

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

OCTOBER 2022 £5.30

AT THE HEART OF THE HOBBY

VOLUME 73 No 864

RAILWAY MODELLER

Barton Road

Diesel days around
Bristol in N gauge

**Making a
start in N**

Part 1 of a
new step-by-step
layout project

**Penrith in
the 21st century**

A modern take on this
Cumbrian main line station

**A Fowler 2P pilot
for the S&D**

Breathing new life into a
venerable OO model

Garrigill

A Stockton & Darlington
might-have-been in P4

Reviewed inside ...

Brand new Collett Manor in OO
New hoppers from Accurascale in OO
Bachmann SECR 'dance hall' brake in OO

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RAILWAY MODELLER

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684 **Barton Road**

Railway of the Month

Memories of journeys to the West Country provided the inspiration for Benn Pollard to create this pre-TOPS era urban scene in an unorthodox T-shape footprint.

692 **Making a start in N**

Chris Ford presents the first in a short series of articles showing how a simple N gauge layout can be built in a total space of 7' x 1'. He begins this month by building the baseboards and laying the track.

696 **Garrigill**

Inspired by the late Mike Sharman's early railway modelling, Bob Hetherington built this depiction of a might-have-been Stockton & Darlington Railway junction absorbed by the North Eastern Railway.

701 **LMS Class 2P 4-4-0**

Scale Drawings

Toby Jennings describes these characterful Midland Railway-derived four-coupled tender locomotives, with accompanying 4mm drawings by the late Ian Beattie.

704 **Broadwindsor**

West Dorset provided the geographical setting for this joint Western and Southern Region layout created by Richard Maby in OO gauge.

708 **The 'Bonnyface' local**

Ian Nuttall describes one of the local passenger trains that runs on his 4mm Settle & Carlisle layout, this formation depicting a regular Hellifield-Hawes service.

712 **A 15" gauge estate railway**

Toby Hollins-Jones built this 7mm scale, 9mm gauge estate railway after gaining inspiration from a Dorset tourist attraction.

716 **21st Century Penrith**

Plan of the Month

Steve Flint considers this West Coast Main Line station in Cumbria as the setting for an N gauge layout project depicting the post-Privatisation era.

718 **Buildings for Calstock Riverside**

Last month Chris Peacock set the scene for his latest project in O-16.5 depicting the East Cornwall Mineral Railway. This time he explains how he got to grips with the construction of the layout, starting, somewhat unconventionally, by making the buildings first.

722 **Modelling viaducts in Gauge 1**

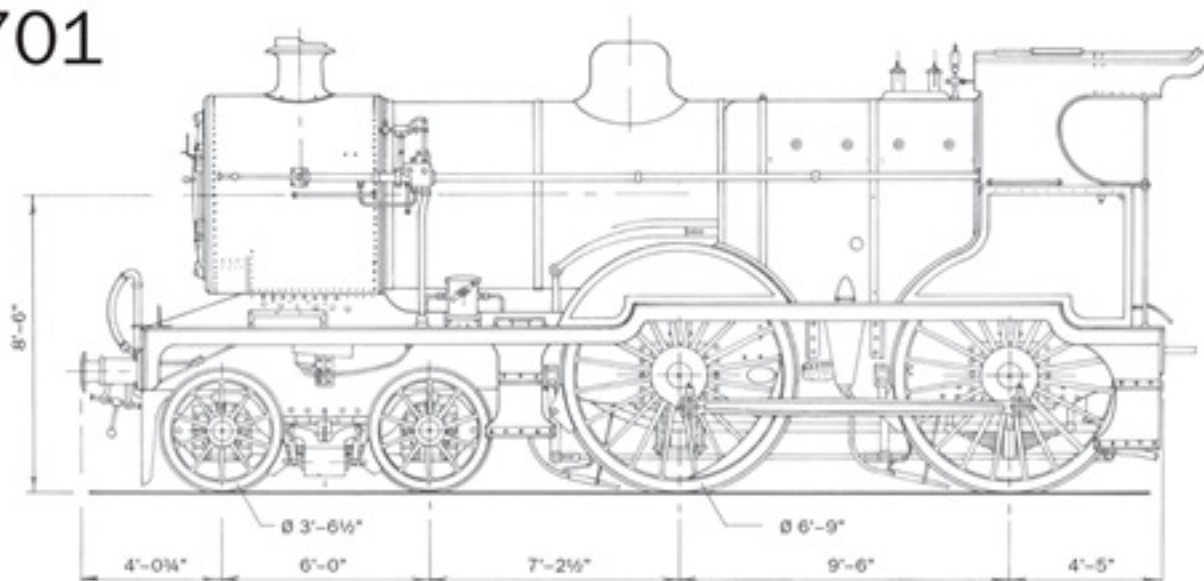
John Boyson describes the methods he used to engineer viaducts in 10mm:1ft scale that would be suitable for use on outdoor systems.





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RAILWAY MODELLING *Explored*

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

733 **A start in the hobby**

The gift of a train set led Terry Allen to develop a fulfilling and absorbing interest in railway modelling, the result of which is this intensive OO gauge system. Here he describes how he overcame some of the challenges he faced as a newcomer to the hobby.

736 **New life for an old model**

To complement this month's Scale Drawings feature, Callum Willcox describes how he revitalised a venerable ready-to-run Fowler 2P 4-4-0 in OO. The finished model is destined to perform pilot duties on the author's S&D layout.



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WHAT'S ON THE COVER



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Cover photography: Steve Flint

726 **Talking Points**

Faced with eviction from their clubrooms and a loss of income from exhibitions, the members of Bodmin & District Model Railway Club pursued some innovative fundraising channels to secure the organisation's future.

728 **Kenningham**

Dick Yeo takes us for a tour around his recently completed 'retirement' layout, set in former Great Eastern Railway territory and modelled in 4mm scale.

739 **Comment**

Opinions and observations across the field of railway modelling. This month, Richard Bardsley extols the virtues of building N gauge wagon kits in bulk.

740 **Readers' Letters**

742 **New Product Reviews**

Heading the reviews this month is the brand new Collett Manor 4-6-0 for OO from Dapol; samples of the latest OO gauge hopper releases from Accurascale including HCAs and CDAs; the just-announced SE&CR 'dance hall' brake van from Bachmann in OO; shed figures from Modelu; new accessories for OO and N from Osborn's Models; GWR large Prairie engine crew figures from Masterpiece Models; multiple unit destination boards from Pacific Models; and new statues for OO and N from Harburn Hamlet.

748 **News**

The revealing of new-tooling Class 90 electric locomotives for N gauge is the headline act in the latest set of new model announcements by Bachmann Europe Plc. Also in the news pages this month; new models are planned by Rapido Trains UK in the form of a Class 04 diesel shunter for OO and a J70 tram loco in O, together with fictitious liveries for the manufacturer's forthcoming Hawksworth '1500' 0-6-0PT and Highland Railway Jones Goods, both in OO; Ellis Clark Trains announces new engineering wagons for release in O gauge; a diesel locomotive is rededicated by a special guest at Pecorama; there are details of a major exhibition being staged by the Gauge 1 Model Railway Association to celebrate its 75th anniversary; and much more.

754 **Societies & Clubs**

Your comprehensive guide to model railway exhibitions and society meetings that are scheduled to take place in the coming weeks and months.

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SEE PAGE 68a FOR DETAILS

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Selection Of The Latest Releases And Items Due To Arrive Soon

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



OO Gauge Class 47s Due September/October



35-412 - Class 47/7 47712 'Lady Diana Spencer' BR ScotRail.....£203.96

35-412SF - Class 47/7 47712 'Lady Diana Spencer' BR ScotRail DCC Sound Fitted.....£288.96



35-414 - Class 47/4 47435 BR Blue.....£203.96

35-414SF - Class 47/4 47435 BR Blue DCC Sound Fitted.....£288.96



35-415 - Class 47/7 47711 'Greyfriars Bobby' BR Blue Large Logo.....£203.96

35-415SF - Class 47/7 47711 'Greyfriars Bobby' BR Blue Large Logo DCC Sound Fitted.....£288.96



35-421 - Class 47/4 47526 BR Blue Large Logo Weathered.....£216.70

35-421SF - Class 47/4 47526 BR Blue Large Logo Weathered DCC Sound Fitted.....£301.71



35-430 - Class 47/3 47376 'Freightliner 1995' Freightliner Grey Weathered.....£216.71

35-430SF - Class 47/3 47376 'Freightliner 1995' Freightliner Grey Weathered DCC Sound Fitted.....£301.71



35-432 - Class 47/7 47790 'Galloway Princess' DRS Compass.....£203.96

35-432SF - Class 47/7 47790 'Galloway Princess' DRS Compass Original DCC Sound Fitted.....£288.96

OO Gauge Class 37s Due September/October



35-301 - Class 37/0 37034 BR Blue Split Headcode.....£208.21

35-301SF - Class 37/0 37034 BR Blue Split Headcode DCC Sound Fitted.....£293.21

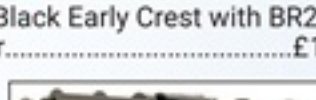
35-301SFX - Class 37/0 37034 BR Blue Split Headcode DCC Sound Fitted Deluxe.....£318.71

Other versions of the newly tooled class 37s are due for release throughout November and December. See our website for more information

OO Gauge BR Standard 4 2-6-0 Due August/September



32-954A - BR Standard 4MT 76084 BR Lined Black Early Crest with BR2A Tender.....£169.96



32-956 - BR Standard 4MT 76066 BR Black Late Crest with BR1B Tender Weathered.....£182.71



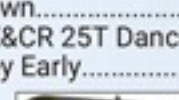
OO Gauge SECR Dance Hall Brake Vans Due September/October



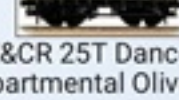
38-915 - SE&CR 25T Dance Hall Brake Van SE&CR Grey.....£42.46

38-916 - SE&CR 25T Dance Hall Brake Van SR Brown.....£42.46

38-917 - SE&CR 25T Dance Hall Brake Van BR Grey Early.....£42.46



38-918 - SE&CR 25T Dance Hall Brake Van BR Departmental Olive Green.....£42.46



N Gauge Class 60s Due September/October



371-351A - Class 60 60044 'Ailsa Craig' Mainline Freight.....£135.96



371-358A - Class 60 60096 Colas Rail Freight.....£135.96



371-359 - Class 60 60100 'Midland Railway - Butterley' DB Cargo.....£135.96



371-361 - Class 60 60040 'The Territorial Army Centenary' DB Schenker/Army Red.....£135.96

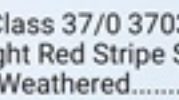
N Gauge Class 37s Due September



371-472 - Class 37/0 Centre Headcode 37242 Mainline Freight Weathered.....£140.21



371-474 - Class 37/0 37032 'Mirage' BR Railfreight Red Stripe Split Headcode Weathered.....£140.21



OO Gauge Class 59s Due September



4D-005-000 - Class 59 59005 'Kenneth J Painter' Foster Yeoman.....£136.35



4D-005-001 - Class 59 59103 'Village of Mells' ARC.....£136.35



4D-005-002 - Class 59 59206 'John F Yeoman' Diesel DB Schenker.....£135.35



4D-005-003 - Class 59 59204 National Power.....£135.35



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45100 - Class 45 Peak D31 BR Plain Green.....£143.65

45101 - Class 45 Peak D57 BR Green Small Yellow Panels.....£143.65



45104 - Class 45 Peak 64 'Coldstream Guardsman' BR Blue.....£143.65

45300 - Class 45 Peak 45003 BR Blue Sealed Marker Lights.....£143.65



45304 - Class 45 Peak 45033 'Sirius' BR Blue Tinsley Depot Weathered.....£152.15



45402 - Class 45 Peak 45133 BR Blue Sealed Marker Lights.....£143.65



45501 - Class 45 Peak 45106 BR Green Full Yellow Ends and Headlight Tinsley Repaint.....£143.65



45502 - Class 45 Peak 45118 BR Blue Cantrail Stripe and Headlight.....£143.65

OO Gauge Class 14s Due September

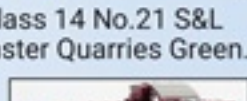


1412 - Class 14 D9505 BR Green Wasp Stripes.....£152.15

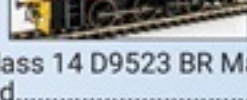
1413 - Class 14 D9545 BR Green Wasp Stripes Weathered.....£160.65



1414 - Class 14 No.21 S&L Buckminster Quarries Green.....£152.15



1415 - Class 14 D9523 BR Maroon As Preserved.....£152.15



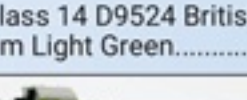
1416 - Class 14 D9530 NCB (South Wales) Blue.....£152.15



1417 - Class 14 D9524 British Petroleum Light Green.....£152.15



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RATIO

N Gauge Kits

202 - Cattle Dock.....£18.55	203 - Engine Shed.....£16.00	204 - Station Building.....£23.90	205 - Station Building Canopy Only.....£4.80	206 - Locomotion Serving Depot.....£18.55	207 - GWR Station Train Shed.....£18.55	208 - Apex Platform Canopy.....£9.80	209 - Platforms (9' Long x 1 1/2" wide).....£5.10	210 - Platform Ramps (2 per pack).....£5.10	211 - Telegraph Poles (10 per pack).....£4.60	212 - Water Crane & Fire Devil.....£9.35	213 - Station/Street Lamps (4 per pack).....£5.65	214 - Yard Crane.....£5.65	215 - Square Water Tower.....£9.90	216 - Lineside Fencing, White.....£4.80	217 - Lineside Fencing, Wood Brown.....£4.80	218 - Signal Laddering (etched brass).....£5.10	219 - Concrete fencing, Gates.....£4.80	220 - Stone Goods shed.....£16.00	221 - Pallets, Sacks, Barrels.....£4.60	222 - Concrete Footbridge.....£9.90	223 - GWR Wooden Signal Box (inc. interior).....£16.00	224 - Signal Box Interior Etched Brass.....£6.55	225 - Flat Roof Platform Canopy With Valancing.....£9.90	226 - Pump House/Boiler House.....£15.50	227 - Weighbridge hut.....£7.60	228 - Oil Depot.....£8.35	229 - Coal Depot.....£8.10	230 - Round Water Tower.....£8.25	231 - Carriage Shed.....£16.00	232 - coal/Builders Merchant.....£16.00	233 - loading Gauge.....£5.05	234 - Level crossing with Gates.....£9.90	235 - level Crossing with Barriers.....£9.90	236 - Midland Signal Box (no interior).....£16.00	237 - 2 Lineside Huts (1 brick, 1 wood).....£7.75	238 - 2 Concrete Huts.....£7.65	239 - Retaining Wall (350mm long).....£10.80	240 - Steel Truss Bridge, with Stone Piers.....£18.05	241 - Steel Truss Span, with Steel Trestle.....£16.85	242 - 2 Steel Trestles.....£10.55	243 - GWR Station Fencing, White.....£5.90	244 - GWR Trackside Fencing, White, Straights.....£5.90	245 - GWR Spear Fencing, Black, Straights.....£5.90	246 - GWR Spear Fencing, Black.....£5.90	247 - Coaling Tower.....£24.85	248 - Modular Covered Footbridge.....£22.05	250 - Remote Control for Signals.....£4.25	251 - Three Arch Viaduct.....£24.60	252 - Extra Arch & Pier.....£10.55	253 - River/Canal Bridge.....£10.55	254 - Two Stone Piers.....£12.20	255 - Water Trough.....£8.80	256 - Large Water Tower.....£15.90	257 - Relay Boxes.....£7.40	258 - Concrete Trunking.....£5.95	259 - War Time ARP Signal Box Kit.....£14.05	260 - Home or Distant (Lower Quadrant).....£4.00	262 - Junction or Bracket, Home or Distant.....£6.40	270 - Home or Distant (Upper Quadrant).....£3.95	271 - pratt Truss Gantry.....£4.20	300 - Gutters & Drainpipes.....£5.10	301 - Brick Walling.....£5.10	302 - Coarse Stone.....£5.10	303 - Paving Slabs/Crazy Paving.....£5.10	304 - Wood Planking.....£5.10	305 - Slate Roofing.....£5.10	306 - Tile Roofing.....£5.10	307 - Chimneys.....£5.10	308 - Flagstones.....£5.10	309 - Industrial Windows.....£5.10	310 - Domestic Windows.....£5.10	311 - Doors.....£5.10	312 - Corrugated Sheet.....£5.10	313 - Roughcast Walling.....£5.10	314 - Industrial Chimneys & Fittings.....£5.10	315 - Oil Tanks.....£5.10	316 - Coal Stalks.....£5.10	317 - Corrugated Roof.....£3.95
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RATIO

OO Gauge Kits

411 - GWR/LMS Joint Gauge.....£4.70	412 - SR Loading Gauge.....£5.90	413 - Water Crane & Fire Devil.....£10.50	419 - Concrete Fence Posts, gates, Signs etc.....£6.55	420 - GWR Station Fencing, White, (inc. gates & ramps).....£5.10	421 - GWR Station Fencing, White (straight only).....£4.80	422 - GWR Station Fencing, Black (straight only).....£4.80	423 - GWR Lineside Fencing (36 posts with wire).....£4.80	424 - Lineside fencing, White (4 bar).....£4.80	425 - Lineside Fencing, Black (4 bar).....£4.80	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	437 - Wooden Fencing.....£5.90	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.....£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 Lattice 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
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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	512 - Skylights.....£4.25	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	532 - Coal Depot.....£11.25	533 - Coal Stalks.....£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 War Time 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
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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	SS22 - Lamp Huts with Oil Drums (2).....£6.25	SS23 - Bicycle shed & Bicycles.....£5.55	SS24 - Conservatory, garden Seat & Water Butt.....£5.55	SS25 - Station Halt Complete with Fencing & Signs.....£5.55	SS26 - Victorian Cast Iron Type Bridge.....£5.55	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 Boarding Fencing inc. Gates.....£5.55	SS42 - Windows & Doors.....£6.25	SS43 - Concrete Fencing 4 Types.....£6.25	SS44 - Larch Lap Fencing with Gates.....£5.55	SS45 - Rustic & picket Fencing.....£6.25	SS46 - Buildings pack A Chimneys, Drainpipes, Sills etc.....£6.25	SS47 - Bow Plate Girder Bridge.....£9.35	SS48 - Timber Signal Box.....£15.75	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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WILLS-KITS

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
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WILLS-KITS

OO Gauge Builders Sheets

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

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 Paviments.....£4.20	SSMP234 - French Lozenge Style Tiles.....£4.20	SSMP235 - Gabion Cage Walling.....£4.20	SSMP236 - Herringbone Block Paviments.....£4.20
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Forthcoming Releases

Your Guide to New Tooling Projects In Production
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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: 2023
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet


LBSCR Class E1 0-6-0T
Stage: Render Due: 2023
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 £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 45 Peak
Stage: Deco Samples Due: Oct 2022
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljanoo45


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: Deco Samples Due: Q4 22/ Q2 23
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


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


SECR 6-wheel Brake Van
Stage: Early sample Due: Q1 2023
Price: £33.96 each Digital: N/A
hattons.co.uk/rapidosecr6brk

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: Q4 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljan26


Class 37/0 Re-Tool
Stage: Early sample 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
Price: from £152.15 Digital: N/A
hattons.co.uk/heljanccct



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00 Gauge (1:76 Scale)

Dapol - Steam locos

NEW



4S-001-001 Class 78xx 'Manor' 4-6-0 7800 'Torquay Manor' in GWR green shirtbutton emblem NEW £140.72
4S-001-001D Class 78xx 'Manor' 4-6-0 7800 'Torquay Manor' in GWR green shirtbutton emblem - Digital fitted NEW £167.11
4S-001-003D Class 78xx 'Manor' 4-6-0 7807 'Compton Manor' in GWR green post-war GWR lettering - Digital fitted NEW £167.11

NEW



4S-001-006 Class 78xx 'Manor' 4-6-0 7810 'Draycott Manor' in BR lined green early emblem NEW £140.72

NEW



4S-001-002 Class 78xx 'Manor' 4-6-0 7814 'Fringford Manor' in GWR green GWR lettering NEW £140.72
4S-001-002D Class 78xx 'Manor' 4-6-0 7814 'Fringford Manor' in GWR green GWR lettering - Digital fitted NEW £167.11

NEW



4S-001-005 Class 78xx 'Manor' 4-6-0 7819 'Hinton Manor' in BR black early emblem NEW £140.72
4S-001-005D Class 78xx 'Manor' 4-6-0 7819 'Hinton Manor' in BR black early emblem - Digital fitted NEW £167.11
4S-001-004D Class 78xx 'Manor' 4-6-0 7823 'Hook Norton Manor' in BR lined black early emblem - Digital fitted NEW £167.11

NEW



4S-001-007 Class 78xx 'Manor' 4-6-0 7827 'Lytham Manor' in BR lined green late crest NEW £140.72
4S-001-007D Class 78xx 'Manor' 4-6-0 7827 'Lytham Manor' in BR lined green late crest - Digital fitted NEW £167.11

Diesel locos

4D-022-019D Class 68 68016 'Fearless' in DRS compass blue - Digital fitted £161.49



4D-022-021 Class 68 68027 'Splendid' in TransPennine Express £135.99
4D-022-021D Class 68 68027 'Splendid' in TransPennine Express - Digital fitted £161.49
4D-022-022 Class 68 68031 'Felix' in TransPennine Express £135.99
4D-022-022D Class 68 68031 'Felix' in TransPennine Express - Digital fitted £161.49

Wagons

NEW



4F-026-025 HIA aggregate limestone hopper in Freightliner green - 369050 NEW £25.08
4F-026-026 HIA aggregate limestone hopper Freightliner green - 369056 NEW £25.08
4F-026-027 HIA aggregate limestone hopper Freightliner green - 369060 NEW £25.08
4F-026-028 HIA aggregate limestone hopper Freightliner green - 369071 NEW £25.08
4F-026-029 HIA aggregate limestone hopper Freightliner green - 369083 NEW £25.08

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 - Diesel locos

NEW



R30045 Class 47/7 47749 'City of Truro' in Colas Rail Freight - Railroad plus range NEW £87.50

Electric locos



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

Bi-Modal Multiple Units



R3762 Class 800 IEP five car pack 800201 in LNER 'Azuma' £430.50

Coaches



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

Wagons



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



R4808 Mk2D BSO brake second open E9481 in BR blue and grey (RRP £49.49) BARGAIN £23



R4811 Mk2E BSO brake second open 9502 in Intercity (RRP £49.49) BARGAIN £23

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R40147 Mk4 DVT driving van trailer in GNER - 82225 NEW £76.50

Northcord Model Company - Buses

NEW



UK6525 ADL Enviro400 MMC - 'First Glasgow' NEW £57

NEW



UK0066 ADL Enviro400MMC - Plain white body 10.9m single door NEW £62.50

Oxford Diecast - Commercial vehicles

NEW



76ACD001 AEC 690 Dumper Truck Wimpey NEW £19.50

N Gauge

Dapol - Steam locos



2S-013-006 Class 9F 2-10-0 92079 in BR black early emblem. £114.75

Diesel locos

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2D-018-012 Class 35 'Hymek' D7071 in BR green small yellow panels NEW £106.25

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



2D-021-005 Class 156 'Super Sprinter' 156461 in Northern Rail Ravenglass and Eskdale Railway branding £127.52

Kato - Bi-Modal Multiple Units



K10-1674 Class 800/0 5-car BIMU IET 'Azuma' 800209 in LNER £178



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

O Gauge (1:43 Scale)

Dapol - Wagons

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7F-063-002 14 ton Class B 'Anchor Mounted' tank wagon 'Fina' - 168 NEW £46.75

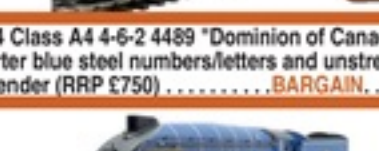
Hattons Originals - Steam locos



H7-A3-005 Class A3 4-6-2 60035 'Windsor Lad' in BR green early emblem and unstreamlined non-corridor tender (RRP £750) BARGAIN £579

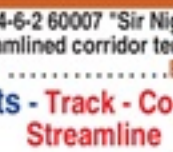


H7-A4-004 Class A4 4-6-2 4489 'Dominion of Canada' in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (RRP £750) BARGAIN £579



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

Peco Products - Track - Code 124 Bullhead Streamline



ST-701 Setrack starter track set £183



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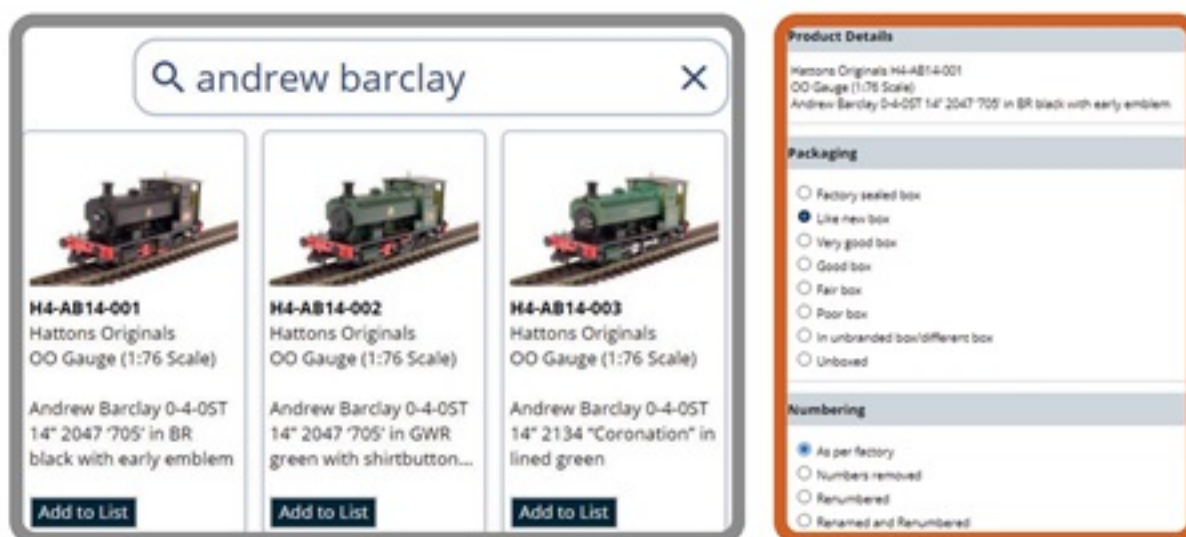


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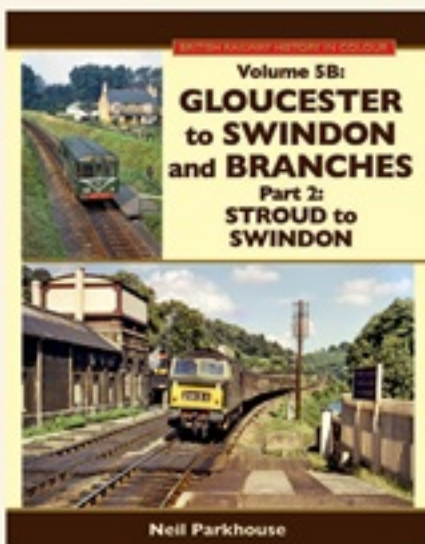


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NEW AND FORTHCOMING FROM LIGHTMOOR PRESS

Vol. 5B: GLOUCESTER to SWINDON and BRANCHES

Part 2: STROUD TO SWINDON Neil Parkhouse



The second and concluding part of our journey from Gloucester Central to Swindon. Having reached Stroud in Part 1, we first complete our study of that station before heading off up the valley towards Brimscombe and Chalford. These were two very different stations, opened over fifty years apart, one designed by Brunel and the other to a then standard GWR design, both of which were closed on the same day in 1964 when local passenger services were withdrawn. Much of this service was provided by the auto trains running to and from Gloucester, which served the valley for sixty years until bus and private car ownership brought about their demise. However, BR having given notice originally in 1962 about ending the service, its last years of operation were well photographed and all of the intermediate halts are illustrated here, along with numerous scenic views of the autos scurrying up and down the valley. Interspersed with the auto workings were a very varied range of other trains, from London expresses to heavy freights, most of which required banking up the fearsome climb to Sapperton Tunnel and the summit of the line. Banking engines were usually stationed at Brimscombe, where a shed was provided from broad gauge days, but assisting locomotives for heavy expresses requiring piloting waited at Stroud, attaching to the front of the train when the stop was made there. Our period covers from the late 1950s to the mid 1970s, through the last years of steam on BR(VWR) and the early diesel-hydraulic era. Again the locomotive variety is impressive: 'Castles', 'Halls' and 'Granges', '9Fs' and '8Fs', 'Prairies', pannier tanks and '14XX' 0-4-2Ts, along with 'Westerns', 'Hymeks' and 'Teddy Bears'. And railbuses! Once we reach Kemble we take time out to travel the branches to Tetbury and Cirencester, on which the railbuses reigned supreme for the final six years, stopping at all of the halts and studying the infrastructure of both termini. And then, we complete the last leg to Swindon, crossing into Wiltshire and tarrying a while at the delightful Brunellian station at Minety, before arriving at our destination, past the engine shed which lay alongside the line from Gloucester. And everything on this gorgeously scenic journey, especially the lovely mostly long lost stations – Stroud and Kemble alone remain – are as usual illustrated in glorious colour, from spring greens to autumn golds, and Swindon green to Rail blue!

Lines covered: Stroud to Kemble, The Tetbury Branch, The Cirencester Branch, Kemble to Swindon

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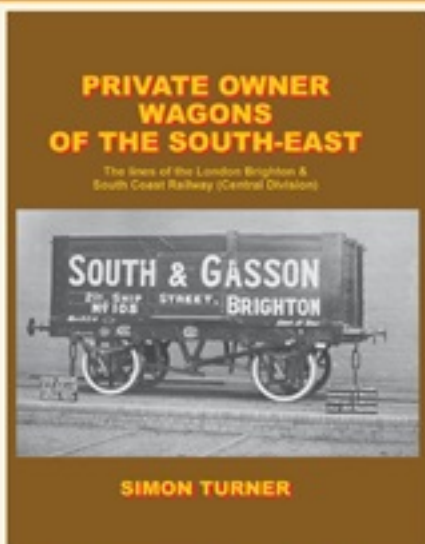


Neil T Sinclair

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PRIVATE OWNER WAGONS OF THE SOUTH-EAST SIMON TURNER

This volume continues the study of Private Owner Wagons in the South East and follows on from the work on the South Eastern & Chatham lines by John Arkell. This book covers operators at home on the lines of the London, Brighton & South Coast Railway and its successors the Southern Railway (Central Division), and so covers all of Sussex and some of Hampshire. The book is laid out line by line and is profusely illustrated with photographs and items of ephemera together with a full history of the various wagon operators. The latter adds greatly to the knowledge of the workings of the coal industry and especially to the smaller dealers in coal.

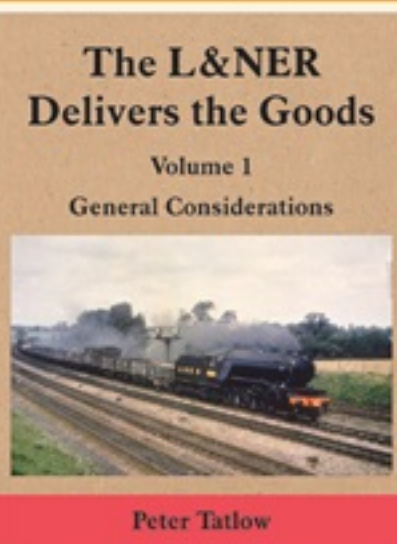
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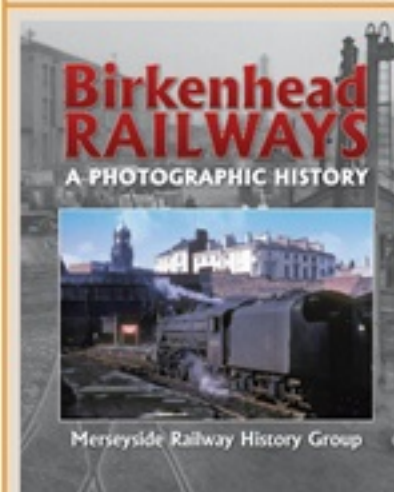
The L&NER Delivers the Goods Volume 1 General Considerations Peter Tatlow

It may not be generally recognised but the London & North Eastern Railway derived almost two-thirds of its total income from the conveyance of mundane goods traffic, compared with only one third from the more glamorous carrying of passengers and their luggage. This work, by well-known railway author Peter Tatlow, sets the record straight by describing how the L&NER served the nation by delivering the goods and minerals entrusted to it. In this volume, the first of three, attention is given to general considerations applicable system wide, and will be followed in Volumes 2 and 3 by the description of goods activities in the Company's three areas during its existence (1923-1949). This was an era before motorways, HGVs loaded with ISO containers and centrally generated electricity, caused the once numerous humble steam-hauled goods train to be swept away.

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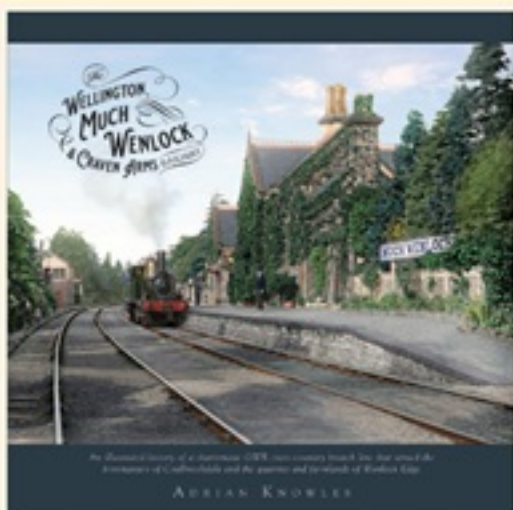


Peter Tatlow



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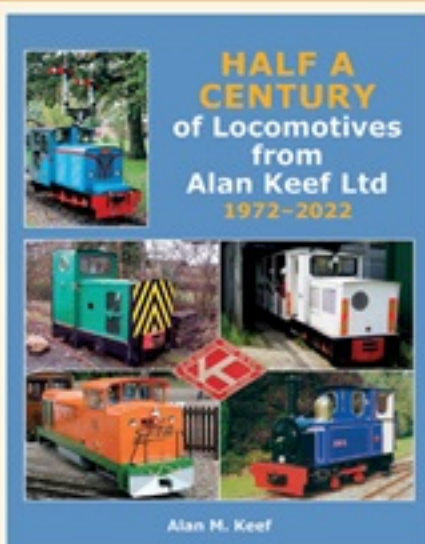


THE WELLINGTON, MUCH WENLOCK & CRAVEN ARMS RAILWAY ADRIAN KNOWLES

An illustrated history of a charismatic GWR cross-country branch line that served the ironmasters of Coalbrookdale and the quarries and farmlands of Wenlock Edge. Colour is used throughout, so that early maps, station plans, sepia photographs, Edwardian colour postcards and original paintings (including three by railway artist Sean Bolan) can be enjoyed as they appear in real life, with much of what is included here never having been published before. The result of over forty years of research by the author, who is also editor of the Great Western Echo, the book has also been designed by him and sets a new standard in the field of railway history. Local historians and people who live in the area, railway historians in general and GWR branch line enthusiasts in particular, along with railway modellers looking for inspiration will all find much to enjoy and entice here.

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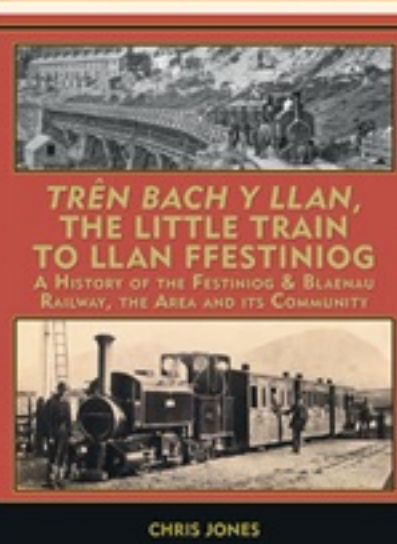
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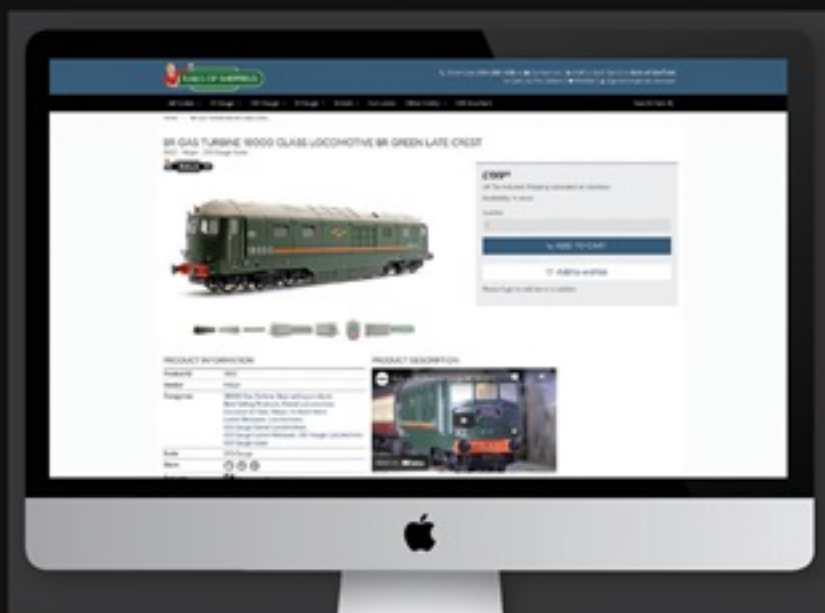


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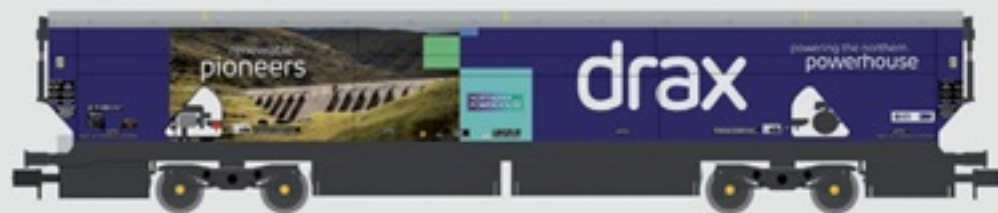
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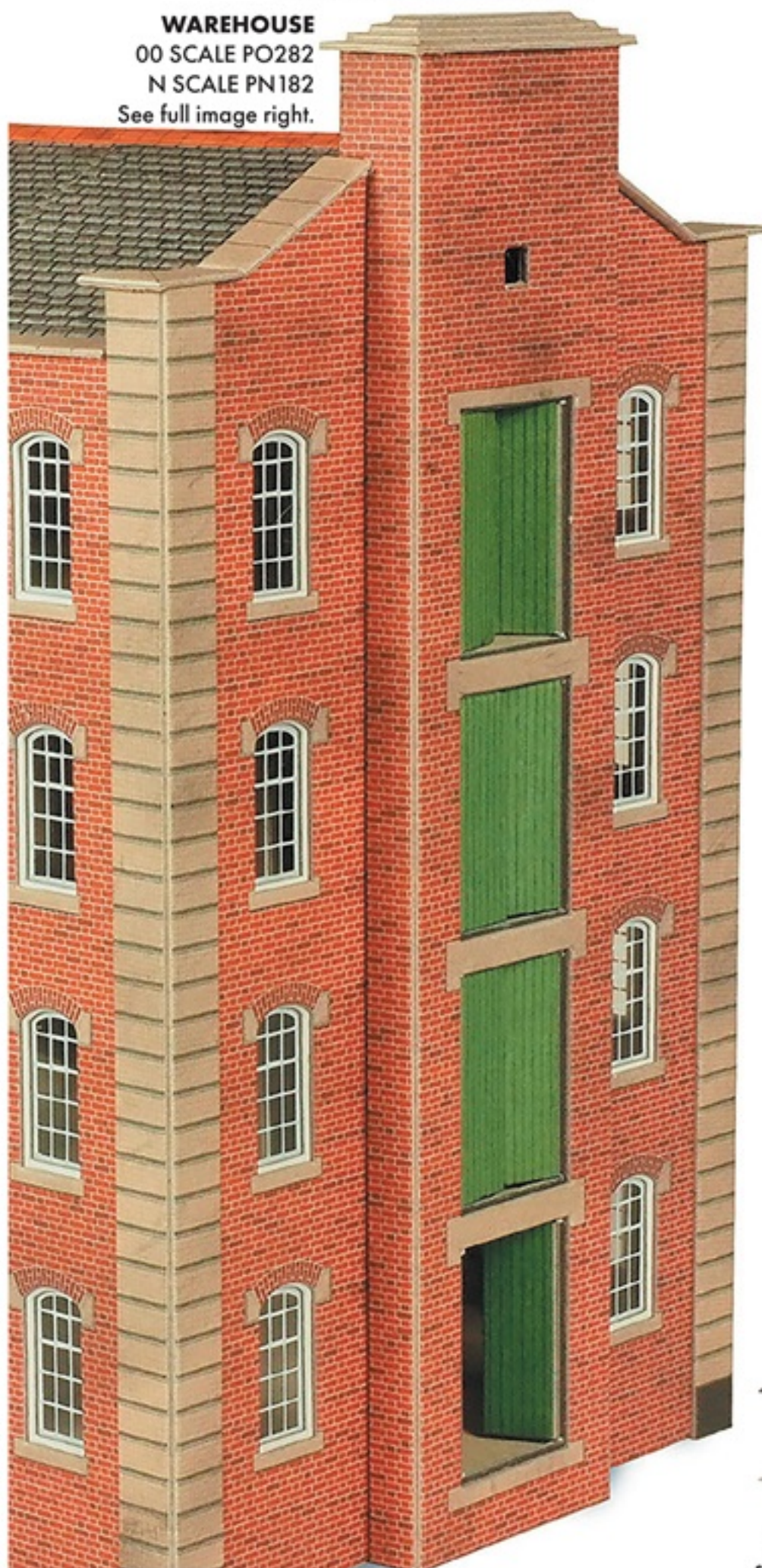
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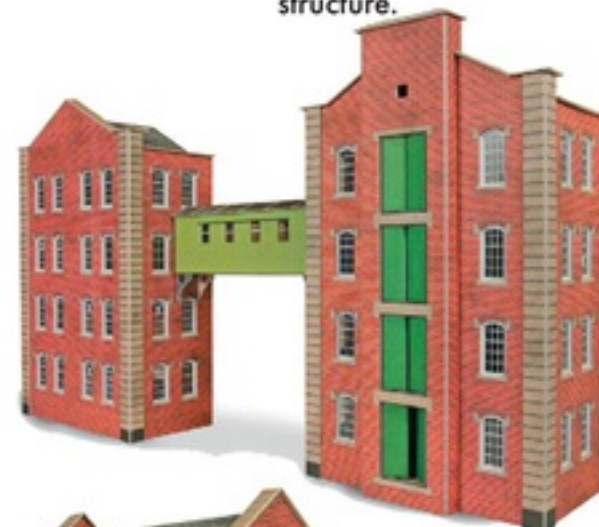
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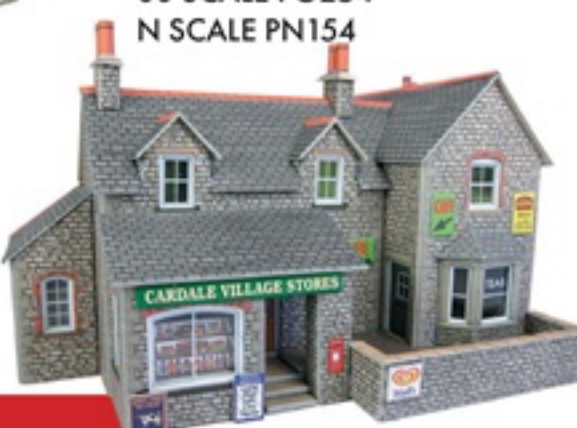
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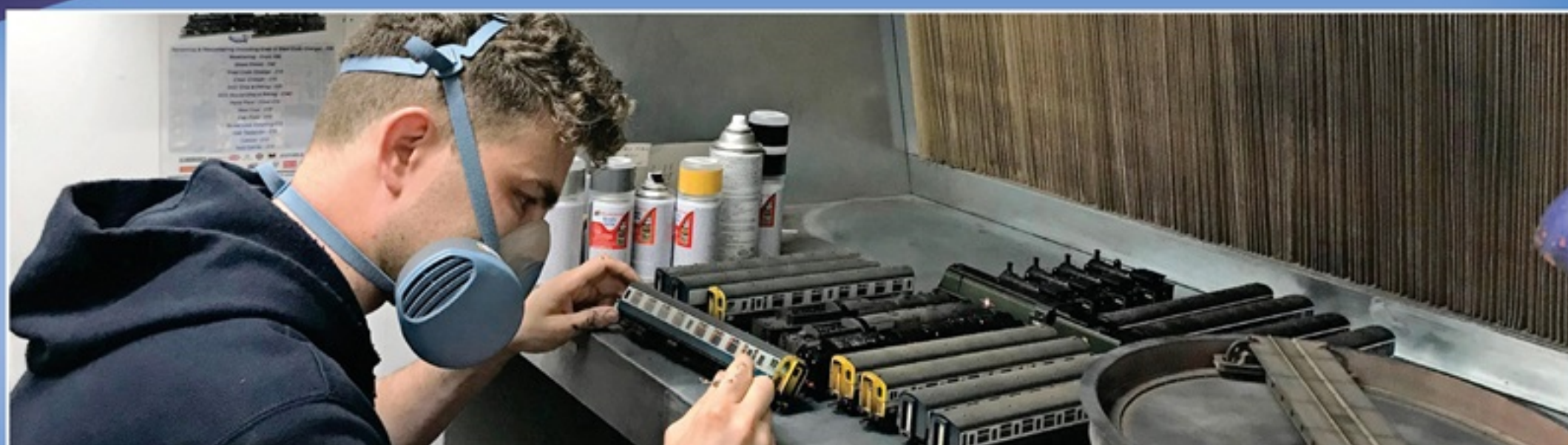
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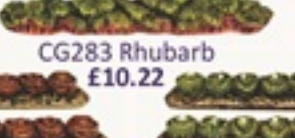
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Welcome from the Editor



N gauge in the spotlight

With the internal proportions of modern housing seemingly ever-decreasing, finding suitable spaces for model railways within the home is something of a growing problem, if that's not a contradiction in terms.

Therefore, whilst 4mm/00 gauge remains – by some considerable margin – the most popular scale/gauge combination for those who model British outline subjects, smaller disciplines such as 2mm/N gauge or TT:120 are likely to have an increasing appeal to those who find themselves with limited domestic space at their disposal.

In this issue we shine the spotlight firmly on N gauge and explore the opportunities that this scale presents. We begin overleaf with the subject of our 'Railway of the Month', *Barton Road* (pictured) by Benn Pollard. This atmospheric depiction of an urban Western Region junction, the scenic part of which measures just 13' on its longest side, embodies many of the space-saving advantages that modelling in 1:148 scale can provide. Indeed, there are many modellers who could

accommodate a layout of this size at home, but not perhaps if the same scheme was to be realised in 00, featuring as it does large express locomotive types hauling scale length main line passenger rakes; a complex arrangement of trackwork with multiple running lines, numerous loops and high capacity goods sidings; and swathes of scenic detailing on both sides of the railway boundary.

Barton Road also showcases the extensive commercial support that exists for N gauge: all the trackwork is by Peco, many of the buildings are from kits, whilst the majority of locomotives

and rolling stock are ready-to-run products. The news and reviews pages that we publish each month in RM are testament to the continuing support for the scale (see p748 for details of an all-new Class 90 that has been developed by Bachmann, for example). With this healthy stream of product releases from a wide array of manufacturers, N gauge represents just as viable a proposition for someone starting out in the hobby as 00.

It is with the newcomer in mind that we present in this issue the first in a series of articles

showing, step-by-step, how an N gauge layout can be constructed. Using mainly proprietary items for the baseboards, track, buildings and scenery, Chris Ford's model measures just 7' x 1' (including fiddle yard) and demonstrates further the potential that modelling in the smaller scale can offer.

For readers wishing to study Chris' completed project at close quarters, the layout is due to form part of the Peco stand at this year's Warley

show, which will be taking place at the NEC in Birmingham on 26 & 27 November. There will be nine other N gauge layouts in action at the event, which is set to feature in excess of 70 layouts in total, from Z gauge through to Gauge 1 (and larger) covering British and overseas prototypes. It promises to be an event that will have something for everyone, whatever their modelling preferences and interests. Advance tickets are now on sale via the event website:

www.thewarleyshow.co.uk

Look out for further details about the Warley show in upcoming issues of RM.

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

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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 Steve Flint



Barton Road

*Memories of train journeys to the West Country during childhood inspired **BENN POLLARD** to create this gritty urban scene, which is set firmly in the pre-TOPS BR blue era and has an unorthodox T-shape footprint.*

I have always found myself drawn to gritty urban scenes, rather than the idyllic countryside vistas, so it was somewhat inevitable that I would opt for a layout with an inner city setting. Holidays spent visiting family on the south Devon coast when I was growing up prompted my interest in the Western Region; the journeys by train from my home town of Stockport to the West Country were full of interest, especially when passing through the industrial areas of Stoke, Wolverhampton, Birmingham and Bristol.

Of particular interest to me was the Lawrence Hill area of Bristol, where the trackbed of the former Midland route to Mangotsfield, Bath Green Park and Gloucester passes overhead. I didn't fancy the idea of trying to recreate Lawrence Hill station, as I didn't think that would be achievable in the space I had available, so I opted for a fictitious plan based between the station and Dr Day's Bridge Junction, just over a quarter of a mile away. This allowed me to make use of the idea of a line

joining the GWR route in a triangular junction, off the Midland route from Mangotsfield.

When I initially started planning *Barton Road*, it was with the aim of it being a challenge; a project where I could progress my skills further as a modeller and improve on my first exhibition layout. Moreover, I wanted to try and create something which really took advantage of modelling in N gauge, running full-length trains against a realistic backdrop.

