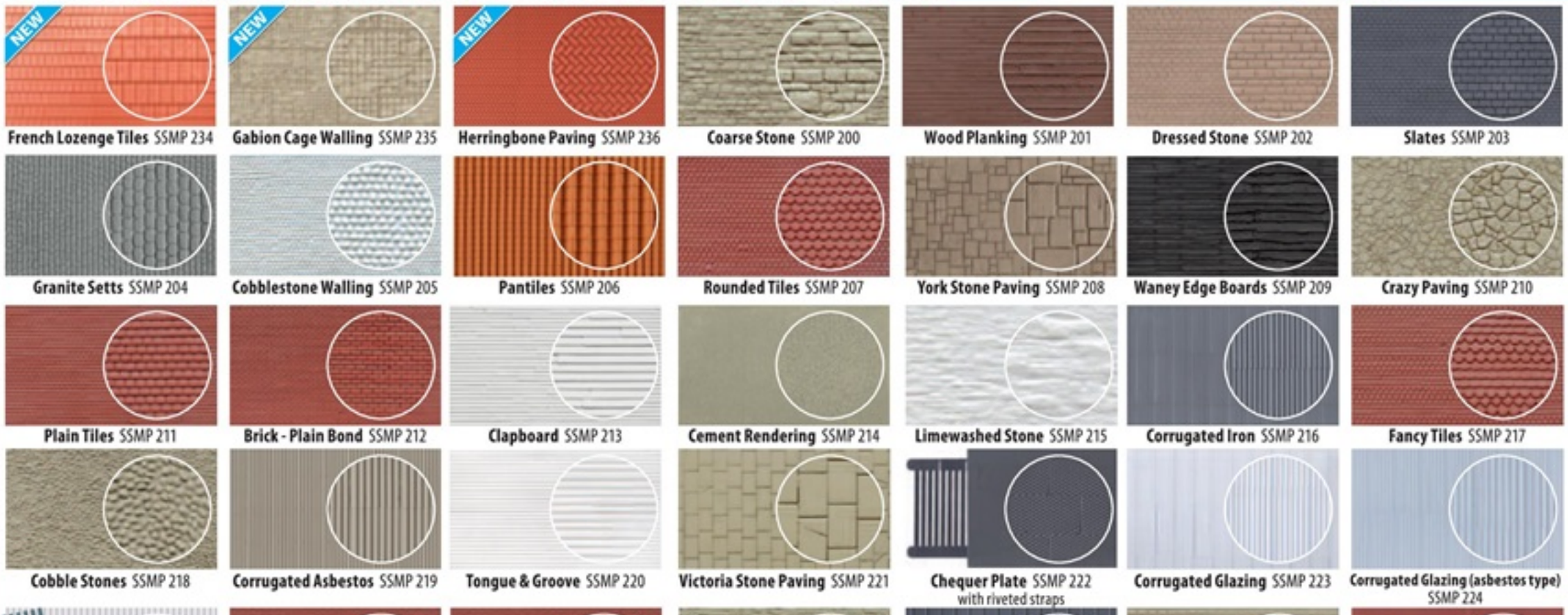
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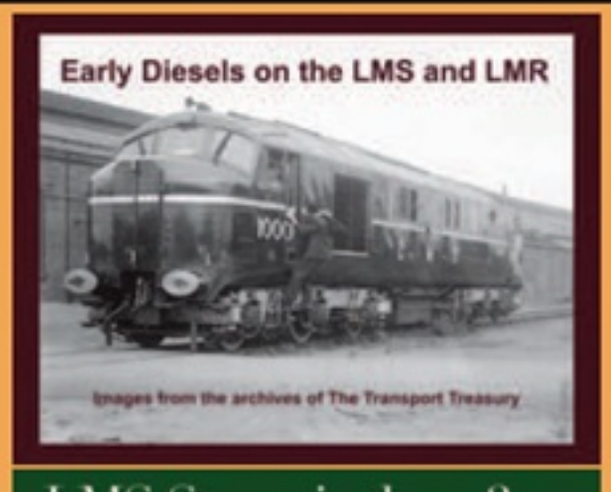
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