After looking through many books, researching the railway operations in the area, including the Midland and MR/GWR Joint routes, I was able to confirm that this would be a very suitable area for me to base my project. This was helped by the fact that the Western Region line curved and passed through a shallow cutting, giving me plenty of options for creating interesting surroundings. I made a visit to the area to take reference pictures for general modelling inspiration and as an aid to scratch-building some appropriate buildings. I also took some

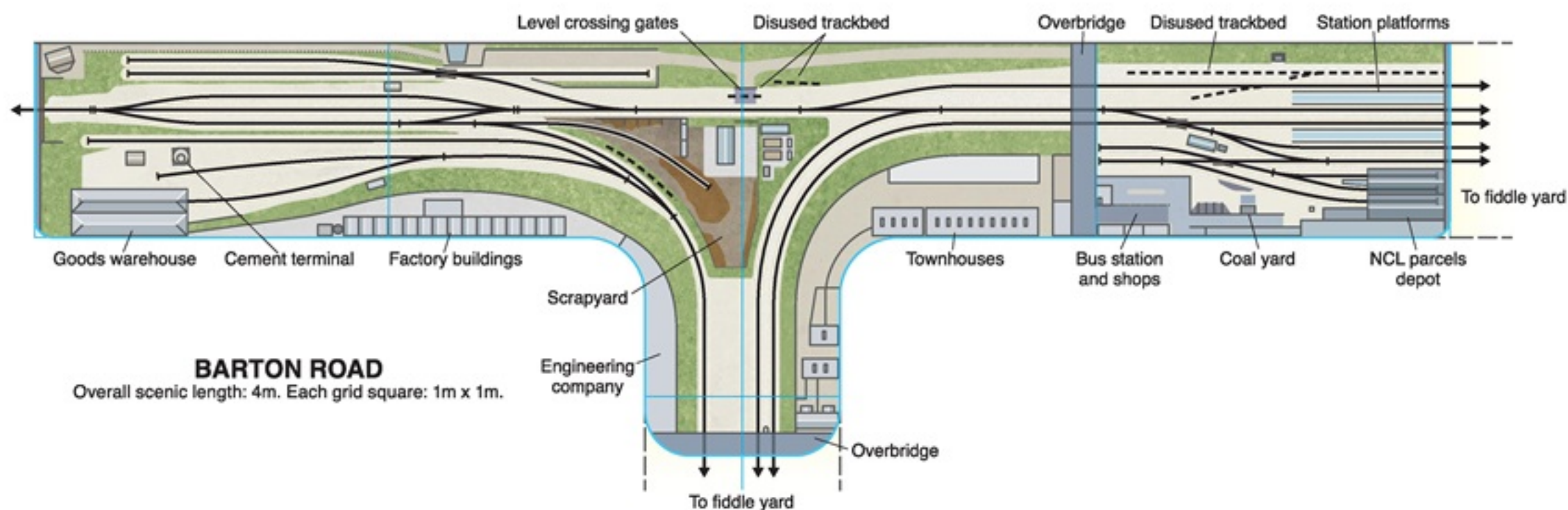
Left

A Hymek Type 3 eases to a halt in the marshalling sidings with a fully fitted freight. This overall shot of the goods yard shows to good advantage the benefits of N gauge in creating a busy urban scene on a relatively narrow baseboard.

Right

Swindon Warship D865 *Onslaught* arrives with a train of Mk.1 stock. This shows clearly that the livery change to corporate blue & grey was not instant and that there was a short period of time into the early 1970s where the regional colours could still be seen. The position of the lifted crossover is marked by the sleepers that have been left *in situ*.





reference photos of road overbridges for the scenic breaks, as well as what remained of the various goods facilities around the docks, to complement the historical photos I had collated from books and the internet.

A rationalised plan

I wanted to create a layout that would be manageable in both setup and operation for two people, whilst still being interesting and entertaining enough to operate over a full weekend at a show. I also wanted to create a track plan that broke away from the familiar end-to-end or circular concepts, and after sketching out a few potential ideas, I decided upon an amalgamation of the two, built to a 'T' shape with two fiddle yards. The curved main line allows through running trains, whilst the goods yards, handling facilities and dock branch provide plenty of shunting opportunities and give passing trains a reason to stop and drop off or pick up wagons.

Track rationalisation is a key feature of the layout, and direct access to or from the sidings via the east side of the triangle is no longer possible as the connecting junction from the main line has been removed. This line now only heads down towards the docks (off scene) and

provides a headshunt to reverse wagons for the goods warehouse and cement terminal. Goods trains from the Midlands and South Wales must now reverse to access the sidings, using the goods loop behind Barton Road station, something which adds a bit more operational interest.

Solid construction

The 'first sod was cut' with a trip to the local timber merchants and the purchase of some 3" x 1" pine for the box frames, and a couple of 8' x 4' sheets of high quality 9mm marine ply cut to size for the tops. I cannot recommend enough the amount of time and hassle saved by buying good quality, warp-free timber, and having it cut to size. This method of box-frame construction, with two central braces spaced evenly between the ends, creates a very strong, lightweight board that is easy to handle. Before assembling, holes were cut in the centre braces for wiring to pass through. Having baseboards which are rigid and lightweight enables them to be bolted together in pairs crate-style for safe transit, using end-boards and 6mm bolts, washers and wing nuts. This system also permits the pairs of

Below
Sulzer Type 2 No.5083 eases a rake of wagons back into the first departure siding, while behind an English Electric 0-6-0 sorts the wagons for the head of the new train. The yard scene clearly represents the period between the end of steam and complete closure. Mother Nature is primed and ready to re-wild the land after the railway has been lifted.





Above
The NCL parcels depot remains remarkably busy with local deliveries being handled by bright yellow liveried mechanical horses. There is still a small amount of coal being delivered in 16-ton mineral wagons.

boards to be stacked in the back of a car or van without the risk of damage.

The length of the layout's scenic section (the top part of the 'T') comprised three boards initially, each measuring 1m in length. This was subsequently extended with the addition of a fourth 1m board featuring the station, NCL parcels depot and local coal yard. This additional board was actually planned from the outset of the project, which made 'blending' the extension into the existing layout much simpler, whilst giving the impression it had always been part of the layout.

I opted for the 'trough', or 'cassette' fiddle yard design to reduce the amount of space required for the fiddle yards. These are made from 10mm aluminium angle screwed into 9mm MDF strips.

To the trains...

Early on in the project, the decision was made to fix the layout time period to 1969-1972, firmly in the pre-TOPS era. This was influenced by a combination of factors; a dusty, musty, yet wonderfully nostalgic pile of mid-1970s Bradford Barton books I have in my library; the railway interests of my friend, enthusiast, and fellow modeller Rob Pickford; plus the availability of enough suitable ready-to-run locomotives and rolling stock to give a flavour of the variety of traffic, and liveries found in the area in the chosen time period.

I find the BR pre-TOPS period fascinating for its variety and modelling potential. With a few exceptions, most of the post-steam British Rail network was still rooted in the Victorian era, with twin-axle, short wheelbase wagons and semaphore signals. It was only the steam engines which had disappeared, and it's easy to forget now that it



Above
A couple of bobbies are heading for the scrapyards in their Ford Anglia police car.

took a very long time for the modern, 'airline style' image of the 1965 British Rail rebranding to reach across the whole network.

Services

Trains from all points of the compass passed through Bristol; InterCity and local passenger services, postal and newspaper trains, as well as an endless variety of goods workings including West Country milk traffic, oil, vans, and cement, plus coal, steel and iron ore from South Wales. An engineers' siding has been provided at the front of the layout to hold the obligatory assortment of departmental wagons.

Hydraulics dominate the Western Region trains, but the appearance of diesel-electric classes was just as common at the time depicted; English Electric Type 3s



Left
Western D1056 *Western Sultan* departs with a train of blue & grey Mk.1 stock. *Barton Road* uses the 'bitza station' concept where a large site is suggested by modelling just the platform ends. The rest of the station is presumed to be past the scenic break marked by the bridge.

Below
A view across the scrapyards and the junction. The Down line is occupied by a permanent way train and the track closed using a temporary red danger banner. The far lines are flanked by the clever use of large and slightly plain industrial buildings which form an effective backdrop without dominating the scene.



Right

The scrap merchant's Hunslet 0-6-0DM shunter with unladen mineral wagons pauses before the gates are opened at Barton Road Junction. The signals are built from parts of Dapol units bolstered with items from the MSE range. All are operational using servo mechanisms.



(Class 37s) from South Wales, 'Peaks' and Brush Type 4s (Class 47s) from the Midlands and the North. In addition there are Brush Type 2s (Class 31s) and, slightly later, the odd Sulzer Type 2 (Class 25) moving in to replace the North British Type 2 diesel-hydraulics (Class 22s) and 'Warships'. Occasionally there might be a BRCW Type 3 (Class 33) seen working in from the Southern. Suitable DMUs for the Western Region are sadly lacking in N gauge, beyond the Dapol Pressed Steel (Class 121) and Gloucester RC&W (Class 122) diesel railcars, so the use of a Metro-Cammell two-car (Class 101) DMU on the layout is a bit of a stretch for the era modelled, but it's there for variety!

Keeping things running

Reliability is very important – there's nothing more frustrating than taking a layout to an exhibition and having to contend with temperamental running. We are asked regularly at shows about how we achieve such realistic running in N gauge: in short, a lot of effort goes into making sure the layout runs smoothly and that everything works as it should. This ensures a much more enjoyable experience for the viewers and operators alike.

At exhibitions, the track is wiped over at the start of the day with strips of card, rather than a rubber or any chemicals. Card is abrasive enough to remove dirt but doesn't leave a film on the railhead or any debris behind. Wheels of all motorised models are also cleaned daily at shows using a Minitrix or Gaugemaster wheel brush.

The layout is run using DCC via a Lenz LH100 set, and all locos and units are fitted with Zimo decoders which provide excellent performance for most N gauge models straight from the box. Several of the locos have been fitted with Zimo sound decoders which have a brake function, and this makes operation much more realistic – especially when it comes to shunting. With the volume set at an appropriate level to allow for the background noise of exhibitions, the use of sugar cube speakers gives the emitted sounds a surprising amount of projection and clarity, whilst also providing the layout with further realism and atmosphere.

When buying a new powered model, I always ask to test it and see it running in the shop before purchase. If it runs smoothly at all speeds straight from the box,



Left
Still in BR green livery, A1A-A1A Brush Type 2 No.5526 runs around the chord towards the marshalling yard with a mixed freight. The layout is set in the short time span between the end of steam in 1968 and the introduction of TOPS classifications in 1973. It was during this brief period that the 'D' prefix was removed from diesel locomotive numbers.

especially slowly, I can be confident that the model should prove to be a good performer in service on the layout! If buying at an exhibition, I usually ask if I can test it on a layout nearby. I also find that keeping loco pick-ups clean and mechanisms lubricated correctly also make a big difference as time goes on.

Magnetic couplings

Hands-free shunting using the excellent Dapol 'Easi-Shunt' magnetic couplers is a key operating feature of *Barton Road*, with permanent 3mm x 3mm rare-earth magnets placed in between the sleepers at strategic locations. The couplings have been fitted to all locos, coaches and wagons, and vehicles have been grouped

into rakes of twos, threes and fours. Each of these sets have had a small amount of drag added to one of the axles; this stops wagons moving or rolling away when being coupled or uncoupled. Furthermore, this resistance keeps the couplings under tension when the wagons are being hauled, which means the rakes can pass over magnets without any instances of accidental uncoupling.

The unkempt 1970s

One thing is clear from looking at any picture of the era; nothing was clean, and neither is anything on *Barton Road*. All my weathering of the stock has been undertaken with brushes. I usually start by giving the

Right
Sulzer Type 2 No.5083 waits in the departure sidings for more wagons before it can leave onto the main line. The 'sawtooth' northlight roofed factory with a boiler house and chimney situated at the rear was once a common sight, now swept away and replaced by the ubiquitous and characterless steel-framed industrial unit.

underframe and wheel faces a coat of Phoenix Precision ref.P960 Frame Dirt; this is an enamel paint and gives a nice matt finish. Continuing with the same paint, together with a dab of white spirit on the brush before application, I give the vehicle sides, ends and roof a wash over with a soft, wide, flat brush, ensuring that the brush strokes are in straight lines and in the same direction.

Different effects were achieved by brushing downwards (cleaner) or upwards (dirtier) on the bodysides, and depending on the type of vehicle, details were picked out with a fine brush using slightly different shades. For example, rust on metal strapping, streaks running down from details such as grilles, hinges, door bumps, roof vents and the corners of window frames – all of which add individuality to vehicles. A cotton bud can also be used to wipe areas clean such as around running numbers or near door handles, to create a bit of extra realism and variety.

Working in a well-ventilated room, I find it's best to leave items to dry for at least 24 hours. I then use a glass fibre brush to refine further the application of grime, whilst a finishing touch is adding small amounts of black paint on the buffer heads to simulate grease patches.

Signals and crossing gates

One of the more challenging, but ultimately rewarding features of the layout was the construction of the fully operational semaphore signalling and level crossing gates. Both features make the layout much more entertaining to operate as all trains must be correctly signalled by the operator, and this can often provide a legitimate reason to stop trains on the layout when there are conflicting paths. The signals were made by adapting Dapol signals, which were cut up and rearranged with the bracket and shunt signal ring etches from Model Signal Engineering.

The level crossing gates were made by joining together two pairs of parts from the ref.234 Ratio crossing gates kit to make one pair of full, road-width gates. Both are operated by GF Controls servo units which add a realistic bounce to the movement of the arms and the gates, simulating weight, at the end of their travel.

The scrapyard

A triangle is an unusual space to fill on a layout, especially when it's surrounded by running lines, so a scrapyard provided an ideal subject to occupy this area. The scrapyard is situated on what was once the produce sidings, where goods bound for market were unloaded; with that traffic having been transferred to road, the scrap dealer moved in and claimed the site along with the old brick offices!

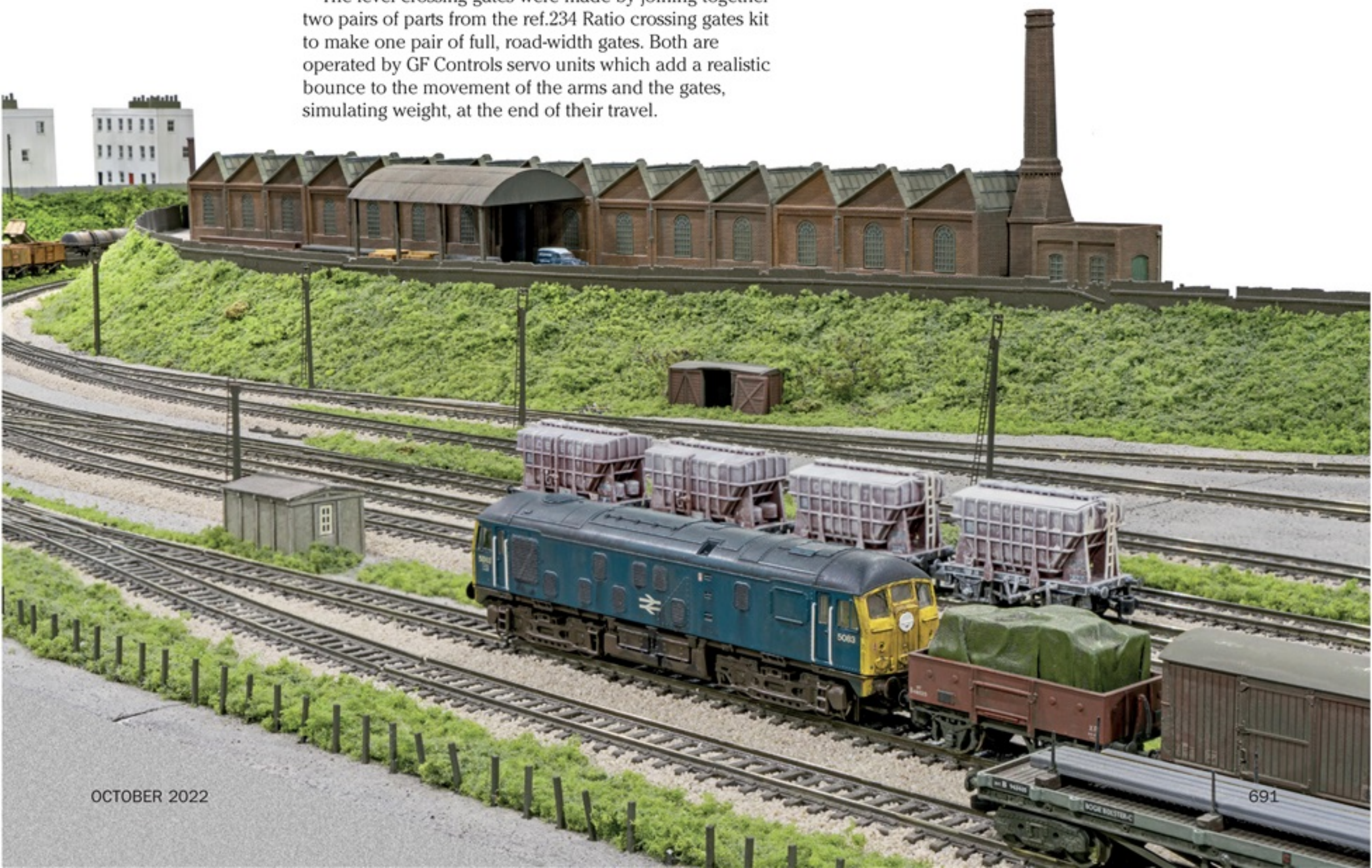
The scrap is made from all sorts of rubbish which I had lying around: old kit sprues, plasticard off-cuts, old wagon bodies, wheels, bridge girder parts, guitar strings, wire, steel scourers, straws, aluminium swarf – and even an aluminium buffet platter which I cut up into squares and dotted about the place!

Scope for further details

As with any model railway *Barton Road* is not really finished and there are always alterations and improvements to be made when time permits. Whilst I've drawn the line at any further extensions (it would become unmanageable with just two operators and wouldn't fit in the van) there is still plenty of detail to be added, such as lineside clutter and people to the pavements and platforms to complete the urban scene.

Forthcoming exhibitions

The next exhibition appearance for *Barton Road* is due to be at **The International N Gauge Show**, which will be taking place at the Warwickshire Event Centre, near Leamington Spa (CV31 1FE) on the weekend of **10 & 11 September 2022**. See Societies & Clubs for more details, or go to: www.ngaugeshow.co.uk



Making a start in N

CHRIS FORD presents the first in a short series of articles showing how a simple but highly atmospheric urban N gauge layout can be constructed in just 7' x 1'. Intended to encourage those who are looking to embark on their own modelling journey in the smaller scale, Chris begins the project this month by building the baseboards and laying the track.

Construction photography by the author.
Finished layout photography by Craig Tiley

After 4mm (OO/HO), 2mm scale is widely considered to be the next most popular model railway scale. The main attraction to modelling in N is that, as it is half the size of OO, it is ideal for those that have limited space available for layout projects, allowing as it does a comprehensive and satisfying system to be achieved in a much smaller area.

Broadly speaking, the fundamental principles of modelling in N gauge are little different to OO; many of the aspects such as scenery and wiring can be treated in the same manner, often with the same techniques and materials.



In addition, there is an amazing range of both rolling stock and scenic accessories available. Although the range is a little smaller than what is available in OO gauge it is still possible to construct a very satisfactory layout using almost entirely off-the-shelf commercial items – making N gauge a viable option for new entrants to the hobby.

Those working in N are also supported by the N Gauge Society, which was founded in 1967 to promote modelling in 2mm scale and offer advice and guidance for modellers (see panel on page 695). The society also produces a large number of items specifically for sale to members. Therefore, those with a long-term interest in N gauge modelling will definitely find membership of this organisation beneficial.

For those wishing to learn more about N gauge modelling, the Peco Modellers' Library title *Your Guide to N Gauge Railway Modelling* (ref.PM-204) provides an ideal overview of the subject. Copies are obtainable from Peco stockists.

Items required for baseboards

White Rose laser-cut baseboard kits:
1 x 1,200mm x 300mm module
1 x 900mm x 300mm module

3 x 1,200mm backboard pieces

Bolts or catches of choice for connecting baseboard modules together

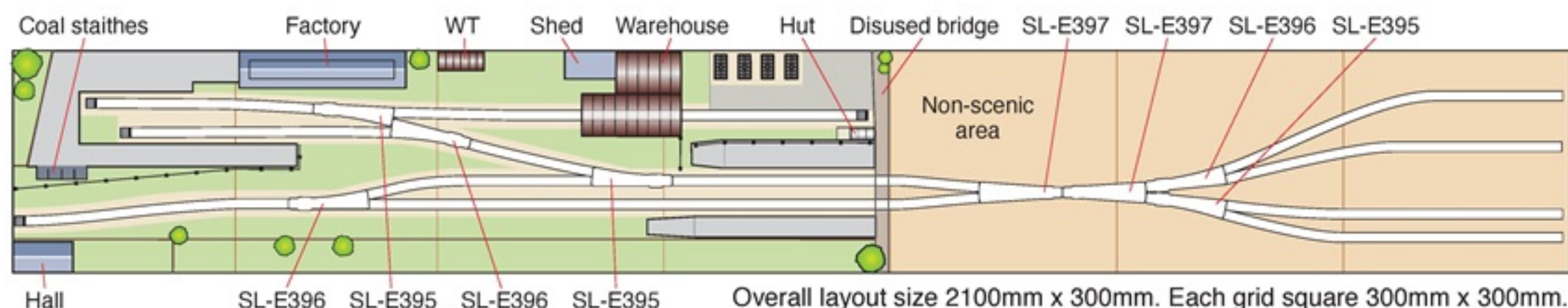
Wood glue (supplied with baseboard kits)

Carpenter's square

Heavy duty file

Hand or electric drill

▲ A view of the finished layout, which has been created using mainly proprietary items.



Items required for trackwork

3 x ref.SL-E395 Peco Streamline Code 80 right-hand medium radius points

3 x ref.SL-E396 Peco Streamline Code 80 left-hand medium radius points

2 x ref.SL-E397 Peco Streamline Code 80 medium radius Y points

8 x 914mm lengths of ref.SL-300 Peco Streamline Code 80 plain flexible track

Aerosol paints

All purpose adhesive

Track pins

Electrical wire

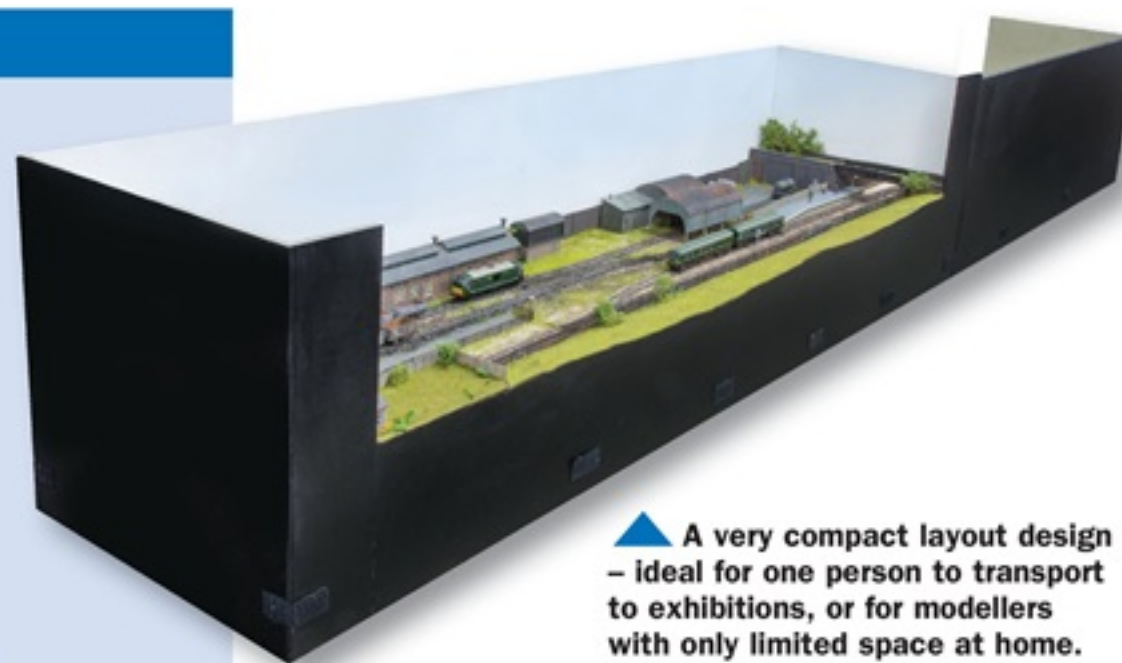
Junior hacksaw

Trimming knife

Small hammer

Drill and 3mm bit

Terminal block connectors



▲ A very compact layout design – ideal for one person to transport to exhibitions, or for modellers with only limited space at home.

Establishing a track plan

When embarking on this project to build a compact N gauge layout, it seemed logical to use the items of rolling stock that were readily available to me, i.e. the Western Region items from the previous N gauge layout that I was involved with (*Unnycoombe*, see *RAILWAY MODELLER* April 2011).

When it came to considering options for a suitable theme, I remembered a favourite layout from some 20 years ago – albeit in a different gauge and scale. This was Nigel Bowyer's EM gauge *Elm Park*; it was slightly different to the run-of-the-mill branch line termini models of the time in that there was very little station platform visible.

A few basic sketches proved that this

scheme could be replicated with a scenic area of 1,200 x 300mm for N gauge with little in the way of alteration. I am quite casual about copying other layouts; there aren't many truly 'new' ideas and I felt that this proven concept would work well for the N gauge beginner or the modeller shifting to the scale from another.

The scenic section has just four points but it provides more than enough operational interest for a one-person layout, either for home use or as a small exhibition piece.

Prototype inspiration

Next I needed to derive a plausible backstory to link my collection of Western Region stock with the *Elm Park* concept.

The GWR didn't have too many branches in the London area, but there was one leading to Brentford Dock. This wasn't hugely successful in passenger terms as the line came in from the west – and not east from Paddington. Therefore I supposed that it was instead routed from the east and ran through cuttings rather than on embankments.

By the period portrayed (the 1960s) it is imagined that the route had been truncated, and is now terminating at a small former passing station with coal and oil depot facilities. The name *Half Acre* is taken from a street north of Brentford Dock where it may have been sited. There then is the why, now for the how...

1



The White Rose baseboards come securely packed in flat-pack kit form, although there is a pre-built service available. All fittings are included to suit the customer's specification. Illustrated are the parts that form the 900mm fiddle yard board, which comes with 10mm ply top, ends and side pieces, and 9mm stretchers to support the middle of the board. The latter come with push-out hole pieces to allow for under-board wiring runs. The joints are all of a 'tab and slot' arrangement.

2



The edges of the boards have tiny tags where the pieces are removed from the main sheet – in much the same way as moulded plastic kit parts are fixed to a sprue. These look harmless, but can interfere with the fit of the parts, so filing these off before starting is a few minutes well spent. In some cases, I may also run the file over the leading edge of the tabs so that they slide into their respective slots without catching.

3



The stretchers and ends can be added to one side. I tend to start in the middle and work outwards. The tabs and slots are very accurate, but it's worth checking with a carpenter's square as you go. The whole board can be put together inside 20 minutes, but I prefer to let the glue go off at this point and come back and fit the other side piece later.



The second side piece can be added. Usually this will drop into place and just needs a light strike with the heel of the hand to seat it in place. Again, the glue can be left for a while and then any slight protrusions can be taken off with a file; these may only be 0.5mm or so, but you'll be glad you did it at this stage rather than attempting it when adding the backboards or fascia boards later on.



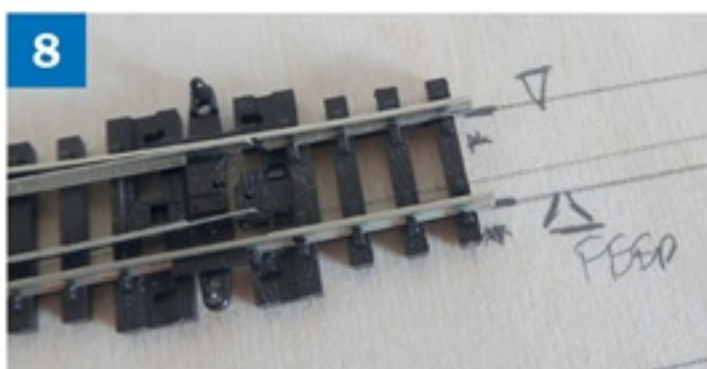
The top can now be attached onto the frame. I usually get a collection of large hardback books and pile them on top while the glue goes off to ensure a flat surface. In this case I just wanted a solid-topped board, but it would be easy enough to profile this top board to just the shape of the track areas before fitting if a more open frame arrangement was required.



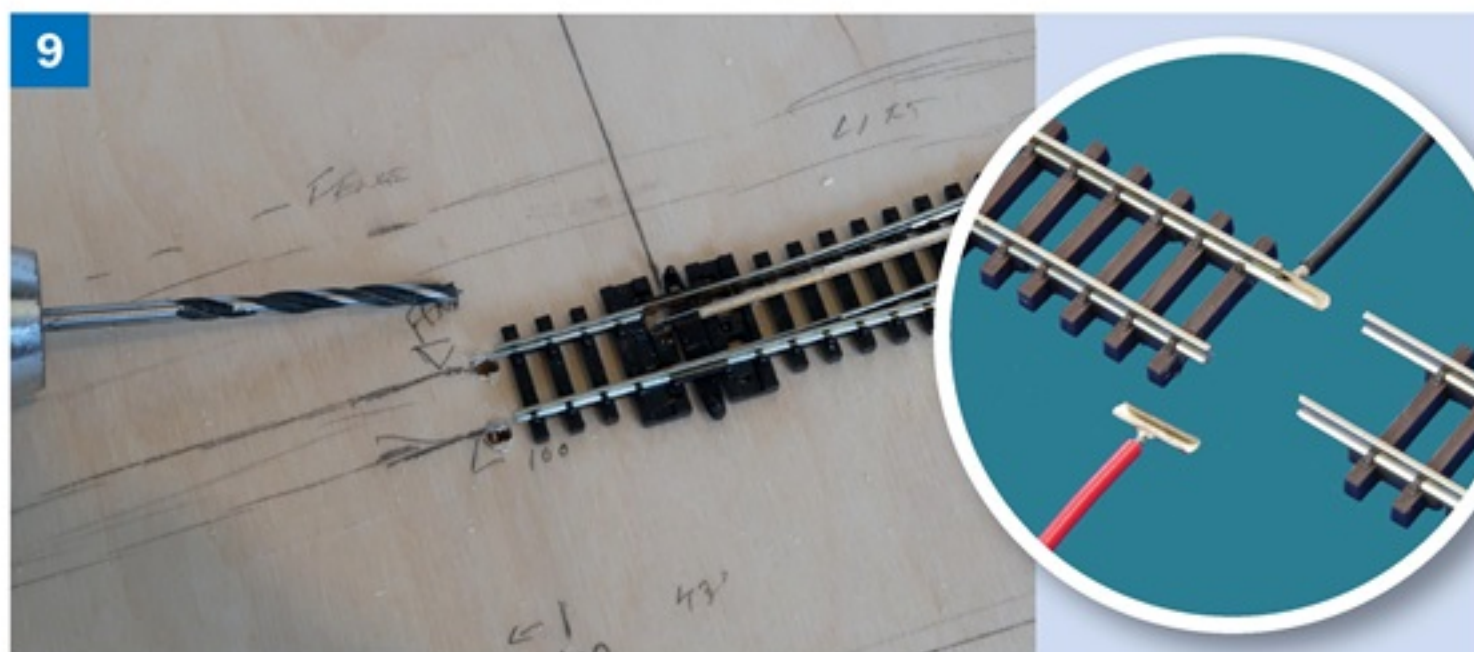
With the main board assembled, points and items of stock could then be placed on top and moved around to establish the optimum positions. Although the track plan was finalised on paper with Peco downloadable templates beforehand, using real items in this way enables the three-dimensional model to be better visualised, with any adjustments made as necessary.



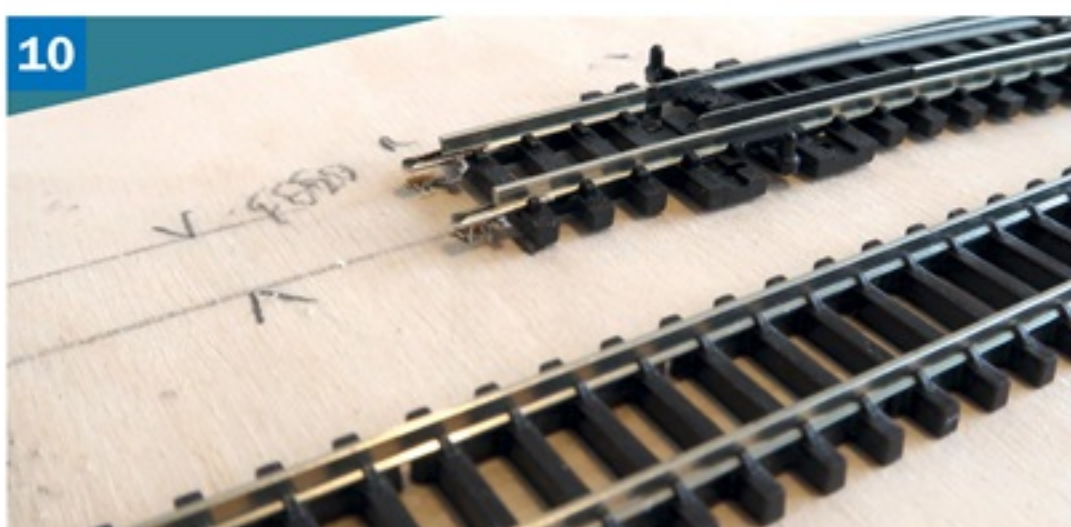
The capacity of the long headshunt (ostensibly the truncated remains of the running line that formerly ran through to the docks) was checked using items of stock. Two long bogie coaches and a Bo-Bo diesel were deemed to be the longest combination that could need to be accommodated.



Tracklaying could now begin in earnest and after marking the rail routes in pencil, the positions of the feed wires could be added. The layout has been wired for traditional 12V dc analogue control, but wiring for DCC would follow a similar process. If a means of remote point tiebar operation is to be used then provision would need to be considered at this stage of the build: on the scenic part of *Half Acre* the point tiebars are connected via a wire-in-tube arrangement to slide switches mounted along the rear of the layout.



3mm holes were drilled through the baseboard surface to accept the feed wires. These holes were positioned to align with rail breaks so that the wires could be soldered directly to the undersides of rail joiners. An alternative option is to use Peco ref.PL-82 rail joiners, which are supplied with dropper wires pre-attached (see inset).



The dropper wires can then be fed through the holes (usually from the top) and the joiners slid onto the ends of the rails. The points should be fixed to the board using pins inserted through holes provided in the plastic sleeper base.

SEE IT AT THE WARLEY NATIONAL



26th and 27th NOVEMBER

11



When trimming sections of flexible plain track to the required length, the rail is marked with a pencil, clamped in a vice and cut with a hacksaw. Dedicated rail cutters (right) will do this job with more speed but the rail ends may require more cleaning up with a file afterwards.



12



Where converging sections of plain track are connected to the frog end of a point (as here), the sleeper ends will need trimming to suit. On each section of plain track, the chairs will need removing from the end sleeper to allow for the rail joiners.

13



Where track crosses the baseboards, an arrangement of securing the rail ends firmly to the board edges is required. Here lengths of copper-clad sleeper strip (available from C&L Finescale) have been fixed in place with all-purpose adhesive and pinned for extra strength. The rail ends are then soldered to the copper.

14

The feed wires can be routed underneath the board through switches to create isolating sections if desired (for multi-locomotive operation on analogue control).

However, in this case it was possible to wire the whole layout 'live' and just rely on the point setting to isolate the closed routes, so I simply connected the three layout feeds together via a terminal block as pictured. Two wires can then be run from this to the controller for layout operation.

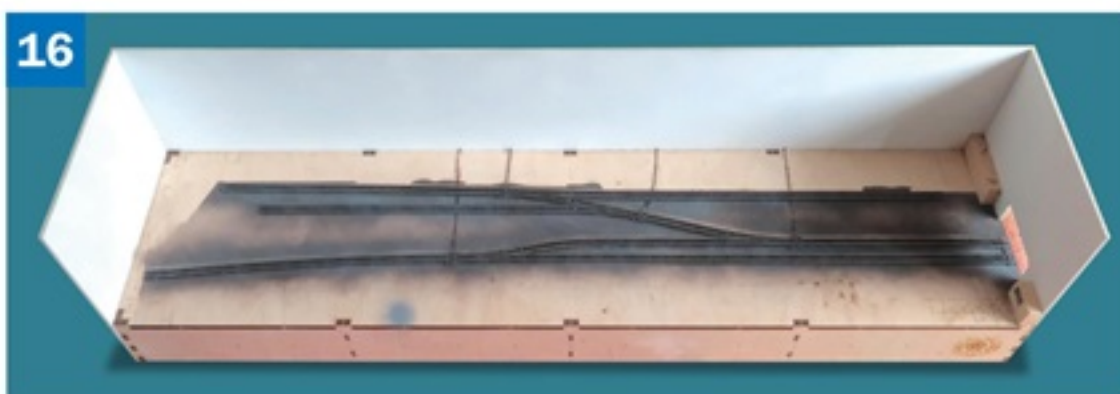


15



The MDF backscene parts were cut to size and attached to the layout using the glue supplied. Then, once the track had been fully tested, some weathering was applied using a combination of red oxide and brown aerosols. This was undertaken outdoors and with a mask worn. Note the use of newspaper to protect the backscene from overspray.

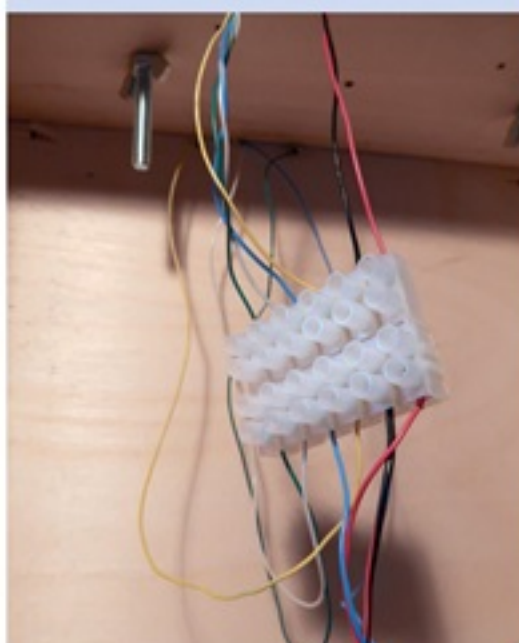
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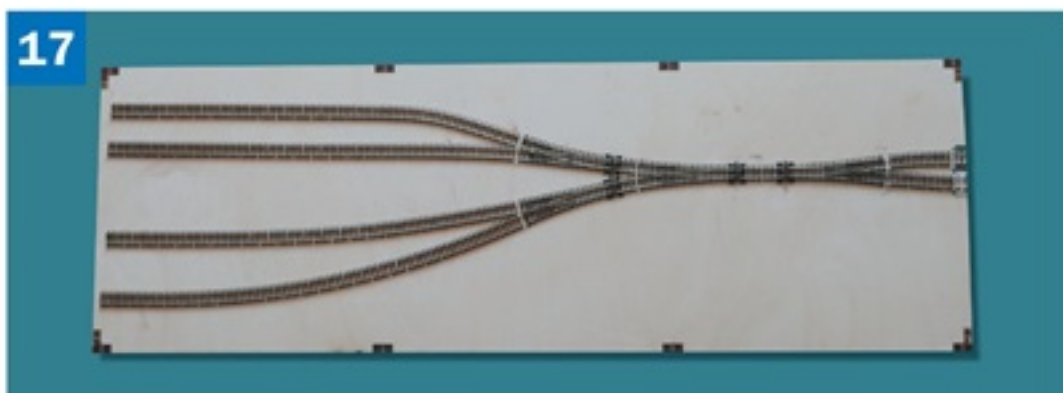
A view of the completed trackwork on the scenic board. Note the blocks of scrap timber (glued and screwed in place) to support the end board which could not be fitted to the vertical part of the baseboard. The fascia boards were left off while the scenic work continued.

18

To electrically connect the scenic board with the fiddle yard, a plug-together terminal block was used, as illustrated here. Although slightly crude, this arrangement provides a straightforward means of enabling the two boards to be separated when the layout is being stored, or for transport to an exhibition.



17



The fiddle yard board was created in much the same manner as described above, with the two layout boards joined together using a pair of long bolts with washers and wing nuts. It should be noted that a double-slip could be used instead of the toe-to-toe points employed here if desired. All point tiebars in the fiddle yard are operated manually for simplicity, but a means of remote operation using Peco point motors could be employed if preferred.

Useful links

The N Gauge Society
www.ngaugesociety.org

White Rose Model Works
www.whiterosemodelworks.co.uk

Next month

In part two of this series, Chris will turn his attention to the structures on the layout.

Garrigill

Photography by Steve Flint



“ – I was immediately smitten by what could be achieved in P4 – ”

Bob Hetherington

Inspired by the late Mike Sharman's early railway modelling, **BOB HETHERINGTON** adopted P4 standards and built this stunning depiction of a might-have-been Stockton & Darlington Railway junction set just after the S&DR was absorbed into the North Eastern Railway.



My real interest in modelling started in the 1960s when I bought the GEM kits for an LNWR Watford tank and three LNWR four-wheeled coaches. I built them for a possible layout in a spare bedroom.

At about that time articles by the Model

Railway Study Group were being published on Protofour Standards and I was immediately smitten by what could be achieved. As an additional influence, some amazing articles penned by Mike Sharman were published in which he described his

▲ An express hauled by No.161 *Lowther*, built by R Stephenson Ltd. The leading vehicle is a first class smoking saloon with second class compartments at each end for the servants. A first class carriage and a brake second make up the train. An express of this period did not have third class accommodation.



early period locomotive models, especially his model of the Stockton & Darlington Railway engine *Raby*. All this was what I had been waiting for and I decided that I would build a Stockton & Darlington Railway layout set in the latter half of the 19th century.

I began by searching *The British Steam Locomotive 1825-1925* by E L Ahrons for a suitable prototype and came across a drawing of William Bouch's long-boilered 0-6-0 No.217. As I was visiting Scarborough frequently for my work at that time, I called in on the noted expert of all matters NER, Ken Hoole, who told me I could find a full set of drawings of No.217 in a copy of *Engineer Magazine* of 1868.

▲ The engine shed is a copy of that at Middleton-in-Teesdale and is complete with a turntable and coaling facility. The mobile crane was built by Cowans Sheldon in the 1850s; the under-runner is an old S&DR merchandise wagon. The engine is a High Level kit of a Black Hawthorn 0-4-0T.

Also, the pioneering P4 manufacturing firm of the day – Studiolith – produced the correct wheels for No.217 and I was away!

Over the next 16 years I built No.217 and No.58 *Woodlands*, and constructed the baseboards and track for a model of Middleton-in-Teesdale station, though this ended up in a skip, apart from a scratch-built turntable and a single baseboard. On moving to a new home, I commenced *Garrigill* and everything you see developed from there.

A might-have-been junction station

Garrigill is a small moorland village, and the station would have been well away from its dwellings and inhabitants. In the 19th century the locals would have been involved mainly in hill farming and lead mining, so there would have been a requirement for the supply of coal, lime, pit props and general goods. The station thus features a single platform with booking office, a goods shed, coal drops and a locomotive depot with

engine shed and turntable.

The layout is set in the late 1860s, just after the Stockton & Darlington Railway had been taken over by the North Eastern Railway, but while it was still operating as a separate entity run by a committee.

The specific location is the site of an imaginary junction of two railways: the Wearhead Extension Railway and the Cumberland & Cleveland Junction Railway (see panel below).

Creating a plausible fictional station

Many modellers create fictional lines, often based on railway routes that were proposed and surveyed, but which never reached fruition or perhaps were only partially completed. Two such lines which prompted Bob's *Garrigill* were the Wearhead Extension Railway and the Cumberland and Cleveland Junction Railway.

However, we need firstly to track back to the year 1845 when the Weardale Extension Railway opened connecting the Wear and Derwent Railway (formerly the Stanhope and Tyne Railway) at Waskerley with the Bishop Auckland & Weardale Railway at Crook.

Although the line provided a direct route between Crook and Stanhope, it only served quarries and a smelting mill at Stanhope itself – no permanent passenger facilities were provided. Moreover, the route involved various inclines, notably at Sunnyside, and on the slopes to the north of the industries

at Stanhope. Perhaps more significantly, in 1845, the Wear Valley Railway was authorised and a line was opened two years later that ran from Wear Valley Junction (to the south of Crook) as far as Frosterley.

This was in effect part of other much grander schemes which aimed to link the Bishop Auckland & Weardale Railway to the Newcastle & Carlisle Railway at Milton near Brampton. Any such line would undoubtedly have passed through Garrigill.

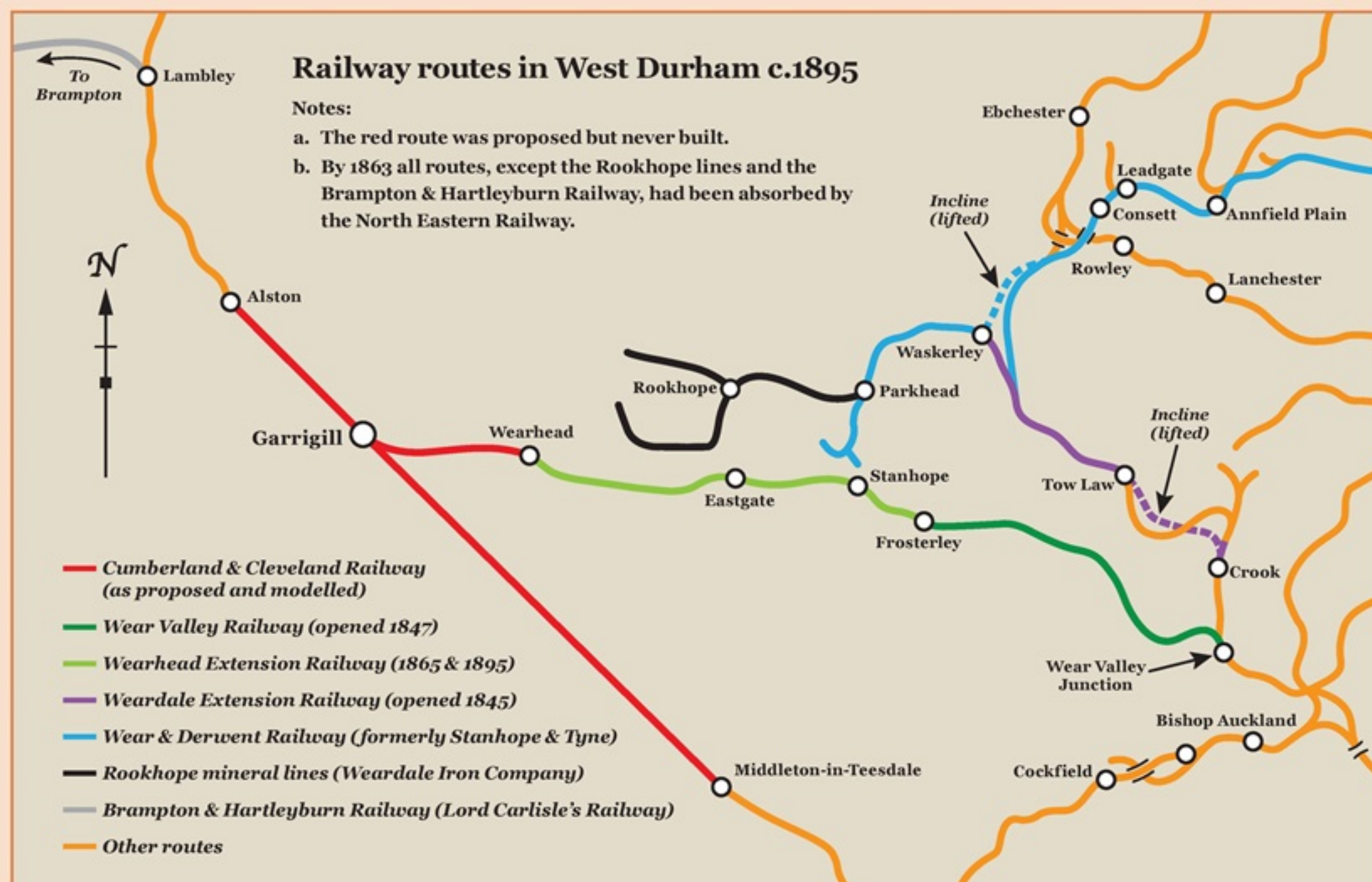
In the event the railway along the Wear Valley was only extended in stages, firstly through to Stanhope, where a permanent station and goods facilities were built to the south of the town in 1862. It is interesting to note that no connection between the mineral lines to the north of Stanhope and this new station was ever built.

Eventually though, the Wearhead Extension Railway completed the line from

Stanhope through to Wearhead, which became the line's eventual terminus, and thus rails never reached Garrigill or Milton. Nor was this accomplished until 1895, by which time the Stockton & Darlington Railway had been absorbed by the North Eastern Railway.

Nevertheless, with a few twists to the above historical chronology, Wearhead provided Bob with a plausible destination for one of the routes out from *Garrigill*.

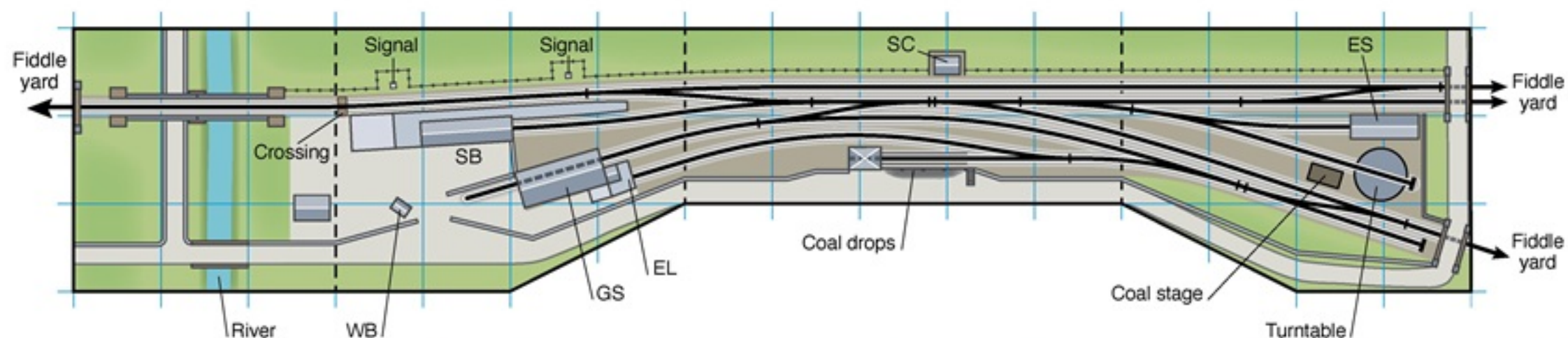
The other route which he incorporated into his scheme was that proposed by the Cumberland & Cleveland Junction Railway in 1872. This would have run from the market town of Alston southwards over the watershed between the Tyne and Tees rivers to connect with the existing NER terminus at Middleton-in-Teesdale. Nothing came of this proposal either, but again it provided Bob with his plausible reason for the second route out from *Garrigill*.





GARRIGILL

Overall scenic dimensions: 15' 9" x 3' 0". Each grid square = 1ft x 1ft.



Mineral engine No.145 *Panther* was built for the opening of the Stainmore line with an enclosed cab because of the weather over the Pennines. Apparently, the drivers did not like them as they felt too enclosed! The train is made up of covered corn wagons and an open wagon of sacks. The covered wagons were built in the 1840s with dumb buffers.

Mineral engine No.217 hauls a rake of P5 type hopper wagons. The locomotive was a long-boilered design by William Bouch that incorporated his latest innovations, including steam brakes on the rear two sets of driving wheels operated by a cylinder on the footplate that pressed steel bands on the tyres, and a sleeved funnel to preheat boiler water. The brake van had previously been used on passenger trains.



◀ Tank engine No.197 *Kildale* with a train of Lord Carlisle's Railway chaldron wagons lettered for his agent TK (Thompson of Kirkhouses). The engine was designed to be a banker on the Marske zig-zag incline near Saltburn. The signal box is one of the earliest of the S&DR and was classified C1 by the NER.

Coal and lime drops, typical of the period to allow the use of hopper wagons. The closed shed over the last two cells is for the lime used on the fields, which would be spoilt if wetted. ▶

The latter would have continued north to join the Alston branch of the former Newcastle & Carlisle Railway. The advantage of this is that while most of the stock I have built (or am building) is of S&DR prototypes, I can legitimately include some stock from Lord Carlisle's Brampton & Hartleyburn Railway which connected to the Alston branch at Lambley (see map).

Scratch-built locomotives

The layout has been constructed over the last 18 years, although the construction of the locomotives, which is my main love, commenced in 1971. These are scratch-built, mostly from original drawings, except for a High Level Black Hawthorn. Carriages are

▶ The goods shed and crane. The shed is from the original drawings of Kirkby Stephen goods shed; I obtained these from Euston in the 1970s and reversed the design to fit.

▶ A view of the station. The building was copied from Rowley station (now rebuilt at Beamish Museum) but was reversed end for end. It was common for the S&DR to have one platform only for both directions of travel.





▲ A view showing passenger locomotive No.114 *Edward Pease* crossing the viaduct over the gorge. When built in 1859 this was the latest express engine but the design was overtaken by *Lowther* three years later. This is a secondary train and includes a parliamentary third class coach next to the engine, as well as a first class vehicle and a brake second.

from etched brass, produced from the works drawings from the National Railway Museum and etched by Bill Bedford.

The P5 mineral wagons and chauldrons are built from kits from John Elliott's Chilton Iron Works and are unfortunately no longer available. Other goods stock is mainly scratch-built including an early Cowans Sheldon hand-operated mobile crane and under-runner. A drawing of this crane featured in the journal of the North Eastern Railway Association a few years ago.

Thanks

I would like to thank everyone with whom I have had contact and help over the last 50 years of modelling the Stockton & Darlington who are too numerous to list, but I must mention my wife Olga not only for her tolerance for my disappearing in the garage/workroom, but also for producing the backscene for *Garrigill*.

I must also thank members of the Fylde group and especially Mike Norris for running rights on *Preston*, so as to try out my engines; members of the East Coast of Scotland group for their kindness in allowing me to be part of *Burntisland*; Alan Goodwillie and Jim Summers for their assistance; and finally the Cumbria Railways group for help and encouragement.

End loading at the goods shed. The vehicles on the carriage wagons are a governess cart and a Brougham road coach. Coupled behind are LNWR and Furness horseboxes. ▶

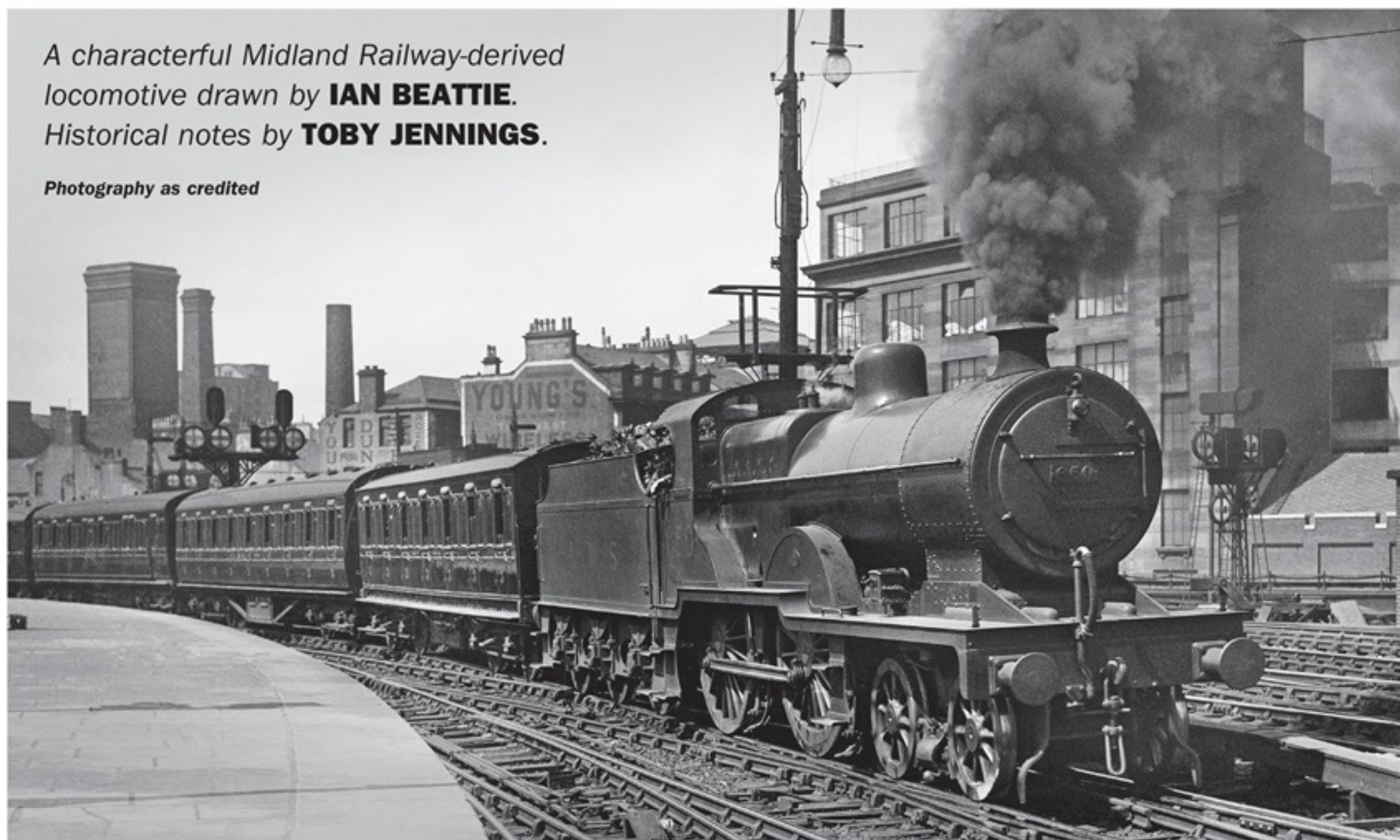
A secondary passenger train hauled by passenger engine No.58 *Woodlands*, which was built in 1848 and rebuilt in the early 1860s. The train is composed of three third class six-compartment coaches and a brake van; each adjacent pair of compartments shared one oil lamp.



LMS Class 2P 4-4-0

A characterful Midland Railway-derived locomotive drawn by **IAN BEATTIE**.
Historical notes by **TOBY JENNINGS**.

Photography as credited



Like many locomotives of Midland Railway descent, the London Midland & Scottish Railway 2Ps are a class that divides opinion. On the one hand, they can be seen as outdated relics of a bygone age; underpowered 4-4-0s with a throttled front end, built at a time when most railways had moved on to six-coupled machines, and thus keeping alive the Midland's practice of using two small locomotives where one bigger engine would do the job.

Yet perhaps this does the 2Ps a disservice? A class of locomotives that successfully worked two of the most demanding railway systems in the country for more than 30 years, were genuinely adored by the footplate crews on at least one of those railways, and proved very economical in the process, cannot have been a complete disaster.

Victorian roots

The 2Ps can trace their ancestry

back to a Johnson design of 1884 – the 1667 class 4-4-0s, numbered 1667-1676, with 7' driving wheels, boiler pressure of 140psi and Joy valve gear. The latter proved unsuccessful, and the class was replaced between 1896 and 1901 by what were effectively new locomotives, with new boilers, frames, piston valves and motion, and given the same numbers. They were renumbered 483-492 in 1907, becoming the 483 class.

During 1912/13, the 483s were rebuilt yet again with superheated boilers; though classified as rebuilds for accountancy purposes, they probably only reused the wheels and some small parts from the original engines. With Belpaire fireboxes and the distinctive stepped running plate over the driving wheels, the rebuilt 483s

Pictured at Penrith circa 1949, No.40695 has its new BR number but retains LMS lettering on its tender, which also has coal rails. Photo: Rail Photoprints

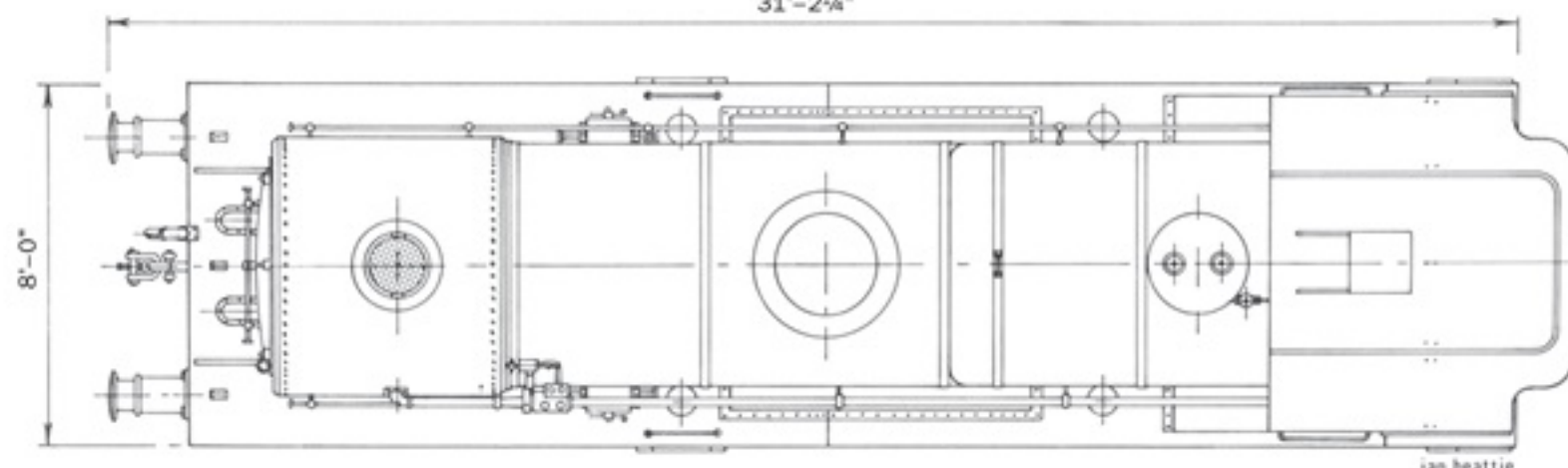
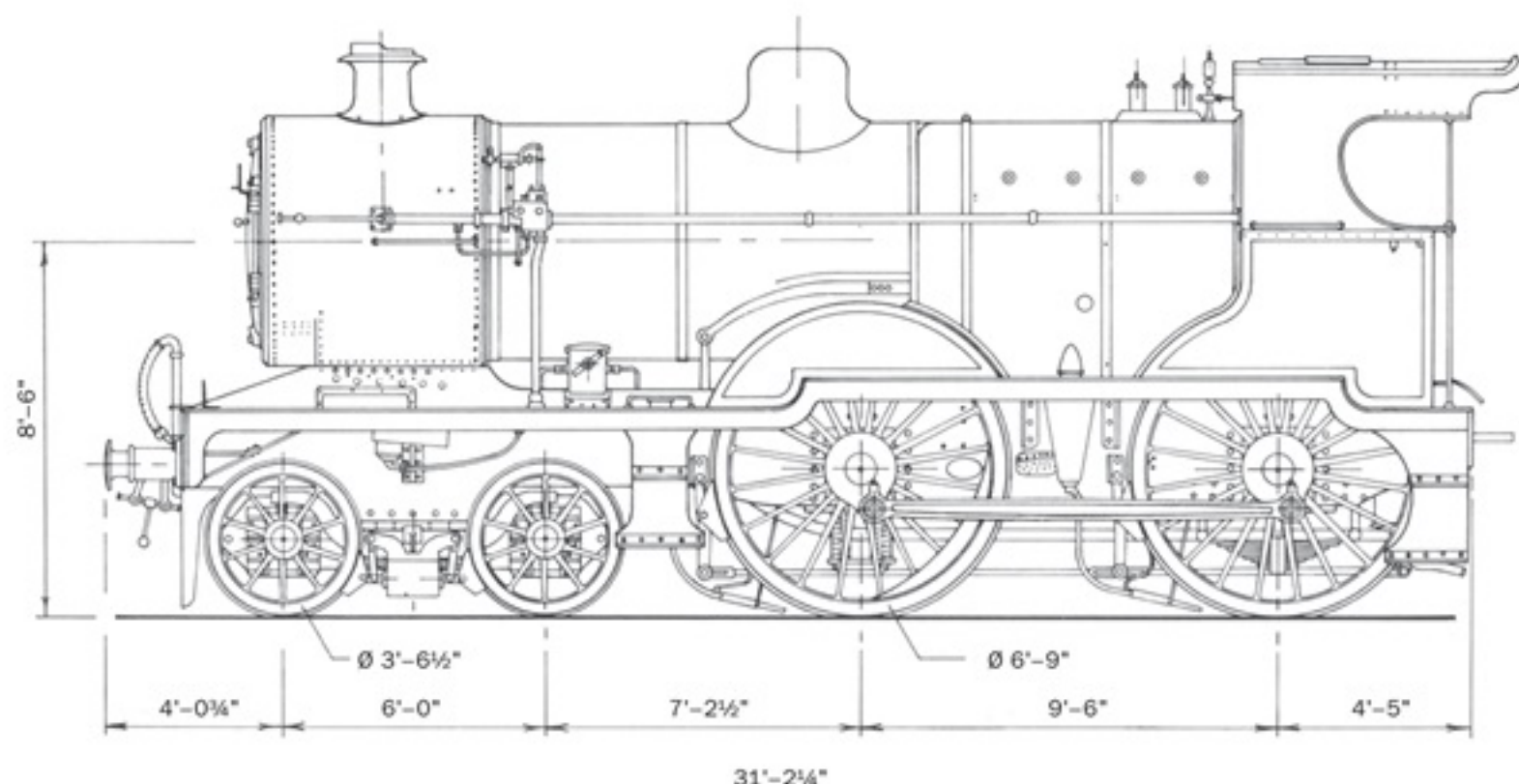
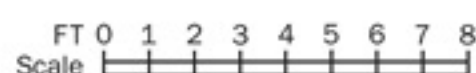
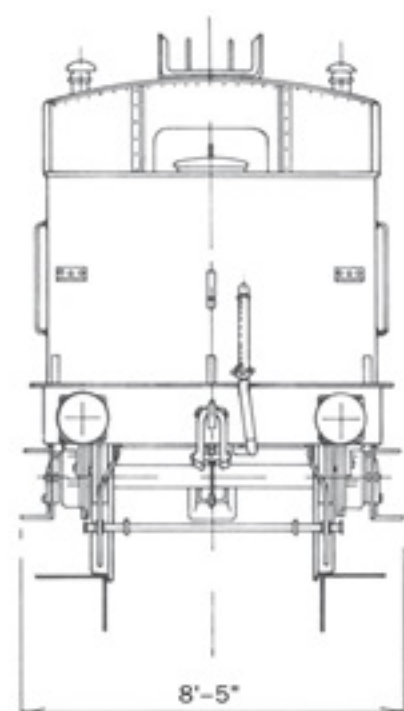
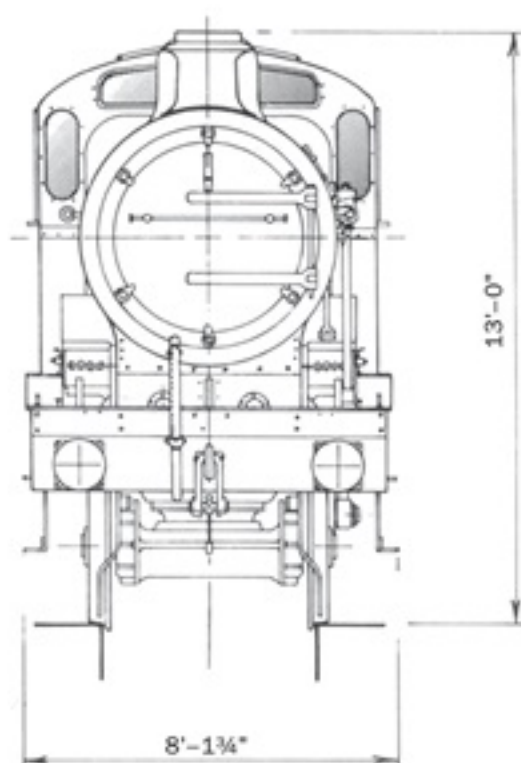
▲ The 2Ps proved successful, and popular with their crews, on the former Glasgow & South Western network. Here, No.650 leaves Glasgow St Enoch with a local train in 1933. Photo: Rail Photoprints

established the familiar outline that would continue right through to the LMS-built 2Ps, and many other Midland 4-4-0 classes would also be rebuilt with the same boiler to bring them into line with the 483 class. The last of these Midland Class 2Ps would remain in service until 1962, the same year that the LMS-built examples

were rendered extinct.

With Sir Henry Fowler – the Midland's Chief Mechanical Engineer from 1910 to 1922 – occupying the same post in the LMS from 1925 onwards, and James Anderson, the new company's first Motive Power Superintendent, also being a former Midland man, the MR

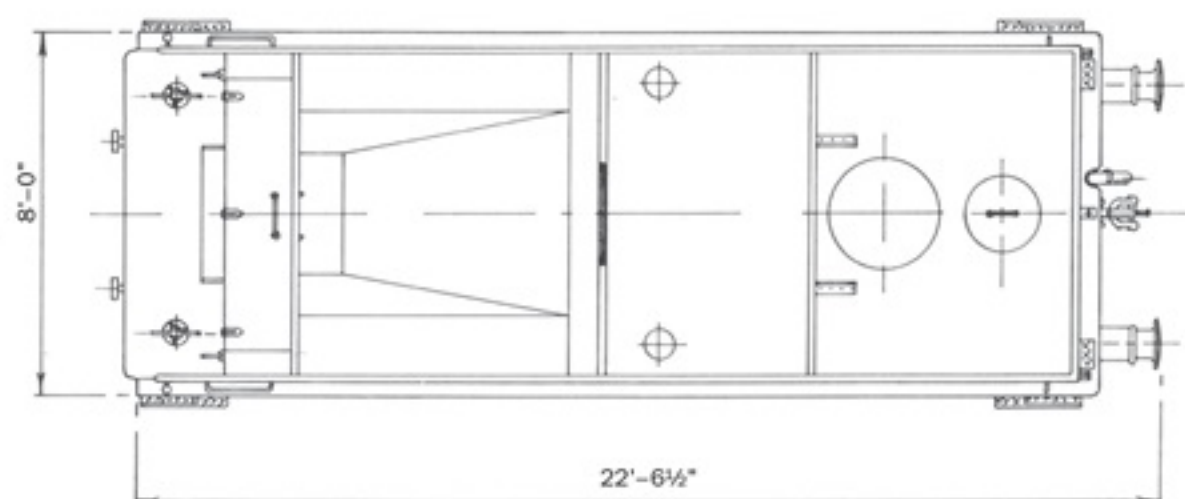
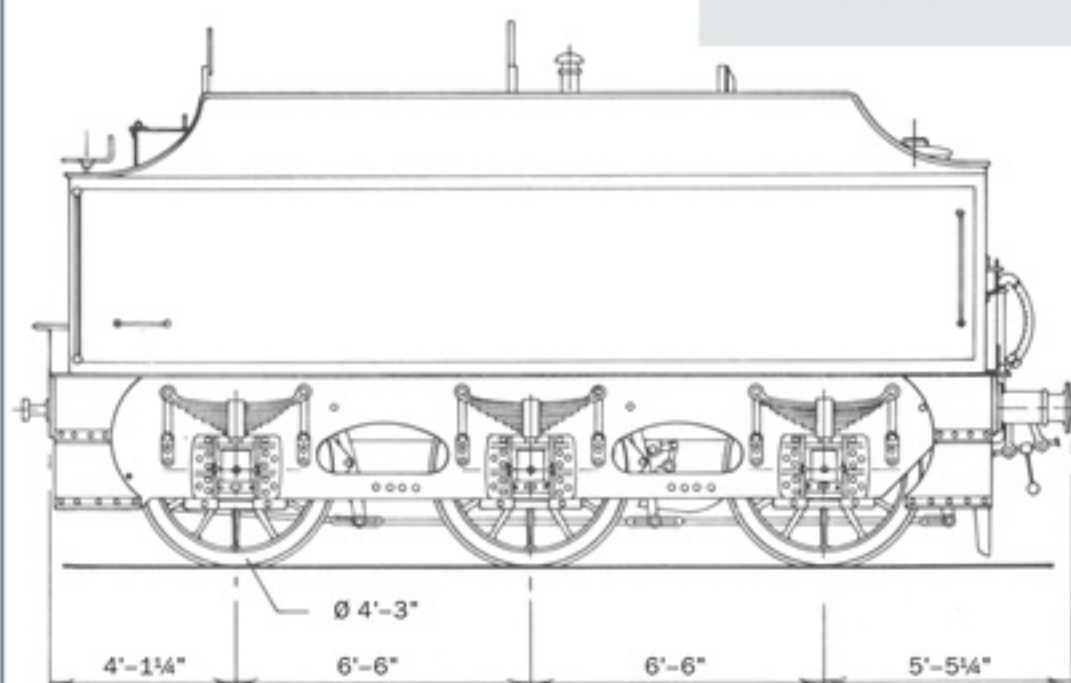




Notes on the drawings

The drawings, by the late Ian Beattie and originally published in the December 1984 *RAILWAY MODELLER*, depict a 2P in original condition with Midland-style capuchon chimney (later replaced by a Stanier design) and bogie brakes (removed in the 1930s). Later, rain gutters were added to the edges of the cab roof and larger buffer heads were fitted. The only major modification was the fitting of Dabeg feedwater heaters to Nos.633 and 653, on the left front running plate adjacent to the smokebox.

A standard Fowler 3,500-gallon tender is shown, though these also displayed detail differences: Crewe-built examples had prominent rivet heads; some had coal rails added; and Somerset & Dorset examples had a tablet catcher at the front close to the steps.



'small engine' policy continued, most notably in the continued building of 4F 0-6-0s. When the need arose for new, lightweight locomotives for secondary passenger duties, the 483 class was likewise chosen for further construction.

Introduced in 1928, the LMS 2Ps were very similar to their predecessors, with only minor changes such as reducing the driving wheel diameter from 7' to 6' 9" and increasing the boiler pressure from 160 to 180psi.

A total of 138 were built up to

1932, most at Derby but with two batches from Crewe, and including three – Nos.575/6/80 – turned out from Derby in 1929 to replace the first engines with those numbers, which had been sent to the Somerset & Dorset Joint Railway the previous year

as its Nos.44-46. The LMS took the SDJR's locomotives back into stock in 1930, with this trio becoming Nos.633-635 – but the class would remain closely associated with the S&D for three more decades, becoming the staple pilot engines assisting

larger machines such as LMS and BR Standard 5MT 4-6-0s, and Bulleid Pacifics, over the steep gradients of the Mendip Hills.

Capable performers

With their relatively large driving wheels, the 2Ps might seem at first glance to be unsuitable for such work, and their outdated cylinder design with short-travel valves did nothing to help their performance. On the Somerset & Dorset, however, they did prove to be very sure-footed as pilots, and within their limitations, they were very capable machines, competently working lightweight stopping passenger trains in most parts of the LMS network. Examples were allocated at various times to sheds including Barrow, Workington, Buxton, Burton, Accrington, Goole, Rhyl and Northampton, to name just a few widespread locations.

One of the first places they made their mark was on the former Glasgow & South Western Railway network, with over half of the class being allocated there from new. The G&SW enginemakers took to them immediately, finding them spirited, free-running, powerful enough for the steeply graded lines and often heavy traffic to Stranraer, and frugal on coal and water.

Before the war, the class found similar work in England, being used on Leeds-Heysham boat trains loading up to nine coaches, and single-handedly taking the then six-coach 'Pines Express' over the S&D – neither a mean feat for a Class 2 engine – but perhaps the classic image of the 2Ps will always be as pilots to larger LMS engines like 5MTs and Jubilees. As well as the S&D, they carried out such duties on the G&SW (assisting expresses out of Glasgow St Enoch), the Midland Main Line, and even on the West Coast Main Line.

For all their inherent faults, then, they did what was asked of them well enough – and the LMS, always a cost-conscious railway, found them to have the lowest average repair costs of any passenger class in the 1930s.

First to be scrapped were Nos.591 and 639, written off after



they collided virtually head-on at Port Eglinton Junction, Glasgow, on 6 September 1934.

BR withdrawals commenced in 1954 and accelerated from 1959 onwards, with many of the last examples being found on the S&D and G&SW routes that they had served so well. The final survivor was No.40670, withdrawn from Ardrossan shed in November 1962; sadly, the standard gauge preservation movement was still in its infancy at this time, and none were saved. A proposal was put forward in the late 1990s for a new-build project, but did not attract enough support, so today we can only enjoy this characteristic LMS design in model form.

Model 2Ps

First to produce a ready-to-run 2P was Hornby, which released an OO gauge model in 1973. Having been converted from the old Tri-ang tooling for the very similar looking Maunsell L1 4-4-0, its smokebox, chimney and front framing were all incorrect for the 2P, and it only lasted in the catalogue for two years.

▲ A pair of 2Ps received Dabeg feedwater heaters, shown on No.40653 in store at Uttoxeter on 14 February 1960. The heaters reduced coal and water consumption by 5% and 8% respectively, but also added more maintenance costs. Photo: Rail-Online

A much better 2P model would eventually enter the Hornby range, though rather like its prototype, it had a somewhat complex ancestry. Barely had it appeared in late 1984 under Palitoy's Mainline brand (being reviewed in the December RAILWAY MODELLER of that year) than some of the stock and assets of Mainline were sold to Dapol in 1985. The 2Ps had arrived so late that some were released only in polystyrene trays, which were inserted into Dapol boxes.

The tender-driven model was initially produced as No.635 in LMS lined black and No.40568 in BR lined black; over the next two decades, Dapol added Nos.40567 and 40569 in BR black and No.45 in SDJR Prussian blue. All of these were authentic, but No.563 in LMS maroon was more of a 'might-have-been' – because the introduction of the real 2Ps in 1928 had come just after the LMS switched to black livery for all but express passenger engines.

The tools for the 2P were among the Dapol items sold on to Hornby in 1996, and the model was reintroduced in the latter's range three years later, with further numbers in LMS and BR black, and SDJR blue, having been produced since. More recently, it has received a much-needed upgrade with a motor in the locomotive.

The Mainline/Dapol 2P had been an excellent model for its day, and it says much for the quality of the body moulding that it can still look good alongside today's R-T-R items – especially with a little extra detailing and weathering, as Callum Willcox shows on page 736.

For N gauge modellers, a 2P is available from Union Mills Models (tel. 01624 852896) in BR black and LMS red; a 3mm scale etched brass kit was produced by John Maidment; while in O gauge, Gladiator Models offers a kit (www.gladiatormodels.com – tel. 01332 510346).



► One for the kit-builders: an unusual view of No.40575 undergoing some heavy repairs at the back of the former Glasgow & South Western Railway Hurlford shed in September 1960. Photo: Rail-Online

A day excursion to West Dorset

Broadwindsor

RICHARD MABY created this joint Western and Southern Region station in a very compact space.

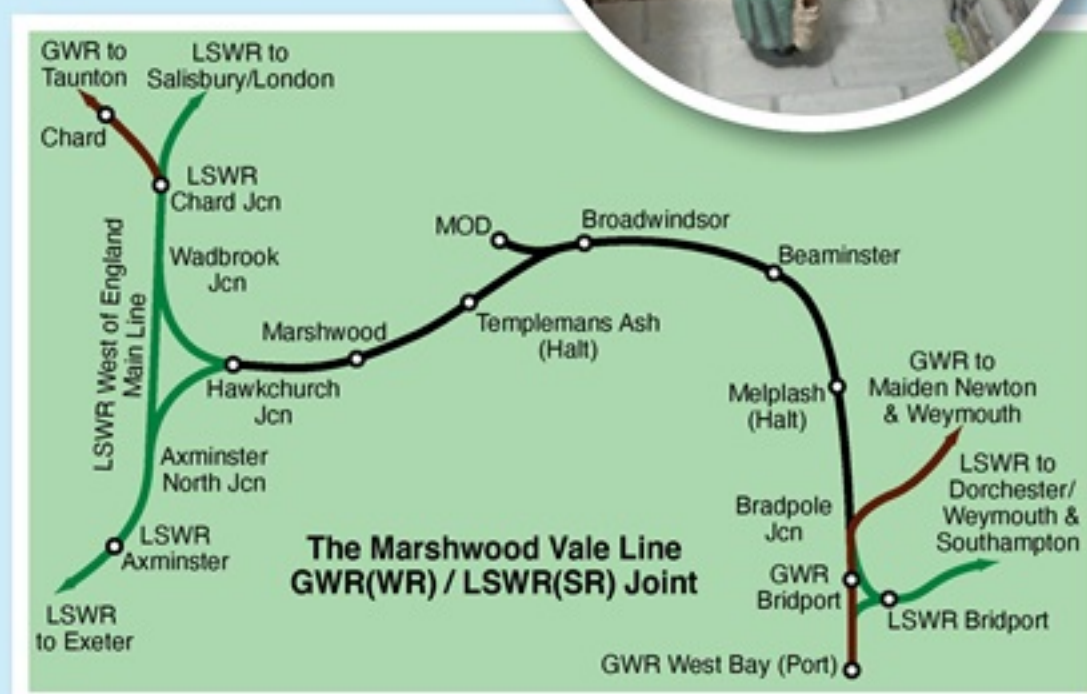
Photography by the author

The London & South Western Railway abandoned progress of a route westwards to Exeter from London via Southampton on reaching Dorchester, favouring the more direct central route via Salisbury and Yeovil. This became known as the West of England Main Line and left several significant and rapidly developing centres of population, commerce, and military locations without straightforward rail access: a situation which persists to this day.

The Marshwood Vale line

To redress this gap in the rail network, I have supposed that Bridport and nearby West Bay, some 15 miles west of Dorchester, had developed sufficiently to attract LSWR rails. Connection to its main line near Axminster was tantalisingly close but funds tight.

The Great Western Railway, which had arrived earlier, was keen to find a way to run freight more easily between Exeter and the ports of Weymouth and West Bay as well as to limit the scope of LSWR expansion plans. However, the two rival companies agreed to jointly develop a 17-mile, mostly single track, route from Bridport which divided towards its western end, south for Axminster and north for the GWR towards



Chard Junction. By taking responsibility for much of the track and infrastructure the GWR was able to exercise a measure of control and secure its goal of limited freight running rights to Exeter over the LSWR main line, as well as making use of its Chard branch for through trains to Taunton.

Things ultimately proved more beneficial to the LSWR, attracting

The daily pick-up goods rolls into view with a Collett 0-6-0PT in charge. The layout is fully signalled including ground discs, one of which is seen beside the locomotive.



◀ The crew of a Bedford OB bus pass the time of day with a passenger while waiting at the station entrance for a connecting train.

It's a busy day in the coal merchant's yard, while ex-GWR small Prairie No.4569 arrives with a cattle train. ▶

military and naval traffic from bases around the south coast as well as significant passenger and parcels carriage plus freight for Southampton. The principal station was Beaminster with lesser sites at Broadwindsor, Marshwood and Hawkchurch.

Developing the concept

I am a 'returning' modeller – my teenage layout in the early 1970s having been forsaken in favour of motorcycles. The old bikes remain but I always kept an eye on the railway scene and acquired a few items of OO gauge rolling stock for 'later on'.

That moment arrived a few years ago, though things didn't start with this rationale; rather, an article covering Geoff Forster's wonderfully characterful rail-served dairy, an extension to his equally charming *Penhydd* (RM November 2012). I was inspired to build my own version, the *West Dorset Dairy*. This was intended to be a low-relief shelf diorama but became a fully formed factory as the joys of scratch-building and kit-bashing were revealed. A house move allowed more space and so the concept evolved with the dairy as the focus, both visually and for rail activity.

I have a preference for branch lines with their quirky, often overgrown and comfortably neglected air. Secondary lines can offer much the same characteristics, so *Broadwindsor* fitted the bill nicely.

This would be my first layout build for decades, and an attractive aspect of a joint route was the excuse to feature both WR and SR trains. Although I could only squeeze in a 2m scenic length, this did mean that I would at least stand a good chance of completing the project – with less danger of suffering defeat from being over-ambitious. This was going to be as much a large diorama as a small layout.

Objectives

The aim with *Broadwindsor* was to create, effectively, a three-dimensional painting, capturing the character of a busy rural line and related industries in the period 1955-1961. It had to accommodate both through passenger services and the local Axminster and Chard shuttles as well as a variety of freight, including military traffic. Shunting would be a main activity, both for the dairy complex, agricultural products and to service off-scene MOD and quarry sites. This would justify the inclusion of shed facilities for a shunter. The station needed to be modest and compact with a single curved platform and typically fascinating collection of secondary structures. A goods facility, loading dock, livestock pens, yard crane and the ubiquitous coal merchant were required. Scenically it was to be a summer landscape with plenty of trees, some mild elevation to



the surrounding terrain and an overall sense that the railway – a little neglected post-war and its livelier days fading – had been around for some time and was by now picturesquely aligned with nature, that is, a little overgrown in places. All this in a scale 167 yards and needing to appear natural, and not overcrowded. Quite a tall order!

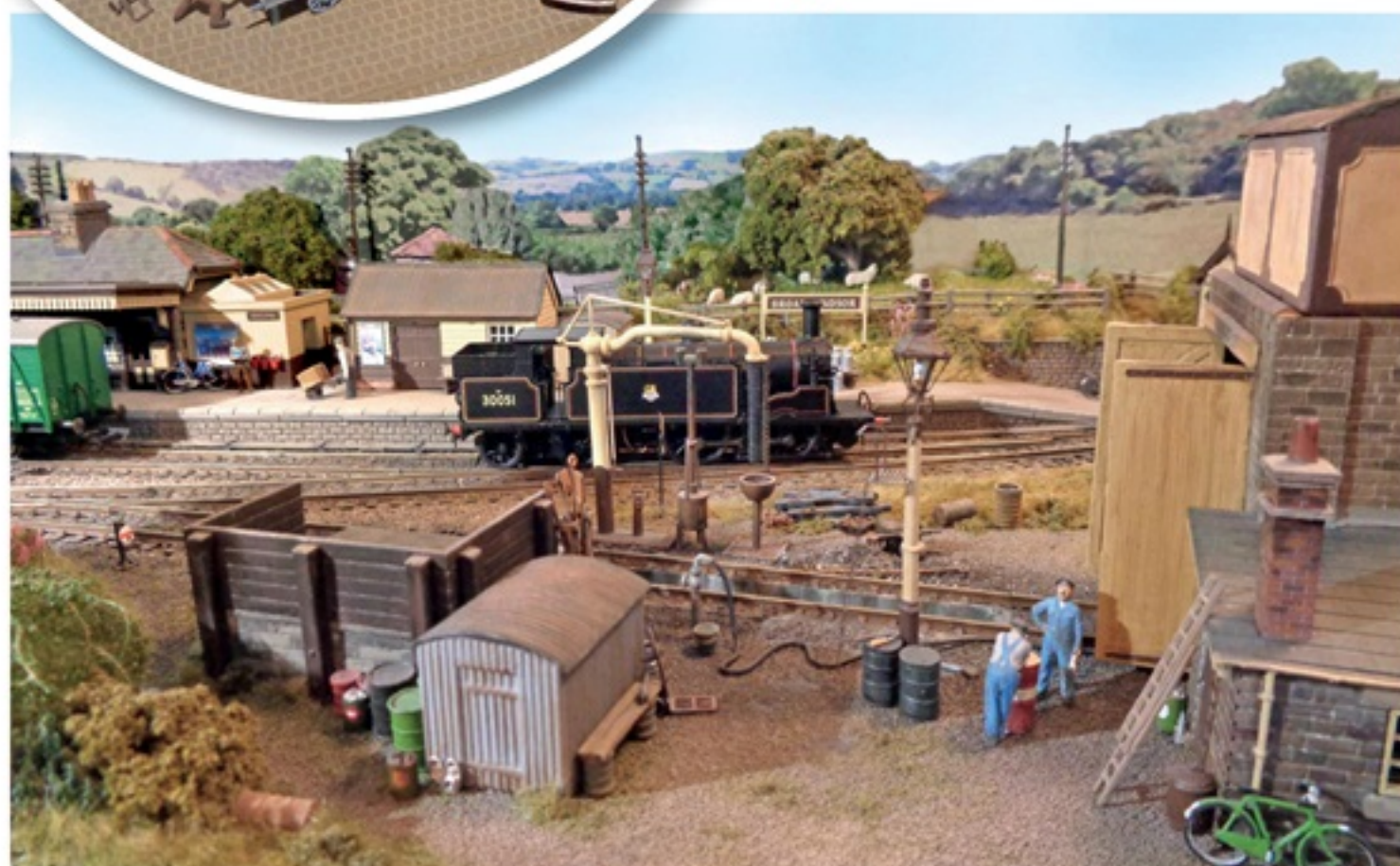


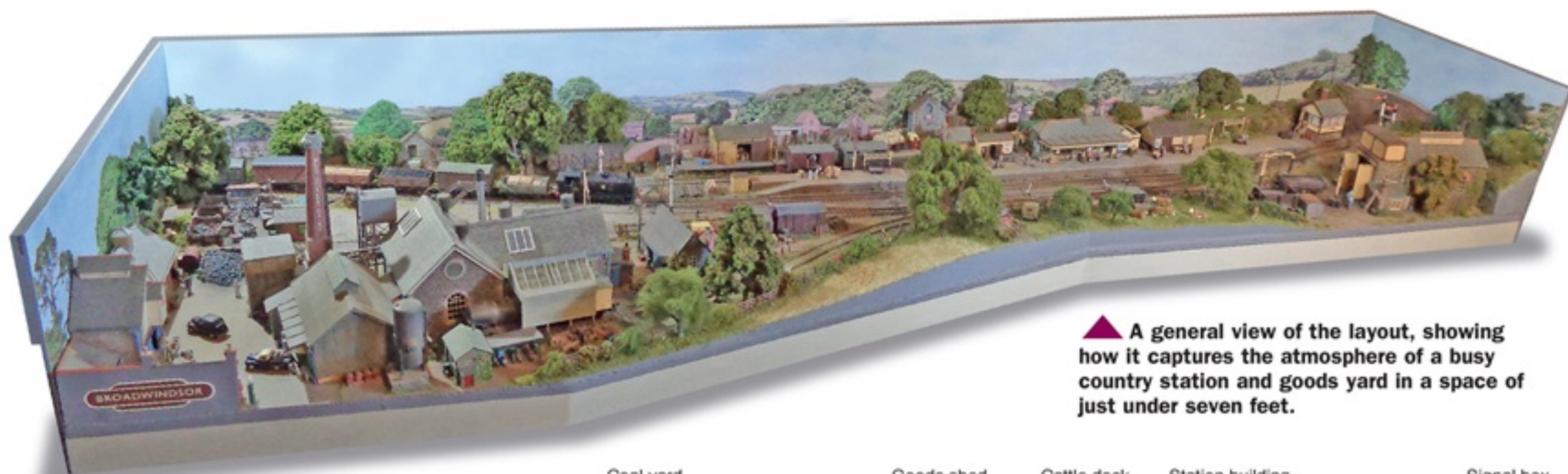
The build

The baseboard is a single sheet of 12mm ply braced with batten and surfaced entirely with cork sheet, all supported by snugly fitting trestles. The left end is 600mm wide to include the dairy complex and goods yard. This narrows to 400mm at the other end for the station and loco shed areas. The location of structures determined the track plan, and I wanted at least some effect of curvature. I found the best way to achieve this was by running the line in/out to the rear of the baseboard but I realised the plan also meant tight curves. As the format dictates sedate

◀ Despite the small baseboard footprint, the layout is packed with cameo scenes. Here a sack is drawn up through the lucam to the upper floor. Health and safety has developed in the intervening years!

The shed area is fully detailed with just the right amount of clutter. Drummond M7 0-4-4T No.30051 starts its run-round manoeuvre before making the return journey.





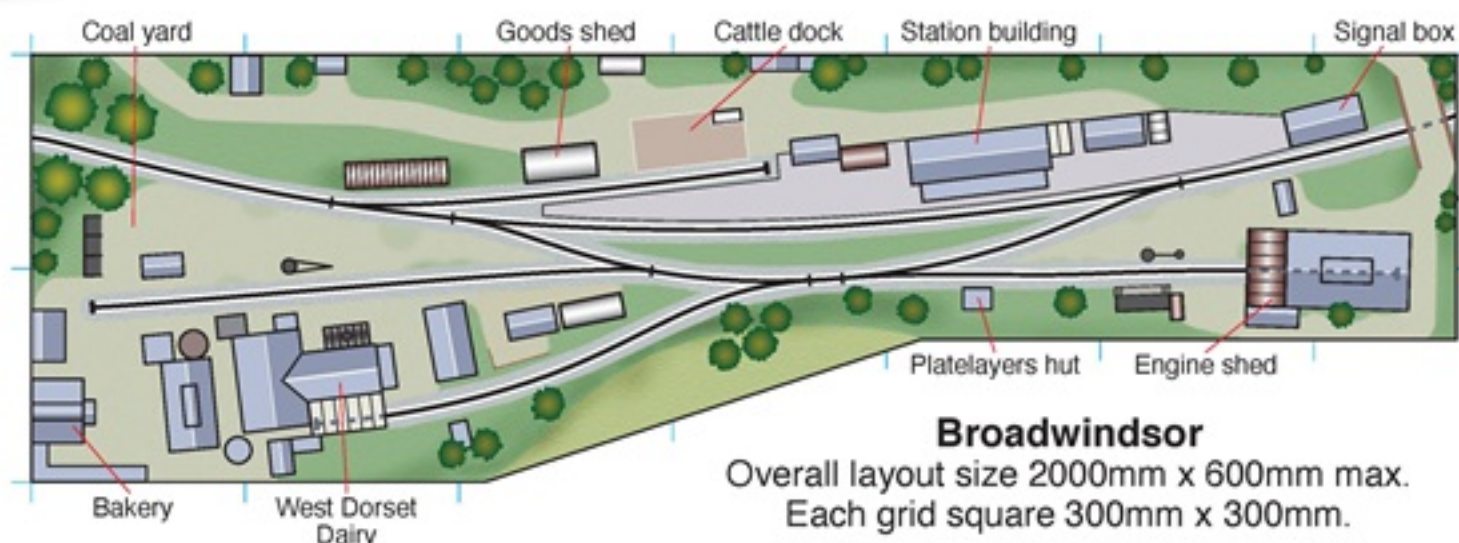
▲ A general view of the layout, showing how it captures the atmosphere of a busy country station and goods yard in a space of just under seven feet.

train speeds this doesn't present an issue, but there's not much opportunity for long radius points. Care was taken to ensure the track, which is a mix of Peco Setrack and Streamline, was firmly located and level. As ever, the project was constrained by budget and a little 'techno-fear'; my experience still being rooted in the late 1960s! Electrical feed wiring was installed during track laying together with provision for point motors. The next job will be to fit Peco Twistlock units.

Structures

Infrastructure is generally as compact as possible whilst retaining a believable sense of proportion. This helps greatly for creating a sense of space, though clearances are often tight, and the goods yard is about as small as it gets.

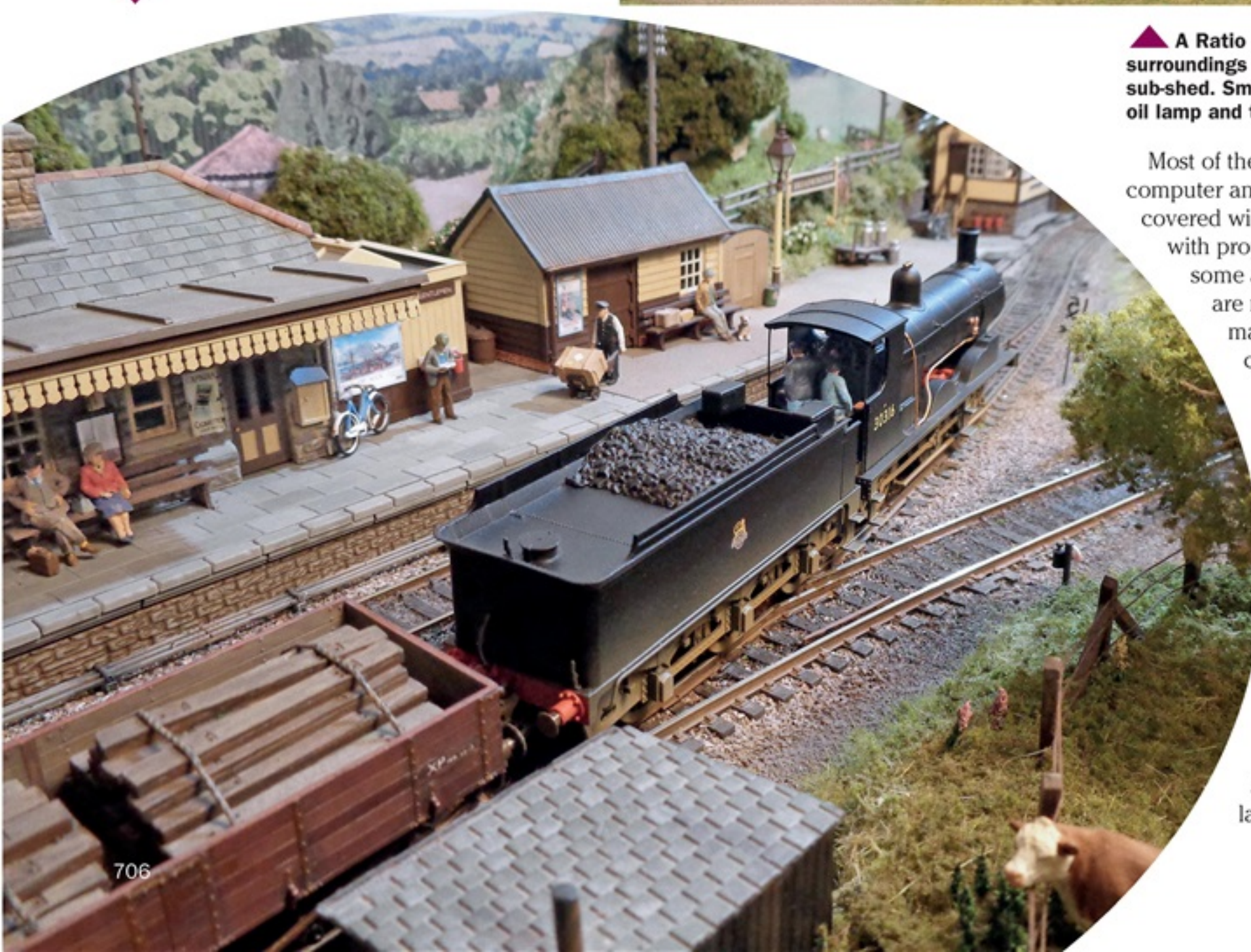
▲ A Drummond Class 700 'Black Motor' 0-6-0 shunts an engineering train into the compact goods yard.



▲ A Ratio engine shed, placed in bucolic surroundings to give the feel of a small rural sub-shed. Small details include a Dart Castings oil lamp and the standpipe.

Most of the main buildings are drawn up on computer and then built using card shells covered with stone or brick plastic sheet with proprietary window frames and some adapted kit parts. Other structures are mostly kits, often modified, plus a magnificent cast resin factory chimney. The dairy owners have been typically enterprising and branched out as grain/seed/agricultural merchants as well as establishing a bakery, featured in low relief as part of the dairy factory complex, together with a rarely modelled GWR-style stables.

The station style and layout, signal box and nearby engine shed are loosely inspired by those at Helston. The platform is of card construction with Peco stone facing and Gaugemaster lamps. To achieve a gritted



R Hall & Son Ltd uses an ageing Thorneycroft lorry to make a delivery to the dairy yard. A Wills water tower has been blended skilfully into the dairy complex.

platform surface but avoid passengers apparently standing on gravel the size of track ballast, I used fine grade sandpaper off a roll. Care was taken to ensure both ramps merge neatly with the ground and the platform curve is smooth. The shed (Ratio) features an ornate oil lamp (Dart Castings), inspection pit, standpipe, fire irons and general detritus.

Landscape

Raised areas were constructed separately using card lattice frameworks covered with plaster bandage, then finished scenically before fixing in position and detailing. Trees are a mixture, some proprietary with enhanced foliage, whilst others are scratch-built using wire armatures or, for the central oak, hazel twigs arranged to form mighty boughs! Fields use static grass, but the rough stuff is dyed teddy bear fur enhanced with scatter and wildflowers.