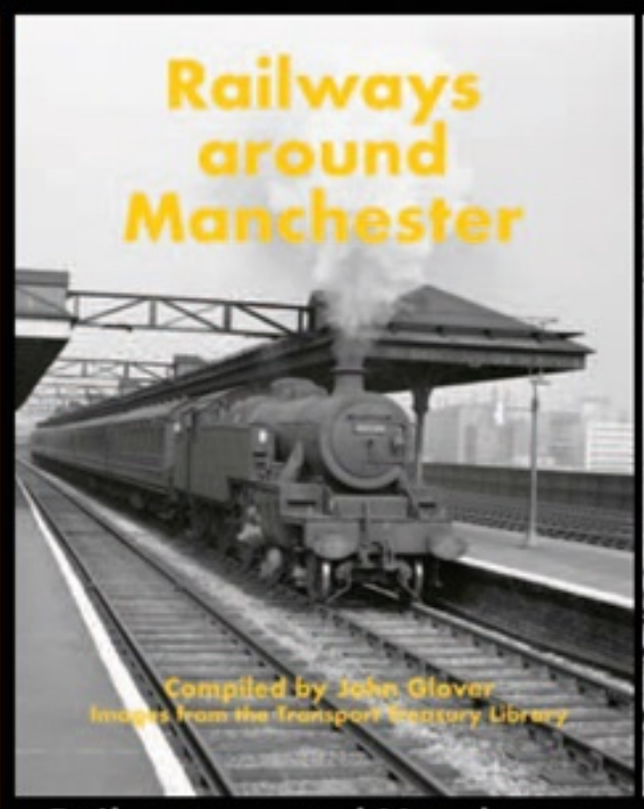


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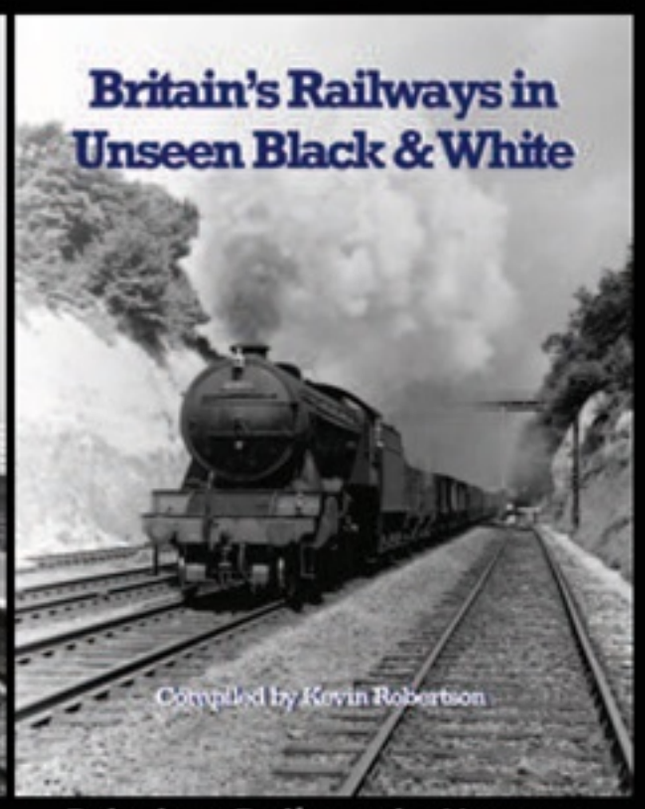