The backscene was created on computer from a mass of individual images, which were printed onto A3 sheets and then mounted on the backboard. This produced a pleasing result that is evocative of the region being modelled – but I may just paint backscenes by hand in future.

I decided to go for an industrious and sensitively detailed look with a number of cameo scenes scattered around. Everything was weathered into the landscape, with nature making mild incursions, and care taken to achieve an even, slightly muted tone



with colouring. Together, this gives the layout a harmonious appearance.

Rolling stock

Locos, wagons, and carriages are from the usual R-T-R sources – much being acquired second-hand online – augmented by kit-built items. Weathering has commenced; wagons first and I will investigate coupling options, though tight curves sadly rule out close-coupled stock. Most locos have crews as they look a little odd without. By ignoring the Western Region colours and swapping vehicles, the layout can also operate in pre-war guise using GWR and Southern stock.

Conclusions

Broadwindsor is finished scenically but far from complete. There's much to do on the technical side and fiddle yards to construct, turned 90° forwards to the main board. The layout has, so far, exceeded my hopes and I can immerse myself happily in the period atmosphere, even when nothing much is happening, which seemed to typify rural railways when I was a child. Moving to a smaller room is due but may offer better space for the fiddle yards. We shall see.

An Ivatt 2-6-2T with an MoD train passes a diesel railcar. Will the heavy military traffic help to save the line from the Beeching cuts?



Recreating the 'Bonnyface' local

IAN NUTTALL describes one of the local passenger trains that runs on his 4mm scale Settle & Carlisle-themed layout, this formation depicting a regular Hellifield-Hawes service that passed through Dent.

Photography by the author



Just north of Dent is Garsdale, the other side of Rise Hill Tunnel. It is the junction for the branch line to Hawes and then down through beautiful Wensleydale to Leyburn before joining the East Coast Main Line at Northallerton. Garsdale is the only station between Dent and Kirkby Stephen and, being in a particularly sparsely populated area, only exists because of its junction status. It could be a lonely outpost, yet one full of character and featured, sadly, as the scene on Christmas Eve 1910 of one of the country's worst railway disasters. 12 people were killed and the dire words, "I've wrecked the Scotch Express" were uttered by the signalman responsible when he realised that he had forgotten about the two light

▲ This is my most frequently used pairing of loco and stock for my 'Bonnyface' train. No.1205, along with No.1206, was allocated new to Hellifield in 1946, specifically to work this service, taking over the mantle from Fowler tanks Nos.21 and 64. The Midland van, inserted between the loco and first coach, is there for practical reasons; when the 'Bonnyface' set has finished its trip, I need to reverse it into the hidden storage sidings, and this combination prevents buffer lock. The picture shows the working heading north over Denthead Viaduct; it is due in Dent station at 15:10.

engines waiting on the Down main line.

Hawes was where the Midland line from Garsdale met the North Eastern Railway branch from Northallerton head-on; Hawes was officially Hawes Joint. Thus, the train services along Wensleydale were divided, unequally, between the two companies. In my 1939 LMS passenger timetable, five return trips a day are listed from Hawes to Garsdale (09:16, 10:23, 13:26, 16:00 and 18:40) and with no intermediate stations, each journey

took 11 minutes. The first trip of the day was noted as being Tuesdays Only; no doubt it was market day in Hawes.

Checking the times

Comparing these times with my 1946 timetable, I noted that the Tuesdays Only train had disappeared, and all but the 15:26 from Garsdale, and its 16:25 return, have an 'L' next to the times. This is to signify that that the loco and coaches were from LNER

[illegible]

▲ This timetable extract shows the passenger train service between Hawes and Garsdale in 1946. The three return trains marked with an 'L' are formed of LNER stock and originate from Northallerton, as my more detailed 1939 LMS timetable shows. For my *Dentdale* layout the 15:26 from Garsdale, and its return 16:25 working from Hawes, form my three-coach 'Bonnyface' service. This continues south through Dent to Hellifield, with the arrival time given as 17:23 in all four LMS timetables that I possess.

stock. These three trains originated from Northallerton and stopped at all stations on the Wensleydale branch. The one service without the 'L', and therefore pertinent to my needs, ran through Dent. In fact, it was the daily return Hellifield-Hawes service, given in the 1946 timetable as leaving Hellifield at 14:20, returning there at 17:23. In both the 1939 and 1946 timetables the northbound train seems to start from Bradford at 12:52, travelling via Leeds, although the southbound service terminated at Hellifield.

The 'Bonnyface' local

This Hellifield-Hawes service was, for years, referred to by locals, in endearing terms, as

'Bonnyface' – or was it 'Boniface'? I am swayed towards the former as the correct spelling, so used because of the timing of the train; the 16:25 departure from Hawes would carry the local school children back to either Garsdale or Dent, whilst it also signalled the end of the working day, thus bringing a smile to people's faces – hence 'Bonnyface'. David Jenkinson, authority on the S&C, was non-committal but he did offer sagacious advice on the train itself. Hellifield shed (code 20G) had various Class 2 or Class 3 engines available which were suitable for the daily service to Hawes and back. Until 1946 Fowler 2-6-2Ts Nos.21 and 64 were frequent performers, whilst I have a photo of Midland

2P 4-4-0 No.470 on the train at Hawes, just after WWII. When the Ivatt Class 2 2-6-2Ts appeared in 1946 Hellifield was given two of the first, Nos.1205 and 1206, to supersede the more elderly Fowler versions.

The elements of the train were standard, with a pair of non-corridor Brake Thirds flanking a 57' non-corridor Composite. David Jenkinson's book shows No.183 heading three coaches of LNWR origin, whilst standard LMS-built coaches appear in other pictures. I also have a photograph, dated 19 September 1953, with No.40184 on a three-coach Bradford-Hawes service, verifying evidence I found in my 1939 and 1946 timetables showing that one of the coaches is a corridor Brake Third. I confess that my own formation is not 100% accurate as one of my Brake Thirds is in fact a non-corridor Third.

Should you wish to replicate one of the LNER services from Northallerton to Garsdale then be aware that they didn't venture beyond Garsdale; however, the locos were turned on Garsdale's fabled stockaded turntable. The LNER used either G5 0-4-4Ts, D20 4-4-0s or J21 0-6-0s on these trains which were made up of a basic two-coach formation, although this was doubled on the last day of service, 24 April 1954. I do have photographic evidence of the train with an added cattle van or milk tank as extra vehicles.

LMS non-corridor Third

This is my 'rogue' coach, as it really should be a non-corridor Brake Third. However, it does mean I have been able to incorporate my third, and final, set of the exquisite Malcolm Binns fully lined, etched Comet coach sides; these I have overlaid onto a Mainline donor coach, and provided etched and cast extra underframe details to up the game and keep the whole vehicle somewhere near the standard of the sides. The result is so pleasing I have forgiven myself for my Third/Brake Third indiscretion.



LMS non-corridor Lavatory Composite

This is the Dapol model of the LMS Period II 57' non-Corridor Lavatory Composite built in 1930 to D1736; mine is No.19185. The coach came in a bag as a kit of parts, very similar to those offered years ago by Tri-ang/Hornby. My first attempt to paint it using a Precision Paints LMS Dull Crimson aerosol was an unmitigated disaster as the paint spattered in mini globules. I had to resort to immediate drastic use of kitchen towel and white spirit so I could start afresh. My second attempt with a new can was a success.



Before inserting the glazing, I painted the inner edges of the window frames matt black. Although undoubtedly time-consuming, it is worth it, for it diminishes the prismatic effect of the plastic used for the glass and enhances the flush glazing aspect.

Comet etched and cast parts were added below decks to match the level of finish on the other coaches. HMRS lining and transfers provided the LMS simple lining finish, whilst door handles were etchings (Roxey or Comet) and handrails were 0.33mm fine brass wire.



LMS non-corridor Brake Third

I admit, this is an indulgence. It is a BSL kit built by D C Lawrence and is a present to myself. At the time, over 40 years ago, I could only afford one, so chose a coach that could form a train on its own. I do have a photo of ex-MR 1P 0-4-4T No.1340 with but a single vehicle, identical to mine, on a motor-fitted service at Ambergate in 1934. Many 57' non-Corridor Brake Thirds were converted to motor-fitted in the 1930s. Also of interest, if the end of the motor-fitted coach was labelled to show its status, it read 'Pull-Push' as opposed to the expected 'Push-Pull'.



LMS Ivatt Class 2 2-6-2T



There are several possibilities for locos which are suitable, appropriate, and available to be in charge of the 'Bonnyface' local. I'll start with the present incumbent. This is the Bachmann Ivatt Class 2 2-6-2T. I have selected No.1205, although I do have another stored to turn out as No.1206, the other of the Hellfield shed pair, at some time in the future. It is a very rare occasion (I can't recall the last) when it is simply a matter of opening the box and putting the loco on the track; perhaps I have made a rod for my own back, but I am not complaining, for I seem to thrive on my approach. This model is the original Bachmann offering; thus it required several tweaks to render it fit for service. I believe I counted 14, the most glaring omission being the slide bar bracket. Fortunately, this is available from 247 Developments, whilst less obvious refinements include the LMS builder's plate on the front frame extensions, and the 20G shed plate on the smokebox door. If you acquire the latest Bachmann issue you will be spared many of my refinements, but I hope you will still be encouraged to personalise your engine. Mine does run sweetly and reliably and can be left to trundle around my *Dentdale* circuit for hours.

LMS Fowler Class 3P 2-6-2T

Although appearing after the introduction of the proven, reliable Fowler Class 4P 2-6-4Ts, the Class 3P 2-6-2T equivalents never really performed to expectations, being under-boilered and with an outdated front-end layout. Perhaps this was the reason for their demotion to the relatively mundane, humdrum life of hauling the Hellfield-Hawes service once a day – hardly an arduous task.

My K's kit is turned out as No.21, the last of the first batch built at Derby Works in 1930. I have also, in stock, another of these kits with the aim of creating No.64, its sister loco at Hellfield shed; another task for the future.

Credit for No.21 must go to friend, and fellow LMS modeller, Martin Hudson of the Butcombe Junction Group, who built the kit in return for four wagons constructed by me. I completed it with the painting, numbering, and weathering. Of the several locos I have at my disposal to be in charge of the 'Bonnyface' service, this is certainly the most powerful as it is equally at ease with one of my long parcels trains.



Lancashire & Yorkshire Railway 2-4-2T

An ex-L&Y 2-4-2T may seem, at first glance, a surprise possibility for the 'Bonnyface' motive power, yet it is a feasible, viable option. This is for two reasons. Firstly, several were based at Hellifield shed during my 1937-47 era and, secondly, I have a photo of my chosen engine, No.10899, one of the Hellifield examples, on the stockaded turntable at Garsdale in 1939. There is every chance it is being turned in readiness for its return trip from Hawes, which had no turntable, to Hellifield.

Thanks to Bachmann you can buy one of these ready-to-run, although the tooling covers the non-Belpaire boilered version. I have gone down the kit-building route via my trading deal with Martin Hudson, so mine is the longer-bunkered type, originally from Craftsman, although now marketed by London Road Models. It is paired with a Mashima motor and a 40:1 gearbox.



Midland Railway 2P 4-4-0



Whilst a tank loco was perfectly adequate for the relatively short journey from Hellifield to Hawes, tender engines did feature and the Midland 2P 4-4-0 trio of Nos.470-2 were based at Hellifield for several years, so could easily be pressed into service on the 'Bonnyface'.

I am reasonably, though not absolutely, certain that No.472 is an etched brass Maygib kit with Romford drivers, Gibson bogie and tender wheels, and the usual Mashima motor/40:1 gearbox. Its haulage powers are, as expected for a 4-4-0, not overly impressive, but it does run smoothly and handles the 'Bonnyface' service comfortably.

Midland Railway and LMS 2P 4-4-0s

Here is another pair of possible options, although their individual pedigrees are different. No.470, the first of the Hellifield trio, was scratch-built by friend Ron Smith for his own S&C layout in the 1970s. What a shame that it never appeared in the model press, for it was inspirational. After his untimely demise Ron's widow, Dorothy, bequeathed it to me. For its day it was advanced because its four driving wheels were mounted in a pivoting sub-chassis, thus improving its smoothness of ride and haulage capabilities. Despite not being the heaviest of my 4-4-0s it is the strongest, which is testimony to its well-engineered design. In the Houghton and Foster book on the S&C, published in 1947, there is a photo, taken in Hawes station in 1946, of No.470 on the 'Bonnyface' service.

No.576 is a slightly less obvious candidate as it was based at Leeds Holbeck shed (20A) and is the only LMS-built 2P I can find allocated to an S&C shed in my timescale. This is from a Millholme kit, and is whitmetal, yet I struggled to balance the loco to achieve a reasonable degree of pulling power. However, it runs smoothly, and it was a bargain costing less than £30.00 including Romford wheels, Mashima motor and gearbox.



A 15" gauge estate railway

TOBY HOLLINS-JONES built this 7mm scale, 9mm gauge estate railway after gaining inspiration from a Dorset tourist attraction.

Photography by Steve Flint



This 15" gauge light railway layout idea came about whilst I was visiting the Kingston Lacy estate gardens near Wimborne, Dorset.

It's now a National Trust property and as I wandered around the grounds, the thought of a Sir Arthur P Heywood-style estate line set against the backdrop of the house grew in my mind's eye: the Kingston Lacy estate railway would be like the Shillingstone Light Railway that was built by Sir Thomas Salt in the 1950s and would make for a small, compact, and lightweight tabletop layout.

As usual with my layouts, this one was first hastily sketched out on the back of an envelope, then properly worked out and drawn to scale later. I employed traditional methods for this, using a trammel bar and pencil to make sure that all the buildings, scenery and track would fit within the limited space of 4' x 20" that I had available.

I began with the baseboard construction, this being to a ply open-frame design. It is the fourth layout built so far to use the method, which is a versatile, simple, and lightweight technique to give the profile of the hills and allow lots of space underneath for wiring and other mechanisms.

This locomotive is based on the Fairbourne Railway's Lynton & Barnstaple-style Manning Wardle, but in a lighter green livery. ►

The opportunity to recycle an old O9 diorama was also part of my reason for making this layout. Many years ago I created a simple 7mm scale scene to act as a shunting piece for a few 9mm gauge locomotives; this became the shed area on the layout with the new track alignment planned around it.

For ease of operation and reliability a simple oval track plan with passing loop and sidings was chosen; Peco N gauge flexible track was used for the most part as the length and spacing of the sleepers is close to that of

▲ Groudle Glen Bagnall 0-4-2T *Pingu* heads a rake of assorted open coaches. The country house is featured on the backscene in 2D.

Heywood-style permanent way. A minimum radius of 8" was adopted, with Peco points used together with two scratch-built items; these being a Y-point on the scenic section and one of the loop points in the fiddle yard.

Estate railway atmosphere

The walled garden buildings are copies of the sheds and greenhouse designs in the



kitchen garden at Kingston Lacy, which adds to the Edwardian estate theme. The sheds were constructed using a card frame covered in brick paper with plastic doors and windows and fitted with flickering LED lighting (to simulate candles and oil lamps). The greenhouse and loco shed were both from laser-cut kits of parts produced for me by Nikki Wilkes, these structures only being assembled the day before the layout's first exhibition! Fortunately, these went together very quickly, with the former looking the part once potted plants, tropical shrubs, and gardening tools were added.

The main workshop building (with a part cut-away exterior) was assembled from an MDF frame wrapped in coarse emery paper, this replicating the finish of the Marley pre-fabricated concrete garage kits of the 1950s and 1960s. The interior is fitted out with a Severn Models etch for a drawing board, a Unit Models resin cast pot-belly stove and various tools.

With a large number of plant pots needed to complete the layout, I made a simple three-part aluminium die tool to assist me with moulding pots from air-drying clay; this worked well after some fettling, with around 50 pots made in total.

A grotto-style archway was created where the track exits the scenic section at the left-hand end, whilst at the right-hand end a wooden footbridge was used (similar to those used at Mottisfont and Sheffield Park gardens).

Electrifying the duck

The 12V dc analogue controller for the layout was made using a pulse width modulating circuit board obtained from MFA/Como



▲ An outer layer of coarse emery paper gives the workshop the look of a concrete pre-fabricated structure. The interior is detailed with suitable tools.

An 0-4-2T pulls a bogie coach into view through the grotto-style entrance, which was inspired by features found at Stourhead and on the Buxton Park miniature railway.

▼ The depot area showing a cross-section of motive power, including *Tarka* – a Sipat class design using a Bachmann Porter chassis with a body from brass, aluminium and plastic.

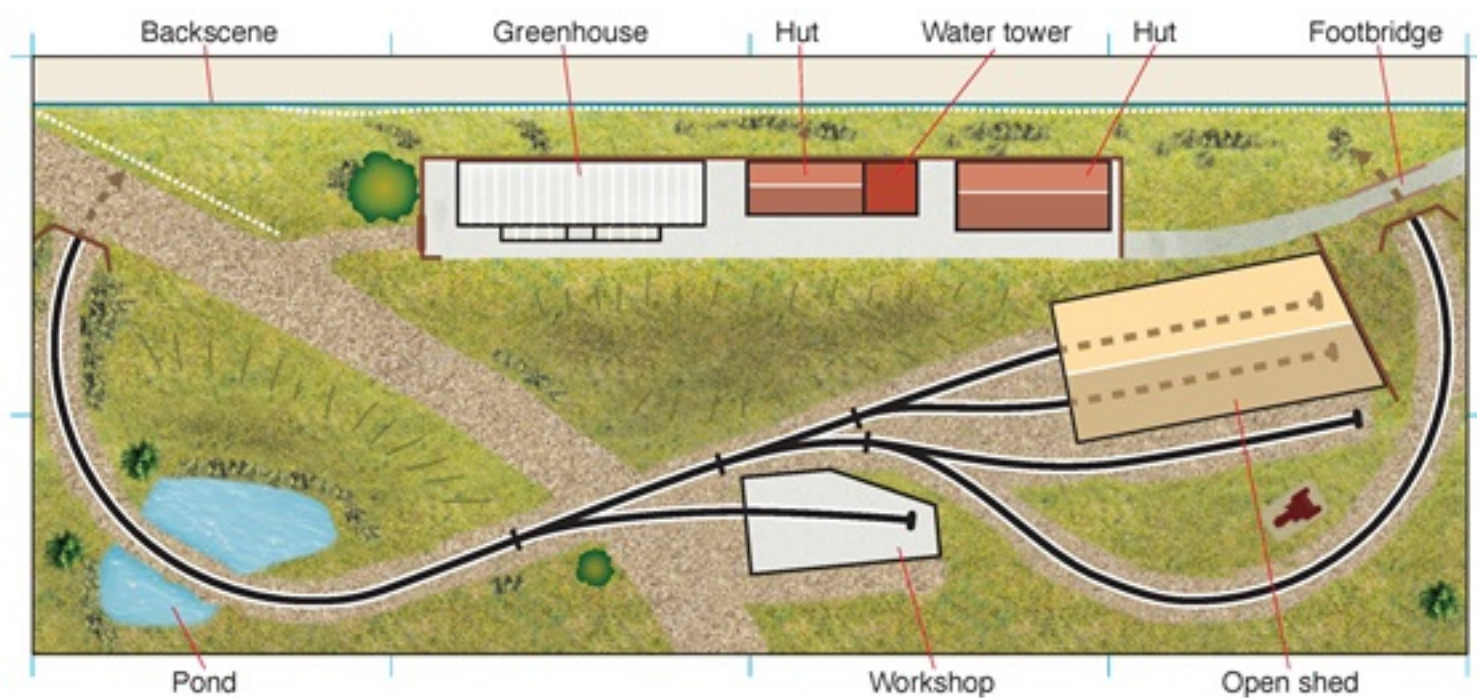


Drills, with directional switching and indication lighting, all mounted inside an old mustard tin to use as a handset. The 12V dc supply also powers the lighting, and the motor for the animated duck that is a feature of the pond; this is driven by a sealed motor and gearbox unit that drives an arm with a magnet on it, via a belt and pulley, which pulls along a whitmetal casting of a mallard (Duncan Models). A steel track pin was embedded near the front of the casting to encourage the duck to keep facing forwards! A nylon pad on the underside allows it to slide smoothly across the surface of the mirror which forms the pond.

The lights on the layout are a combination of Gaugemaster and modified Kyles wall-mounted and free-standing products. All use warm white LEDs with resistors fitted. Although marketed as 4mm scale lights, they are very large and don't look out of place.

Locomotives

The rolling stock used on the layout started out as a collection of items left over from a



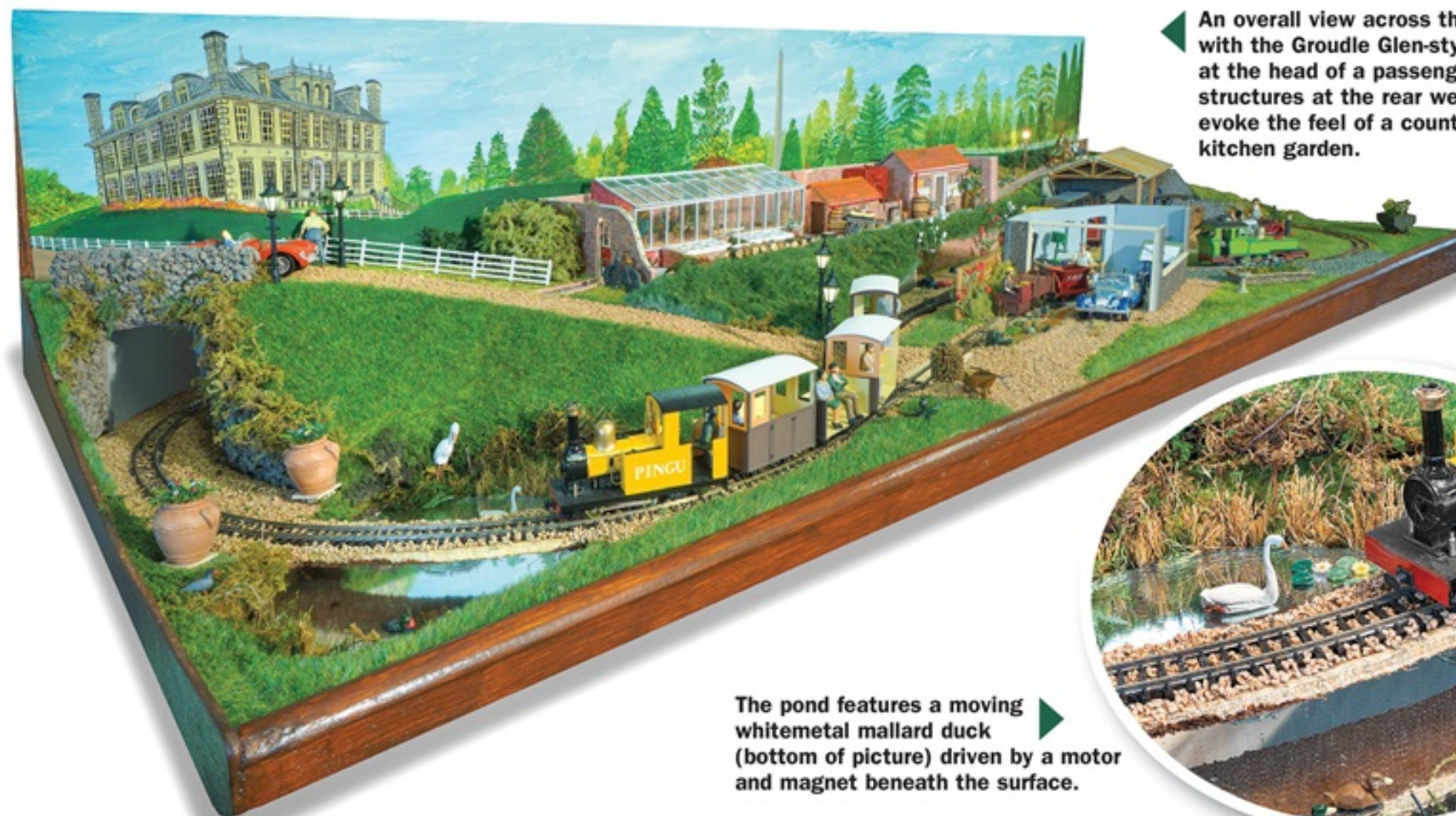
Overall layout size 4' x 1' 8". Each grid square = 1' x 1'.

previous mine-themed layout, so was more industrial rather than horticultural. Some vehicles were usable, but I set about making some more appropriate rolling stock.

The first of 17 locos built so far was based on *Polar Bear* of the Groudle Glen Railway using an old Arnold chassis as a basis, with

new motor, a few modifications and a mostly plasticard body and whitmetal fittings. It has proved to be one of the best and most reliable locos.

Carrying on with the Groudle locos, I built another Bagnall based on an E class side tank design that was exported to New



An overall view across the entire layout with the Groudle Glen-styled loco *Pingu* at the head of a passenger train. The structures at the rear were chosen to evoke the feel of a country estate kitchen garden.

The pond features a moving whitmetal mallard duck (bottom of picture) driven by a motor and magnet beneath the surface.



The garden buildings are copies of the sheds and greenhouse in the kitchen garden at Kingston Lacy. The models were each constructed using a card frame covered in brick paper with plastic doors and windows, and fitted with flickering LED lighting.



▲ The greenhouse and loco shed were created from sets of laser-cut parts produced by Nikki Wilkes; they were assembled only the day before the first exhibition to avoid showing an unfinished layout!

Zealand, of which a replica was built and is now running at the revived Groudle Glen. This model is built on a Fleischmann tank loco chassis with carrying wheel added, and again with mostly plastic bodywork and aluminium fittings made on my lathe.

The third Bagnall is based on a Sipat class locomotive, of which a replica built by North Bay Engineering also now runs on the Groudle line. The model was created using an old Bachmann Trains (US) Porter type chassis with a body formed of brass, aluminium and plastic.

With all these Groudle-inspired locos, a certain bit of freelance interpretation has been used; in reality the Sipats could be made to 18" gauge but the others were nominally 2' gauge designs. Accordingly, for my next batch of locomotives, I looked for more suitable miniature railway prototypes: the Fairbourne Miniature Railway has a Lynton & Barnstaple Manning Wardle-based locomotive built by D Curwen, but with the rebuilt cab style as per the condition of the actual prototypes in Southern Railway days. To make my model a bit different, it sports the original cab design and has been finished in a lighter green livery. It is a modified Chivers Finelines kit with new

Another of the estate workers tends to a stationary engine as Tarka rounds the curve hauling a short train, including a load of logs.



▲ The interior of the greenhouse is detailed with potted plants, tropical shrubs and gardening tools.



▲ One of the estate workers has grown some prize marrows, but it looks as though the goat has his eye on them too...

larger fittings and cab, sat atop a Lilliput U class chassis.

The Arthur Heywood *Effie* employs the gearbox and wheels from a Fleischmann chassis, together with a Tomytec motor, new wheel centres, rods and cylinders, machined aluminium chimney and machined brass tube for a boiler. The rest of the bodywork is plasticard with brass wire handrails. It is painted in an approximation of the Duffield Bank Light Railway livery.

I have made quite a few models based on internal combustion and battery-powered prototypes, including (to list just a few) the Lister railcar unit *Whippit Quick* from the Fairbourne Miniature Railway, the Romney Hythe & Dymchurch 'scooter' inspection trolley, a Horwich works Ruston and an Alan Keef Ltd mining diesel.

Passenger and goods stock

Coaching stock-wise there is a mix, with vehicles as used on the North Ings Farm Museum 2' gauge railway forming one rake, and Bassett-Lowke and Heywood-style carriages forming the other. The models are mostly scratch-built, apart from the Minimum Gauge Models Bassett-Lowke open coach kit. All are plasticard bodies on a mix of Peco wagon chassis, Graham Farish bogies and kit-built underframes.

Most of the wagons are scratch-built, based on Heywood prototypes including the Duffield bank pram wagon and Eaton Hall

bogie brake van. In addition there are some mining wagons, mostly constructed on Peco 9' wheelbase wagon chassis.

Despite having all this stock available, I do have plans to build yet more locomotives! These are set to include a Curwen-designed ex-Fairbourne Miniature Railway 0-6-0 diesel, the Lappa Valley Railway's Exmoor-built 0-4-2 *Ruby*, and the Kirklees Light Railway's Heisler locomotive *Owl*. Plenty to keep me busy...



21st Century Penrith

STEVE FLINT considers this West Coast Main Line station in Cumbria as a possible N gauge layout project.

Photography by the author

The railway came to the Cumberland town of Penrith in 1846 with the opening of the Lancaster & Carlisle Railway. It was engineered by Joseph Locke who routed the tracks through the Lune Gorge and over a summit on the Shap Fells so as to avoid the expense of tunnelling. The outcome of his decision resulted in a stiff gradient of 1 in 75 for northbound trains which, for the most part of the line's history, necessitated the provision of banking assistance from Tebay. Once over the brow of the climb, the bankers would drop off and the trains would coast on a gentler gradient through Clifton and Lowther station and towards Penrith.

The station structures at Penrith were designed by a prominent London architect of the day, Sir William Tite, who was also responsible for other stations along the line. His original structures survive today with some matching extensions in similar style, although the buildings on the island platform, which also includes the bay for the former Cockermouth, Keswick & Penrith Railway branch, were a later addition.

Banking activities ceased after the end of steam and by the late 1960s brand new EE Type 4s (Class 50s) took over double-heading many services until the inauguration



of Crewe-Glasgow 25kV electrification in 1974 and the deployment of new Class 87s.

Much of the passenger station and track formation as originally set out still remains in use today, but the former goods yard on the Up side and the locomotive shed on the Down side are long gone. Hence, the layout suggestion opposite takes the station in its modern guise as its inspiration, with three platform faces and the remnants of the Down sidings (leading to the former locomotive shed) still in situ.

Designed for N gauge models, the scenic section of the scheme occupies a baseboard area of 16' x 2' 3" and assumes a similar area for the off-stage sidings.

The accompanying photographs were taken in 2009 and 2011 when Virgin Trains

The original station frontage dating from 1846; the right-hand annexe is a later addition.

▲ Platform 2, the main departure point for northbound trains, seen on 24 February 2011.

ran the West Coast franchise using Pendolino Class 390s and Super Voyager Class 221s, and freight traffic (mostly containers and hoppers) was still in the hands of Class 66 and Class 92 locomotives.

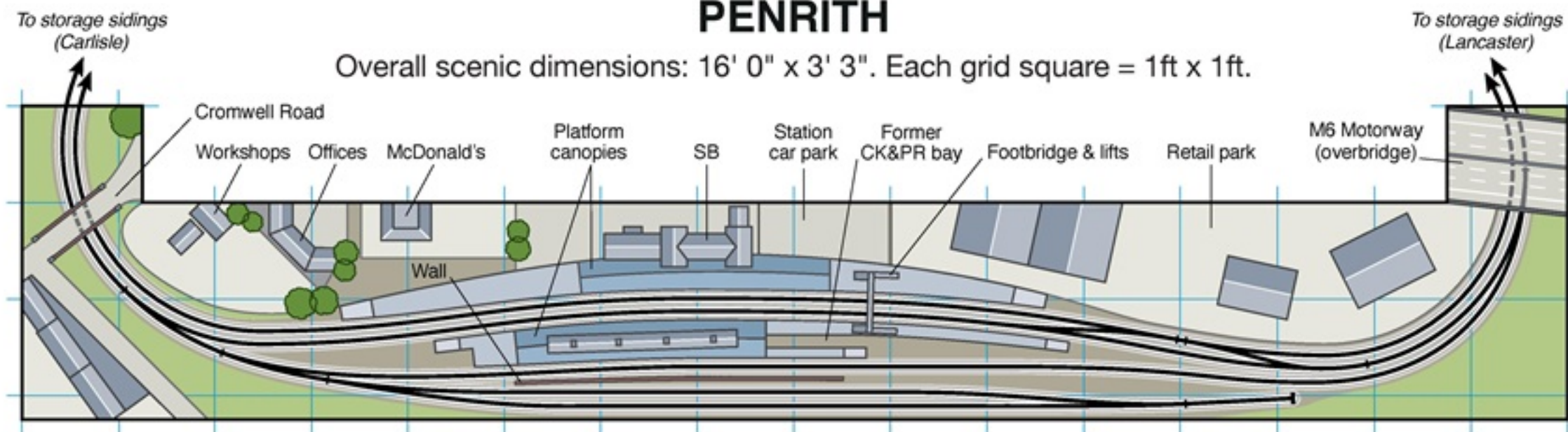
The bang-up-to-date modeller will need to operate passenger trains in the Avanti West Coast and TransPennine Express liveries, with Direct Rail Services-liveried Class 88s on freight, along with occasional Class 90s. Much of the rolling stock for this modern day depiction of Penrith in N gauge is available from today's manufacturers, including Graham Farish, Dapol and Revolution Trains, or via second hand sources.

Modern digital train displays blend in discreetly with the well maintained Victorian architecture.



PENRITH

Overall scenic dimensions: 16' 0" x 3' 3". Each grid square = 1ft x 1ft.



▲ DRS Class 66 Co-Co 66 411 *Eddie the Engine* in Stobart Rail livery draws the cross-border Tesco container service along Platform 3 on 19 February 2009.

The island platform situated on the Down side of the station. The two sidings shown on the plan (above) are located beyond the storm wall. ▶

92 041 *Vaughan Williams* hauling the Tesco container service on 24 February 2011. The curve and bridge at the northbound end of the station have been mirrored on the plan (see left-hand side) so as to fit the baseboard format. ▼



▲ Super Voyager set 221 115 halts at platform 1 with a southbound service.



Buildings for Calstock Riverside

CHRIS PEACOCK set the scene for his latest project in O-16.5 depicting the East Cornwall Mineral Railway in the September issue. This month he explains how he got to grips with the construction of the layout, starting, somewhat unconventionally, by making the buildings first.

Photography by Steve Flint

Something that I have noted over the years is that an awful lot of model railway projects seem to fall by the wayside because their builders become disillusioned by the amount of work still left to do and are unable to see an end to it all. To avoid this, I took the opposite way out and made all the buildings first. This way at least I would not end up with bare

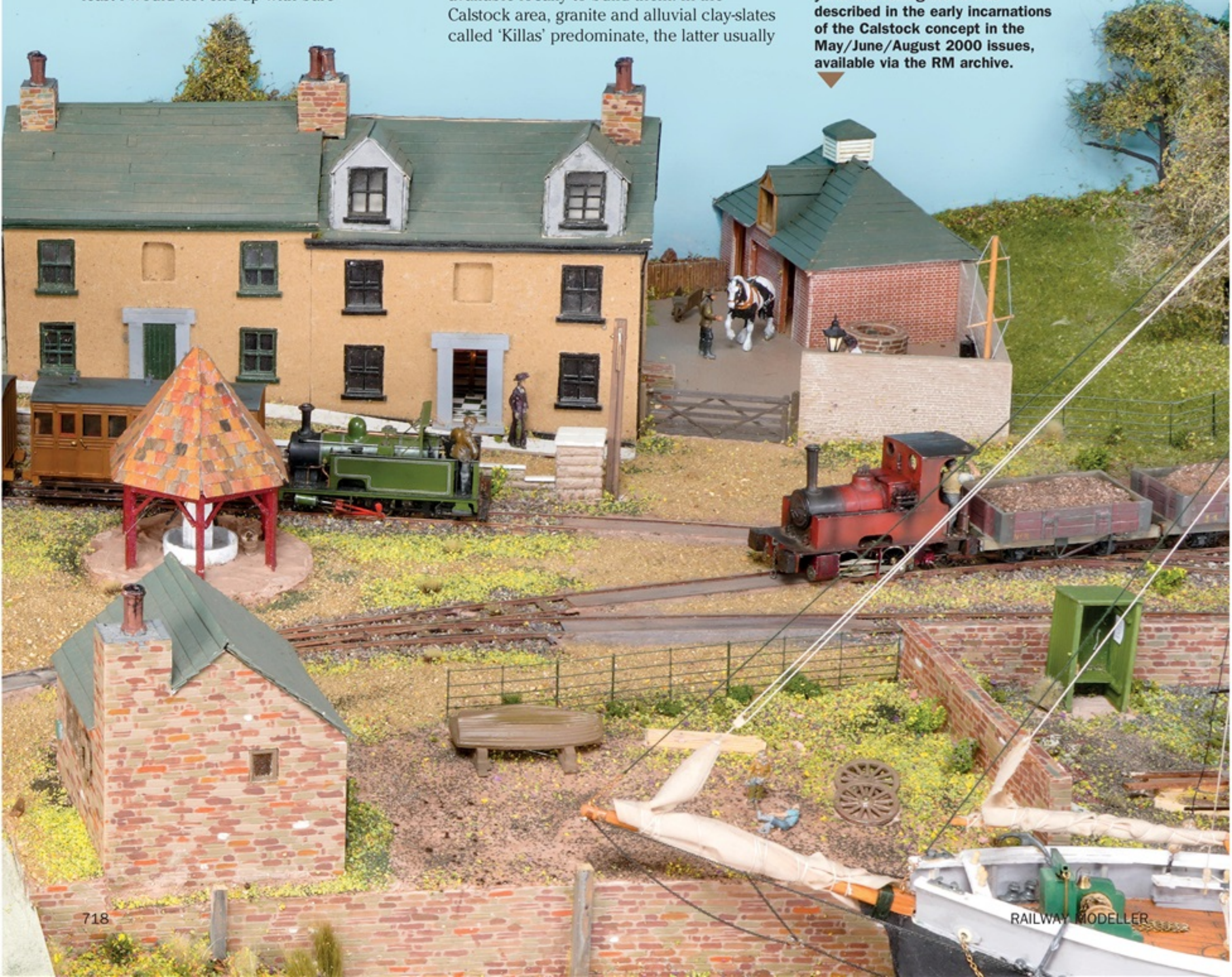
baseboards sitting in my workshop for a year or so while I undertook other tasks.

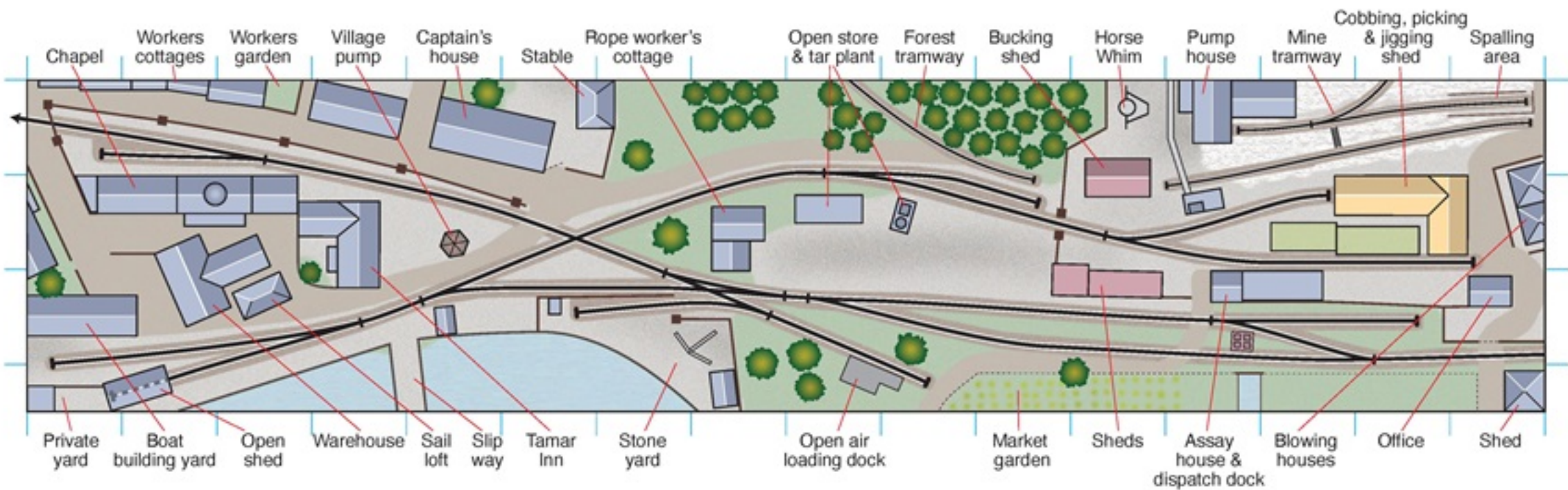
Vernacular buildings

Buildings often say a lot about the area in which they are located. Each region of Britain has its own style of building, often dictated by the type of material that was available locally to build them. In the Calstock area, granite and alluvial clay-slates called 'Killas' predominate, the latter usually

being a browner shade compared to the grey granite found closer to Dartmoor. Indeed, the geology of the whole area is complex, but suffice to say the Killas was a lot easier to

The last house in the village is the Captain's House which includes a fully detailed chandelier hanging in the hallway. The property also features a small stable block situated in the yard. The rolling stock was described in the early incarnations of the Calstock concept in the May/June/August 2000 issues, available via the RM archive.





Calstock Riverside Overall layout size 16' x 3' 6". Each grid square = 1' x 1'.

work than the harder granite, and most (but not all) buildings were built with this.

Surprisingly, there are 62 structures on the layout of some form or other, and a large spreadsheet was required to keep tabs on them all. Of those structures, 45 of them are actual buildings and are there to tell the story; but to tell that story, the majority had to be detailed both inside and out.

MDF sub-structures

In the past I have used various methods to make buildings ranging from plasticard to 6mm plywood, via foam board and everything else in between. Each method has its advantages and disadvantages. The amount of plasticard required would have bankrupted me; the plywood method, although ideal, was exceedingly heavy; and I found the foam board melted with the way I

do things. Therefore I chose to use 3mm MDF sheet instead.

In making each building, the external walls were first marked up and windows/doors etc were then cut out while the wall was in the flat. The walls were next covered with painted Slater's embossed Plastikard (usually sheet ref.0420 Stone Courses Grey Large) and then glued together to form a basic 3D shell.

Each building was also given internal floors and walls. One of the reasons why I provided internal walls was because I hadn't previously used such thin MDF, and I was concerned that the material could warp should it get damp. The other reason was of course that I needed a means of supporting

the internal detail. In many cases internal rafters were supplied, which although they now cannot be seen, did provide for extra strength to ensure the roof stayed to the correct shape.

Detailing

Once everything was square and dry, doors and windows could then be fixed in place, followed by those fancy details, lights etc. In order to give the correct colour for internal lighting balance, I have used grain of wheat lamps, powered at a lower voltage which causes them to glow with a reddish colour; remember this is still the candlelight era.

Once the internal detailing had been

The copper workings. Employment at the copper works in the early days involved manual labour and it was mainly carried out by women who would spend the working day breaking, moving, and shovelling the mined rocks in order to obtain from them as much sought-after copper ore as they could. Note the colour from the ore staining and the dumb-buffered wagons.



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▲ The public house is based on the real Tamar Inn at Calstock, but which has been cut down in size to fit the available space. It features a fully fitted bar (inset) which is a great comfort to the 7mm scale workforce! There is little lineside fencing on the layout, the railway gently ambling between the buildings with as little fuss as possible.



▲ The inside of the public bar is just about as welcoming as you could wish and would be very acceptable today. The inclusion of rafters goes beyond the lengths that many modellers might aspire to, unless you know otherwise?

finished, it was then and only then that I could complete each building with the addition of chimneys and roofs. I know some people may consider it a waste of time and resources to add all the internal details, but such details are so much fun to fit and although often not seen directly, they do add a lot to the finished result.

The village

The village of Calstock is centred on the Tamar Inn which is still there and does a good meal. Although I have had to cut the model down in size to fit, the bar area has been fully detailed. The small Methodist (Wesleyan of course) tin chapel may be found to counteract all the drunkenness that the pub caused!

There is also the whole gamut of workshops, sail lofts and warehouses that may be found at any port to service the vessels which come and go. These are detailed internally to some degree – those at the front to a greater extent.

In addition there is the oddity of having a lime kiln slap bang the middle of the village with its preponderance to throw out pollution and dust in vast quantities; it is in fact next door to the village butcher's shop, which not only supplies meat but also provides some very run-down accommodation behind to rent. I shudder to think of the hygiene levels. This building appears at the top of the hill on the port side of the bridge that crosses the railway line. On the other side of that bridge, we find down an unmade lane the rough houses of the workers. Just remember that four or more (often large) families would be accommodated in each of those houses. Next door is the other village shop (and chandler), the whole reminding us of the poor state of living that those people would have endured.

In complete contrast, the last house modelled in the village is the Captain's



▲ The lime kiln stands in the middle of the village (behind the horse and cart) and throws out dust and fumes in vast quantities. Health, hygiene and localised pollution were rarely considered in Victorian times. Most of the buildings on the layout are formed from a substructure of 3mm MDF sheet covered with Slater's embossed Plastikard.



▲ Every village would be centred around a source of water. At Calstock the well/pump has been sited adjacent to the pub in the crook of the two railway lines. The coaches are built using kits from the Peco 0-16.5 range.

House complete with, believe it or not, a chandelier in the hallway. He also has a fully detailed stable in his yard. Finally, to round off the tour, the last structure which would normally be found in every conurbation is the village pump and well.

Rope workers

To the right as we enter open countryside, other small and perhaps undesirable industries appear. It is here that we find the rope works and its workers' cottages. Rope workers were notoriously underpaid, and the work was often done by the younger children. The condition of the two cottages reflects this.

Although I had previously rebuilt the rope-work display at the North Devon Maritime Museum, a lot more research was required to ensure that this one was also correct.

It is over the wall from the rope works that the source of all the wealth enjoyed by some – usually the financiers – exists, namely the copper workings. Work here in the early days was predominantly manual and was mainly done by women. Starting work often at the age of seven these girls would spend all day breaking, moving, and shovelling the mined rocks to obtain the much sought-after copper ore. The mine has been quite well researched and thus we have the 'spalling', 'bucking', 'cobbing', 'picking', 'jigging', 'crushing' and calcining operations all going on, as well as the slimes and racking. (We are only too pleased to give detailed

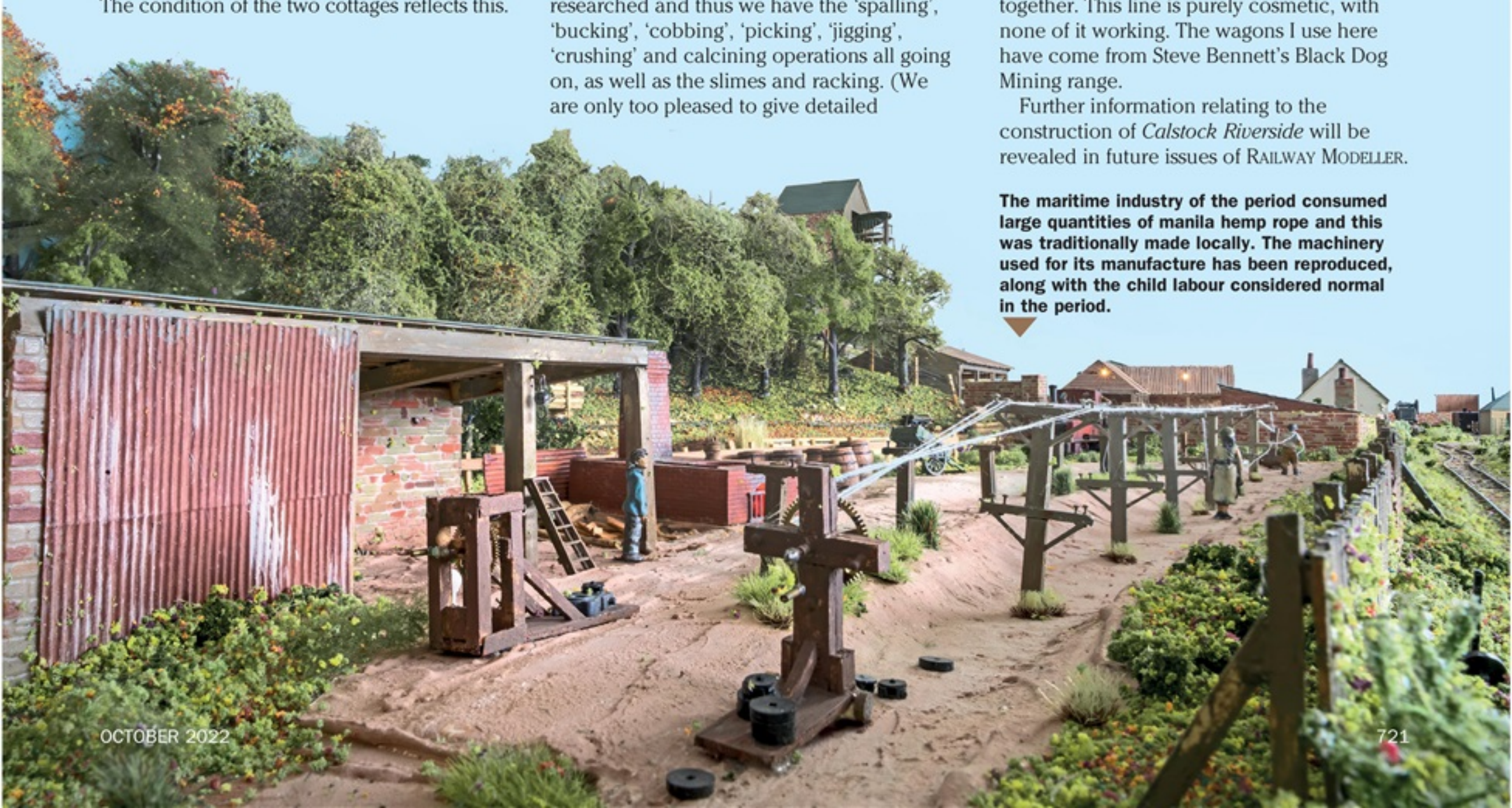
▲ A view across the wood yard reveals freshly cut timber and in the background the workshop which is fitted with all the accoutrements of a typical premises of the period. The overwhelming amount of stonework is obvious here and was created using Slater's embossed sheet.

explanations to those observing the model at shows.) All buildings are based on various prototypes from around Cornwall, although only the smaller examples were considered – especially in the case of the engine house.

An internal 2' gauge hand-operated tramway connects various parts of the mine together. This line is purely cosmetic, with none of it working. The wagons I use here have come from Steve Bennett's Black Dog Mining range.

Further information relating to the construction of *Calstock Riverside* will be revealed in future issues of *RAILWAY MODELLER*.

▲ The maritime industry of the period consumed large quantities of manila hemp rope and this was traditionally made locally. The machinery used for its manufacture has been reproduced, along with the child labour considered normal in the period.



Modelling viaducts in Gauge 1

Railway viaduct models can be challenging to build in the smaller scales, but if, like **JOHN BOYSON**, you want to include them in a large scale garden line, then the project becomes a grand feat of engineering, as he now explains.

My own railway modelling interests are focused on the larger scales, both indoors and outside. The garden however is on a series of gradients and different levels, and, as such, requires some sections of the railway to span large gaps in the terrain. Hence the emphasis outside is on viaducts, and my selection of suitable prototype structures are to be found in Scotland: in particular on the West Highland Railway.

The WHR will need no introduction to readers since it has been well covered over the years. However, I approached this project from a different angle and faced up to a few challenges. Firstly, I live about as far away from the WHR as it is possible to be, in New Zealand in fact, where a big obstacle is the supply of suitable modelling materials for the larger scales. Furthermore, the products and materials need to be suitable for use in an outdoor environment and able to combat the elements. Therefore hardware and landscaping stores, as well as industrial metal suppliers, proved very useful as I have to consider the effects of the sun and ultraviolet light, rot and rust.



Specific modelling supply needs are generally met through internet purchasing, either in NZ where possible, or overseas as a matter of necessity.

A big help in terms of our isolation down under has been the Gauge One Model Railway Association (G1MRA) which is an organisation with a global reach dedicated to all things that run on 45mm gauge track.

New Zealand has its own subgroup within the organisation which also circulates its own newsletter containing more local information. G1MRA represents a broad church of interests including what might be called G scale. Its philosophy is; if it runs on 45mm gauge track, G1MRA membership is welcomed, and in that respect, whilst I model in

▲ The completed model of Glenfinnan Viaduct measures 12m in length and is of cast concrete construction – just like the real thing!

1:32 scale, I also have a hankering for larger scale narrow gauge live steam, commonly referred to as G scale. Thus my garden structures also have to be capable of taking that size stock as well as 1:32 standard gauge models.

Researching prototypes

The West Highland Railway is well endowed with viaducts along its 150-mile length from Craigendoran Junction to Mallaig. There are 26 of them with three or more spans. 19 of them lie on the main line between Craigendoran Junction and Fort William, with a further seven on the Mallaig Extension.

Generally, the style of each group is distinct, with steel plate and lattice girders being the norm on the main line section, whilst concrete arch structures dominate on the extension (see photo 1).

There are two exceptions to this rule; Craigenarden Viaduct on the shores of Loch Lomond is a masonry-clad concrete arch structure, whilst the Lochy Viaduct at the start of the Mallaig Extension, being originally a part of the earlier built Banavie Branch, is a four-span lattice girder structure.

I have incorporated seven viaducts into the outdoor railway

▲ A mixed train rumbles over the model of Glen Falloch Viaduct. The 45mm gauge track also enables the use of G scale narrow gauge stock.

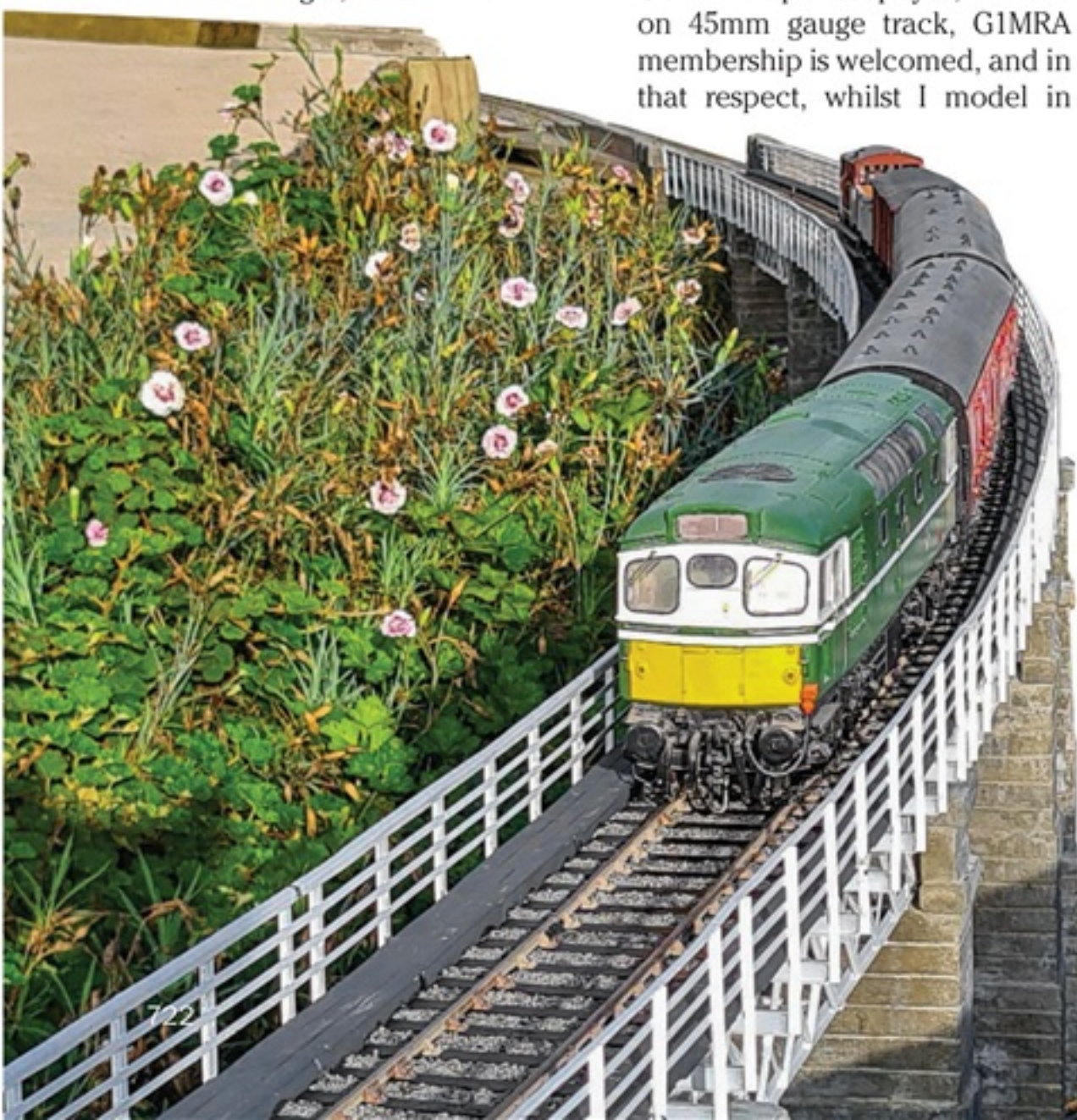
I am currently building, but did not have room for Rannoch viaduct (the longest on the main line) or Auch viaduct (the northern one on the Horseshoe Curve near Tyndrum). Over many years I have visited, photographed and researched them all on various trips back to the UK.

Construction of the lattice girder viaducts

Initially I prepared a scale drawing of each viaduct from dimensions worked out from the available information. For the girders, a schedule of parts was created. This showed the length, width and cross-section of each component and total number required. The material used for the girders was 0.5mm gauge half hard brass sheet which I obtained from non-ferrous metal suppliers in NZ. The supplier firstly cut them down into two 1.8m by 0.45m sections which allowed me to transport them easily, and also to fit into the 3-in-1 cutter/roller and folding machine that I possess (photo 2).

I appreciate that not every modeller will have access to one of these and may choose to source brass strip, L-section and I-section from suppliers of brass section in Europe or elsewhere.

Using the machine, flat sections were simply cut to size; L-sections were cut out as flats and then folded in a vice. Tees and I-sections were cut out as flat strips to the required length and





2 My 3-in-1 cutter/roller and folding machine. It also has a set of rollers under the top cover. The brass sheet is clamped to the cutting bed to prevent movement. A folding vee blade is above the cutting blade. Steel rules either side allow the sheet to be moved under the blade by the width required for the resulting offcut.

soldered together to form the shape. Copper wire was used to form diagonal bracing for some of the smaller sections such as within compression braces on some of the more significant spans. Each span was then built up by soldering all the various sections together (photo 3). It is a long and careful process but the finished girders have sufficient inherent strength to support both Gauge 1 and G scale stock.

The piers

These were formed from mortar which was cast in simple wooden moulds. The stone finish was

achieved by removing the mould from around the mortar one day after casting and roughing up and scoring the stone shapes into the surface (photo 4) whilst the mortar was still 'green' (i.e. not fully cured). The plain concrete finish on the remaining viaduct piers was created by plastering the cast piers with a neat cement and water mix which was sanded down to a smooth finish. Several coats were needed to get a completely smooth finish. Grooves were scored into the surface using hacksaw blades about a week after the last coat had been applied.



3 The main span of Glen Falloch Viaduct being fabricated. The decking and fence rails will be added next.

Tulloch Viaduct's carved piers and abutments. These are left until the mortar has fully cured prior to assembly.



Glen Falloch (Dubh Eas) Viaduct



This viaduct is one of the largest on the West Highland Railway and is certainly the tallest by a considerable margin. The main span of the prototype is 117' and it sits 144' above the burn it crosses (the Dubh Eas). The overall length is 478' which, at 1:32 scale, translates to a model length of just over 4.5m. It is curved with a radius of 8m which is more or less to scale. The piers are formed of concrete.

The model has been used to take the line over the lowest point on the garden, which has a cross fall of some 2m. There were approximately 2,000 brass sections to cut and solder up to form the spans. The tallest pier of the model is approximately 960mm high and the viaduct height to ground level is about 1.2m at the lowest point. This is somewhat less than the prototype when scaled up.

Auchtertyre Viaduct

This viaduct is the baby brother of Glen Falloch. The prototype piers are formed of rough dressed stone. The model provides an access point under the railway with a lowered walkway underneath the main span to avoid ducking. It is seen here with my G scale live steam Double Fairlie 0-4-4-0T crossing the central span.



Gleann Viaduct (south Horseshoe Curve viaduct)



This viaduct is the smaller of the two structures that cross side glens on the well-known Horseshoe Curve on the line. To support this model, a garden box has been constructed to follow the profile of the ground surface of the prototype. This was filled with topsoil and has been planted out so as to allow the garden to blend with the railway a little more.

Another G scale train – this time a Leek & Manifold Railway passenger service – ambles across the span.

Tulloch Viaduct



This viaduct is representative of the many smaller viaducts that proliferate on the main line to Fort William. It has two plate girder side spans and a central lattice girder main span. Again it has been blended into the garden although an underpass is needed to allow the footpath to pass over the line; currently it is just a step-over slot. The Leek & Manifold Railway train is pictured traversing the viaduct.

Constructing the arched viaducts

As mentioned at the beginning of this article, three of the route's arched viaducts have been incorporated into the layout; Craigenarden Viaduct on the main line to Fort William, and Glenfinnan and Borrodale Viaducts on the branch to Mallaig.

These were constructed using cast mortar, in much the same manner as the piers for the girder viaducts described above. The Craigenarden and Glenfinnan piers were cast separately, with the arches being cast over the top of them once in place, so structurally, the piers and arches are independent of each other.

The pillars

Photo 5 shows a production line of piers for my model of Glenfinnan Viaduct being cast and finished. From left to right; the timber mould used for casting has just been filled (This

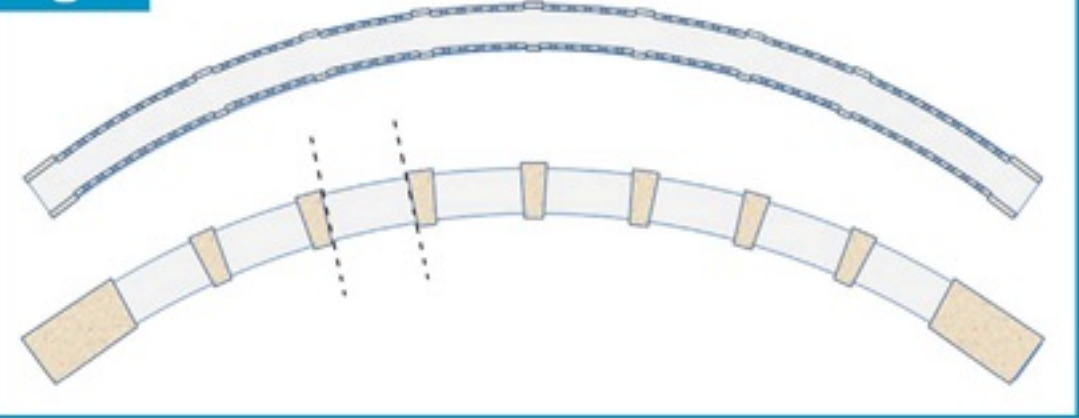
mould started out as a full height and width mould for the largest king piers. It was then gradually cut down in size to cast the remaining smaller piers in turn; the next three piers are the raw castings curing; the next five are in the process of being plastered; and finally on the floor to the right are four completed piers. The two king piers, Nos.8 & 13 are at the back and each weigh 44kg!

The arches

These too were cast, and to reinforce them a 2mm perforated stainless steel sheet was inserted down each side, across the top of the deck and around the arch. These were cut to size using the plywood formwork for the arches as a template. The reinforcing continues up into what will be the parapets to provide much needed tensile strength around the crown of each arch.

The stainless steel reinforcing sheets came in 1.2m x 2.4m

Fig.1



sheets and were cut to the required shape with a hand-held angle grinder. It took many cutting discs, accompanied by lots of noise and flying sparks, to complete the cutting out for the Glenfinnan Viaduct model alone.

However the benefit is that the material is immensely strong in tension and rust resistant.

One point to note is that the width of the piers on the curved viaducts taper outwards towards the outer face of the structure. This is to ensure that the arches retain the same width from the inner face to the outer face as seen in Fig.1.

To add to the complexities, the piers of both viaducts are battered (i.e. the pier faces are not vertical, being built with slightly inward receding slopes as they rise to their full height). On

Craigenarden Viaduct all four faces of each pier are battered, whereas only the inner faces are battered on Glenfinnan's piers.

The arches for Craigenarden and Borrodale viaducts were cast as single structural units, whilst at 12m long, Glenfinnan's arches had to be cast as six separate units, as shown in photos 6, 7 and 8.

The parapets were cast last and the decorative castellated finish on Craigenarden and Borrodale viaducts was created using polystyrene inserts in the gaps. Once the casting had set, these were simply and gently sawn out. Note that the stainless steel reinforcing sides extend up into the parapets to provide additional strength to what would otherwise be vulnerable and delicate elements.



This shows the prepared mould and reinforcing for Borrodale Viaduct with the cut out and folded perforated sheet in place. The sheets were held off the underside of the mould by the white rods resting across the top of the mould. They were also held in place by spacer blocks and strips keeping them away from the mould sides and in line with the parapets into which they extend.



The production line of piers for the model of Glenfinnan Viaduct being cast and finished. The piers are as big as the sink unit in the corner!



The mould for casting the arches on the Glenfinnan structure is in place and levelled up, being supported by the temporary staging between the piers. Notice that the piers are lined and levelled up using treated timber offcuts as foundations. Once the position of each pier was deemed satisfactory, the gap under the base was filled with an outdoor builder's glue applied with a caulking gun, with more timber offcuts to completely fill it. All the foundations were eventually covered with the garden landscaping, which followed once the viaduct was finished.



8 An overhead view of the casting. The amount of mortar needed to fill the mould dictated the use of the wheelbarrow for mixing and transportation. Typically three and a half barrow loads were needed to fill each of the six stages. The blocks and strips of timber holding the reinforcing sheets apart were gradually lifted up as the mould was filled. This was done evenly in layers to prevent unequal distribution of the load whilst casting was underway.

Carving the stonework finish into the surfaces of Craigenarden Viaduct.



Finishes

The stone finish on Craigenarden Viaduct was created by roughing up and scoring the stones into the surface one day after casting whilst the mortar was still 'green' as seen in photo 9.

The concrete finish on the other viaducts was achieved once again by plastering the mortar with a neat cement and water mix that was sanded down to a smooth finish.

Happy place

The construction of the viaducts has taken over two years in total, it being one of the first jobs to be done to form the outside circuits. With the onset of the lockdowns the projects gave me a valuable sanctuary and the garden and workshop became my happy place. Not being able to travel, especially overseas as we had done previously, also gave more time to focus on the railway.

Glenfinnan Viaduct



Glenfinnan Viaduct with a mixed train posed on the deck. The real Glenfinnan Viaduct is so well known it hardly requires an introduction. My model scales out at 12m in length.

Craigenarden Viaduct



The real viaduct is the only arched viaduct on the main line and lies immediately beside Loch Lomond. As this was in a publicly visible location the local landowner, who clearly had influence, quite reasonably insisted that the viaduct should be sympathetic to the location. The radius of the model was tightened down to 3m to fit its intended location over a raised vegetable garden and has a concrete ground beam to support it. A short pick-up goods is pictured crossing the span.

Borrodale Viaduct



Possibly one of the more interesting structures from an engineering perspective since it is regarded as the forerunner of the modern concrete bridge with single long spans.

Its main span is an astonishing (for unreinforced concrete) 127' for a rise of just 23'.

Like Craigenarden, Borrodale Viaduct is also highly ornamental with stone finishes and castellated parapets. The model is nearly 2m long and spans a second underpass to provide unimpeded access to all parts of the garden.

It was made in the workshop and then moved into place and, as it weighs about 100kg, getting it into position is a story in itself! It's supported by two platforms each mounted on two 100mm x 100mm timber posts. These in turn are bolted securely onto the underpass retaining walls.

Useful references

- *Engineering Magazine* articles running from 20 July – 28 September 1894 on the construction of the line from Craighendran Junction to Fort William and Banavie.
- *Railway Magazine* – May 1901: Article on the then newly opened Mallaig Extension.
- *Steam Days* magazine – April 2000: Article on the viaducts of the West Highland Railway.

The Gauge 1 Model Railway Association

The Gauge One Model Railway Association (G1MRA) is a global organisation with members in 27 countries dedicated to all things that run on 45mm gauge track. It provides a free quarterly magazine and runs a comprehensive website full of useful information including access to journal back numbers. The Association is celebrating its 75th year in 2022 and is holding a major exhibition over the weekend of 1 & 2 October at Bicester Heritage. For more information see the entry in our Societies and Clubs pages or visit: www.g1mra.com

Talking Points

Topical issues from the world of model railways

When the going gets tough

Faced with eviction from their clubrooms and a loss of income from exhibitions, the members of Bodmin & District Model Railway Club were left with little to celebrate as the organisation approached its 30th anniversary year. However, the pursuing of some innovative fundraising opportunities facilitated a change in fortunes, as club chairman Steve Willis explains...

We're all familiar with the saying 'when the going gets tough, the tough get going' and over the past couple of years all of us have experienced some tough times. Without wishing to sound overly dramatic, life at Bodmin & District Model Railway Club has had its moments too, what with the impositions of Government lockdowns, the uncertainty surrounding the staging of public exhibitions – and the sudden loss of our premises! I am delighted to report, however, that we have been able to navigate our way through each of these challenges and our members are now able to proceed with plans in what is the club's 30th anniversary year.

In light of the positive outcomes we have experienced, what follows is a summary of events that have taken place over the last few years, which we feel may be of interest to other clubs and societies that find themselves facing similar situations.

The search for a new home

We had occupied our previous premises for many years until in October 2019 we were given just eight weeks notice to vacate. In all fairness, we were offered alternative accommodation but this proved to be completely unsuitable for anything other than storage. We therefore had no choice but to search for a new home before the time ran out – no pressure then! By putting our requirements into numerous property search websites, we received details on various places, most of which were way beyond our means. However, just before Christmas, one particular property caught our eye and a visit was duly arranged.

The building was a former factory with various offices and warehouse space and we would be one of the first tenants to take up residence. Having sorted out the legal aspects such as the lease, we geared ourselves for 'the big move'. A certain virus, however had other ideas and we soon found ourselves in the first lockdown. We had paid our rent but could do nothing further – complete frustration! With time on our hands, we used the opportunity to seek out some useful funding, raising money initially to pay for the rental of a large van ready for when we could undertake the move, together with a large quantity of carpet tiles as the space we had leased had a concrete floor – not ideal for the comfort of our members!

Finally, in August 2020, we were all packed up and ready to go. After a straightforward move, we installed our layouts in the smart,



Some of the members of Bodmin & District Model Railway Club, pictured here during a meeting at the club's new premises.

freshly carpeted clubroom. Pride of place was given to our large OO gauge exhibition layout *Old Elms Road*, which readers will have seen in the March 2019 issue of *RAILWAY MODELLER*.

Exhibition cancellations

The pandemic threw some difficult circumstances in the way of those clubs that either exhibit layouts or, like ourselves, hold annual shows. We usually stage our show every October but the global health crisis meant that we were obliged to cancel both our 2020 and 2021 exhibitions. We realised very quickly that this would have significant financial implications for the club: we had always used our membership subscriptions to pay for our clubroom rental with the proceeds of our exhibitions funding work on our layouts.

It had been our intention to build a replacement for *Old Elms Road* once we were installed in our new clubroom but this was now thrown into doubt with the lack of sufficient funds. Fortunately, however, we were able to tap into local sources of funding.

Advice for exploring funding options

First and foremost, for any club wishing to access funding from whatever source, is the need to have a constitution. Without this, funders will not even contemplate your application. They will also

The club's large OO gauge exhibition layout *Old Elms Road* was featured in the March 2019 issue of *RAILWAY MODELLER*. Photo: Steve Flint



require your club to have a properly elected committee comprising a minimum of chairman, treasurer and secretary. Nowadays, a valid safeguarding policy and appointed safeguarding officer also need to be in place to satisfy an increasing number of funders. So, what options did we explore when we went looking for funds?

We started by contacting our local council as we were aware of a community chest fund which gives small amounts, up to say £300, to local groups. An approach to either a local councillor or the council itself should set you on the right track. The application form itself is straightforward enough and does not contain 'trick' questions – but it is important to answer them as fully as possible and to submit them together with a properly costed quotation. With the smaller funds, try not to request unrealistic sums; from our experience I would suggest a figure of £150-£200 would be deemed acceptable – and remember you can always submit another request the following financial year.

A very useful online publication we perused is the Rural Funding Digest (see www.rsnonline.org.uk), which lists the many organisations who fund various schemes from small groups up to whole communities. A word of caution here, however. Unless you are a very large club with many members, some of these funders, including the well-known National Lottery-based funds, will not necessarily be interested in assisting small groups whose impact in the wider community would be minimal. These funders like to see their money helping large numbers of people. Therefore take the time to read the application criteria carefully as this will save both you and them time – there's nothing quite as demoralising as a rejection letter!

Through this approach we were introduced to a very useful and lucrative 'umbrella' organisation which administers several funds on behalf of different (and diverse) companies such as in our case, china clay mining and solar farms. These funders generally support larger claims in the region of £1,000-£3,000, but again their application forms are straightforward and the administrators are very friendly and more than helpful – so don't be put off contacting them should you have any queries; remember that they are there to help you.

Funding from unlikely sources

You may also be lucky to have a community trust in your area, the aim of which is to source and distribute funds from various organisations to deserving causes (which can include model railway clubs). In our case, the new club premises is located in a village adjacent to which is a waste incinerator plant. Planning permission for this plant was granted to the company on the understanding that a proportion of its profits would be distributed (through the community trust) to the surrounding villages. Having completed a straightforward

questionnaire, we were recently awarded £3,000 from this source of funding. The kind people in the trust even contacted us afterwards to see if we would like to apply for some more!

Key to all applications, however, is having a clear idea of how the funds are to be used. Requesting money for some vague, poorly researched and costed plan will inevitably result in a rejection letter. Referring to our own requests, we knew exactly how the funds were to be used. For example, we needed ventilation fans with their own electrical supply; quotations were duly sourced and our application was looked on favourably. Knowing we needed excellent woodworking tools for our new layout, again a wish list was created, followed by detailed costings and further funding came our way. To date, since moving into our new premises, we have raised more than £8,000, which has paid for a variety of items including carpet tiles, electrical fittings, tools and timber as well as funding in reserve for the construction of our new layout.

Security for the future

This year sees our club celebrate its 30th anniversary and a new layout has provided us with an ideal project to embark upon as we mark this milestone. Since moving to our new clubrooms, we have been successful in attracting a number of new members and this new project has also proven to be invaluable in giving these new members a goal and putting their skills to good use. Without giving too much away, our plan is to construct a layout with interchangeable front scenic sections. Not only will this give us the opportunity to ring the changes with regard to era and location, but we will also be able to offer different options to exhibition organisers.

All being well, we plan to recommence the staging of our annual exhibition in October 2023 and in due course we hope that our new layout will grace the pages of RAILWAY MODELLER. In the meantime, we wish all our fellow model railway clubs and societies across the hobby the very best of luck with their own fundraising initiatives.

The members of B&DMRC would like to dedicate this article to Robert 'Bob the Builder' Bryant, a long-standing member and the genius behind many of the spectacular buildings seen on Old Elms Road, who passed away in 2021.

With the club now moved into its new home, members can focus on the club's next big project.

Further information

To find out more about the activities of Bodmin & District Model Railway Club, refer to the website at:
www.bdmrc.org



Through the Railway Room Door

Kenningham

DICK YEO takes us for a tour around his recently completed 'retirement' layout, which is set in former Great Eastern Railway territory and modelled in 4mm scale.

Photography by the author

The origins of my model of a 'typical' ex-Great Eastern branch line in EM gauge can be traced back to an exhibition held at Westminster Central Hall, which I attended way back in 1990. However, despite purchasing sufficient track parts to get myself started in EM gauge (following a lifetime modelling in OO) as well as applying for membership of the EM Gauge Society at the same time, much of the ten years that followed was spent building up my

confidence with working in this finer scale.

It was only once I had retired from full-time work at the turn of the millennium that my thoughts turned to actively making a start on *Kenningham*. Having by this point amassed a significant amount of suitable rolling stock – some completed but the majority still in kit form – plans for the layout were finalised and construction commenced.

A change of format

The foundations for the layout are of traditional construction, although two were built with open framework to accommodate a deep cutting, an embankment and viaduct, with all the vacant spaces filled with polystyrene foam, suitably shaped to form the rolling countryside.

The layout was originally designed to be a straight, terminus to fiddle yard, arrangement with a total length of around eight metres. Although the completed layout can be set up





Holden F3 2-4-2T No. 67127 crosses the viaduct, which is based on the structure just outside the now-preserved Ongar station.



in this format where there is sufficient space, four additional boards were constructed to enable the layout to be split, and made into a U-shape, so that it would fit into my current railway room. This extended the length of the layout to something approaching 12 metres, with basic scenery added to the additional boards to blend them in with the rest of the layout.

The layout itself has been based on two main areas in East Anglia. Firstly, the line between Wickham Market, on the East Suffolk line, and the terminus at Framlingham, some six and a half miles distant; and the Epping-Ongar line, part of which is now a preserved railway. Some other features on the layout have also been poached from the former Mildenhall and Thaxted branches.

A challenging track plan

The track layout at Framlingham was my preferred choice as a basis for the layout; this location did not have a platform run-round facility and I liked the extra challenge this presented when it came to the operation of the layout.

Holden Class E4 2-4-0 No. 62789 pulls into Kenningham station. The track is 18.2mm gauge with hand-built pointwork. The large imposing goods shed behind is based on the structure that stood at Ongar.

The basic construction methods for the trackwork are all very traditional, and have been covered many times before in magazines; suffice to say that the majority of the plain track is ready-made, while all pointwork is hand-built, to suit the various locations including the fiddle yard.

Setting the time period

I do not run the layout to any form of timetable. I just run trains, based on what information I have been able to glean from various publications covering the railways of East Anglia, these showing the wide variety

Kenningham station building is based on the 1865 structure which stood at Blake Hall; measurements were taken at this station when it was still part of the London Underground system. The long Great Eastern-style canopy is based on the one that exists at Snaresbrook station on the London Underground Central Line.





of services that ran during the 1950s. I have endeavoured to build as much appropriate rolling stock and as many locomotive classes as possible to cover myriad scenarios within the scope of the layout – although I am fully aware that some of the operations that I run would never have happened on a branch line such as this. All my stock carries British Railways liveries that are representative of the 1950s period modelled.

A journey along the line

Let us take a journey along the line in one of the push-pull sets that were in regular use on the Epping-Ongar line (propelled by one of the ageing F5 class 2-4-2T locomotives) until London Transport tube trains took over late in 1957. We start our journey by emerging

into a steep-sided green valley, where the train slows, ready to stop to pick up a lone passenger from the isolated halt at Pensons Green. This halt has been based on Worlington Golf Links Halt on the Mildenhall branch, where one of the quirker aspects of the stop is the provision of a set of substantial steps used by the train guard to assist passengers on or off the train; the coaches on our train are not equipped with steps, and the platform is effectively at ground level!

As the train slows for Pensons Green Halt, we can see to the left a very attractive church on top of the hill, surrounded by trees, which is based on St Andrews church at Greensted-juxta-Ongar – probably better known as the oldest surviving wooden church in the world with Saxon connections.

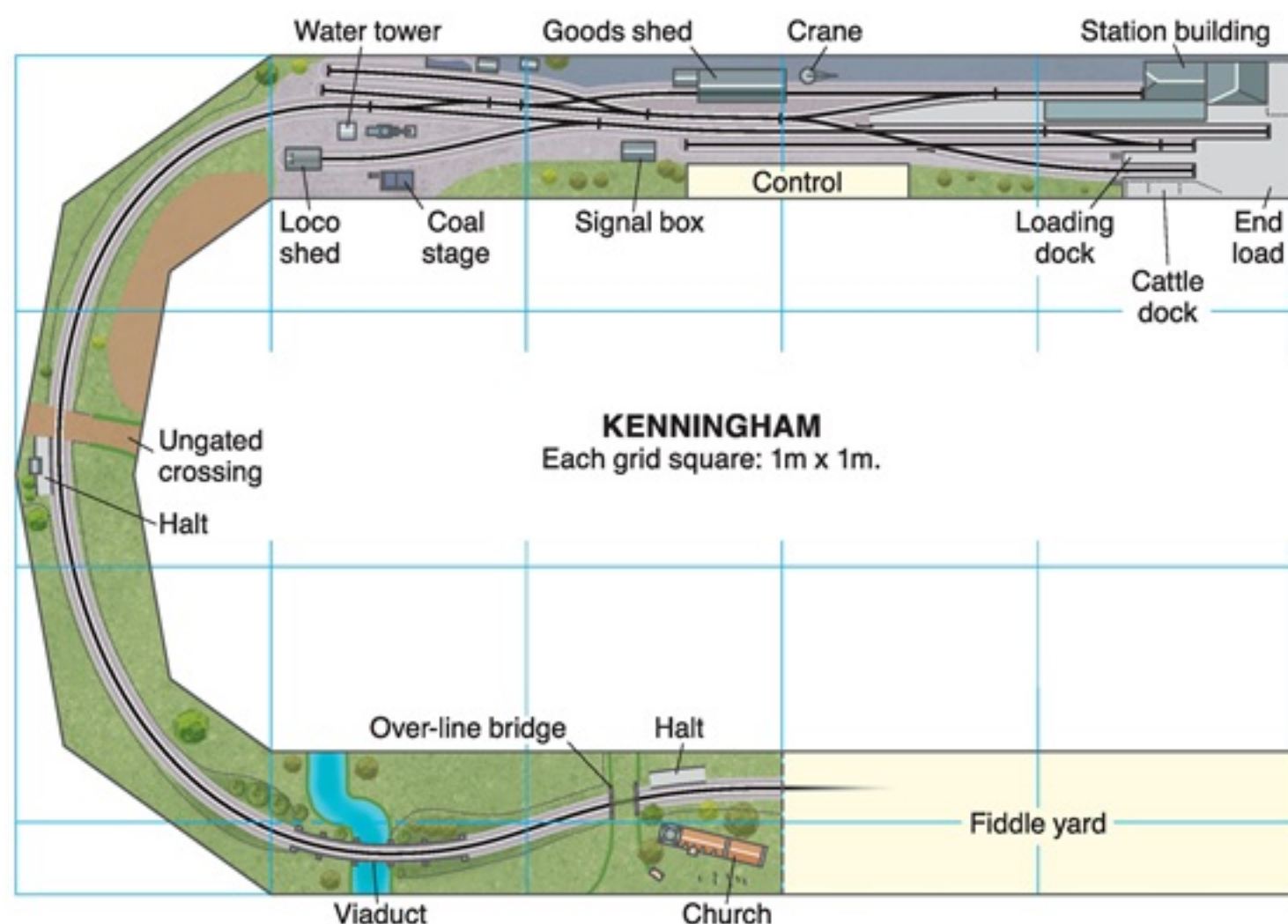
▲ Stratford-built Hill J68 0-6-0T No. 68663 eases its two-coach train into the station passing the engine shed which is based on three sites at Thaxted, Aldeburgh and Saffron Walden. Don't miss the rotating head ground signal level with the locomotive bufferbeam.

We start away from the isolated halt, under the overbridge, based on the one that existed at Burwell on the Mildenhall branch, and past the tall fixed distant signal, again based on one that existed near Fordham Junction on the Mildenhall branch. From here, the countryside opens out to reveal a field of ripening corn, complete with the customary red poppies growing amongst it. The Fordson tractor and haycart stand ready to assist with the gathering of the harvest when it starts.

The lands fall away down to the Cripsey Brook, which is spanned by Five Arches viaduct. This structure is modelled on the one that still exists just outside Ongar station and, although the original is virtually straight, the model is curved to fit the space available on the layout.

The train now enters a long right-hand curve, almost turning back on itself, and sweeps through flat and open countryside and past another small wayside stopping point – Molehill Lane. The waiting room and the halt are modelled on Mill Road Halt on the Elsenham to Thaxted branch. The name has been derived from the small village of Molehill Green, close to the Elsenham and Thaxted line.

After this, our train begins to straighten up and slow for the outer home signal on the approach to Kenningham station. On this occasion, the left-hand signal arm has cleared, meaning that our train is being routed onto the loop line, as the main line is in use. Despite slowing, the train lurches as it negotiates the crossover, before passing the engine shed, water tower and coaling



facilities in turn on the right (based on Thaxted, Aldeburgh and Saffron Walden respectively). On the left is the coal yard, which is full of different types of coal and coke wagons, followed by the rather imposing goods shed, based on Ongar, with the train then slowing to a gentle stop in the bay platform.

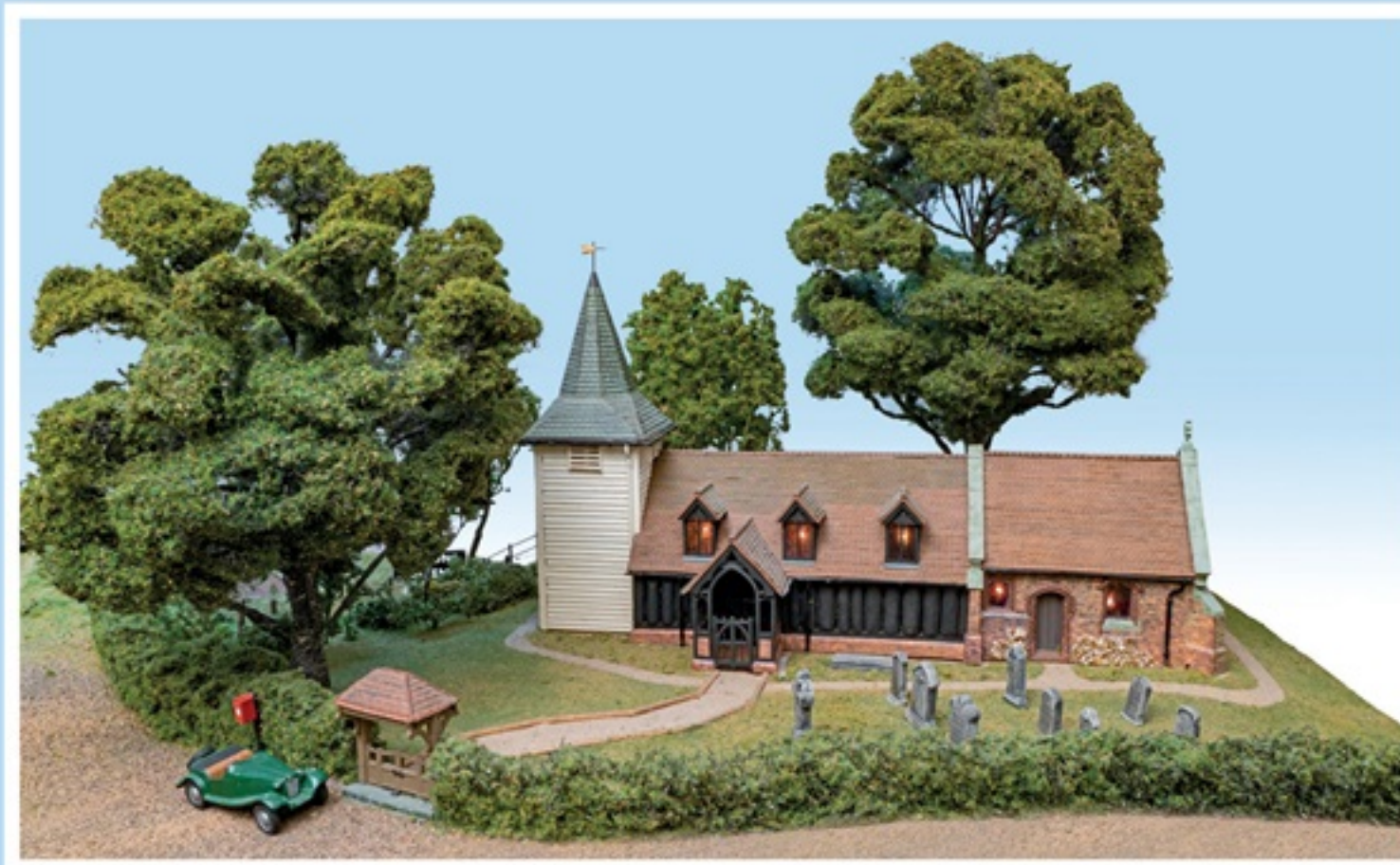
In the station yard, there are a number of elderly six-wheel vans standing ready to be loaded with fresh produce including milk churns for the London markets.

Kenningham station boasts a long Great Eastern-style canopy, which is more than capable of keeping all of its passengers protected from the worst of any Suffolk weather. It was based on the one that still exists at Snaresbrook station on the London Underground Central Line, and this has been coupled to an 1865-style station building, which was built using measurements taken at Blake Hall station when it was still part of the London Underground.

The reason for the re-routing of our train becomes clear when we see No.62546 *Claud Hamilton* standing close to the signal box on the main line, ready to couple up to three excursion coaches. These had

been brought into Kenningham earlier that morning by an Ipswich-based B12/3, which is simmering at the stops in the platform, waiting to be released to enable its return to Ipswich before the excursion leaves.

The train will be hauled as far as Ipswich by the *Claud*, where it



will be coupled to coaches arriving from Lowestoft and then taken onwards to London by something a little more powerful. It will be dark by the time the excursion gets back. In the meantime, Kenningham will settle down to its usual timetable of lightly used passenger services and mixed trains during the day.

Traditional control

Every layout I have built to date has been equipped for 12V dc analogue control, and this layout is no different. It is operated with four controllers: one serves the main line, main station platform and loco shed, and which can be switched in to control the whole of the main line to the fiddle yard; a second controls the loop line, goods yard, coal yard and bay platform; the third is for the station goods yard; whilst the fourth one controls the fiddle yard, which again, can be switched in to control

▲ The church on top of the hill is based on St Andrews, Greensted-juxta-Ongar, known as the oldest surviving wooden church in the world, with Saxon connections. It features full internal illumination and the associated lytchgate.

the whole of the main line to the station. Being a branch line, most of the operation is on a one engine in steam basis, but the goods yard can, when needed, be operated independently using the second controller, which enables simultaneous locomotive movements.

The fiddle yard is a three-road ladder arrangement, with two of the three roads having points situated near to the departure end that lead to loco storage sidings, thereby minimising the handling of stock. Each of the three roads have insulated sections at their outer ends, these serving to prevent trains from being inadvertently driven off the end of the baseboard. However, each of these insulated sections can be energised with a push button, whilst there are also magnets to allow uncoupling of the inbound locomotive. All points in the fiddle yard are fitted with Tortoise slow action point motors.

Many of the Great Eastern's more rural branches featured tiny halts with little or no platform or facilities. Molehill Lane is quite generously provided for, with a short raised platform and a small shelter.





▲ J15 0-6-0 No.65454 fusses with a few vans outside the goods shed. Opposite is the manual lever frame, which gives a very tactile – and steam-era – feel to the layout's operation. The Wills signal box makes a perfect representation of a typical GER box.

Manual signal and point operation

When I decided to build this layout, I wanted to operate it in the same way as the majority of the full size railway in the 1950s – that is to say with manually operated points and signals, using traditional lever frames. The only things missing are the signal box telegraph instruments, and all the associated bell codes!

All points and signals, including rotating head ground signals, are linked to three Sprat & Winkle lever frames using 1.6mm brass rod and nylon angle cranks. Microswitches are fitted – operated by the linkages – where needed, to change point frog polarity.

Electrically, all signals perform the function they are indicating, so if a train tries to pass a signal at danger, it is automatically stopped. This is achieved by installing a microswitch that is wired to a short length of track immediately prior to the signal, which energises the rails only when the signal is cleared.

There are also a small number of relays on the layout that are also operated by microswitches linked to the lever frame linkages; these provide additional switching facilities to ensure most areas of the layout are 'operator proof' and should not allow conflicting movements to occur.

As can be appreciated, a significant amount of wiring has been needed, but by keeping it neat and tidy, colour coded, and accompanied by a clear wiring diagram, I have, so far, had no problems.

Great Eastern support

To conclude, I would like to say a very big thank you to the EM Gauge Society for the help and encouragement I have been given over the years, and my thanks to those manufacturers, traders and suppliers who have managed to keep the Great Eastern Railway on the map.



Holden F6 2-4-2T No.67230 calls at the isolated Pensons Green Halt, situated in the cutting next to the picturesque wooden church. A trainspotter has pulled up in his convertible to take a look off the old bridge at the passing train.



RAILWAY MODELLING *Explored*



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

THIS MONTH • Expanding from a OO gauge train set • New life for an old model

A start in the hobby

The gift of a train set from his wife led **TERRY ALLEN** to develop a fulfilling and absorbing interest in railway modelling, the result of which is this intensive OO gauge system. Here he describes how he overcame some of the challenges he faced as a newcomer to the hobby.

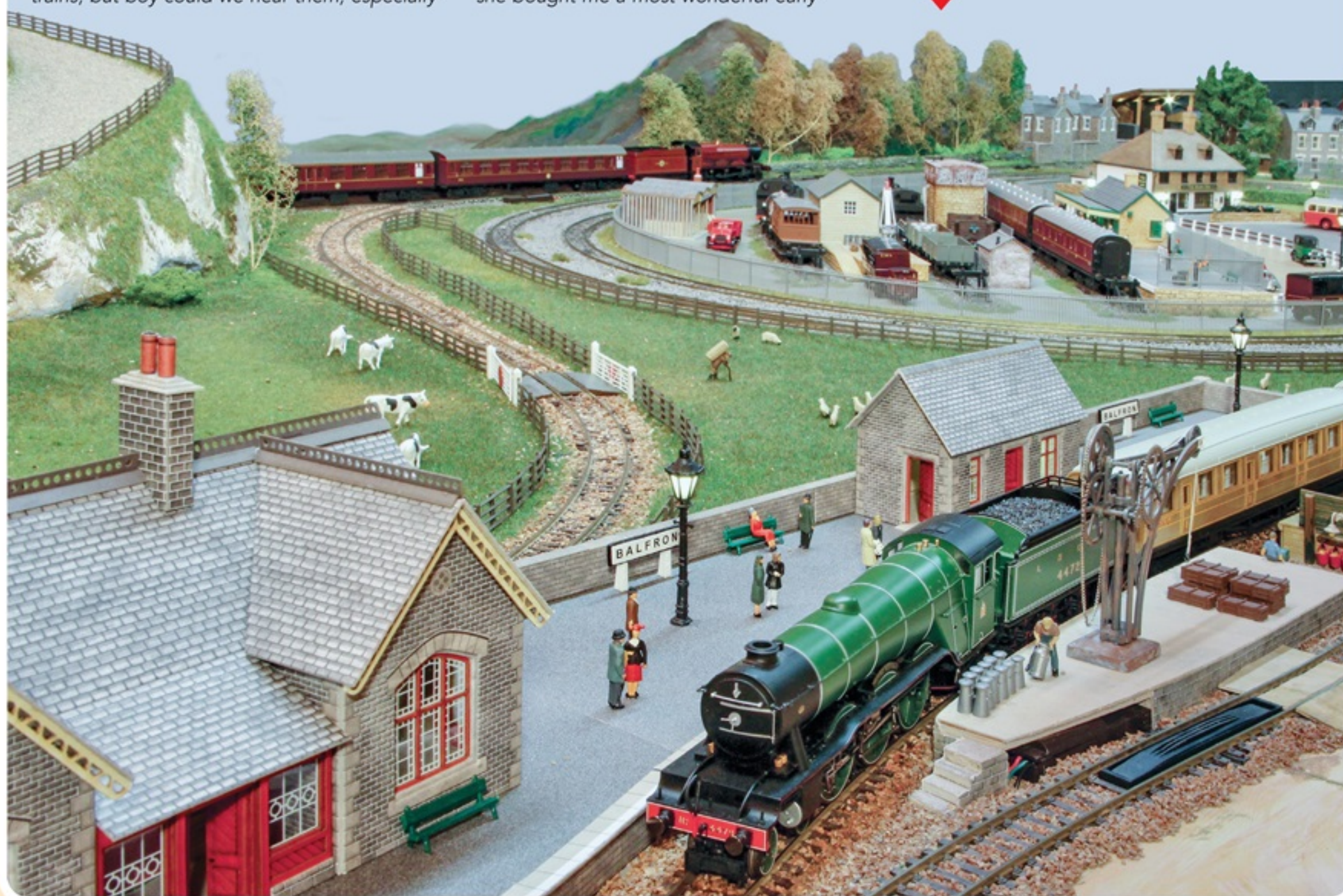
Photography by Jane Rawkins

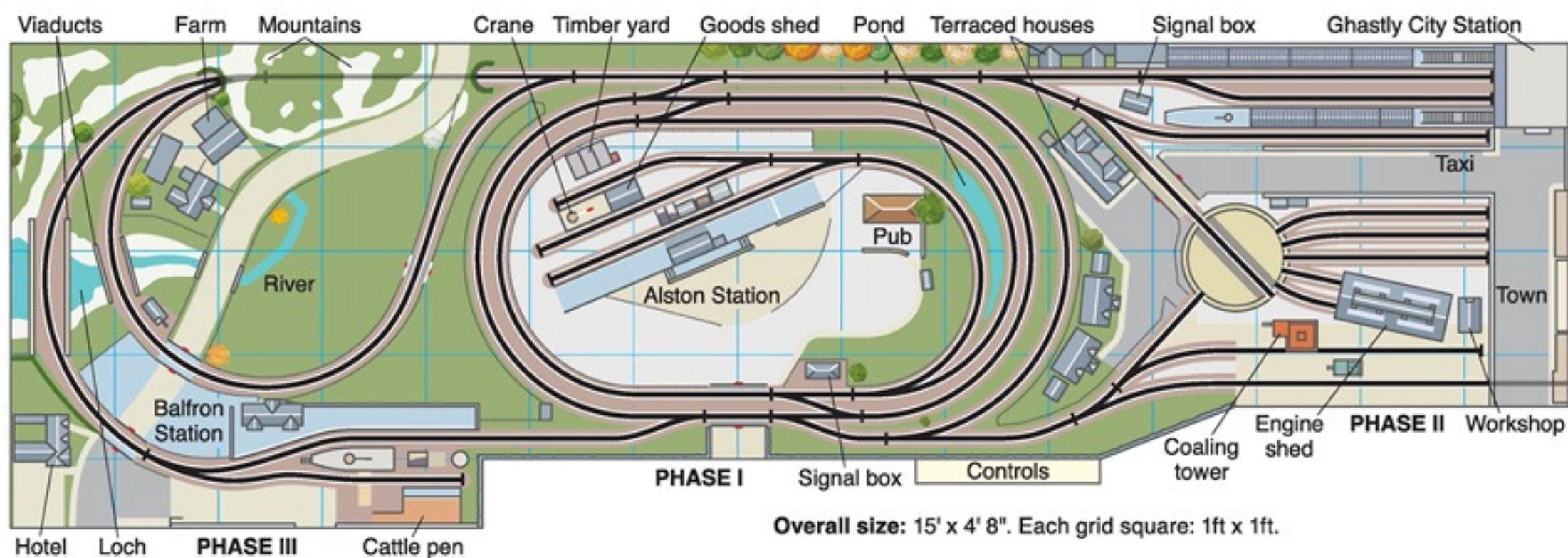
I can recall quite clearly how my primary school in Hounslow was situated alongside one of the former London & South Western Railway's suburban lines; we couldn't see the trains, but boy could we hear them, especially

in the summertime with the classroom windows open!

Fast forward 60-odd years and to a shopping trip with my wife Sue. On impulse she bought me a most wonderful early

The gift that started it all! The Hornby Flying Scotsman train set generated the germ of an idea that led to the layout's construction, proving that whatever the age, receiving a train set will soon develop into a long-term pastime.





birthday present – a Hornby OO gauge Flying Scotsman train set. Upon taking the locomotive out of the box, I became fascinated by the wonderful level of detail that the model exhibited. I was hooked!

The literature included with the train set included suggestions for expanding the basic loop of track. I soon returned to the model shop to acquire these items, together with a second loco (a J50 0-6-0T), some goods wagons and as many model railway magazines as I could find...

Analogue or digital?

Having identified the garage as a suitable space to set up my fast-growing model railway collection, Sue and I spent the next few weeks lining out the room and adding insulation. We also spent much time reading through the magazines, where we kept coming across references to 'analogue and DCC'. Unsure what these terms referred to at first, I was fortunate to receive advice from one of the members of Preston & District Model Railway Society, who persuaded me that DCC was easier to wire and would be the way to go.

Having completed the new railway room, I made a 6' x 4' baseboard using 3" x 1" timber for the frame and 3/8" ply for the top. I then bolted 4" x 2" legs on each corner. I drew out the track plan, based largely upon a scheme suggested in the aforementioned train set literature, but with a few additions. It essentially took the form of a twin-oval with a set of sidings in the middle.

Creating the scenery

I next scratch-built the station platform, using Metcalfe Models tarmac printed sheet for the platform surface and Wills stone for the faces.