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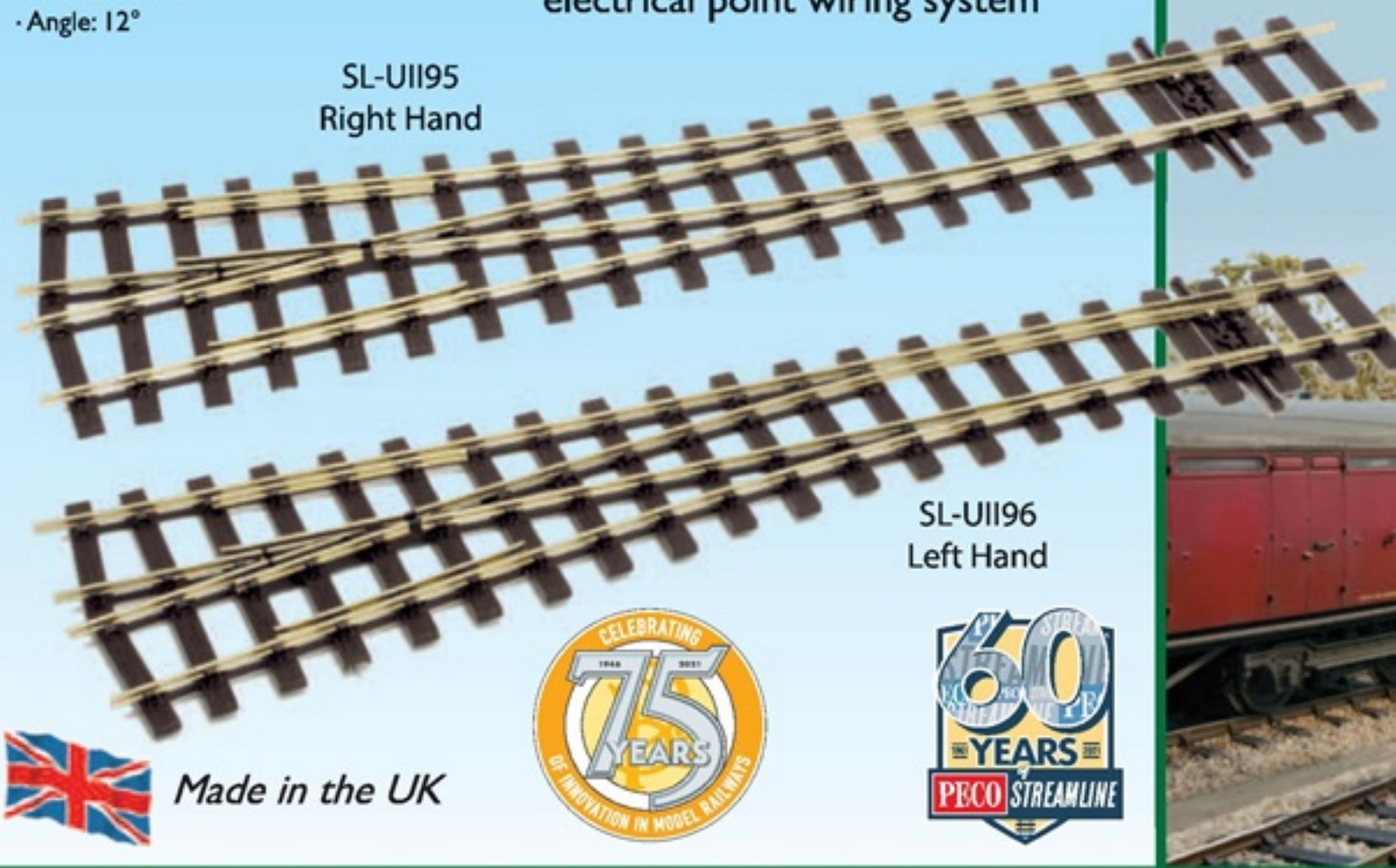
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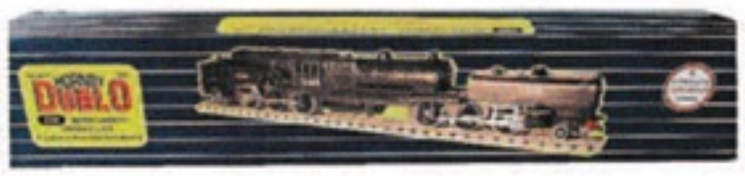