The goods platform was made from polystyrene with Wills cladding, but I covered the surface in wooden coffee stirrers. Wills kits were also used for the water tower, coal yard hut, goods yard hut, crane, timber yard and bus shelter. The Bush Inn was a ready-finished item from Oxford Rail, whilst the signal box was built from a Ratio kit. I used a Peco Manyways kit for the station building.

The basic 6' x 4' system was coming

together nicely. I bought a Gaugemaster Prodigy Express to control the trains digitally, but decided to stick to analogue methods for operating the points (Peco motors with passing contact switches).



▲ Although the trains are controlled using DCC, the points are powered using a traditional arrangement via Peco passing contact switches mounted in a switch module unit.

▲ A long view taking in the majority of the twice extended layout. The original section is at the centre while phase two (containing the new station and MPD) is in the foreground. Phase three (with the tunnel) is in the distance.



Expanding the original system

I quite liked my little model railway but was unhappy that the existing station could only accommodate a two-coach train – I needed a bigger layout!

Accordingly, the second phase of the layout's construction saw an extra board added (to the right-hand end as you look at the plan) measuring 4' 6" long with a width of 4' reducing to 3' 6". I then embarked upon the scratch-building of a large terminus station in plywood with much use of Wills cladding, Metcalfe Models paving and various offcuts of plastic pipe. I named the station Ghastly City.

Whilst I was developing this new part of the layout, I decided, in my innocence, not to have a fiddle yard but to instead create a locomotive yard with a Heljan turntable located adjacent to the terminus station. By installing uncoupling units on each of the three platform lines, I could uncouple the carriages from the locomotives on terminating trains and attach a new loco to the other end, which could then depart with the carriages to leave the original loco to return to the yard for servicing. However, it was only later that I realised a reversing loop was needed so that returning trains could run into the station loco first. I also needed more capacity with my DCC system and so replaced my Prodigy Express with a Prodigy Advance.

Further expansion

The third phase of construction took the form of an additional 4' 6" x 4' 8" board added to the left-hand end, which provided sufficient space to introduce the reversing loops needed to operate the terminus as I wanted.

I decided that this might be a good opportunity to try my hand at landscaping and set out to include a farm, a mountain with a tunnel, a viaduct and at least one waterfall. I had some 100mm foam left over so I decided to use layers of this to build my mountain. I discovered, purely by chance, that if you put polystyrene foam through a bandsaw at an angle you can get a very effective and realistic rock strata effect. If you then bond the layers together so that the direction of the lines alternate, it works even better.

However, I experienced a problem trying to accommodate the viaduct: there simply wasn't enough room on the layout to raise the track to the height required for the viaduct, so the only way around this was to drop the level of the baseboard down and create a valley, enabling the track to be kept on the level. I made what was essentially a three-sided box, which I fitted to the underside of the baseboard with the open side orientated



▲ The Bush Inn is a ready-to-plant structure which has been bedded into the surrounding ground and detailed. The lights – a key feature of the layout – are supplied by Kytes Lights.

All buildings on the new section were made from Metcalfe Models card kits, whilst the cattle dock was from the Ratio kit. Trackwork on this board is Peco code 100, in difference to the Hornby sectional track which was used on the previous parts of the layout.

The pursuit of knowledge

It was unfortunate that I became interested in this new and fascinating hobby at a time when all the shops were closed during the first period of Government lockdown; to have been able to visit a shop or exhibition would have made the learning curve so much easier. Furthermore, the only way for me to try something out was to buy it, without the benefit of being able to look at it first.

I did also find that there were occasions when manufacturers provided technical information with their products that assumed the customer had a level of knowledge beyond that of a complete novice; this is ok if you are able to visit

someone face to face and ask questions, but given the limitations at that time, this did prove frustrating.

Having said that, I want to say thank you for all the patient help and support I received from the people that I did have dealings with during the project. I am not able to name them all, but they include the staff at Digitrains in Lincoln, Hatton's in Widnes, Hornby, Cheltenham Model Centre, and Jo at Kytes Lights.

I very much admire the fine layouts featured in the pages of this magazine. I hope that my humble 'make it up as you go along' first effort has been of interest.

▲ The author at the controls of his layout with the original section in the centre. This train set based layout has developed into its home space not once, but twice.



▲ The Peco laser-cut Highland signal box kit (ref.LK-201) stands sentinel over the level crossing, this being constructed using the Peco Lineside plastic kit (ref.LK-50). Fencing is also from the Peco range.

along the left-hand end of the layout.

My first attempt at creating the mountain ended up far too big, but I corrected this by cutting bits off gradually until, eventually, I had a very nice 'mole hill' that did the job.

I then cut out the outline of the valley into the surface of the baseboard, having first measured the length and height of the viaduct and bridge that I wanted to fit. The sides of the valleys were lined with expanded polystyrene, whilst the viaduct, bridge and culvert were created using Wills plastic kits.



A new life for an old model

To complement this month's Scale Drawings feature on pages 701-703, **CALLUM WILLCOX** describes how he revitalised and enhanced a venerable ready-to-run Fowler 2P 4-4-0 in OO. The finished model is destined to perform pilot duties on the author's under-construction Somerset & Dorset layout.

Model photography by the author



In 1984 Mainline released its ready-to-run OO gauge model of the LMS Class 2P 4-4-0. That was nearly 40 years ago but, perhaps surprisingly, this is one model that has still to be supplanted by all-new tooling. Despite its age, the 2P has stood the test of time rather well and was still available until quite recently as part of the Hornby range, albeit with the more recent versions under

this branding sporting an upgraded locomotive drive mechanism.

Tender-driven models from the likes of Mainline, Dapol and Hornby can be picked up for relatively modest prices on the second-hand market, with the subject of this project being one such model; No.40569 in BR black of c.1990 vintage.

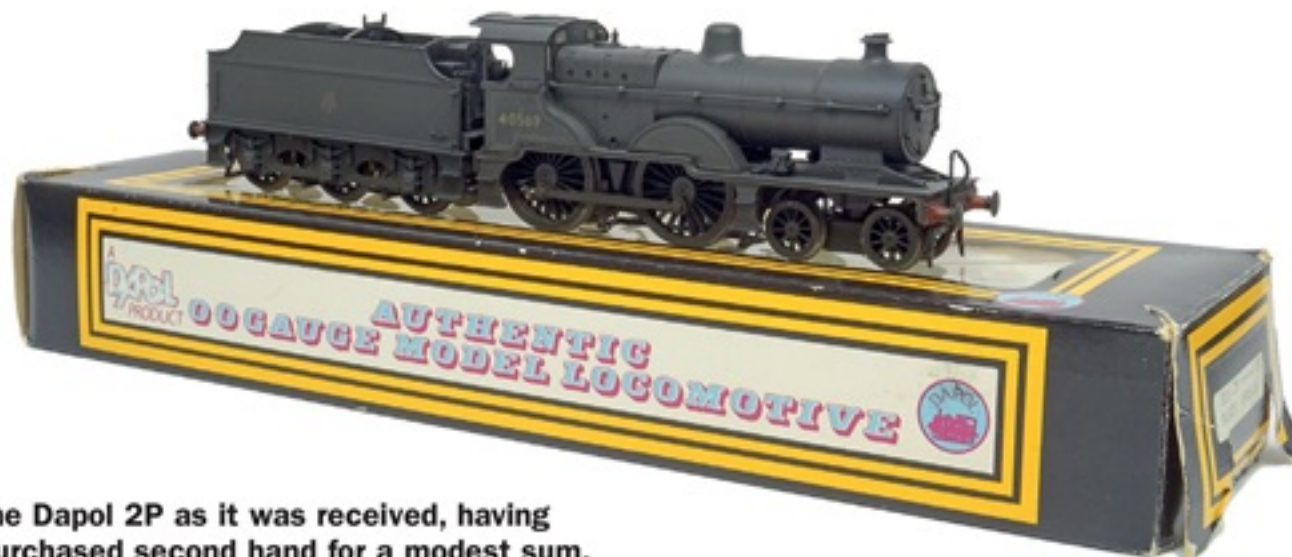
Purchased weathered and paired with a

▲ The finished Fowler 2P model is pictured piloting a Bachmann Standard 5MT 4-6-0, this classic S&D combination recreating that seen in the archive photo, which shows Nos.40569 and 73050 approaching Masbury summit with a southbound service on 30 July 1955.

Archive photo: Rail Photoprints

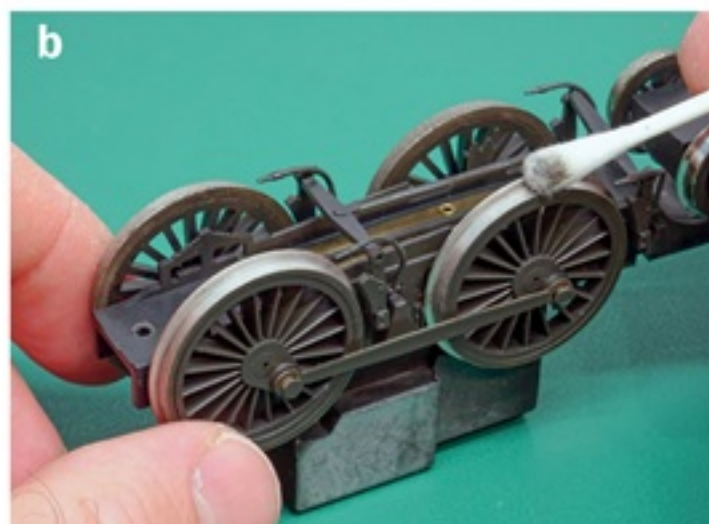
Bachmann Fowler 3,500-gallon tender (in place of the model's motorised original) the 2P was unpowered, thereby providing the ideal basis for a free-rolling pilot locomotive on my 12V dc analogue system. Reference for the project was obtained by studying photographs of the real No.40569 during its service on the Somerset & Dorset route.

Enhancements undertaken on the model illustrated here included the fitting of lamp brackets, painting of the cab details, adding a footplate crew and a load of real crushed coal, to name a few. The work required only the minimum of modelling tools and materials, and was completed over the course of just a couple of evenings.



▲ The Dapol 2P as it was received, having been purchased second hand for a modest sum.

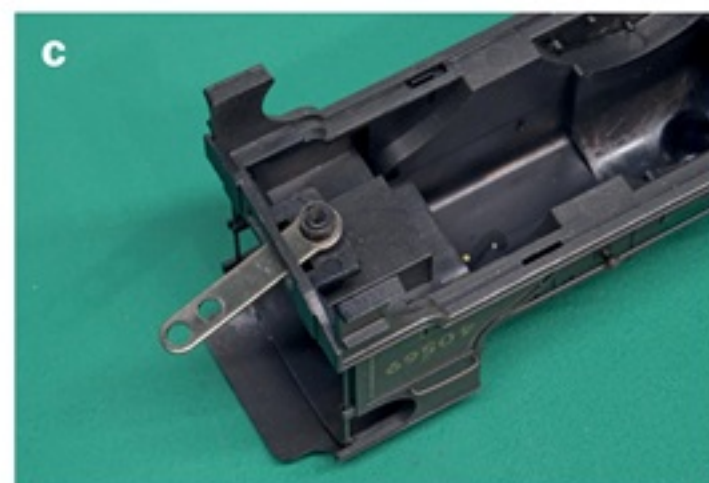
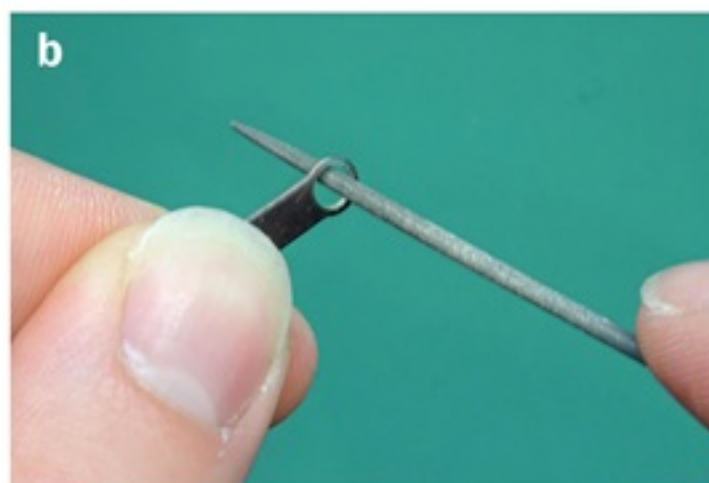
Detailing a Dapol 2P 4-4-0



The model was first given a quick clean, with the locomotive and tender dusted using a soft brush to remove any dust deposits that had accumulated whilst it was on static display (a). Overspray from the weathering completed by the previous owner was removed from the wheel treads using a cotton bud moistened with isopropyl alcohol (b). Finally, each axle was lubricated with a small amount of oil to ensure the model was free-rolling (c).



Bachmann Europe recently launched a new website with extensive listings of spare parts for its models (go to: www.bachmann-spares.co.uk) which has proved invaluable for sourcing a number of components for this project; both for repair work and to enhance the model. One such absent part that was obtained in this way was the tender coupling mount; this was reinstated to allow for the fitting of a NEM tension-lock coupling as would have been present on the model originally.



The drawbar fitted to the locomotive was intended for connecting to the original Mainline motor-equipped tender; this was unsuitable for the supplied Bachmann tender due to the excessive size difference between the respective drawbar connecting pins (a). Therefore a Bachmann BR Standard 4MT drawbar was obtained as a suitable replacement, the opening at the locomotive end only requiring some minor fettling with a round-headed modelling file (b). This provides a strong and sturdy connection when the model is being propelled, as well as giving the option for close-coupling (c).



The cab backhead is surprisingly well furnished, but the detail is somewhat lost due to it being fully moulded in black plastic. These fittings were picked out carefully in appropriate colours using various enamels from the Humbrol range, starting with the upper portion of the cab sides/roof which were painted cream. The floor was dry-brushed a wood brown; once dry the surface was scored with a Swann-Morton blade to simulate wooden planking.



The Bachmann Fowler 4F accessory pack (once again obtained via the new Bachmann spares website) contains a number of useful detailing components, including screw-link couplings, cab doors and fireman's tools. The front screw-link proved to be a straightforward swap (*inset*), fitting into the recess present for the original hook. The cab doors required some minor modification to accommodate the raised footplate; these were then fixed into position using contact adhesive.

6



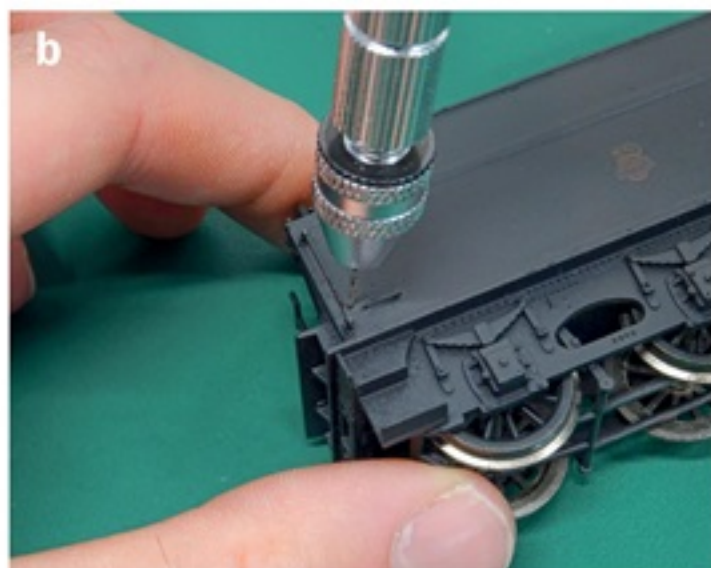
Suitable footplate crew figures were sourced from Modelu: (ref.1095) Loco crew using regulator (right hand) and (ref.1096) Loco crew leaning (looking left). The unpainted figures were first fixed to a scrap piece of styrene (to assist with painting) before being primed with a grey aerosol. Suitable colours from the Citadel acrylics range were then used to paint each crew member, followed by a light wash of Reikland Fleshshade™ to bring out the details. After removal from the temporary styrene base, the figures were positioned on the footplate.



7 a



As with many locomotives allocated to the Somerset & Dorset route, No.40569 was equipped with a Whitaker tablet exchange apparatus – mounted on the left side of the tender. This was replicated using a modified tablet catcher from a Bachmann 7F, with the catcher head re-attached in a horizontal position (a). Using pictures of the prototype for reference, a locating hole was drilled carefully (b), before mounting the assembly to the tender side (c).



8



The trio of lamp brackets above the front bufferbeam are not present on the Dapol model, so etched brass examples were sourced from Silver Tay Models. Once formed to shape, the brackets were fixed in place once again using impact contact adhesive – positioned in accordance with prototype photos. Once cured, these were painted and weathered to match the rest of the loco.

9



BR London Midland Region locomotive lamps were also sourced from Modelu (ref.2066). These 3D-printed items have slots to enable them to be fitted directly onto the lamp brackets. Each lamp was sprayed black, before fitting the self-adhesive clear lenses in place.



10



Whilst on piloting duty, it was not uncommon for the lead loco to be adorned with the train reporting number, which would often take the form of a makeshift-looking item. A '143' reporting number was created by splicing and scaling down archive pictures of Somerset & Dorset prototypes. Once assembled, this was printed onto paper in a number of different scales, with the one that was judged to be closest in size then cut out and mounted to thin card – with the edges touched in with black paint. This was mounted to the centre lamp bracket using black-tac.



11



The moulded plastic coal load was covered with various grades of real crushed coal and weathering powders. A light dusting of rust and coal dust was applied to areas around the water filler, along with Citadel Nuln Oil to simulate overspill. A few lumps of coal were also placed across the tender top to simulate spillages from the coal space.



▲ The finished model, ready for pilot duties.

Richard Bardsley



Building in bulk

“We’re all familiar with the idea of buying in bulk, whether it’s groceries or other household essentials. Nowadays we can buy in bulk with our model railway purchases as well, with entire rakes of ready-to-run wagons and coaches available, sometimes in special packs. But have you ever tried actually building things in bulk, such as the humble plastic wagon kit?

Many of us will have experience of constructing such kits, but even for the most common types – such as mineral and open merchandise wagons – there may only be one or two examples on our layouts. Contrast this with the real railway which really did build in bulk; the late Don Rowland’s book *British Railways Wagons* is subtitled ‘The First Half Million’ – and that’s a big clue. Basic open wagons and vans were built by all the pre-Grouping and Big Four railway companies and then British Railways, in huge quantities. Even a cursory look at the lot numbers will reveal that, up to the 1960s, the ubiquitous BR 16-ton mineral wagon was built by the thousand – so many in fact that they had to be split between different works and outside contractors.

The 16-tonner was redolent of the older types of four-wheeled, low-capacity wagons

that proliferated across the entire steam era network, these vehicles having been built in large numbers and often without continuous braking. This is in total contrast to the modern railway, which is much-changed from the steam era; moving freight nowadays is achieved in bulk; fewer wagons are built, but they are of a much higher capacity.

With the vast array of ready-to-run products that are available to today’s modellers, you might wonder why anyone would consider resorting to kits at all, especially for a long train of the same wagon type? The reality is that factory-finished perfection comes at a price, so if you do want a lot of one particular prototype, kit-building can offer a substantial saving in financial outlay, albeit at the cost of your time. Though if, like me, you enjoy putting things together, it’s a pleasure not a pain. Who needs instant gratification when you can enjoy the process of undertaking such a project?

My latest N gauge wagon-building project is a rake of 15 four-wheel wagons to carry Cawoods coal containers. Of course, I could have taken the easy route in a quantity of the forthcoming ready-to-run models that are being developed, but I had in fact already made a start on the first five, so I decided to carry on and bought another 10 of the C-Rail kits to complete my rake.

This is not a difficult kit, but you need to take your time to ensure a smooth-running chassis; a challenge for one kit never mind 15. Then there’s the number of parts. There are 31 per wagon, a further five for the container, then painting and all the decals to

apply. Some of the construction is rather repetitive, such as the eight tiny brackets per wagon, or the set of two brake shoes that need to be applied to each wheel; that’s eight brake shoes per wagon, 120 for the overall project!

Therefore, my advice would be that bulk building can be done, but it’s a marathon, not a sprint. Some of the modelling works better as a single task, such as removing the parts from sprues and cleaning up the major parts (floor, sides, and ends), then assembling these parts into the basic wagon. Other tasks are better undertaken in small doses, such as the brake shoe assemblies; I

worked on one or two wagons per night, and then spent the rest of the time doing totally different modelling projects, rather than trying to complete all the brakes on all the wagons in one go.

Progress to date has seen 15 wagons constructed with associated containers, ready for the paint shop, which will then need decals and weathering. They’ve come a long way since I first took the parts out of the packaging, and there’s still a long way to go. Yet it shows that building in bulk is a perfectly viable approach to modelmaking, as long as you organise the various tasks appropriately and take your time.

After all, this is supposed to be fun, and the sense of achievement in the end is worth all the hard work.”

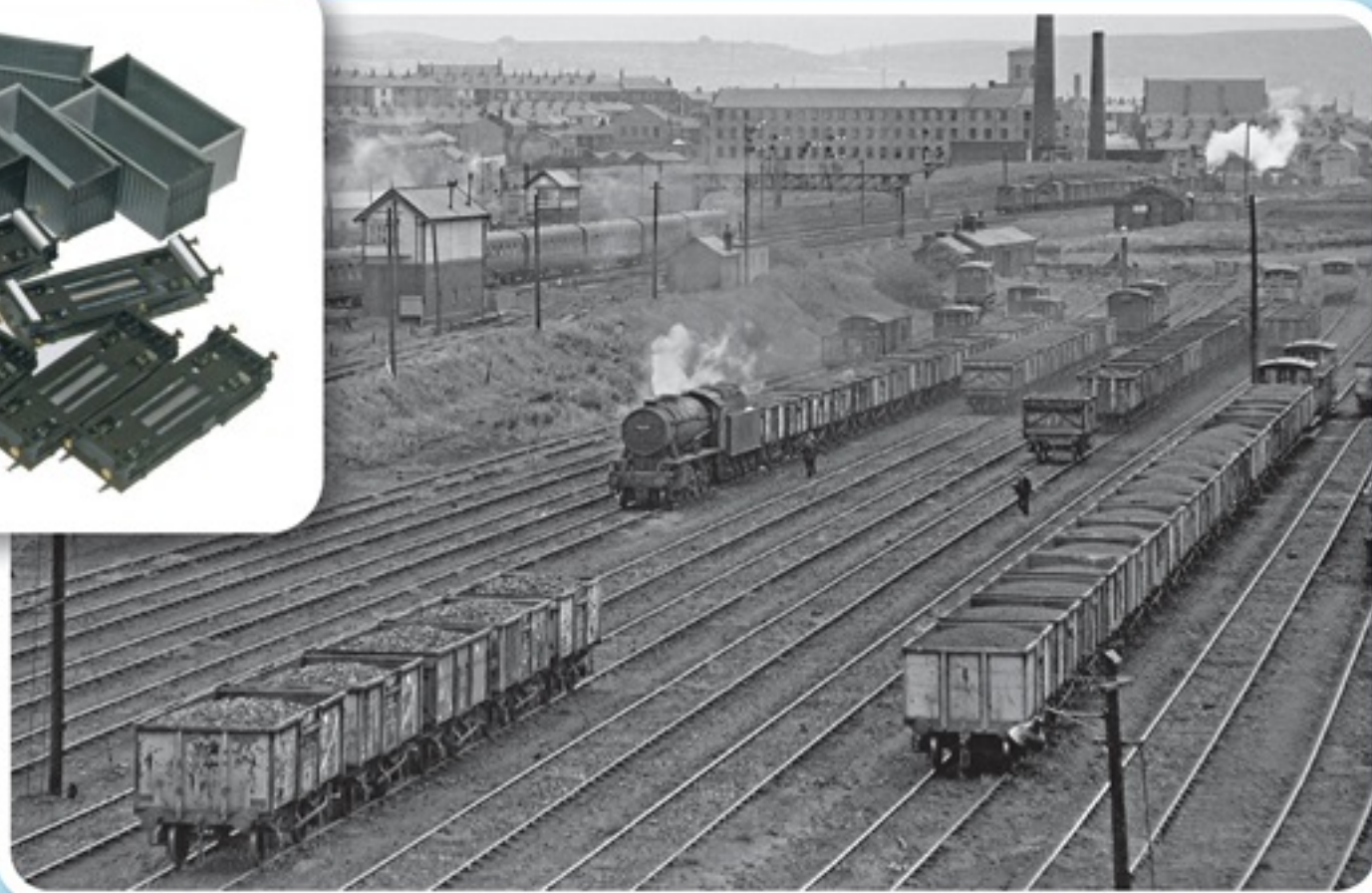
Richard Bardsley models in various scales and is currently the Kit Production Officer for the N Gauge Society.

... if like me, you enjoy putting things together, it's a pleasure not a pain ...



▲ A total of 15 N gauge bulk-built Cawoods coal container wagons, ready for final painting and lettering. Photo by the author

▶ The swansong of the low-capacity four-wheeled open wagon is illustrated here with a view overlooking Rose Grove sidings, recorded on 2 July 1966. More than 60 examples of the BR 16-ton mineral wagon can be seen. Photo: Rail-Online



Readers' Letters

Elybridge – time to rebuild?

The editorial in the September issue (*Is a layout ever finished?*) made for interesting reading.

My own OO gauge loft-based layout *Elybridge* (pictured – see RM September 2021) has given enormous pleasure by way of my endeavours over a decade of rebuilding, which enabled me to achieve near-perfect running. However, operationally the layout requires a minimum of two operators, ideally three people. Single-handed it does not achieve its full potential.

This is prompting me to consider a fundamental change whereby the layout is dismantled or sold and a smaller and more manageable system is built in its place – perhaps even changing to GWR outline. The available space could be used to advantage by being more scenic, with perhaps a small prototype being modelled using the growing Peco bullhead track range, rather than devising a freelance theme as has been the case hitherto. Time will tell...

LANCE CADELL

Photo: Steve Flint



'Met No.1' model marks town's Metropolitan heritage

Having been a reader of this magazine since I was a boy, I have long aspired to create a layout that might be worthy of an article. Whilst this remains a hope for the future, I have been involved in a project that may be of interest to readers – albeit to a much larger scale than those usually featured in RM!

During recent years I have worked with the Amersham in Bloom team to create various unusual installations. Amersham is a Buckinghamshire commuter town situated at the end of the Metropolitan line and only exists because of the arrival of the railway. Hence, for our latest installation project to celebrate the town's history, we chose to create half-scale static models of Metropolitan Railway E class 0-4-4T No.1 and a pair of four-wheel coaches.

The accompanying photo shows the finished ensemble *in situ*, which was constructed by small teams (including members of local Scout groups) over the course of several months.

ANDY HONOUR



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.



A reader's own parcels depot in 4mm scale



I read the article by John Treays titled *Kit-bashing a parcels depot* in the July 2022 edition with great interest and decided to make my own 4mm version. There are a few minor differences to the author's model, but as you can see from the accompanying photos, the end result is very similar.

I used parts from the same two plastic kits – the Ratio carriage shed (ref.527) and Wills corrugated iron chapel (ref.SS70).

It was an enjoyable model to make and I look forward to undertaking similar projects in the future.

MIKE GREGORY

'Elizabethan' was heading south – not north!

The wonderful photograph of No.60024 *Kingfisher* in the letters pages of the September issue does, in fact, show the Up 'Elizabethan', not the Down as stated incorrectly in the caption. The Down lay-by at Markham Summit (visible on the left of the photo) confirms this, as does the presence of the Thompson BG coupled behind the locomotive, which was always marshalled at the south end of the set.

Furthermore, the year the photo was taken must be 1961, not 1960: No.60024 only hauled the train once during 1960, on Friday 2 September and it was the Up service. The presence of electric warning flashes confirms the date of the photo to be 1961, as these markings were fitted to the A4s in 1961, though not to the majority of the



class until 1963: No.60011 never received them – except on its tender!

With regard to Mr Burdon's comments in his letter; the hairdressing salon was in the earlier 'Flying Scotsman', whilst the Ladies' Retiring Room was in the First Corridor vehicle, not in the Buffet, which was removed from the train in 1958.

TONY WRIGHT

An engineer's approach to measuring model performance

I was interested to read the review of the Hornby BR Class 91 Bo-Bo in the July issue, which stated that the model hauled 16 Pullman cars around the Pecorama loft layout. As an engineer I prefer to use a more quantitative measurement of powered model performance.

My collection of OO gauge locomotive models includes several of the same type (mainly Gresley A1/A3 and A4 Pacifics) but of different makes and vintages, and to compare their absolute and relative performance I measure the tractive effort and power consumption.

To do this, the model is placed on a test track and attached to a spring balance (these can be bought for a few pounds and the one I use measures up to 100g/one Newton). I increase the output from the speed controller until wheel slip just starts to occur and

measure the tractive force and the supply voltage and current.

These measurements yield some interesting results. For example, with an old Bachmann split-chassis A4, wheel slip occurs at 10V/500mA (5 Watts) and a tractive effort of 0.5N, whilst with a Chinese-made Hornby A4 wheel slip occurs at 6V/280mA (1.68 Watts) and a tractive effort of 0.6N.

Perhaps surprisingly, an old Tri-ang Hornby A3 with an X-series motor was found to perform almost as well as the Bachmann A4 (0.45N) while consuming only 3W.

I also find these measurements useful for fault finding; for example, checking whether Ringfield magnets are becoming weak in Hornby tender-drive locos, or if traction tyres are becoming worn (which isn't always obvious by visual inspection alone).

TREVOR EMMENS

Make do and mend – are we losing this traditional approach to railway modelling?

I would like to add my concurrence to Josh Williams' Comment piece (*Back to basics?*) in the August issue and also to the authors of the letters published in response in the September edition.

When I started building layouts in the 1970s I remember making fuel storage tanks from a cardboard pepper pot and a drum of headache tablets! In short, I used to 'make do and mend', as did many other railway modellers of that generation, including the great Peter Denny.

Looking back, my efforts were naive to say the least, but the satisfaction was huge – far greater than with a 'buy and plant' straight from the box approach, which I just couldn't afford in those days anyway.

I still make vacuum pipes from single core wire by nipping the PVC sheath with pliers to get the 'ridges', before bending them into shape and painting; not exactly rocket science, but it works and you'd never tell when looking at the models from a few feet away.

Some time ago I had a pair of Bachmann 08 diesel shunter models; one that ran well and one that didn't. Therefore, I decided to through-wire them to run in tandem as a permanent



▲ The author's pair of shunters, which made use of a poor runner. Photo: Arran Aird

pair. However, I found them quite challenging to dismantle, even with a diagram to follow. I persevered and the finished models could be seen in the November 2021 issue on my *Muirston Junction* layout (pictured).

My point is that many of us in the hobby derive great satisfaction from getting non-runners moving again, or customising models by making our own parts, which is at odds with the assumption that all modellers want technological 'wonder trains'.

Some of us like to take them to bits and learn how they work, and it would be nice if manufacturers bore that in mind; we represent a sizeable chunk of the market.

As a final thought, many years ago Tri-ang/Hornby used to supply locomotives in kit form with a complimentary screwdriver so that you could assemble them yourself. Maybe something for the current R-T-R manufacturers to consider?

DENNIS DAY

'Rabbit warren' layout restored

I was pleased to see that the classic narrow gauge 'rabbit warren' concept is alive and well with David Dawson's article (*Down the rabbit hole in 009*) in the July issue, and that the format still has a place amongst the many small layout designs offering plenty of interest in a compact space.

At Lichfield District Model Railway Society we recently restored a long-neglected 'rabbit warren' layout that was discovered gathering dust in a corner of our clubrooms. Dating from more than 50 years ago, the refurbished model has since been shown at several local exhibitions. We were even invited to the Warley National Model Railway Exhibition in 2019.

At these events the layout attracted great interest with its five separate continuous loops. Running on each loop simultaneously was an identical Playcraft/Jouef P10 Steatite loco; these could all be seen disappearing



and reappearing into/out of the tunnels – causing both amusement and confusion amongst viewers!

We challenged some of the younger observers to count how many locomotives they could see: one boy assured us he'd seen 16!

JOHN FONTAINE



▲ Members of Lichfield District Model Railway Society are pictured with the club's restored 'rabbit warren' layout.

Subscription options for RAILWAY MODELLER

Thanks for continuing to produce an interesting, high quality magazine. Just a couple of points: firstly, I am interested in the subscription package which gives access to the archive, but I do not wish to deprive my local community shop (owned by the village) of the business of a regular order. Would it be possible to generate a type of subscription package that maintains my support of the local shop but allows access to the archive?

Secondly, in your news and reviews pages could you give more space to products aimed at the modeller, rather than the ready-to-run user? I am thinking here of kit and accessory products. There are many excellent kits on the market, but I often only find them by chance whilst searching the internet.

JON GREGORY

Ed – In addition to our full subscription package that includes the printed magazine posted to your door, we also offer a digital only subscription which provides access to the full archive, including all successive new issues as they are published on an ongoing basis. With a digital only subscription you can still order your printed copy from your local store. See the Peco website for further details.

With regards to our product reviews and news pages, we endeavour to publish as much coverage as we can for kit and accessory releases, although building every kit sample that we receive for review is not always possible.

Snippets...

Memories of Irish monorail layout

The letter from Andrew Holland in the September issue of *RAILWAY MODELLER* brought back memories of operating Les Holland's Irish monorail layout at the Manchester Model Railway Exhibition in 1959. Les lived a few doors down from us and his eldest son Stephen was a school friend.

I recall how Les took us to the aforementioned exhibition in the back of his Avery Scales work van. Stephen and I operated the layout, which ran perfectly. The motor was in the tender and the loco was painted pale blue. The little branch line train was a shuttle and had a red light on the coach – a novelty at the time.

Many years later I asked Les about the layout and he told me he had sold it to someone in America. Incidentally, an article on the layout appeared in the February 1962 edition of *Model Railway News*.

ANDY WADSWORTH

More on tail lamps

As a retired railwayman I can confirm that Alisdair Macdonald is correct to suggest that in the early days DMUs had to carry a tail lamp (Readers' Letters, RM August). However, there shouldn't be a tail lamp on the beautiful Midland Full Brake modelled by Ian Nuttall, which was pictured coupled inside a train on p555 of the same issue.

ROWLAND BURDON

Model exhibitions have changed with the times

Recently I spent some time going through older editions of *RAILWAY MODELLER*. I was interested to note that some exhibitions used to run for several days, including weekdays. Also, many events were open as late as seven or eight o'clock in the evening – very different from the events of today!

STEPHEN DIX

Modelling Britain's railways in the 1960s

I thoroughly enjoyed reading the *Modelling Britain's Railways in the 1970s* supplement that was given free with the August issue of *RAILWAY MODELLER*. It led me to wonder, has there ever been a similar book or supplement published for the 1960s? I am sure such a publication would also be of interest to modellers.

BILL BENTHAM

Ed – We have received many positive responses from readers about the 1970s supplement. Other decades – including the 1960s – are being considered as potential topics for the future publications.

NEW PRODUCT REVIEWS

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

Collett Manor 4-6-0

New from Dapol in OO



In our May 2020 issue we reported on the plans of Dapol to produce OO gauge models of the GWR/BR(W) Collett '7800' Manor from all-new tooling, the first stocks of which have recently been delivered to retailers.

Seven versions have been produced, each of which are available DCC ready, DCC fitted or DCC sound-fitted; these comprise No.7800 *Torquay Manor* in green with GWR 'shirtbutton' roundel (ref.4S-001-001); No.7814 *Fringford Manor* in green with GWR tender lettering (ref.4S-001-002); No.7807 *Compton Manor* in green with 'G-crest-W' lettering on the tender (ref.4S-001-003); No.7823 *Hook Norton Manor* in BR lined black with early emblems (ref.4S-001-004); No.7819 *Hinton Manor* in BR unlined black with the larger early emblems (ref.4S-001-005); No.7810 *Draycott Manor* in BR lined green with small early emblems (ref.4S-001-006); and No.7827 *Lydham Manor* in BR lined green with late crests (ref.4S-001-007).

In addition, an eighth version has been produced as No.7820 *Dinmore Manor* in BR lined black livery with early

emblems. This has been produced exclusively for the Gloucestershire Warwickshire Railway, and is available to purchase from the Toddington station shop, with contributions from the sale of each model going to the GWSR and Dinmore Manor Locomotive Ltd, owners of the preserved No.7820.

Our sample in detail

For review we received a sample of No.7823 *Hook Norton Manor*, which was one of the second batch of the series constructed by British Railways in 1950 at Swindon Works, and allocated when new to Chester West on 31 December 1950. In 1951 it moved to Banbury, subsequently transferring to St Blazey in December 1955; Truro in January 1956, briefly spending time at Neath (Court Sart) during June/July, before returning to Truro; Machynlleth in April 1956, and finally to Tyseley in November 1962. Withdrawal came on 25 July 1964, with the locomotive broken up by Cashmore's, Great Bridge, some three months later.

The livery of the model is correct for the period from new until 31 October 1951 – with the 84K Chester shedcode squarely dating the locomotive to this 10-month period. Period-specific details include Collett straight buffer shanks, original GWR chimney with capuchon, original boiler, and new style driving wheels.

The construction of the model takes the form of diecast metal for the wheels, chassis and running plate (which is straight and true along its length), with moulded plastic

components accounting for the upperworks, cylinders and details. Buffers are metal and sprung, while the plastic moulded coal load is removable.

The model is supplied with all details factory-fitted (including cylinder drain cocks, plus locomotive and tender brake rigging), save for an optional front steam heat pipe and sanding lever fitment which is supplied in an accessory bag; if fitted, the latter must be removed prior to taking off the bodysheet. In addition there is a pair of printed (not etched) metal cabside numberplates, which can be fitted over the printed versions on the cab sides, if desired. A tool for the smokebox door and pull-out PCB is also present, in



addition to a 'clip fit' mount for a 'sugar cube' speaker housing and NEM tension-lock coupling.

Rivet and bolt head detail is well executed; this extends to the cab, running plate, cylinder cladding and counterweights on the centre driving wheels – the bolt head detail around the smokebox saddle is particularly fine. Cab windows are glazed, with the frames neatly picked out in brass. Handrail detail is formed from a mixture



▲ The locomotive and tender are connected with a push-fit coupling.

of fine metal wire and plastic; the latter is most evident on the tender, with some flash noted on the rear grabrails.

As per the firm's recent Churchward Mogul and Collett '5101' large Prairie, the centre driving wheels are sprung, as is the bogie assembly; this operates on a cam to enable the model to negotiate second radius curves, allowing for full representations of the cylinder covers without the need for cutouts. Unlike the Mogul and large Prairie, the cylinder crossheads are moulded in a black plastic (those on the aforementioned models being formed from metal); these would perhaps benefit from a spot of silver paint to blend in with the rest of the motion.

The BR mixed traffic lined black livery has a pleasing satin finish, which is applied neatly throughout. The numbers and lettering are also well applied, as are the route availability markings. The valve gear and tyres are presented with a polished metal finish, while the characteristic brass safety valve bonnet is formed from a high shine brass-plated plastic. A representation of the inside motion is present between the frames, and has been picked out in red. The cab is fully furnished with backhead detail and fittings picked out in appropriate colours, extending to the printed dials on the gauges.

Mechanism and performance

The model is equipped with a five-pole skew-wound motor with brass flywheel housed in the front of the boiler/firebox driving the rear coupled axle, with electrical pick-up from all driving

and tender wheels, via wiper pick-ups. The locomotive and tender are connected together with a push-fit coupling that has been designed to provide a reduced gap on straight track, whilst allowing the model to negotiate second radius curves.

Weighting 353g (the tender accounts for 97g of this), on test the model was found to be extremely smooth and quiet in operation, with good slow speed performance. It was able to comfortably haul six Pullman carriages round the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

Body removal is straightforward, requiring the removal of three screws; one located under the smokebox (between the cylinders, accessed through the front of the bogie assembly), and two under the cab – it is worth noting that the PCB must be removed before attempting this along with the vacuum pump (attached to the crosshead on the right-hand side).



▲ The smokebox houses a pull-out PCB with decoder socket.



▲ The locomotive is powered by a flywheel-fitted five-pole motor.

VINTAGE VIEW GWR Manor class 4-6-0



▲ BR-built Manor 4-6-0 No.7823 Hook Norton Manor is pictured at Wrexham in July 1953 with a normal passenger service. Photo: Colour Rail

Prototype information

The '7800' Manor class was developed as a lighter alternative to Collett's '6800' Grange – achieved following the introduction of the Swindon Standard No.14 boiler – allowing for wider route availability. Like the Grange, the class utilised a number of reconditioned components from withdrawn '4300' Moguls, with the 5' 8" diameter driving wheels and some motion parts incorporated into the design.

The initial batch comprised 20 locomotives (Nos.7800-7829), with the first of the series – No.7800 Torquay Manor – outshopped from Swindon in 1938. A second batch of 10 locomotives (Nos.7820-7829) was authorised by the newly formed Western Region of British Railways post-Nationalisation, and built in 1950. Unlike the first batch, reconditioned parts were not used during construction.

Aided with the blue route availability, the Manors saw widespread operation across the GWR network. Aside from their regular mixed traffic duties, the locomotives could also be found piloting trains over the Devon banks, as well as hauling prestigious workings such as the 'Cambrian Coast Express' – with which the class is often associated.

Examples lasted right up until the end of BR(WR) steam in 1965. Nine of the class have survived into preservation.

Separating the tender body from the chassis requires four screws, one at each corner, to be removed.

A feature which has become a staple for recent steam locomotives from this manufacturer, is the innovative slide-out PCB with 'Next18' interface located inside the smokebox and accessed via the removable door. A 'clip fit' speaker mount for a 'sugar cube' can be found on the underside of the PCB; however, there is also provision for housing a bass reflex speaker inside the tender – factory

sound-fitted models have two speakers as standard. The model is equipped with a flickering firebox glow which operates when power is applied under analogue control; it is understood that this feature is synchronised with sound on factory-fitted DCC sound versions.

The complete trilogy...

The arrival of the Manor thus completes the firm's trilogy of GWR six-coupled locomotive types with 5' 8" diameter driving wheels, which was initiated with the Churchward Mogul (see reviews, RM January 2021) and followed by the Collett large Prairie (reviewed in RM February 2022). Each of these models has in turn demonstrated continued refinement, the Manor proving to be the zenith of this development – as such it is a model that will certainly be hard to beat...

Sample supplied by

DAPOL Ltd,
Gledrid Industrial Park, Chirk,
Wrexham LL14 5DG.
www.dapol.co.uk

PRICE

Ref.4S-001-004— £165.55

Latest hopper wagon releases from Accurascale



Following hot on the heels of the HAA coal hopper wagons released by Accurascale (see reviews, RM August 2022), the firm has delivered models of the later revised HCA coal hoppers with canopies, together with the CDA china clay hoppers with roofs.

For review we received samples of HCA triple pack ref.ACC2595HCA-EWS1 – containing wagon Nos.351233, 351564 and 350001 in BR unpainted steel with brown cradles; and CDA triple pack ref.ACC2535CDA-DB1 – containing wagon Nos.375002, 375030 (with blue frame) and 375091 in DB (ex-EWS) unpainted steel with maroon cradles. Other packs for these livery schemes are available with different running numbers.

Examining the HCAs first, it was initially proposed for all MGR hoppers to be equipped with canopies from new; however, at the time few colliery screens were high enough to permit their use. Originally classified as HOP 32 AB, the wagons were confusingly coded HAA under TOPS, alongside their non-canopy-fitted counterparts; this was later revised to HCA. Around 150 hoppers of this design entered service – mainly confined to Scotland – working coal flows to Cockenzie and Longannet power station until the late 1990s.

Construction of the models takes the form of diecast metal for the chassis, with injection moulded plastic utilised for the hopper body and underframe details. The models, which are adorned with fine separate plastic and etched metal components, tip the scale at 53g each.

Slimline tension-lock couplers are factory-fitted, mounted within removable pivoting NEM pockets. The supplied accessory pack comprises working scale instantan couplings, yellow air pipes and red air brake pipes – all of which have been fitted here for photography.

The canopy on each model is a separate moulding. The metal sprung buffers are of the Oleo variety, whilst the free-rolling wheelsets (also metal) include representations of the disc brakes and are fitted within brass bearings.



Finished in BR brown and silver, the livery – as per the HAAs reviewed previously – is applied to a high standard, with the demarcation between the unpainted steel colour of the hopper bodies and brown of the cradles being sharp and crisp. Of note are the crudely painted over 'B' prefixes on two of the examples, this imitating the practice of removing prefixes from running numbers during the mid-1970s.

Turning now to the CDAs, a total of 124 of these hoppers were constructed new by BREL Doncaster in 1987-8, with a further 15 rebuilt from HAA hoppers in 1989 for use on domestic and long-distance Cornish china clay services.

Originally outshopped in the livery scheme of English China Clay (comprising blue cradles with unpainted steel hopper bodies and ECC International branding) the hoppers featured flexible roller covers to help protect their loads from the elements and reduce dust, while a later modification saw the addition of a

▲ The HCA triple pack in BR unpainted steel with brown cradles.



▲ The triple pack of CDAs in DB livery, one of which retains a blue cradle.

non-stick coating applied to the insides of the hopper bodies.

While the scrapping of these vehicles has depleted their numbers in recent years, examples do remain in service with the majority wearing EWS maroon with DB branding; a few retain their original blue cradles and hoods.

Weighing in at 57g each, the models are of similar construction to that of the HCAs, with extensive use of diecast metal, injection moulded plastic and etched metal components. This aside – much like the prototypes – the two wagon types sport numerous detail differences, with the CDA incorporating a different chassis casting (with extra cut-outs) and heavy-duty buffers (which are metal and sprung). Instantan couplings and red air brake pipes are provided for the modeller to fit if desired.

The undersides of the models feature fine renditions of the hopper doors and braking equipment; the latter, as with other members of the MGR family, covers a mix of both disc- and clasp-

braked systems, with bolted brake discs forming part of the wheel tooling. The brake distributor and air cylinder (mounted above the solebar) are both adorned with fine pipework, which in turn is neatly picked out in yellow and red.

The hopper bodies incorporate the distinctive cut-outs along one side (including ends), and end ventilator boxes which have been separately fitted. The characteristic covers have been captured faithfully and include simulated crease lines in the PVC tarpaulin hoods (which are moulded in solid plastic); the creases are aligned with harness points formed from fine metal wire.

The DB livery scheme has been executed well, with the DB logo and running numbers applied directly over the top of their EWS counterparts – as per the prototypes. Furthermore, one vehicle in the set depicts No.375030, which is one of the hoppers that still retains part of its original blue colour scheme – a detail that has not been overlooked on the model.

Lettering, data panels, and builders plates are crisp and fully legible, while details such as brake handles, door latches and lamp irons are neatly picked out in yellow. All that's missing is a copious application of clay dust...

Accurascale has delivered its allocation of HCA and CDA models to customers who placed pre-orders. However, remaining stocks are available from selected Accurascale



retailers (see the firm's website for a list of stockists).

More HUO hoppers...

Accurascale has released further versions of its OO gauge BR 24.5-ton hopper wagon (TOPS code HUO), examples of which we first reviewed in our August 2018 issue.

The Accurascale model represents the Dia.1/148 (revised) and Dia.1/154 examples constructed at Shildon between 1958 and 1962, which totalled 3,426 wagons. They were used for conveying coal and coke from collieries and coke plants to power stations and ports throughout Great Britain.

The tooling and specification of these latest versions matches those seen previously (including sprung buffers, metal three-hole disc wheelsets and scale instanter couplings), but the samples illustrated here are presented with a new selection of running numbers, not offered previously.

Finished in pre-TOPS condition (i.e. pre-1973), the markings on each model replicate those on particular prototype examples – note the differing positions of the black patches and data panels; the latter finished in a faded grey on one of the examples. Running numbers in our sample triple pack are



The latest triple pack release of HUO hoppers in BR grey livery.

B334126N, B333850 and B337135N. Three other pre-TOPS triple packs (each with different sets of running numbers) are also available.

...and more PCAs

Accurascale has also released another tranche of triple packs of its PCA cement hopper wagons (see reviews, RM June 2019 issue).

Nine new triple packs with different running numbers are now available: three packs in original VGT Castle Cement livery, two in VGT Castle Cement 'Building a Better Environment' livery, and four in VGT Castle Cement 'Heidelberg Cement Group' livery.

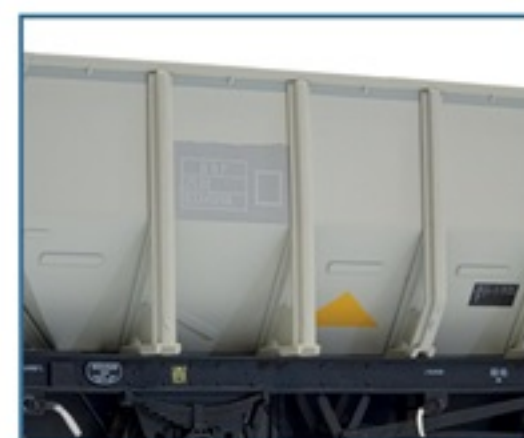
For review we received samples of pack ref.ACC2042CS-W comprising running numbers 74041, 74034 and 10605 in original VGT Castle Cement livery; and pack ref.ACC2040CS-U featuring numbers 10643, 10641 and



A triple pack of PCA hopper wagons in original VGT Castle Cement livery.

10637 finished in VGT Castle Cement guise with 'Heidelberg Cement Group' branding.

Livery application has been completed to a high standard across both packs, with lettering and data



markings all crisply applied and fully legible under a glass. As with previous examples, the models feature sprung metal buffers, metal disc wheelsets, extensive underframe detailing and etched walkways atop the hopper bodies. Slim-line tension-lock couplings are fitted as standard, with alternative working scale instanter couplings also provided.

Samples supplied by

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

PRICES
HCA/CDA hoppers –
£74.95 per triple pack

HUO hoppers –
£69.95 per triple pack

PCA cement hoppers –
£74.95 per triple pack

CIÉ magnesite wagons from Irish Railway Models



Irish Railway Models – the sister company to Accurascale – has delivered stocks of its Córas Iompair Éireann magnesite wagons in OO. Plans for these models were first announced in our April 2022 issue.

The wagons were built exclusively to transport magnesite – a mineral used to produce heat-resistant bricks for blast furnaces – from Ballinacourty in County Waterford to Tivoli near Cork.

Rakes formed of anywhere between 12 and 22 hoppers operated between the two sites once a day, and were almost exclusively hauled by A Class locomotives (as released previously by IRM). Traffic remained steady between 1970 and early 1982 whereupon magnesite production was moved to Asia, which resulted in the Ballinacourty

facility closing in July that year.

The models benefit from the modular approach CIÉ took in the 1960s and 1970s (utilising a common chassis for a number of its wagon fleet) with the same four-wheel chassis tooling that was first used for the firm's CIÉ ballast



hoppers (see Reviews, RM August 2017). Construction largely takes the form of injection moulded plastic parts with pin-point metal wheelsets. Buffers are plastic and not sprung.

The hopper bodies incorporate separately fitted components formed from metal wire and etched metal – including the fine mesh walkways. This level of detail continues underneath with the brake linkages and vacuum cylinders all represented.

The all-over austere bauxite livery has a pleasing satin finish, with crisp applications of the small printed details, such as the white stencilled lettering and running numbers.

Tension lock couplings are fitted as standard, mounted within fixed NEM pockets under the solebar. Scale

instanter couplings are supplied for the modeller to fit if desired.

The magnesite wagons are available direct from IRM as triple packs, with four sets available, each comprising different running numbers.

Samples supplied by

IRISH RAILWAY MODELS Ltd,
Unit 8, The Hyde Building,
The Park, Carrickmines,
Co. Dublin D18 Y3F9.
www.irishrailwaymodels.com

PRICES
€126.25 per triple pack (inc. VAT)

Bachmann SE&CR 25T 'Dance Hall' brake van

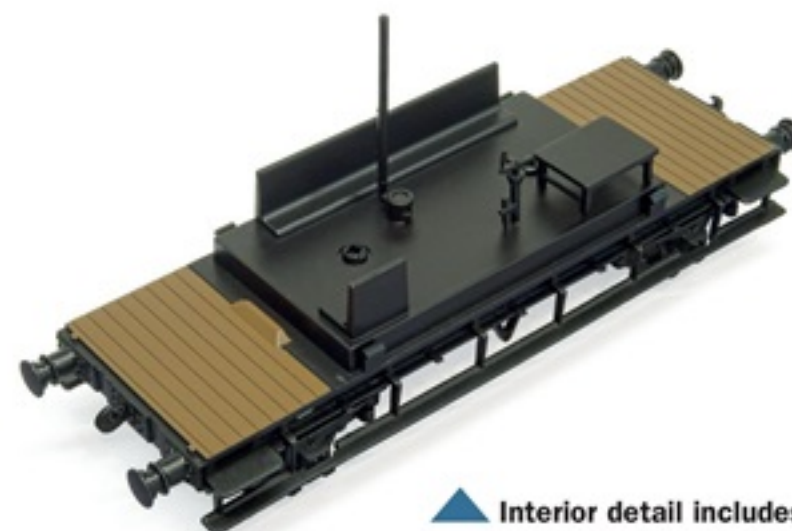
00

Bachmann Europe Plc has delivered its latest ready-to-run 00 gauge item of rolling stock, the South Eastern & Chatham Railway 25-ton 'Dance Hall' brake van. The models were unveiled as part of the manufacturer's latest series of new product announcements, details of which are included in the news pages of this issue.

A total of 60 of these Maunsell/Lynes 25-ton goods brake vans were built between 1918 and 1927. The first 20, built to Diagram 1559, were constructed with 12" channel underframes; the remaining 40 received 15" channel underframes to Diagram 1560. At 24' in length (with a 16' wheelbase), these vans soon earned the nickname 'dance halls', due to their spacious guard's accommodation.

The vehicles had a long service career, with 10 of the later Diagram 1560 rebuilt for departmental use, becoming Diagram 1761 with one of the end balconies incorporated into the van section; all were vacuum-fitted, with some later receiving air pipes, enabling them to remain in service well into the 1980s.

The Bachmann model represents the



▲ Interior detail includes a handbrake and stove.

first batch of vehicles constructed to Diagram 1559 with 12" channel underframes, of which one example survives – No.11902 – based at the Whitwell and Reepham Station Museum in Norfolk. Four versions have been announced for the initial release, comprising No.11902 in SE&CR grey; No.55462 in pre-1936 Southern Railway brown with red ends; No. S55457 in BR grey and No.DS55466 in BR Departmental olive green.

For review we received a sample of the BR grey version (ref.38-917). The model consists of a plastic injection moulded body and chassis, with various

detail fittings fabricated from a combination of plastic and metal. The body grabrails – formed from metal wire – are particularly fine whilst being sturdy to the touch. Lamp irons are separately fitted, with the exception of the one fitted to each balcony end, these instead being part of the body moulding.

The flush glazing within the balcony ends affords a view of the van interior, which features a representation of the stove, handbrake wheel, table and bench seat. Wheelsets are metal and painted black, while buffer heads are turned metal, but not sprung. Overall weight is 50g. Slimline tension-lock

couplings are fitted as standard, mounted in NEM pockets.

The model features a remarkably detailed underframe, including fine representations of the running boards (which are separately fitted) and brake shoes which are in line with the wheel treads. An additional detailing pack is also provided for the user to fit, which includes the brake pull-rods as fitted here for photography.

The livery has been applied to a high standard with a pleasing satin finish to the BR grey; this otherwise plain livery is offset with the roof in dark grey and grabrails neatly picked out in white. Running numbers, tare markings and 'HITHER GREEN SIDINGS' lettering is crisp and clear. The vehicle is also branded 'NOT TO WORK BETWEEN TONBRIDGE & WEST ST LEONARDS VIA BATTLE' – a restriction which was applied to all Diagram 1559 and 1560 vans.



▲ Brake pull rods and yokes are included on the chassis.

Samples supplied by

BACHMANN EUROPE Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.38-917 — £49.95

Shed staff amongst new figures from Modelu

Modelu continues to expand its extensive range of 3D printed figures, which cover scales from 1:148 (N gauge) through to 1:32 (Gauge 1).

For review we received samples of the new shed staff figure packs; (ref.11320) comprising fitter, fire

lighter, two ashmen and cleaner, and (ref.11321) featuring five cleaner figures in various poses.

The aforementioned figures are also available individually, alongside further shed staff figures, which include (ref.11340) seated shed staff figure

eating, and (ref.11341) seated shed staff figure drinking – as illustrated below, and priced at £4.50 each in 4mm scale.

A new product category recently added to the firm's range is for domestic animals. The first of this new line of animal figures is the (ref.31000) sheepdog pack, comprising two Border Collies in sitting and standing poses.

All figures are supplied in a grey coloured material and require painting.

The full range of Modelu 3D printed

figures and accessories can be seen on the firm's website, together with details of how to order.



Multi-scale

Samples supplied by

MODELU,
Unit 21C, Easton Business Centre,
Felix Road, Bristol, BS5 0HE.
www.modelu3d.co.uk

PRICES
Shed staff figure pack
ref.11320 – £18.00 (4mm/1:76)

Cleaner figure pack
ref.11321 – £18.00 (4mm/1:76)

Sheepdog pack
ref.31000 – £4.50 (4mm/1:76)

New accessories from Osborn's Models

OO & N

Osborn's Models has released a selection of new 3D printed figures and accessories for OO and N gauge under its Arch Laser branding.

New in OO is a selection of farming figures comprising (ref.OSBF082) Jack the shepherd and Hank the sheepdog – priced £6.50; (ref.OSBF104) Jeremy

and Kaleb – inspired by personalities from a popular TV series – priced £7.99; and (ref.OSBF107) Shire horse and Farrier – priced £10.95.

In N, there is a pair of commercial vehicles comprising a modern small van (ref.A3D132) priced £8.95 and a modern large van (ref.A3D138) priced

£12.95. Each van comes fully glazed, and is finished in an overall white colour scheme with bumpers and trim picked out in black. Also in N there is a horse-drawn hearse and driver (ref.A3D127), which is complete with coffin and wreaths, priced £19.99.

All figures, vehicles and accessories

are supplied hand-painted, fully finished and ready to place on a layout. For the full range, together with details of how to order, see the retailer's website.

Samples loaned by

OSBORN'S MODELS,
7 Honestone Street, Bideford,
North Devon, EX39 2DL
www.osbornsmodels.com

PRICES
(See text)



GWR large Prairie engine crew from Masterpiece Figures

4mm

The latest set of 4mm scale crew figures to join the extensive Masterpiece range of lead-free pewter models are designed specifically to fit the GWR Collett '5101' large Prairie from Dapol (see reviews RM February 2022).

The pair of figures (ref.FF144) comprise a driver and fireman and have been designed to fit the cab of the ready-to-run model (full access to which is gained via a removable roof section). The driver (cast with a small base plate) can be positioned atop the raised floor on the right-hand side of the cab, while the fireman can be located to the left-hand side with his back to the bunker.

In common with the rest of the range, the sets are available in plain metal, or painted as here. Some have bases to aid with fixing in position.



Samples supplied by

MASTERPIECE FIGURES, 28 Chiltley Lane,
Liphook, Hampshire GU30 7HJ

PRICES
Unpainted £5.00 per set, painted £10.00.
(P&P £2.50.) Please make cheques payable
to 'M R Hill'.

New sheets for multiple units from Pacific Models

Multi-scale

Ian Wilson has introduced new number sheets for Southern Railway/BR(S) EMUs in 7mm, which complement the firm's EMU two-digit numeric headcodes released previously (see News, RM October 2020).

Two sheets have been produced: ref.7EMU16A which covers 2-NOL and 2-BIL units; and ref.7EMU16B covering 2-HAL/4-LAV/5-BEL/6-PUL/4-COR/4-RES units. Each sheet features two of every number – priced £10.00 per sheet.

Pacific Models has also released its suite of first generation DMU destination blinds in 3mm. 15 regional sheets have been produced: ref.3DMU01 – East Midlands (ER), ref.3DMU02 – Midlands (MR & GC), ref.3DMU03 – West Midlands, ref.3DMU04 – Wales (Mid & North), ref.3DMU05 – Wales (South), ref.3DMU06 – East Anglia, ref.3DMU07 – North West, ref.3DMU08 – North East & Yorkshire, ref.3DMU09 – Scotland, ref.3DMU10 – South Central, ref.3DMU11 – South West, ref.3DMU12

– London Local and ref.3DMU15 – Diesel & DMU headcodes.

Each sheet comprises at least 23 different destinations (see website for full details), with 12 blinds for each destination in different styles to suit a variety of DMU types including Derby and Pressed Steel prototypes. Each includes blinds for 'Special', 'Excursion' and 'Depot' and are priced £5.40 per sheet.

In addition two SR EMU headcode sets have also been produced;

ref.3DMU13 SR EMU headcodes pre-1960 and ref.3DMU14 SR EMU headcodes post-1960 – also priced £5.40 per sheet.

All sheets are printed on self-adhesive paper and are ready to be cut out and applied directly to a model. Sheets are available by mail order only, with payment by bank transfer, PayPal or cheque made payable to 'Pacific Models'. P&P is charged at £2.00 on orders under £10.00, free for orders of £10.00 and over.



Samples supplied by

PACIFIC MODELS,
2 High Street, Corby Glen,
Lincolnshire NG33 4LX
Tel: 01476 550 502
email: ian@pacificstudio.co.uk
www.pacificmodels.co.uk

PRICES
(See text)

New Harburn Hamlet scenic accessories

Multi-scale

There are two new additions to the Harburn Hamlet range of 'ready-to-plant' scenic accessories, samples of which are illustrated here.

In 4mm there is a statue of Winston Churchill (ref.SS358); standing at 68mm tall with a footprint of 22mm x 22mm, the statue stands on a stone plinth with the inscription 'CHURCHILL'. For 2mm, there is the (ref.HN665) War Memorial with WWI Soldier figure. Supplied as two mouldings for the modeller to assemble, the memorial features a stepped stone base with flowerbed surround – complete with wreath and WWI Tommy figure leaning on rifle; the completed model measures approximately 30mm(L) x 30mm(W) x 39mm(H). Both these accessories are supplied pre-painted in suitable colours.

The range of Harburn Hamlet accessories is distributed to the trade by the Pritchard Patent Product Co. For further details, including the full range of hand-painted stone cast buildings and accessories, see the firm's website.



Samples supplied by

HARBURN HOBBIES Ltd,
67 Elm Row, Edinburgh, EH7 4AQ
www.harburnhobbies.com
PRICES
Winston Churchill statue
(ref.SS358) – £23.98
War Memorial with WWI Soldier
figure (ref.HN665) – £19.87

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Graham Farish N gauge Class 90 heads autumn announcements from Bachmann



1



▲ The all-new Graham Farish Class 90 in InterCity 'Swallow' livery as 90 005 *Financial Times*.

2



▲ N gauge 60 002 Graham Farish 50th Anniversary.

An all-new BR Class 90 electric locomotive in the Graham Farish N gauge range leads the autumn 2022 announcements from Bachmann.

Set to make its debut at the International N Gauge Show at Warwickshire Event Centre on 10/11 September, the model is due for delivery by the end of this year and features a coreless motor, Next18 DCC decoder socket, pre-fitted speaker, directional lights, cab lights in DCC, and a poseable pantograph.

Five liveries will be produced initially, all with a sound-fitted option: 90 005 *Financial Times* in InterCity 'Swallow' guise (photo 1); 90 037 in Railfreight Distribution grey; 90 019 *Penny Black* in Res livery; 90 004 *City of Glasgow* in Virgin red and black; and 90 047 in the latest Freightliner G&W orange.

50th anniversary pack

Following the recent 50th anniversary of Graham Farish N gauge models, a special Collector's Pack has been announced, with the GB Railfreight Class 60 diesel that was named to mark the occasion. As well as the model of 60 002 *Graham Farish 50th Anniversary* (photo 2) which is also available with sound fitted, each pack contains a commemorative nameplate, pin badge, £35.00 Bachmann Collectors Club voucher and a certificate of authenticity, all in a bespoke wooden box.

The Farish Class 37 will receive

Railfreight red stripe livery as 37 032 *Mirage*, while two new liveries will be offered on the Farish Class 08 diesel shunter – 08 833 in the Great Eastern Railway-style lined blue applied to the Liverpool Street station pilot (photo 3), and 08 785 in Freightliner G&W orange. Four other new guises on the N gauge 08 will be available only from retailers in certain areas, all including sound-fitted options (see website for details).

In the Farish steam locomotive range, the Midland Railway Class '3835' (LMS 4F) 0-6-0 has been upgraded with a Next18 decoder socket and pre-fitted speaker, allowing the three models due for release this autumn (No.4057 in LMS black, No.43892 in black with 'BRITISH RAILWAYS' tender lettering and No.43931 in weathered BR black with late crest - photo 4) to be offered with a sound-fitted option.

3



08 833 in Great Eastern-style blue as the Liverpool Street pilot.

4



▲ The Graham Farish 4F 0-6-0 in weathered BR black as No.43931, now with a pre-fitted sound speaker.

Class 37 liveries

Liveries and numbers have been confirmed for the all-new OO gauge Class 37 model, in addition to those announced in the September issue: 37 034 in BR blue with split 'domino' headcodes (photo 5), 37 043 *Loch Lomond* in BR large logo blue with

'Scottie dog' symbol, 37 401 *Mary Queen of Scots* in InterCity Mainline guise, and 37 423 *Sir Murray Morrison* in Railfreight grey with Metals sector branding. All are available in sound-fitted and Deluxe sound-fitted format.

Also in OO, the Class 105 *Cravens* DMU will appear in BR green with

5



▲ OO gauge 37 034 in BR blue with 'domino' headcodes.

6



▲ 00 gauge HTA hopper in weathered EWS maroon with DB Schenker branding.

speed whiskers, and the Class 101 in BR blue and grey, the latter with a sound-fitted option; the HTA bogie hopper will be offered in DB Schenker red and weathered EWS maroon with DB Schenker branding (photo 6); and the BR Mk.IIf refurbished Driving Brake Second Opens are available in InterCity 'Swallow' and Network Rail yellow liveries (photo 7). The other major announcement in the 00 gauge range – the new SECR 'dance hall' brake van – is reviewed on page 746.

New items added to the Scenecraft range include buildings and structures for a diesel depot in 7mm scale, including a fuelling point; brick and timber, and wartime Air Raid Precautions, signal box designs in 4mm scale; and warehouses, industrial buildings, rural workers' cottages and a prefabricated house in 2mm scale.

Collectors Club models

In addition to 37 422 Cardiff Canton in EWS livery (announced in the

7



▲ 00 gauge refurbished DBSO in Network Rail yellow.

September issue), more new models exclusive to the Bachmann Collectors Club have been revealed. In N gauge, the Farish Class 101 DMU has been produced for the first time in the distinctive Strathclyde Transport orange and black livery (photo 8), and is available with a sound-fitted option. In 00, the IPA double-deck car transporter twins are available in twin packs, in pristine STVA grey or weathered STVA red (photo 9).

These join two other models recently

launched in the Collectors Club range – N gauge 37 501 Teesside Steelmaster in BR/British Steel light blue, and the 00 gauge BR Mk.IIf refurbished DBSO in Direct Rail Services livery.

To join the Collectors Club and order these models, visit the website at www.bachmann-collectorsclub.co.uk or call 01455 245565.

All of the other models will be available from Bachmann stockists and more details can be found at: www.bachmann.co.uk

8



▲ Farish Class 101 DMU in Strathclyde livery, exclusive to the Collectors Club.

9



▲ Collectors Club IPA double-deck car transporters in 00.

Bachmann shows progress with 009 projects



▲ Gloucester bogie coach engineering sample.

In tandem with the latest set of new model announcements, Bachmann has also provided an update regarding several of its 009 projects that are currently at various stages of development.

Firstly, an engineering prototype has been unveiled of the Gloucester bogie coach. Four of these were constructed for the Ashover Light Railway in 1924 and utilised former War Department wagon bogies. The vehicles operated on the ALR until 1936, whereupon passenger services ceased; two examples subsequently found use on the Lincolnshire Coast Light Railway. A third coach also survives and is located at the Golden Valley Light Railway in Derbyshire. Announced in our March 2019 issue, Bachmann will be releasing two versions: ref.394-025 in ALR crimson and ref.394-026 in LCLR blue & cream.

Secondly, livery samples have been received for the forthcoming series of rolling stock items based on Royal Naval Armaments Depot prototypes, for which plans were first announced in the March 2019 issue. Eight models are being released, these comprising four distinct types; opens, flats, vans and brake vans. The liveries reflect actual examples in original RNAD condition and as running in private ownership at the Welsh Highland and Statfold Barn railways. For further details about all these releases, refer to: www.bachmann.co.uk



▲ Statfold open-end brake van.



▲ RNAD covered van.



▲ Welsh Highland rebuilt open.



▲ Statfold rebuilt open.



▲ RNAD Dean Hill flat wagon.



▲ Statfold 'Serpent B' flat wagon.

Rapido announces OO gauge Class 04, O gauge J70 and Wisbech train packs

Rapido Trains UK has announced its first OO gauge diesel locomotive – a BR Drewry 204hp 0-6-0DM (TOPS Class 04).

The model will feature lights, 'plug and play' DCC interface and a factory-fitted sound speaker, and will cater for detail changes within the class – including different wheel sizes, original and later cab designs with different window sizes, Southern Region examples, and locomotives with side skirts.

Development work is under way, with photographic surveys undertaken on preserved examples, but the project remains at an early stage with liveries and prices still to be confirmed.



▲ Drewry 204hp 0-6-0DM No.11102 at Wisbech with the RCTS 'Fensman' railtour on 9 September 1956. Rapido is to produce the first ready-to-run Class 04 with this original cab design and side skirting. Photo: Rail Photoprints



▲ CAD render of the proposed O gauge J70 0-6-0T.

O gauge J70

The firm is also planning its first O gauge model, if there is sufficient demand – a Great Eastern Railway Class C53 (LNER class J70) 0-6-0T steam tram locomotive.

An enlarged version of its existing OO gauge J70, it will have extra features, including opening end doors, sliding windows and a more detailed interior. A 21-pin decoder socket and sound speaker will be fitted, and GER, LNER and BR liveries are proposed, with and without side skirts.

Production will go ahead if Rapido receives enough expressions of interest, which can be registered via the firm's website (see below). Prices will be £375.95 for DCC ready locomotives and £475.95 with DCC sound.

Wisbech train packs

The OO gauge J70 forms a key part of another new Rapido product: Wisbech & Upwell Tramway train packs.

Recreating the pre-grouping era on this famous East Anglian line, the packs each consist of a J70 and two of Rapido's forthcoming W&U bogie coaches, Composite No.7 and Third No.8, all in GER liveries. One set will represent the pre-1919 period with the locomotive in coach brown with blue frames and the carriages in brown; the other is in post-1919 liveries, namely a crimson locomotive with grey frames, and maroon coaches. Prices are £269.95 DCC ready and £369.95 with DCC sound.

The order book is now open for the W&U coaches, which are being tooled and expected to arrive next year. As well as the model of No.8, which was developed for the forthcoming *Titfield Thunderbolt* range, Rapido has produced tooling for No.7 – the two vehicles each having a unique roof and body panel layout.

The coaches will be available at £74.95 each in LNER and BR 'teak' liveries, in addition to a model of preserved No.7 in GER livery. If there are sufficient expressions of interest, a fictional BR maroon livery will also be offered – representing how the coaches might have looked if they had survived longer in BR service.



▲ The post-1919 Wisbech & Upwell Tramway train pack, with crimson locomotive and maroon coaches. Composite coach No.7 is available separately in this livery, along with the bogie coaches in LNER and BR colour schemes.

(After starring in *The Titfield Thunderbolt* in 1952, No.8 was restored to GER livery, but scrapped by mistake in 1957, while the body of No.7 became an onion store before it was rescued for preservation.)

LB&SCR E1 0-6-0T liveries

Rapido has also confirmed its full range of London, Brighton & South Coast Railway E1 0-6-0Ts in OO gauge, which are now available to order.

14 versions will be produced, in LBSCR 'improved engine green', goods green and Marsh umber, Southern Railway black, and BR unlined black with early emblem (each with two names/numbers). Also available are two Isle of Wight examples – No.1 *Medina* in BR Malachite green and No.3 *Ryde* in SR black, both with 'sunshine' lettering – together with No.32151 in BR lined black with no emblem, and a locomotive sold into industrial use, Hartley Main Colliery No.30.

The model is ready for tooling and expected to arrive next year, priced at £159.95 for DC locomotives and £259.95 with DCC sound. Full details of the numbers and identities can be found on the firm's website.

New '1500' and Jones Goods guises

Rapido is planning two more in its series of fictional 'might-have-been' liveries, this time on the forthcoming OO gauge '1500' pannier tank and Jones Goods 4-6-0.

The Hawksworth 0-6-0PT (announced in the July issue of RM) will appear in post-war GWR livery as No.1500, to represent how the class would have looked had it been introduced two years earlier, or if Nationalisation had not taken place. The ten '1500s' were in fact constructed under BR auspices in 1949.

Similarly, the Highland Railway Jones Goods will receive BR lined black with the early emblem, to represent how the class might have appeared if it had survived until after Nationalisation. The last example, No.17925, was withdrawn by the LMS in February 1940, so the Rapido model will be numbered 57925, imagining that this locomotive remained in service for a decade or more longer. As these locomotives worked passenger trains as well as freight, the mixed traffic lined black livery is considered appropriate.

The '1500' is confirmed as going ahead, while the Jones Goods will be produced if a minimum of 250 expressions of interest are received; these can be placed on the website.

For full details of the above models, visit: www.rapidotrains.co.uk



▲ LBSCR E1 0-6-0T No.1 *Medina*, one of the four Isle of Wight examples, in early BR Malachite green. Photo: Lens of Sutton

Pre-production artwork (subject to change) of the proposed Highland Railway Jones Goods in BR livery.



▲ The planned '1500' pannier tank in 'might-have-been' GWR livery.

Engineering wagons from Ellis Clark Trains in O

Ellis Clark Trains is to offer complete engineers' trains from the 1950s through to the early 21st century, with Shark, Sealion and Seacow wagons in O gauge.

The distinctive Shark ballast plough brake van will feature a diecast underframe, detailed injection moulded body with full interior and metal handrails, sprung axleboxes, and adjustable height ploughs thanks to hidden sprung screws. It will be offered in BR black, olive green and 'Dutch' liveries, each with a choice of numbers as well as un-numbered versions, the latter including a sheet of transfers.

The air-braked Seacow and dual-braked Sealion ballast hoppers will feature a similar specification and level of detail, including an etched brass walkway cover replicating two different designs. The Sealion will be available in black, olive green and 'Dutch' guises, and the Seacow in black, 'Dutch' and EWS liveries, again with un-numbered options.

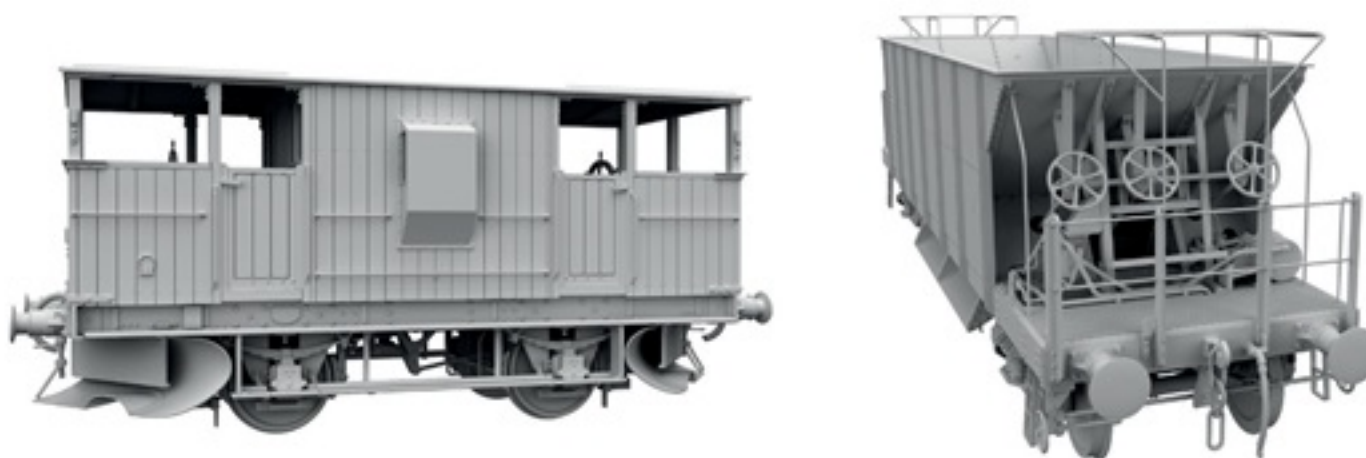
Prices are £120.00 each for the Shark, and £150.00 each for the hoppers, or £140.00 each when buying three or more. The firm is also offering 'bundle buys' of any five Seacows or Sealions, plus a Shark, for £800.00.

Darstaed Pullman update

Fully coloured Computer Aided Design artwork has been received for the O gauge K-type Pullmans being produced in conjunction with Darstaed, which were announced in the November 2021 RAILWAY MODELLER.

Due for release in the fourth quarter of 2023, the models will feature super-detailed etched brass sides and a detailed chassis, with compensated metal bogies, roller ball bearings and working drophead buckeye couplings.

Prices are confirmed at £399.00 each or £375.00 when buying three or more, while several packs will be available, including two 'Bournemouth Belle' sets (five coaches at £1,875.00 or four at £1,500.00), two



▲ CAD renders of the planned Shark brake van and air-braked Seacow ballast hopper.



▲ CAD render of the Darstaed Pullman Brake Third.

CAD render showing the interior of the Darstaed Pullman Parlour First.

'Queen of Scots' rakes (ten coaches at £3,750.00 or six at £2,250.00) and the 'Yorkshire Pullman' (eight coaches at £3,000.00).

Ellis Clark Trains

Unit 2 Toller Court, Shortbank Road
Skipton, North Yorkshire
BD23 2HG



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

Diesel locomotive rededicated at Pecorama

A veteran locomotive on the 7¼" gauge Beer Heights Light Railway was rededicated on 3 August by special guest Judi Spiers.

The Devon-born radio and television presenter was invited to Pecorama as part of a celebratory event to mark the return to traffic of 1986-built diesel locomotive *Jimmy*, which had undergone refurbishment including a full repaint into a new BR InterCity 'Swallow' style livery scheme.

Following its unveiling in front of assembled guests and visitors, the locomotive hauled a special VIP train around the full one-mile BHLR circuit, with Judi Spiers and Peco Chairman Michael Pritchard amongst the passengers on board.

Build your own wagon at Pecorama!

On 24 August visitors to Pecorama were given the opportunity to assemble a Peco 009 open wagon, which they could take away and keep as a souvenir. Intended to provide visitors to the Devon tourist attraction with a rare insight into the manufacturing activities in the site's Peco factory, also taking place during the day was a series of live track assembly demonstrations, which showed how items of Peco pointwork are produced.

It is hoped that similar opportunities for visitors to Pecorama will be arranged on future dates. Keep an eye on the Pecorama website and social media channels for further details: www.pecorama.co.uk



▲ An example of the 009 wagons that visitors to Pecorama were given the opportunity to assemble and keep, finished in a special souvenir livery.



▲ Special guest Judi Spiers is pictured in the cab of *Jimmy*, with BHLR representatives alongside. From left to right: John Edmonds, Callum Darraugh, Tom Rogers, Nigel Musson and Carolyn Nation. Standing on the platform to the right is Peco Chairman Michael Pritchard. Photo: Callum Willcox

EXHIBITION FOCUS

Scaleforum returns with new venue

Scaleforum, the Scalefour Society's finescale model railway show, is returning for 2022 at a new and more accessible venue.

Due to be held at Cressex Community School, Holmers Lane, High Wycombe, HP12 4QA on Saturday 24 & Sunday 25 September, the exhibition will feature 12 layouts, including *Bankside*, set in South London in BR steam days; *Kitedale*, a 1960s London Midland Region terminus in the west Pennine foothills; *Market Bosworth*, a joint LNWR/Midland station in Leicestershire, set in 1908; *North Elmham*, a well-known station and dairy on the Dereham to Wells-next-the-Sea line, modelled in 1958; and *Richmond, Surrey* – a main line LSWR station depicted in 1908. The special guest layout is *Abbey Street*, a 1950s East Anglian station in S scale.

Demonstrators will cover many aspects of finescale modelling, including locomotive construction, scenics and signals, and a variety of specialist traders will be attending along with the society's own Scalefour Stores.

For more details, see Societies and Clubs on pages 754-758 or visit: www.scaleforum.org



▲ *Kitedale*, a 1960s London Midland Region terminus, will be on show at the Scaleforum exhibition on 24 & 25 September. Photo: Dave Hawkins

School students' micro layout debuts at Oxrail 2022



A long-standing railway club at Summer Fields School in Oxford has created another layout which is to have its public debut at the city's forthcoming model railway show in October.

Despite being a 'micro' sized layout, its operation and control is powered by numerous electronic modules from MERG (the Model Electronic Railway Group, www.merg.org.uk) to provide automatic running along with sound and lighting effects.

▲ The micro layout built by students which will be making its debut at Oxrail 2022 on 16 October. Photo: Oxford & District MRC

The event will take place at the Edward Feild School, Bicester Road, Kidlington, Oxfordshire OX5 2LG on Sunday 16 October from 1030-1600.

A series of articles on how the students created this layout will begin in the next issue (November) of RAILWAY MODELLER.

Gauge 1 Model Railway Association celebrates 75th anniversary



The Gauge 1 Model Railway Association is to celebrate its 75th anniversary with a major exhibition on the weekend of Saturday 1 & Sunday 2 October.

The show will be held at Bicester Heritage, Buckingham Road, Bicester, Oxfordshire OX26 5HA, inside a 45,000 sq ft former RAF hangar. In addition to Gauge 1, including *Ridings*, the Gauge 1 Yorkshire Group track (pictured), there will be layouts and displays in most other scales and gauges up to 5" gauge.

There will also be more than 50 trade stands and societies from the heritage railway world, including the A1 Steam Locomotive Trust with its 'P2 Roadshow'.

Supporting the event are Peco, Aster Hobby, Accucraft UK, SAS Auctions and Penrite Oils. The venue is a centre for the vintage car and motorsport scene, and anyone arriving in a vintage car or motorcycle can park in a special display area and will receive a gift from Penrite Oils.

Under-16s will be admitted free – the organisers recognising that younger visitors represent "the future of the hobby". For more information and to book advance tickets, see:

www.g1mra75.co.uk

Uckfield club marks 50 years with biggest-ever show

Uckfield Model Railway Club is to hold its biggest-ever exhibition to celebrate 50 years since its formation in 1972.

The show will be held on Saturday 15 & Sunday 16 October at the group's usual venue of the Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE, but with the event extended upstairs to accommodate more models and traders.

Several of the layouts will be making their first appearance in the south east, and two will be making their exhibition debut: *Old Parrock* in OO gauge by Paul Rhodes and 2mm finescale *Drws-y-Nant* by Nigel Ashton. Others have previously featured in RAILWAY MODELLER, including OO gauge *Copper Wort & Co. Ltd* (RM April 2022), P4 *Sandford & Banwell* (January 2021) and N gauge *Upton Lacey* (October 2007). Demonstrators will include Gordon and Maggie Gravett with items from their new project.

For more details, see Societies and Clubs on pages 754-758, contact exhibition manager Adrian Colenutt on 01903 745759, or visit: www.uckfieldmrc.co.uk



▲ *Copper Wort & Co Ltd*, the 'Railway of the Month' in the April 2022 RAILWAY MODELLER, will appear at Uckfield Model Railway Club's 50th anniversary show on 15 & 16 October. Photo: Steve Flint

Heljan shows off livery artwork for new diesels



▲ North British No.10800 in BR black.



▲ Class 02 D2861 in BR green.

Heljan has unveiled the livery artwork for three forthcoming OO gauge diesel locomotives – the Class 02 shunter, North British prototype No.10800 and the Class 33/2.

Announced in the November 2020 issue of RAILWAY MODELLER, the Class 02 will feature three BR and three industrial guises: D2861 in BR green with wasp stripes and red bufferbeam; D2864 in BR green with wasp stripes and yellow bufferbeam; 02 004 in weathered BR green with no logo; AY1021 in industrial yellow; and Sam in weathered plain green. An exclusive edition for the Gaugemaster collection is Diane in Redland khaki.

The Danish firm is now awaiting the next set of pre-production samples, which will feature various improvements over the first examples received at the end of 2021. The model is expected to be released in mid-2023, with a suggested retail price of £149.00, and £159.00 for weathered locomotives.

The North British locomotive, which was announced in the April 2022 edition, will be produced in BR black with early crest and silver bogies (one pristine and one weathered); BR black

with early crest and black bogies; and BR green with late crest. Decorated samples are expected to arrive soon, with production due to start before the end of the year.

As reported in the February 2022 issue, the new production run of the narrow-bodied Class 33/2 will include versions with the original exhaust and silencer arrangement from new tooling. Planned numbers and liveries are: D6586 in original BR green; D6594 in weathered original BR green; D6591 in BR green with small yellow panels; D6596 in BR green with full yellow ends; D6590 in BR blue; 33 211 in weathered and faded BR blue; 33 208 in 'Dutch' livery; 33 203 in Railfreight Distribution grey; 33 204 in Railfreight Construction grey; 33 201 in BR General grey; D6593 in BR green with small yellow panel, orange cantrail line

▲ 33 211 in weathered BR blue.

and high-intensity headlight; and BR blue 33 202 with orange cantrail line and high-intensity headlight. Decorated samples are expected soon and the models should arrive in the UK in February 2023.

New Heljan retailer

Britain's Biggest Model Railway, the O gauge layout of Heaton Lodge Junction, has become a specialist Heljan retailer. The Danish manufacturer is the official sponsor of the layout, and BBMR is now converting an unused part of its Wakefield premises into a distribution centre, under its 'Realism Redefined' tagline.

email: bbmrmail@gmail.com
www.britainsbiggestmodelrailway.com
www.heljan.co.uk

First samples of Cavalex Class 56 arrive



Cavalex Models has received the first engineering samples of its forthcoming Class 56 diesel in OO gauge.

The locomotives have been undergoing extensive testing and

evaluation, with some minor tweaks and modifications to be made before the decorated samples, which are expected in the coming months.

Announced in the August 2021

issue of RM, the model will cover the Romanian, Crewe and Doncaster-built variants of the class. More details can be found at:

www.cavalexmodels.com

Accurascale receives decorated Siphon vans

Accurascale has taken delivery of the decorated samples of its GWR Siphon G bogie van in OO gauge, plans for which were first announced in our February 2022 edition.

Assessment of the samples has revealed some areas for improvement, which will be corrected on the production models. The bodyside planking arrangement has already been retooled to give a more accurate representation of the prototype, and the end gangways will be lowered on the production models following feedback and additional research.

Two of the planned liveries – Enparts green and BR maroon – also need to be matched more closely to the correct shades, and a matt finish will be used on the production models to give the look of a wooden-bodied vehicle.

Delivery is anticipated towards the end of this year or in the first quarter of 2023, and the models can be pre-ordered from Accurascale stockists or the firm's website at £54.95 each (the Enparts van is an exclusive model only available direct from Accurascale).

www.accurascale.com

A decorated sample of the forthcoming GWR Siphon G van in BR blue from Accurascale.



Coming next month

Nov 2022 –
Out Thursday 13 Oct.

Durston for Hemsby

A Great Western junction – modelled in OO



Railway of the Month

Ocean Freight Terminal

The modern rail scene in OO



Yeoford

A compact scheme in 009 – with digital control



inside

• **MAKING A START IN N – PART 2**
Chris Ford continues the construction of his N gauge layout project

• **A BR CLASS 01 IN OO**
Adapting a Class 06 diesel shunter

• **KYLE OF TONGUE**
Whatever happened to this Scottish BR diesel era layout in 4mm scale?

plus all the regular features

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent 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.

DECEMBER 2022 issue deadline: October 1st

CANCELLATIONS

Saturday 29 & Sunday 30 October ABERDEEN, Scotland

Organiser: Aberdeen Model Railway Club.
Venue: Aberdeen Airport Dyce Hotel. (Venue unavailable).
Facebook: www.facebook.com/AberdeenModelRailwayClub

LIVE EVENTS

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: Nine layouts, 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: 18 layouts, 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. 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.
Amenities: Bus from Leamington Spa station (Saturday only, £3.50 each way), free parking, disabled access, refreshments.
Features: 25 layouts, demonstrations, societies, 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

Open: 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.
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, demonstrations, societies and traders, live steam display, 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; open day at adjacent station.
Contact: Richard Doe 01502 471760
Email: richarddoe@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: Six layouts in HO and On30, trade stands.
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: Layouts in N, HO, OO and O, trade stands.
Website: www.tvrms.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: 15 layouts, 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).
Open: 1000-1630
Admission: Adults £5.00, children £1.50.
Amenities: Free parking, disabled access, hot and cold refreshments.
Features: 16 layouts, 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: Doultling Village Hall, Doultling, 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 various scales, demonstrations, trade stands.
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: 10-15 minute walk from bus and railway stations (map on the club website).
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, 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.blackpoolandnorthfilydemrc.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: £1.00, children 50p.
Amenities: Free parking, disabled access except mezzanine, refreshments.
Features: Open day with several layouts working and under construction in various scales, displays, club sales.
Website: www.clevelandmrc.club

Sunday 18 September SWANSEA, Glamorgan

Organiser: Swansea Railway Modellers Group.
Venue: Gordon Moore Centre, 300 Carmarthen Rd, Cwmbwrla, Swansea SA5 8NJ.
Open: 1000-1600
Admission: Adults £4.00, children £1.00, under 3s free.
Amenities: Venue 0.8 miles from Swansea station, parking in Cwmfelin Surgery car park, disabled parking also available.
Features: Pennard Halt (OO), Box Station (N), Downton Road (OO), Ashcomb (N), Simonian Quay (N), Gorsaf Bryn Carreg Lwyd (OO), Rheneas Tunnel (OO), Eine Kleine Bahnhof (Z), Arborfield (OO), Yr Hen Felin (SM32), Thornley Wagon Maintenance Depot (O), modellers' village with micro layouts and dioramas, SRMG's latest limited edition wagons in N, OO and O, full

access to club rooms and layouts, trade and society stands.
Website: www.srmg.org.uk

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 COMPTON DUNDON, Somerset

Organiser: Small & Delightful Railway Group.
Venue: Compton Dundon Village Hall, Ham Lane, Compton Dundon, Street, Somerset TA11 6PQ.
Open: 1000-1600
Admission: Adults £5.00, children under 16 £1.00, family (2+2) £11.00 (all proceeds to Glastonbury & Street Lions Club).
Amenities: Refreshments.
Features: Woodbury (009), *Four Bridges* (09), *Up from Zimmerset* (09), *Rainbow Valley* (009), *Selbourne* (009), *Kaninchenbau* (HOe), *Wintoncester Water Works* (009), *Castlederg* (00n3), *Murphy's Mill* (On30), *Pyn Valley Railway* (09), *River Crane Mill* (009), *Woody Lane* (009), *Ramma Woods & Busch Works* (09 & HO), *Ryan's Mill* (SM32), *RNAD* (009), *Newton Heath Works* (009), *Stan's Folly* (009), *New Layout* (7mm), *Chapel Marsh* (009), *Tony's Forest* (O-14), *Hobbiton End* (5.5mm), demonstrations, sales stands including Avalon Line Models (7mm narrow gauge kits), 009 Society and 7mm Narrow Gauge Association.
Contact: Howard Martin 01458 830542 or 07810 644661.
Email: hmartin3611@btinternet.com

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 eras, trade stands.
Website: www.ewrm.org.uk

Saturday 24 September 'Narrow gauge in the North East' 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 September BEACON-RAIL 2022

PITSTONE, Bedfordshire
Organiser: Tring & District MRC.
Venue: Memorial Hall, Vicarage Road, Pitstone LU7 9EY (will be signposted).
Open: 1015-1630
Admission: Adults £3.00, children £1.50, family (2+2) £7.00.
Amenities: Free parking, disabled access, refreshments.
Features: Eight layouts from N to O gauge, trade stands.
Contact: 01525 850703
Email: r.longman@btinternet.com
Website: www.tringmrc.co.uk

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: 20 layouts, 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.
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 '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 parking is available nearby. All trains should have a wheelchair-accessible coach, and there is wheelchair access from Highley station to the Engine House. Catering in Engine House, Kidderminster and Bridgnorth stations.
Features: 'O Gauge Get Together' with layouts including *Harpden 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, 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.
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: 47 layouts, 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). 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: 29 layouts, trade stands, access to locomotive shed.
Contact: 07507 182763
Email: richard.arding@spavalleyrailway.co.uk
Website: www.spavalleyrailway.co.uk

Saturday 1 October MARCH, Cambridgeshire

Organiser: March & District MRC.
Venue: March Scout Hut, Mill View (near Sainsburys), March, Cambridgeshire, PE15 8SY.
Open: 1000-1600
Admission: £1.00.
Features: Open day with club layouts, demonstrations, trade stands and club information.
Website: www.mdmrc.net

Saturday 1 October SHEFFIELD

Organiser: Sheffield Model Railway Society.
Venue: Grenoside Community Centre, Main Street, Sheffield S35 8PR.
Open: 1000-1600
Admission: Adults £5.00, children (5-16) £2.00, under 5s free.
Amenities: Free parking, disabled access, refreshments.
Features: British, Continental and American layouts in various scales/gauges, traders.
Contact: 07903 272049
Website: www.sheffieldmrs.co.uk
Facebook: www.facebook.com/SheffieldModelRailwaySociety/

Saturday 1 October SUDBURY, Suffolk

Organiser: Sudbury Model Railway Club.
Venue: The Stevenson Centre, Great Cornard, Sudbury CO10 0WD.
Open: 1000-1600
Admission: Adults £5.00, children £2.50.
Amenities: Refreshments.
Features: *Crickey* (HO/OO), *Dingle Town* (OO), *Docklands* (O), *Fintonagh* (O), *Hawkins Tower* (009), *Hunters Drove* (N), *Parklands* (OO/009), *Shortwaite Hill* (009), *Sudbury Market Hill* (OO), *The Blitz* (OO), *Three Mills* (3mm), *Townsend* (N), *Weymouth Locomotive Depot* (OO), *Withermarsh and The Twittens* (009), trade stands.
Website: www.sudburymrc.org.uk

Saturday 1 & Sunday 2 October BICESTER, Oxfordshire

Organiser: Gauge 1 Model Railway Association.
Venue: Bicester Heritage, Buckingham Road, Bicester, Oxfordshire OX26 5HA (entrance at South Gate on Skimmingdish Lane).
Open: 1000-1700 both days
Admission: On the day: £15.00 for one day, £20.00 for two days, under-16s free. Advance tickets: £13.50 for one day, £18.50 for two days.
Amenities: Venue just over one mile from Bicester North station on the Chiltern Main Line; Stagecoach bus X5 passes every 30 minutes on Saturday and hourly on Sunday. Free parking, catering and bar.
Features: Layouts: *Ruddlemoor Wharf*, *Ridings*, *Worcester Road Diesel Depot*, *Anglia Roads*, *Much Winding and High Volting* (all Gauge 1), ground-level 5" gauge shunting display, *Hambleden Valley* (G scale), *Willowbrook Marsh* (O), *Warton Road Preservation Society* (Gauge 3), *Mwch Grumblin* (16mm), *Blakey Rigg* (S scale), *The Viaduct* (N), vintage Gauge 2, OO live steam, *Stockport Corporation Tramway* (1:16). Displays including Gauge 1 South African locomotives, 3D printed vehicles, Guild of Model Wheelwrights horse-drawn vehicles, miniature traction engines, radio-controlled Tamiya trucks, classic cars, societies and trade stands.
Website: www.g1mra75.co.uk

Saturday 1 & Sunday 2 October 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 1 & Sunday 2 October
FAREHAM, Hampshire
Organiser: Fareham & District MRC.
Venue: Fareham Leisure Centre, Park Lane, Fareham, Hampshire PO16 7JU.
Open: Saturday 1000-1730
 Sunday 1000-1630
Admission: £10.00, accompanied children under 16 free (maximum 2 per adult).
Amenities: Free heritage bus service from Fareham station, easy access from A27 and M27, free on-site parking for three hours, disabled access, refreshments.
Features: Layouts in various gauges, demonstrations, society and trade stands.
Website: www.fareham-mrc.org.uk
Facebook: www.facebook.com/FarehamModelRailwayClub/

Saturday 1 & Sunday 2 October
FOLKESTONE, Kent
Organiser: Folkestone Hythe & District MRC.
Venue: Leas Cliff Hall, Folkestone CT20 2DZ.
Open: 1000-1700 both days
Admission: Adults £7.50, children £3.00, family £19.00.
Features: Over 18 layouts and over 15 society and trade stands.
Website: www.folkestone-mrc.com

Saturday 1 & Sunday 2 October
WIGAN
Organiser: Wigan Finescale Railway Modellers.
Venue: Robin Park Leisure Centre, Loire Drive, Robin Park, Wigan WN5 0UL.
Open: Saturday 1000-1630
 Sunday 1000-1730
Admission: Adults £12.50, accompanied children free (discounted tickets available on website giving entry at 0945).
Amenities: Parking, catering, cash point nearby in retail park.
Features: 35 layouts, 15 demonstrators, societies, 20 trade stands.
Website: www.wiganfrm.org.uk

Saturday 1 & Sunday 2 October
WORTHING, West Sussex
Organiser: Worthing Model Railway Club.
Venue: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: Adults £5.00, accompanied children free.
Amenities: Free parking, disabled access, light refreshments.
Features: *Arunvale* (OO), *Demo Junction* (OO DCC & electronics demonstration layout), *Botolphs* (OO9), *East Heath* (OO), *Foxwell Lane* (OO), *Halden Lane* (OO), *Holly Bank Grove MPD* (OO), *Hunter's Moon* (O), *Kenham* (OO), *Loftus Road* (OO), *Luttrell* (OO), *Meyers Hill* (OO), *South Downs Light Railway*, *Rainbow Rock* (G scale), West Sussex O Gauge Guild test track, *Wandleford Junction* (N), societies, trade stands.
Contact: Chris Sweeney 07970 633908.
Email: exhibitions@worthingmrc.co.uk
Website: www.worthingmrc.co.uk

Sunday 2 October
PORTISHEAD, North Somerset
Organiser: WC&P Railway Group.
Venue: Parish Wharf Leisure Centre, Portishead, North Somerset, BS20 7DD.
Open: 1000-1600
Admission: Adults £5.00, children (6-16) £2.00, family (2+3) £12.00.
Amenities: Free parking nearby, disabled access, light refreshments.
Features: 14 layouts including *Ashcombe Road* and *Clevedon* (EM), *Rolvenden* (P4), *Leydown* (P4), *Bwthyn y Rhosod* (O), *Holmeshurst* (O), *Arcadia* (S), *Ripple Road*

(OO), demonstrations, societies, trade stands, historic photos and artefacts.
Contact: 01275 847139.
Website: <https://wcprgroup.org.uk>

Saturdays 8 & 29 October
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 8 October
BENFLEET, Essex
Organiser: Thundersley Methodist Church.
Venue: Thundersley Methodist Church, Kennington Avenue, Benfleet, Essex SS7 4BS.
Open: 1000-1600
Admission: Adults £3.00, seniors/students £2.00, children (5-16) 50p, under 5s free. Deals for family groups.
Amenities: Limited parking at church, free parking in local roads (some designated bays), disabled access, light refreshments.
Features: At least five layouts, model display stand, trade stands.
Contact: Roger Thomas 07542 180443 (evenings please).
Website: www.thundersleymethodistchurch.org.uk

Saturday 8 October
WORKSHOP WISE 2022
STANNINGTON, Northumberland
Organiser: N.E. & Borders EM Group.
Venue: Stannington Village Hall, Stannington, Northumberland, NE61 6EL.
Open: 1030-1600
Admission: Adults £4.00, accompanied children free.
Amenities: Cafeteria.
Features: Five finescale layouts, 10 demonstrators, EMGS trade stand, slide show.
Contact: Keith Smart 01670 737572.
Email: keith.smart06@tiscali.co.uk

Saturday 8 October
WATFORD, Hertfordshire
Organiser: South West Herts MRS.
Venue: All Saints Church Hall, Horseshoe Lane, Leavesden, Watford, WD25 0LU.
Open: 1000-1600
Admission: Adults £4.00, children £1.00. Accompanied children under 15 – up to 2 free with each adult.
Amenities: Limited parking at the church, on-street parking available nearby, wheelchair access throughout, refreshments.
Features: Seven club and members' layouts in N, HO, OO9 and OO depicting British and American subjects, opportunity for visitors to drive trains, club and trade stands.
Contact: Exhibition manager John Davy 07783 823457.
Email: jhdavy1@virginmedia.com
Website: www.southwesthertsmrs.org.uk

Saturday 8 & Sunday 9 October
ALDERSHOT, Hampshire
Organiser: Farnham & District MRC.
Venue: Alderwood Leisure Centre, Tongham Road, Aldershot, GU12 4AS.
Open: Saturday 1000-1700
 Sunday 1000-1630
Admission: Adults £8, children £2.00, family £18.00.
Amenities: Refreshments.
Features: *Axebridge* (OO9), *Belgomine Works* (HO), *Bodmin General* (N), *Brixcombe* (P4), *Canada Street* (EM), *Castlederg* (OO9), *Chateau Migraine* (HO), *Cheddar S&DJR* (P4), *Clearwater Harbor* (On30), *Dillmouth* (7mm), *Lego Town*, *Marmagne SNCF* (HO), *Meldon West* (N), *Modbury*

(2mm finescale), *North Cornwall Brewery* (OO), *Outwell Village* (OO finescale), *Pencader* (EM), *Redbridge Wharf* (OO), *Scratchy Bottom Halt* (G), *Sherton Abbas* (7mm), *Wickwar* (N), *Yr Elen* (OO9), charity layout raffle, 20 trade and other stands.
Website: www.farnhammrc.org.uk

Saturday 8 & Sunday 9 October
MILTON KEYNES, Buckinghamshire
Organiser: Key Model World.
Venue: Marshall Arena, Stadium MK, Stadium Way, Milton Keynes, MK1 1ST.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: Adults £16.00, children £9.00, children free on Sunday.
Amenities: Free parking, disabled access, catering.
Features: The Great Electric Train Show 2022: layouts, demonstrations, traders.