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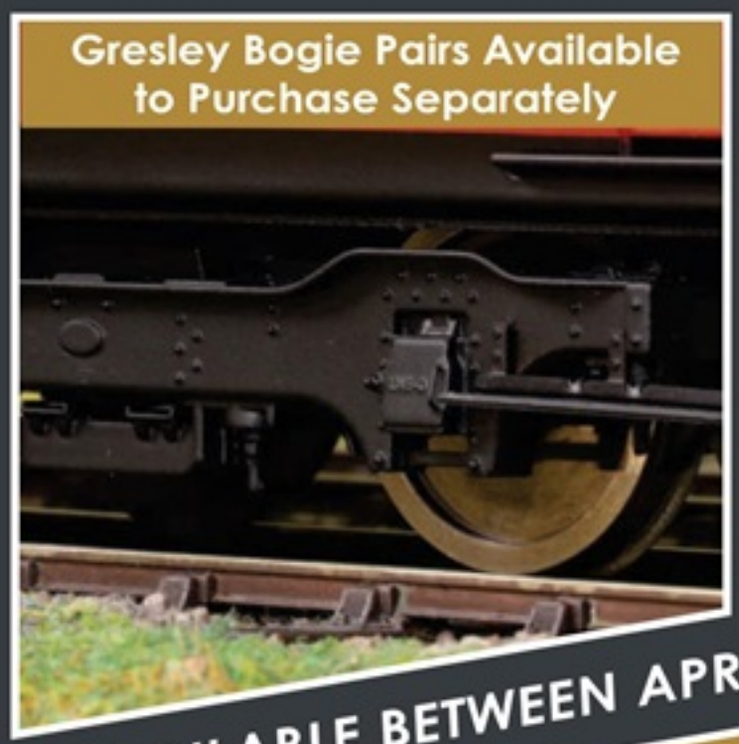


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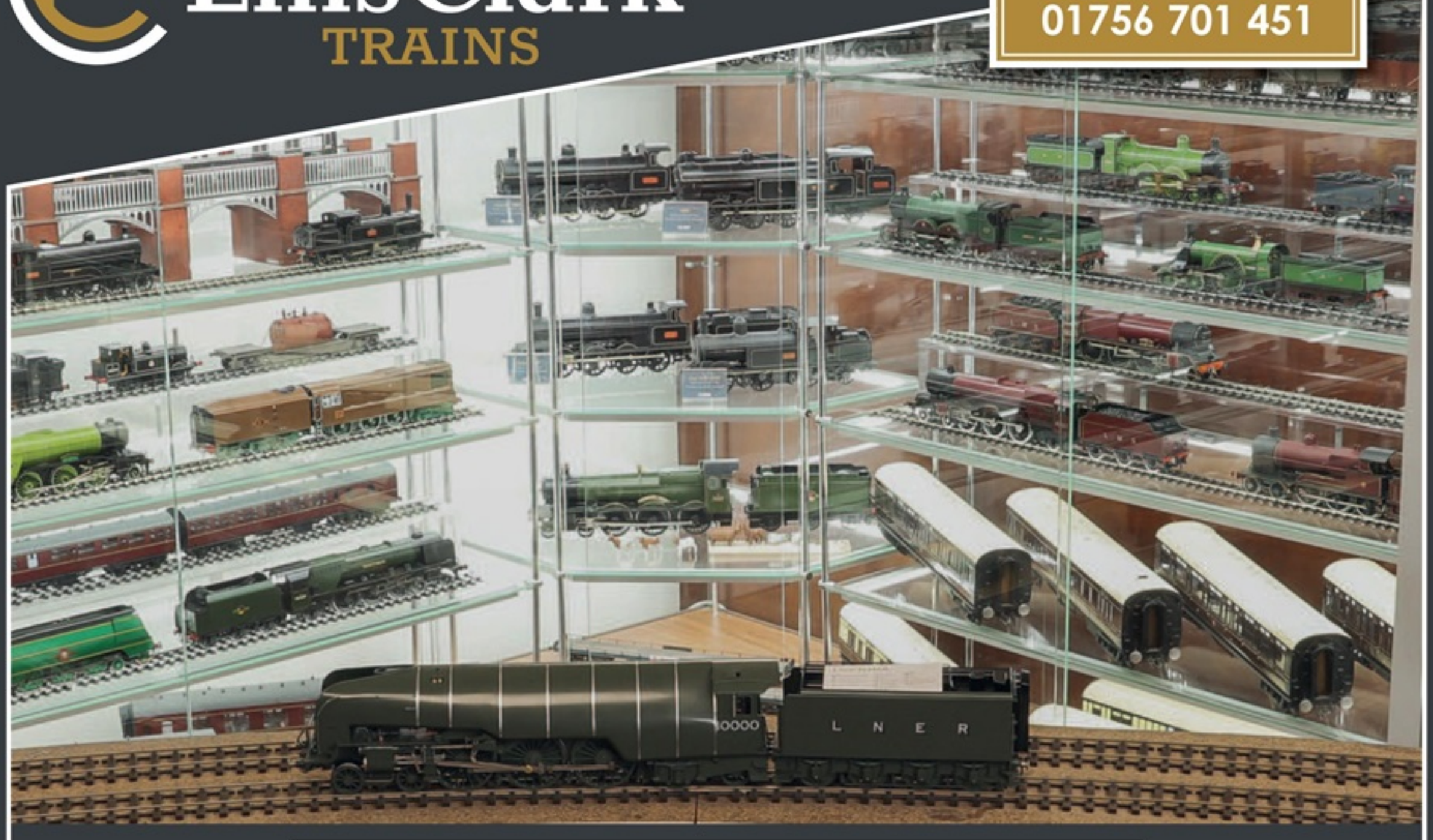
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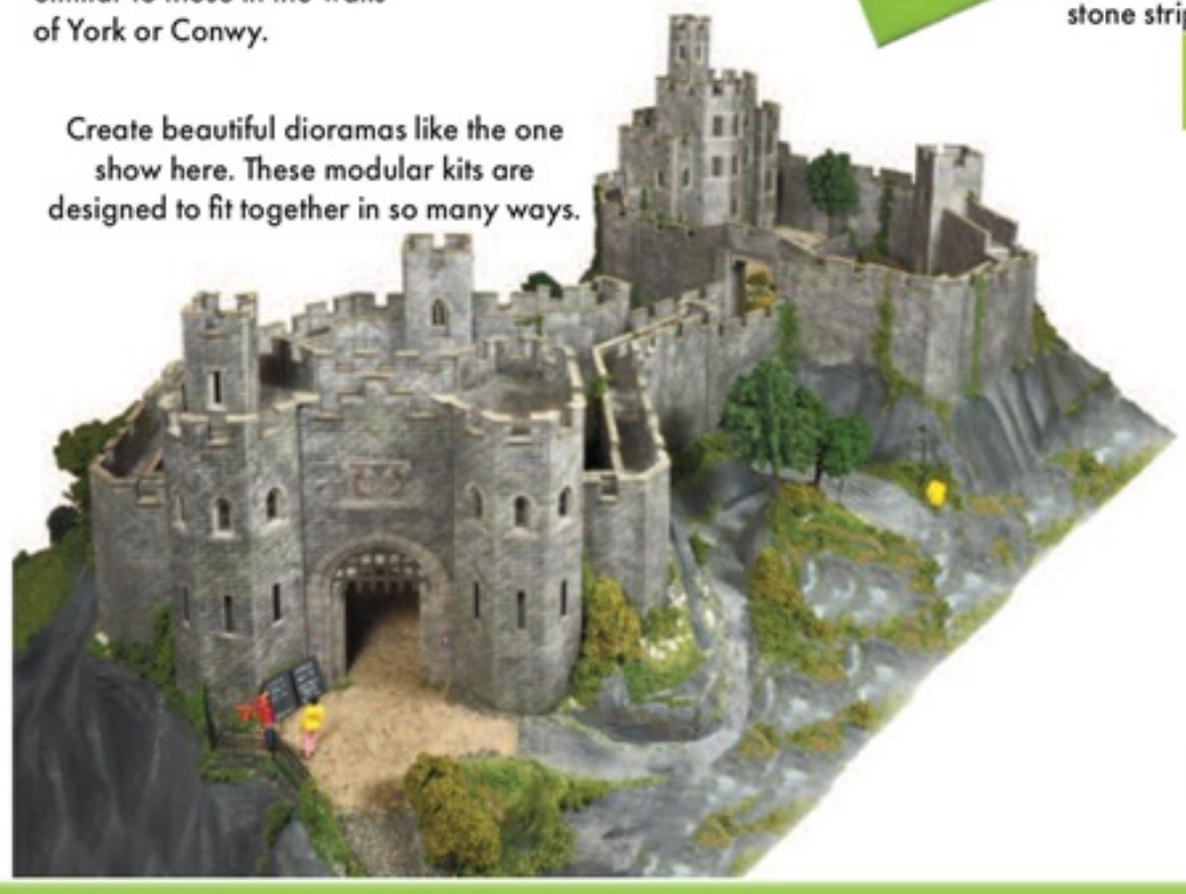


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