Saturday 8 & Sunday 9 October
WAKEFIELD, West Yorkshire
Organiser: Wakefield Railway Modellers' Society.
Venue: Queen Elizabeth Grammar School Sports Hall, Northgate, Wakefield WF1 3QX (new venue).
Open: Saturday 1000-1700
 Sunday 1000-1630
Admission: Adults £8.00, children (12 to 16) £2.00, accompanied children free (maximum of two per adult).
Features: *Ahrtalzwelbruck*, *Eyemouth* (exhibition debut), *Grange Road*, *Prime Cereals* (exhibition debut) (all O), *Bawdsey*, *Tanpit Lane* (EM), *Back o' t' shed* (exhibition debut), *British Oak*, *Clarence Park*, *Overlord*, *Reeve Road West*, *Thomas* (all OO), *Chicago Belt Railway* (exhibition debut), *Peforia Narrows*, *Vals* (all HO), *Great Burden*, *Kleine Schweiz*, *St Cutts* (all N), societies, traders.
Website: www.wakefieldrms.org

Saturday 8 & Sunday 9 October
WALNEY, Barrow-in-Furness, Cumbria
Organiser: Furness Model Railway Club.
Venue: Walney School, Sandy Gap Lane, Walney LA14 3JT.
Open: 1000-1700 both days
Admission: Adults £7.00, seniors £5.00, children £3.00.
Features: At least 10 layouts including *Swiss Pass* (HO), *Hill Port Goods* (O), *Nairn Road* (OO), *Eli Wood* (N), *Blackmoor* (Lynton & Barnstaple), *Loch Syd* (OO), *Ulvaryd (Strand)* (HOe), *Isle of Sodor* (OO Thomas), society displays, trade stands.
Contact: Ian Edwards 01229 583595
Email: 86254@gmx.com

Sunday 9 October
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 day with O gauge East Coast Main Line layout in operation.
Contact: Barry Hodgkinson 01427 610475.
Email: gmrsccontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Thursday 13 to Sunday 16 October
LEAMINGTON SPA, Warwickshire
Organiser: Meridienne Exhibitions, sponsored by Engineering in Miniature.
Venue: Warwickshire Event Centre, near Leamington Spa (Southam Road visitor entrance sat-nav CV31 1FE).
Open: Thursday-Saturday 1000-1630
 Sunday 1000-1600
Admission: Adults £11.00, seniors £10.00, children (5-14 inc) £5.00 (tickets must be booked in advance).
Amenities: Free parking, disabled access, restaurant, coffee shop.
Features: Midlands Model Engineering Exhibition 2022.
Website: www.midlandsmodeleengineering.co.uk

Saturday 15 October
BECKENHAM, Kent
Organiser: Beckenham and West Wickham Model Railway Club.
Venue: St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN.
Open: 1000-1700
Admission: Adults £6.00, children up to 16 free if accompanied by an adult.
Amenities: 10 minutes' walk from Eden Park station on Lewisham-Hayes line (change at Elmers End for Croydon Tramlink). Via Tramlink change at East Croydon for Elmers End. Buses 194 (Sydenham-Croydon), 356 (Upper Sydenham-Monks Orchard) and 358 (Crystal Palace-Orpington) call at Eden Park. Free on-street parking and disabled parking spaces on site, light refreshments.
Features: *Brinklow* (2mm), *County School Station* (4mm), *Crystal Palace High Level* (4mm), *Horsebridge Wharf* (EM), *Hospital Gates* (7mm), *Modbury Torr* (3mm), *Oakbourne* (4mm), *Penhalig Quay & Black Rock Sands* (OO9), *Saltzgrabe* (HOe), *Hornby Dublo*, demonstrations, societies, traders.
Contact: Greg Marshall 07545 469610.
Website: www.bwwmrc.co.uk
Facebook: www.facebook.com/Beckenhamandwestwickhammrc/

Saturday 15 October
ST NEOTS, Cambridgeshire
Organiser: St Neots Model Railway Club.
Venue: The Priory Centre, St Neots, Cambridgeshire PE19 2BH.
Open: 1000-1630
Admission: Adults £5.00, 15 years and under free if accompanied by an adult.
Amenities: Large car park at Riverside Park, limited parking in town centre, disabled parking at Priory Centre and town centre car parks, refreshments.
Features: *Southgates DMU* (OO), *Whaplode* (O), *Moos* (HO), *East Quay* (OO), *Scarborough North Bay* (OO9), *Holland Beck* (OO), *Northbridge* (OO), *Victoria* (EM), *Horseblock Lane* (N), *Priory Lane* (N), demonstrations, trade stands.
Email: exhibitionmanagersnmrc@gmail.com
Website: www.stneotsmrc.com

Saturday 15 & Sunday 16 October
DUNDEE, Angus
Organiser: Dundee Model Railway Club.
Venue: The Ardler Community Complex, Turnberry Avenue, Dundee DD2 3TP.
Open: 1000-1630 both days
Admission: Adults £5.00, children £3.50, family £12.00, accompanied under 5s free.
Features: Model railway exhibition.
Contact: 07497 919817.
Email: dundeemrc@outlook.com
Website: www.dundeemrc.co.uk

Saturday 15 & Sunday 16 October
HARTLEPOOL, County Durham
Organiser: Hartlepool Model Railway Exhibition.
Venue: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: Adults £6.50, children (over 3) £4.50, concessions (over 65) £5.50, family (2+3) £20.00 (all proceeds to Alice House Hospice).
Amenities: Fully accessible venue, food court.
Features: 30 layouts from Z gauge to G scale, demonstrations, trade stands.
Contact: Paul Bolton (show manager) paulhmr@gmail.com

Saturday 15 & Sunday 16 October
MARKET HARBOROUGH, Leicestershire
Organiser: Harborough Market in partnership with Finishing Touches Model Shop.
Venue: Harborough Indoor Market, Northampton Road, Market Harborough, Leicestershire, LE16 9HB (15 minutes from J20 of M1 and 15 minutes' walk from main line station).
Open: Saturday 0900-1600
 Sunday 1000-1500

Admission: Free.

Amenities: On site parking (chargeable on Saturday, free Sunday). Accessible venue, refreshments, toilets, general market Saturday, antiques/collectables on Sunday. **Features:** Over five layouts of different gauges, trade stands including Finishing Touches Model Shop.

Contact: 07522 232264.

Email: harborroughmarket@harborough.gov.uk

Saturday 15 & Sunday 16 October **UCKFIELD, East Sussex**

Organiser: Uckfield Model Railway Club.

Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE.

Open: 1000-1700 both days

Admission: Adults £9.00, up to two children (aged 5-15 inclusive) free if accompanied by an adult. Unaccompanied and additional children £4.00, under 5s free.

Amenities: Venue is a few minutes' walk from railway and bus stations, and adjacent to free High Street car park. Disabled access (lift to second floor), restaurant.

Features: At least 18 standard and narrow gauge British, American and Continental layouts, including: *Lower Shalford* (O), *Abergynolwyn* (5.5mm/1ft), *Blakey Rigg* (S), *Sandford & Banwell* (P4), *Wantage* (P4), *Hembourne* (EM), *Old Parrock* (OO), *Copper Wort* (OO), *Blackmoor* (OO9), *Locturn Quay* (OO9), *Kamiack Falls* (HO), *Lananta Quay* (3mm), *Upton Lacey* (N), *William Smiths Wharf* (2mm finescale) and *Drws-y-Nant* (2mm finescale). Demonstrators including Gordon and Maggie Gravett, societies, traders.

Contact: Adrian Colenutt 01903 745759.

Website: www.uckfieldmrc.co.uk

Saturday 15 & Sunday 16 October **WARRINGTON, Cheshire**

Organiser: Warrington Model Railway Club.

Venue: Warrington and Vale Royal College, Winwick Road, Warrington, WA2 8QA.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: Adults £6.00, children £1.00.

Amenities: Free parking, disabled access, refreshments.

Features: 15 layouts in a variety of scales, demonstrations, trade stands.

Contact: 01925 815092.

Website: www.warringtonmodelrail.co.uk

Saturday 15 & Sunday 16 October **WIRKSWORTH, Derbyshire**

Organiser: Ecclesbourne Valley Railway Association.

Venues: Wirksworth Town Hall, Parish Rooms & Memorial Hall.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: £6.00 per day covering all venues, seniors/under 15s £5.00, family (2+2) £15.00, under 5s free. Reduced rate on Ecclesbourne Valley Railway for ticket holders.

Amenities: Refreshments.

Features: *Ashbrook Dale Two* (OO), *A taste of Alber* (TTe), *Birchwood* (OO), *Boghampton* (OO), *Bregenbach im schwarzwald* (N), *Brookthorpe* (N), *Hornby Dublo table railway* (OO), *Denby Road* (N), *Ella Road* (OO), *Ferrers Junction* (N), *Greenacre Park* (P4), *North Road* (N), *Patricia's Pass* (OO), *Sandling Junction*, *Kent* (O), *Thomas and Friends* (OO), *TT MPD* (3mm scale TT gauge), *Ullapool* (O). Cardboard Works demonstration, trade stands. Half-price second hand book sale at Wirksworth station.

Website: www.e-v-r-a.com

Sunday 16 October **KIDLINGTON, Oxfordshire**

Organiser: Oxford & District MRC.

Venue: Edward Feild School, Bicester Road, Kidlington OX5 2LG.

Open: 1030-1600

Admission: Adults £6.00, children free.

Amenities: Nearest railway station Oxford Parkway; vintage bus service to venue. Free parking, disabled access, refreshments.

Features: Oxrail 2022 exhibition.

Email: oxfordexhibition@gmail.com

Website: www.oxfordmrc.org.uk

Saturday 22 October

CAMELON, Falkirk

Organiser: SCOTGOG O Gauge Show.

Venue: Camelon Education Centre, Abercrombie Street, Falkirk, FK1 4HA.

Open: 1000-1600

Admission: £6.00.

Amenities: Free parking, cafe.

Features: Two layouts, test track, demonstrator table, eight trade stands.

Contact: Chris Smith 01383 880844.

Email: scotgog@gmail.com

Saturday 22 October

HINCKLEY, Leicestershire

Organiser: Hinckley Model Railway Show.

Venue: St Peters R.C. Church Hall, Leicester Road, Hinckley, Leicestershire LE10 1LS.

Open: 1000-1600

Admission: Adults £4.50, children free if accompanied by a paying adult.

Features: 18 layouts, four trade stands.

Contact: Richard Starbuck 07805 078720.

Saturday 22 & Sunday 23 October **BURNLEY, Lancashire**

Organiser: Lancashire and Yorkshire DCC Model Rail Group.

Venue: Burnley Masonic Hall, Nelson House, Nelson Square, Burnley BB11 1LA.

Open: 1000-1630

Admission: Adults £7.00, accompanied children £1.00.

Amenities: Parking, refreshments.

Features: Layouts including *29th St Wharf* (HO), *Upper Cwmtwyth* (N), *Bucks Lane*, *Newhaven Harbour*, *Toeten Fleet Services*, *Castle Sidings*, *Not Without A Permit!* *Plymouth Laira TMD* (all OO), demonstrations including weathering and DCC decoder installation, trade stands.

Contact: 01706 828868 or 07918

627448.

Website: www.lydcc.org.uk

Saturday 22 & Sunday 23 October **RAIL-EX TAUNTON 2022**

TAUNTON, Somerset

Organiser: Somerset Railway Modellers Club.

Venue: Taunton School, Staplegrove Rd, Taunton, Somerset TA2 6AD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: Adults £12.00, concessions/seniors £10.00, children (up to 16) free, two-day ticket £13.00.

Amenities: Free parking, fully accessible venue, restaurant.

Features: *Moors View* (N), *Blowers Green* (O), *Whithorn* (OO), *Oxford Road* (OO), *Bovington Junction* (N), *Cheffley* (OO), *Bere Banks* (OO), *Pontfadog* (OO9), *BSC Shepcote Lane Tippler Sidings* (OO), *Bleat Wharf* (OO), *Bishops Lydeard* (OO), *Halsdon Road* (O), *Dawlish Warren* (N), *Hills of the North - The Spirit of Shap* (OO), *Fry's Somerdale* (OO), *Moos* (HO and HOe), *Norman Colliery* (O), *Dewerstone* (OO), *Broadford* (HO), traders.

Website: http://railextaunton.uk

Facebook: www.facebook.com/RAILEXTAUNTON

Sunday 23 October

DISS, Norfolk

Organiser: Bressingham Steam Museum.

Venue: Bressingham Steam Museum, Diss, Norfolk IP22 2AA.

Open: 1030-1700

Admission: £7.00.

Amenities: Parking, disabled access, cafe.

Features: *Castle Hill* (N), *Easton* (N), *Engaine-cum-Hardy* (N), *Eu (le Treport) Depot* (O), *Fullers Wharf* (O and O-16.5), *Gwlyb a gwyntog* (OO), *Hawkin's Tower* (narrow gauge) *Hornby Dublo* (OO), *Kirkby-on-Sea* (OO), *Lego Railway*, *Little Ease* (1:16 scale), *Lockdown Vale* (N), *Lowe Street* (OO), *Morlock Heath* (O), *Nightlayer's Drove* (OO), *Oh Guano* (O-16.5), *Reeds Beck Waterworks* (OO9), *Roast Green Road* (7mm narrow gauge), *Staines Barn* (OO9), *Whitbury Town* (OO), scenery modelling demonstration specialising in trees, traders, museum, standard and narrow gauge steam railways.

Website: www.bressingham.co.uk

Wednesday 26 October

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 29 October

CASTLE BROMWICH, West Midlands

Organiser: Birmingham Model Railway Club.

Venue: Arden Hall, Water Orton Rd, Castle Bromwich B36 9PB.

Open: 1000-1600

Admission: Adults £5.00, seniors £4.00, children free with adults.

Amenities: Bus X12 runs to venue; X13, 71, 96 and 94 pass nearby. Water Orton station one mile away. Free parking, refreshments.

Features: 20 layouts, 10 traders, raffle.

Contact: 07766 923361.

Saturday 29 October

EXETER, Devon

Organiser: South Devon Garden Railway Group.

Venue: Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter, EX2 8FD.

Open: 1030-1630

Admission: Adults £10.00, over-65s £8.00, accompanied children 14 and under free.

Amenities: Free parking, level access, refreshments.

Features: *Mendip Vale*, *Mwch Grumblyn*, *Slate Quarry*, *Indian Hills*, 16mm Association and Hampshire Area Group modular layouts, *Phurcombe Hall*, *Lowen Railway*, *Wheal Steam*, *Budley Bay*, *Dreckly* (all 16mm), *Devon Area G scale* layout, *Penygillam Mine*, *Wolf Creek*, *Whiteleaf Light Railway* (all G scale), *Horton Road* (Gauge 1), *Bowman Circle* (O), displays of miniature and live steam locomotives, stationary engines and engineering models, 5" gauge miniature railway, traders, bring and buy.

Contact: 01548 559 283.

Email: show.coordinator@sdgrg.org.uk

Website: www.exetergardenrailwayshow.com

Saturday 29 October

NEWBURY, Berkshire

Organiser: Newbury Model Railway Club.

Venue: St Bartholomew's School, Buckingham Road, Newbury, Berkshire RG14 6JP.

Open: 1000-1630

Admission: Adults £7.00, children £3.50, family £17.50.

Amenities: Free parking, wheelchair friendly, refreshments available.

Features: 16 layouts in O gauge, EM, OO, N and OO9, demonstrations, trade stands.

Contact: Paul Leonard 07590 429643.

Saturday 29 October

SEAFORD, East Sussex

Organiser: Newhaven & District MRC.

Venue: Seaford Baptist Church Hall, Belgrave Road, Seaford BN25 2EE.

Open: 1000-1700

Admission: Adults £5.00, children £2.00.

Amenities: Venue 500 yards from Seaford station; buses 12 and 12A from Eastbourne or Brighton stop at Seaford British Legion. Street parking, refreshments.

Features: Layouts in various scales, traders.

Email: jandt.floyd@gmail.com

Saturday 29 & Sunday 30 October

CHELTENHAM, Gloucestershire

Organiser: Cheltenham Great Western Modellers Group.

Venue: St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: Adults £5.00, children £2.50, family (2+2) £10.00 (raising funds for St Margaret's Hall).

Amenities: Bus route D from town centre and railway station to Windermere Road, disabled access, refreshments.

Features: *A Remote Depot*, *Attoback*, *Burford*, *Derwent Road*, *Dinas NWNGR*, *Heybridge Wharf*, *Hillside Exchange*, *Huntley*, *Llandafal*, *Malmesbury*, *Pea Severn Yard*, *Portisbury*, *Smokeleaf*, *Thomas* (drive it yourself), *Whitcliff Quarry*, dioramas, modelling display, trade stands.

Contact: 01242 517788

Website: www.cheltmodrail.org.uk

Saturday 29 & Sunday 30 October **GREAT BRITISH MODEL RAILWAY SHOW** **GAYDON, Warwickshire**

Organiser: Publishing Works (in partnership with Leamington & Warwick Model Railway Society and British Motor Museum). Sponsored by Hornby Hobbies.

Venue: British Motor Museum, Gaydon, Warwickshire CV35 0BJ.

Open: Saturday 1000-1700

Sunday 1000-1600

(0930 with pre-booked tickets)

Admission: Pre-booked: Adults £14.50, concessions £12.50, children £9.00, family £40.00 (includes museum entry).

Amenities: Free courtesy bus from Leamington Spa on Saturday, free parking.

Features: 35 layouts including *Portsea* (3mm), *Farbine Road* (OO), *Clarendon & Scrubbs Lane* (P4), *Eight Dollar Canyon* (HO), *Waterhulme* (OO9), *Caroline Concrete Works* (O-16.5), *Wolfe Lowe* (O), *Goodley Lane TMD* (OO), *Mannin Middle* (OO9), *Welby Lane* (OO), *Broom Junction* (EM), *Beckton* (N), *Masonville* (HO), *Launceston Steam Railway* (OO9), *Burlish Road* (O), *Devonport Road* (OO), *Walesby* (G scale), *Law Junction* (N), *Alderford* (OO), *Fencehouses NCB* (OO), *Raven's Ravine* (OO9), *Woodhill Goods* (O), *Cregwir* (OO), *Waltham Wharf* (16mm scale, 24mm narrow gauge), *Rowington for Shrewley* (OO), *Bad Ischl Frachtenbahnhof* (HOe), *Renfrew Wharf* (OO), *Funville* (OO and Matchbox Motorway), two Hornby demonstration layouts, *Shropshire Minerals Light Railway* (7mm), *Hornby Live Steam* OO, *Hope Beringar* (N), 10 modelling demonstrations, 30 traders.

Website: www.gbmr.co.uk

Facebook: www.facebook.com/GBMRShow/

Saturday 29 & Sunday 30 October **SUNDERLAND, Tyne & Wear**

Organiser: North East O Gauge.

Venue: Nissan Sports & Social Club, Washington Road, Sunderland, Tyne & Wear, SR5 3NS (close to A19 and A1, served by Go North East No.56 bus).

Open: 1000-1600 both days.

Admission: Adults £5.00, concessions/children £3.00.

Amenities: Free parking, wheelchair-friendly venue, cafe and bar.

Features: *Hoodathawtit*, *Jackson Yard*, *Glasshouse Loan*, *Glebe Lane*, *St Georges Dock*, *Birtley Queen Street*, *Ripple Lane*, *Hyde Lane*, *Mill Bank Alley*, *Exeter Stabling Point*, *Foxton Town*, *L&W Loco Depot*, demonstrations, trade stands.

Contact: 07900 431042.

Email: northeastogauge@gmail.com

Facebook: www.facebook.com/groups/619438602704502

Saturday 29 & Sunday 30 October **WEYMOUTH, Dorset**

Organiser: Weymouth Model Railway Association.

Venue: Budmouth Academy, Chickereil Road, Weymouth DT4 9SY.

Open: Saturday 1000-1600

Sunday 1000-1530

Admission: Adults £6.00, children (5-16) £2.00, family (2+2) £14.00.

Amenities: Free parking, disabled access, refreshments.

Features: Members' and visiting layouts, trade stands, Weymouth & District Engineering Society (weather permitting).

Contact: Ben Moverley 07840 143338.

Website: www.weymouthmra.org.uk

MEETINGS

Monday 12 September – 1930

Lincoln Railway Society

Statfold Barn 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 Grimmer

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 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: Saltire Methodist Chapel, Saltire 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

New group for anyone interested in railway modelling and/or railways in general – 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.

Saturday 1 October – 1000

RCTS/Mid-Hants Railway

Eastleigh Arlington Works visit 1000-1200.

Venue: Eastleigh Railway Institute, Romsey Road, Eastleigh SO50 9FE.

Contact: John Godfrey 07850 220009 solent@rcts.org.uk

Wednesday 5 October – 1930

RCTS

The Clan Project by Ian Henderson.

Venue: Station Hotel, Camforth.

Contact: Ronnie McAdam 0131 6697503.

Wednesday 5 October – 1330

RCTS

Lancashire & Yorkshire Engines at Work – Part 2 by Paul Shackcloth

Venue: Haig House Social Club, Woolton Road, Garston, Liverpool L19 5NQ.

Contact: Ronnie McAdam 0131 6697503.

Friday 7 October – 1930

RCTS

Steam in South Wales including Hugh Ballantyne Prints by Gerry Nichols.

Venue: St Teresa's Church Hall, 71 Gloucester Road North, Filton, Bristol BS34 7PL.

Contact: Ronnie McAdam 0131 6697503.

Monday 10 October – 1915

RCTS

The Other Side of the Wall – The Borders Railway by Dave Pearce.

Venue: Greenfinch Church Hall, Greenfinch Avenue, Ipswich IP2 0SQ.

Contact: Ronnie McAdam 0131 6697503.

Tuesday 11 October – 1930

Pewsey Vale Railway Society

King's Cross, York and Sunderland in BR days – colour slides from 1957-1961 by Ken Livermore.

Venue: Woodborough Social Club, Smithy Lane, Woodborough

Pewsey, Wiltshire SN9 5PL.

Entry: £3.00.

Contact: Steve Davies 01672 851064

Tuesday 11 October – 1930

RCTS

The Settle & Carlisle in the 80s and 90s by Stewart Jolly.

Venue: The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD.

Contact: rctscambridge@gmail.com

Tuesday 11 October – 1100

RCTS, Merseyside, Chester and North Wales Branch

Visit to Doncaster.

Venue: Doncaster railway station.

Contact: Alan Turton 01606 854227.

Merseyside@rcts.org.uk

Tuesday 11 October – 1930

RCTS

TBA.

Venue: Small Hall East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP.

Contact: Ronnie McAdam 0131 6697503.

Tuesday 11 October – 1930

RCTS, East Midlands Branch

Railways and on the Steamers of the Clyde by David Shires.

Venue: The Nottingham Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ.

Contact: Secretary David Coxon 0115 941 7353.

Tuesday 11 October – 1930

Wells Railway Fraternity

Final journey – the untold story of funeral trains by Nicolas Wheatley.

Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.

Contact: Andrew Tucker 01749 830695

Wednesday 12 October – 1930

Lincoln Railway Society

Devon and Cornwall on cine by Michael Clemens

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

Wednesday 12 October – 1930

RCTS

Freight Reorganisation in the Cardiff Valleys during the late 1960s by Brian Rolley.

Venue: Old Church Rooms, Park Road, Radyr, Cardiff CF15 8DF.

Contact: Ronnie McAdam 0131 6697503.

Monday 17 October – 1930

RCTS, Merseyside, Cheshire & North Wales Branch

An Illustrated History of the British Transport Police by Bill Rogerson.

Venue: Zoom meeting.

Contact: Ronnie McAdam 0131 6697503.

Monday 17 October – 1930

RCTS

TBA.

Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.

Contact: Ronnie McAdam 0131 6697503.

Monday 17 October – 1930

RCTS

A Man in Seat 61 by Mark Smith.

Venue: Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8BL.

Contact: Ronnie McAdam 0131 6697503.

Tuesday 18 October – 1930

RCTS

Lands End to John O'Groats by Public Transport & On and Off the Beaten Track by Dan Longbottom.

Venue: Upstairs, The Highway Public House, Willerby Road, Hull HU5 5LH.

Contact: Ronnie McAdam 0131 6697503.

Thursday 20 October – 1930

Marlow & District Railway Society

Broad Gauge Journey 2 - Swindon Westwards by Brian Arman.

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 20 October – 1930

RCTS

Adventures in Search of Steam by

David Tobias.

Venue: Saltire Methodist Chapel, Saltire Road, Shipley BD18 3HJ.

Contact: Ronnie McAdam 0131 6697503.

Friday 21 October – 1900

RCTS, North East Branch

RCTS & 5033 Re-united by Tobias Wilkins.

Venue: Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG.

Contact: Brickjames94@gmail.com

Tuesday 25 October – 1930

RCTS, East Midlands Branch

Bulleid's Pacifics by Colin Boocock.

Venue: The Nottingham Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ.

Contact: David Coxon 0115 941 7353.

Thursday 27 October – 1400

RCTS/SRPS

Branch AGM followed by members' slides/digital presentation.

Venue: Quakers Meeting House, 7 Victoria Terrace, Edinburgh EH1 2HE.

Contact: scotland@rcts.org.uk

Thursday 27 October – 1915

RCTS

TBA.

Venue: Woking United Reform Church, White Rose Lane, Woking GU22 7HA.

Contact: Ronnie McAdam 0131 6697503.

Friday 28 October – 1930

RCTS

BR Steam in North Wales and the North West by John Cashen.

Venue: Fulwood Lawn Tennis Club, Highgate Avenue, Preston PR2 8DY.

Contact: Ronnie McAdam 0131 6697503.

Monday 31 October – 1930

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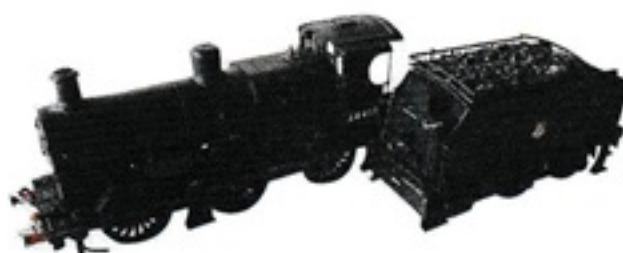
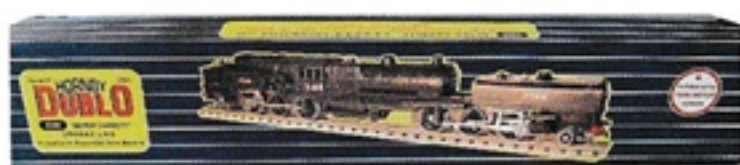
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Trade

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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

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Email: elmetimages@googlemail.com

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Trade Sales Books

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Trade Services

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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 Tel: **MJH MODELS**, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262. Email: mjhtoys@aol.com

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Email: sjmodels@tiscali.co.uk

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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).

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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.

September 2022

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.

25 September (Sun) 10am-2.30pm

CORNWALL - LOSTWITHIEL Community Centre PL22 0HE. Contact: MARK. Tel: 01637 871 412, 07887 888 670.

25 September (Sun) 10am-2.30pm

HULME HALL, PORT SUNLIGHT CH62 5DH. Admission £3. Tel: 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) 10am-2pm

POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP. Telephone Colin on 01279 301 407 or Joe 07866 641 215.

28 September (Wed) 6pm-8pm

TONBRIDGE TOY FAIR - NEW DATE & DAY, The Angel Centre, Angel Lane, Tonbridge TN9 1SF. Contact COLIN PENN 07810 513 576 or JOE LOCK 07866 641 215.

October 2022

1 October (Sat) 9am-2.30pm

MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3. Tel: 01732 840 787 or 01622 298 159.

2 October (Sun) 10.30am-3pm

DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £4.50, Seniors £4, Children £1. Tel: 01604 846 688 www.bpfairs.com

2 October (Sun) 10am-2.30pm

NEEDHAM MARKET COMMUNITY CENTRE, IP6 8BB. Trade Stalls, Club Layouts, Information table. Refreshments available. Entrance £2 (accompanied under 12's free) STOWMARKET MODEL RAILWAY CLUB. Phone: 07547 076 191. Email: enquires@stowmodelrail.club for more information.

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

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www.j-jwebbtoyfairst.com

8 October (Sat) 10.30am-3pm

CARDIFF TOY AND TRAIN SALE - Top capital Show! Penarth Leisure Centre, Andrew Road, Cogan, CF64 2NS. COGAN RAIL STATION ALONGSIDE THE VENUE - FREQUENT SERVICES. Up to 120 tables. Top venue with leading model train dealers present. BUY*SELL*EXCHANGE. CHRIS DYER FAIRS. Tel: 01643 702 757 & 07966 694 579 www.chrisdyerfairs.co.uk

8 October (Sat) 10.30am - 3.30pm

CREWE TOY & TRAIN COLLECTORS FAIR, Crewe Heritage Centre, Vernon Way, Crewe, CW1 2DB. 6ft tables £20. Enquiries: 93 Merlin Way, Crewe, CW1 3YP Tel: 01270 505781 (before 8pm).

9 October (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

9 October (Sun) 10.30am-3pm

SHEPTON MALLET, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641 www.bulldogfairs.com

9 October (Sun) 10.30am-3pm

STAFFORD - MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4, Seniors £3.50, Children £1. There are many stalls selling OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

11 October (Tues) 7pm-9pm (early entry 5pm £2)

BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36. Tel: 01226 744 425 www.newcomenfairst.co.uk sales@newcomenfairst.co.uk

11 October (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.

13 October (Thurs) 7pm-9pm

THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK. Tel: 07866 641 215.

15 October (Sat) 10.30am-3pm

OSWESTRY TOY AND TRAIN SALE. The Pavilion, Oswestry Showground, Park Hall, Oswestry, Shropshire, SY11 4AS. Located just off the major A5 road, close to the England/Wales border and within easy reach of all parts of Wales and much of England.

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16 October (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-jwebbtoyfairst.com jandifairs@virginmedia.com

23 October (Sun) 9.45am-1.15pm

DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

23 October (Sun) 10.30am-2.30pm

OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9. Up to 60+ tables, Hornby & Bassett Lowke, 'O' Gauge Trains, 'OO' Trains, Tinplate Toys, Dinky Toys, Corgi, Meccano, Britains Soldiers, refreshments, Free Parking. Further details, telephone: 01869 347 489 www.toytraincollectorsfairs.com

25 October (Tues) from 6pm

GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON. Tel: 01282 439 009.

29 October (Sat) 9.45am-1.15pm

HERNE BAY, High School, Bullockstone Road, Herne Bay, Kent CT6 7TL. Large free car park, 10 minutes walk from Herne Bay Station. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

30 October (Sun) 10.30am-3pm

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December 2022

4 December (Sun) 10am-2.30pm

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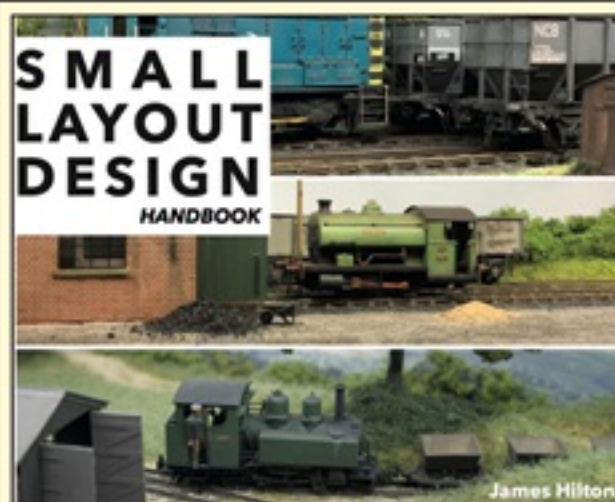


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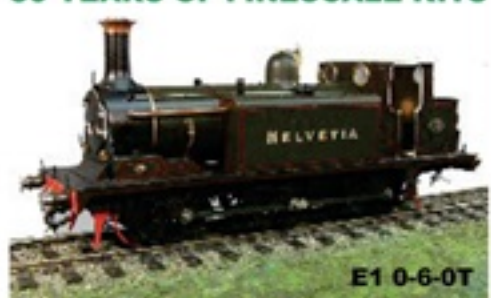
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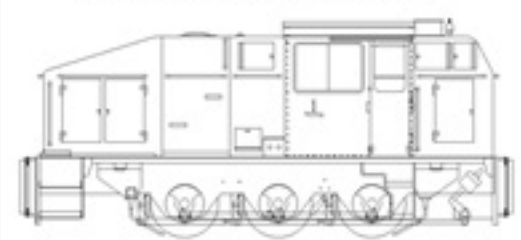
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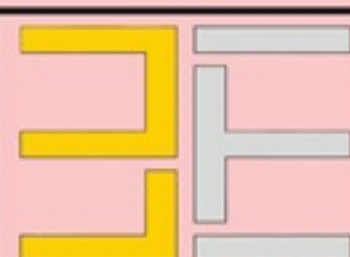


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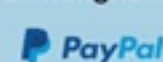
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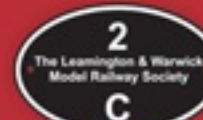
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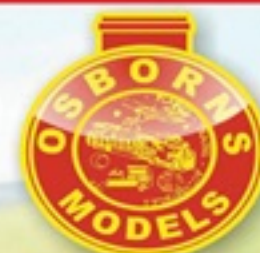
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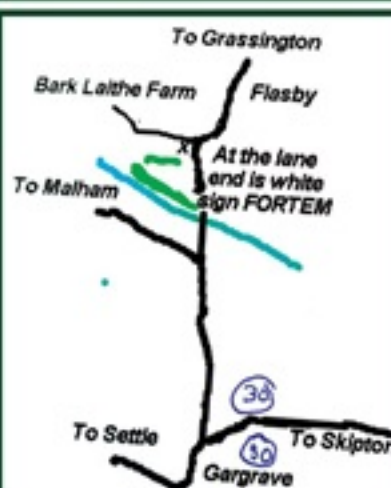
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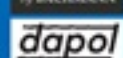
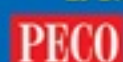
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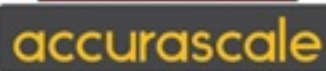
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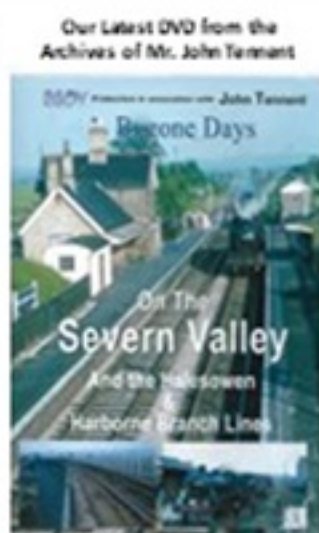
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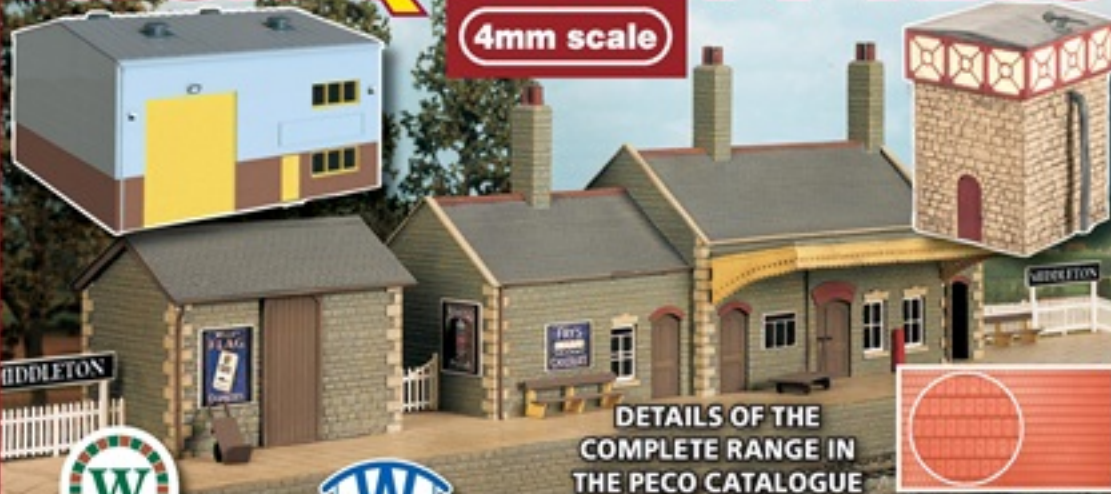
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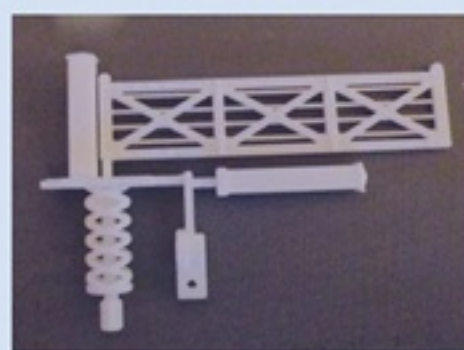
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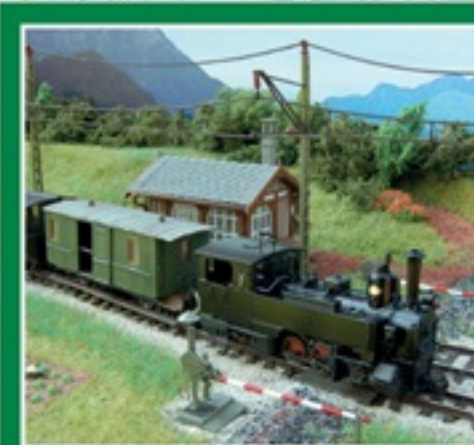
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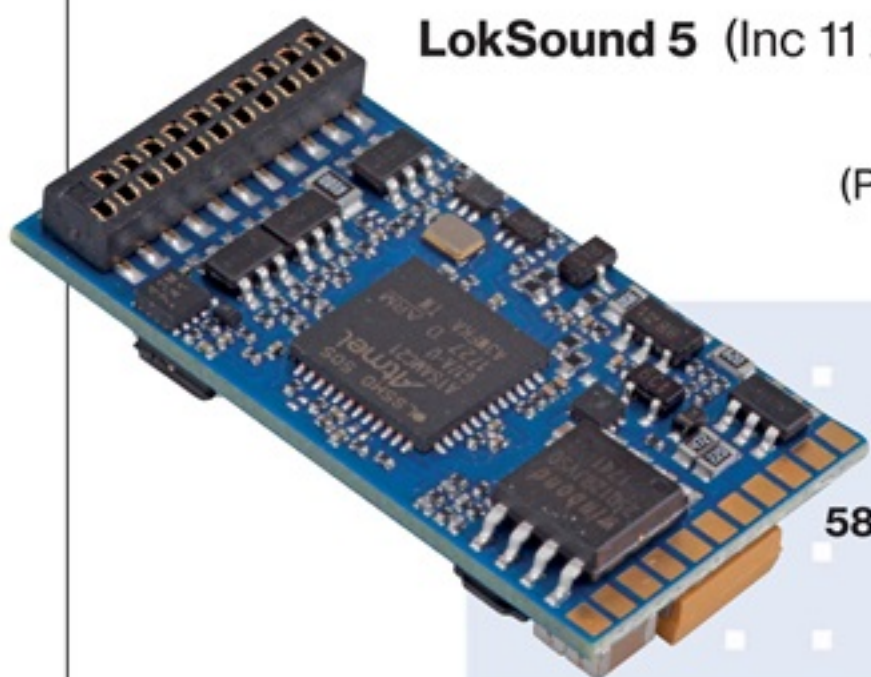


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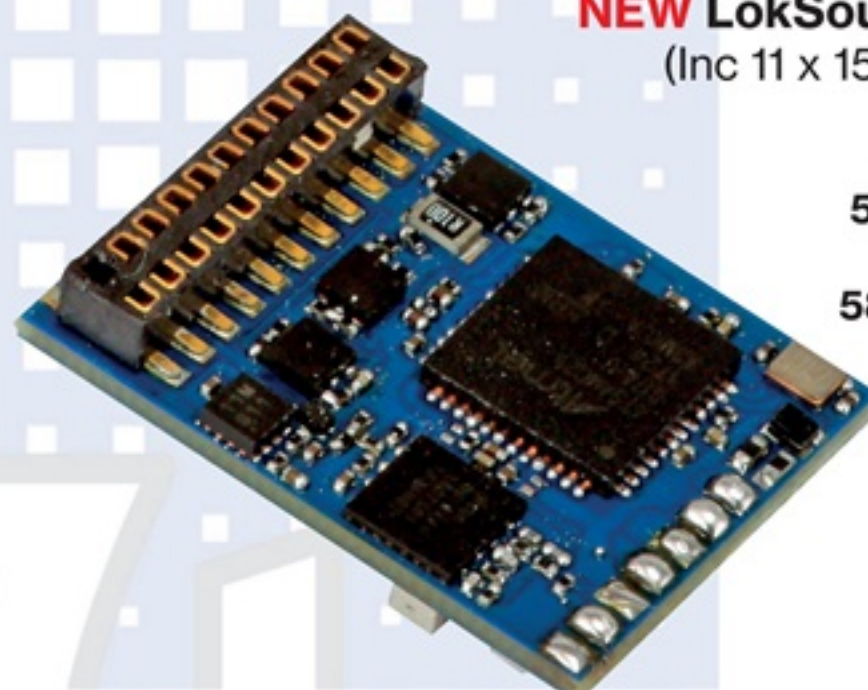
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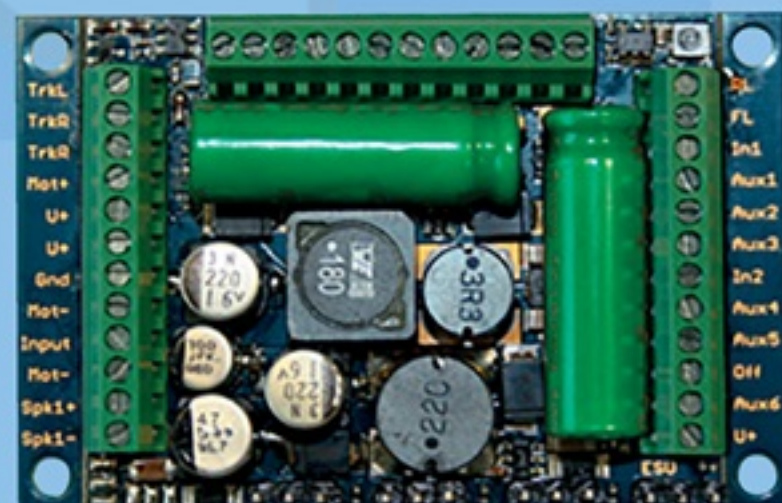
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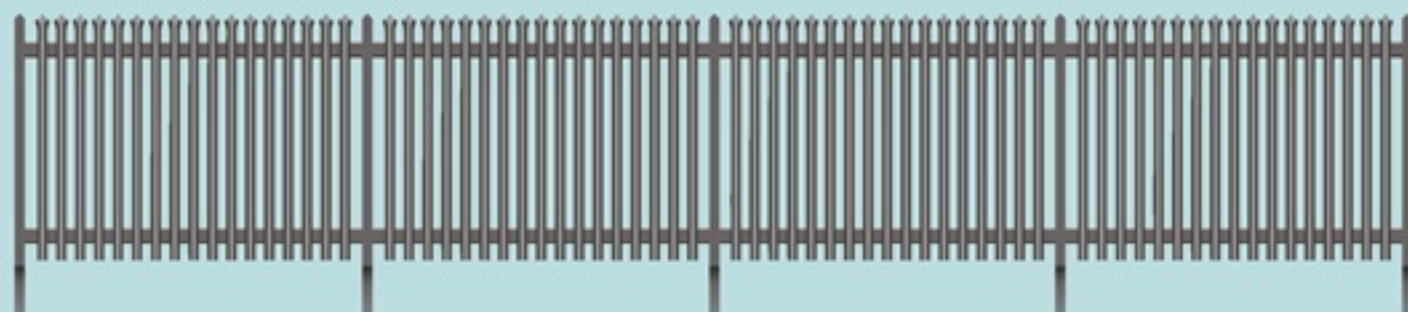
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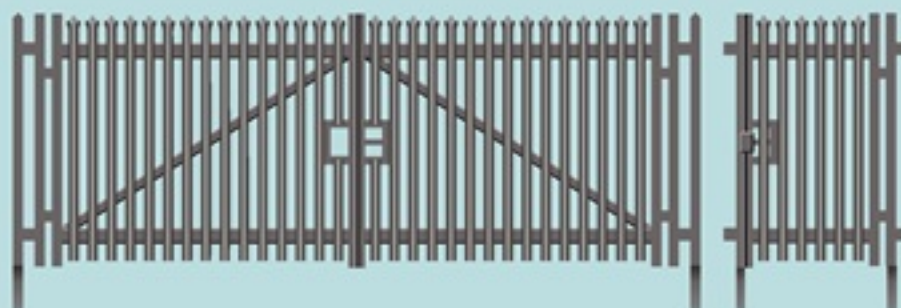
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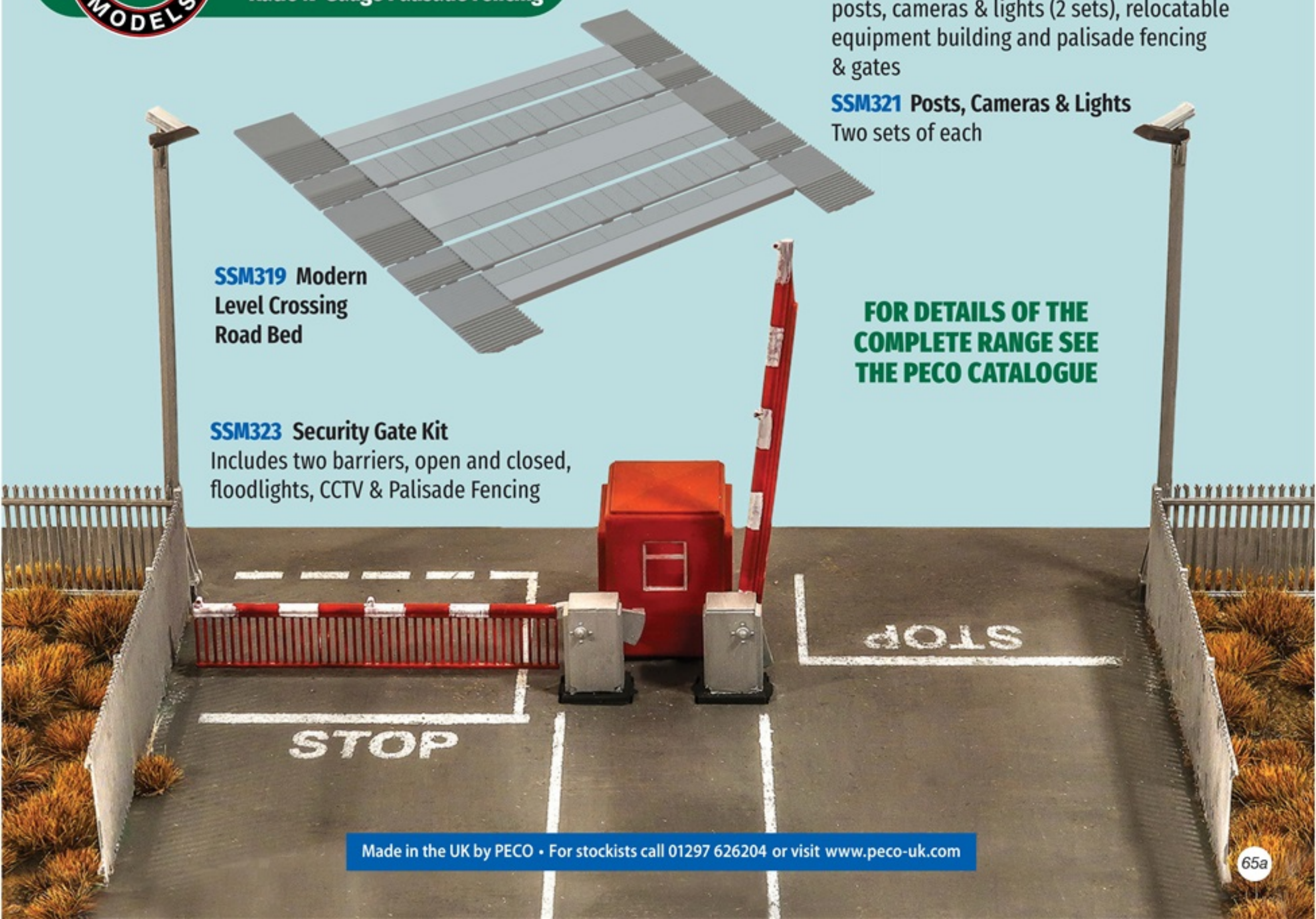
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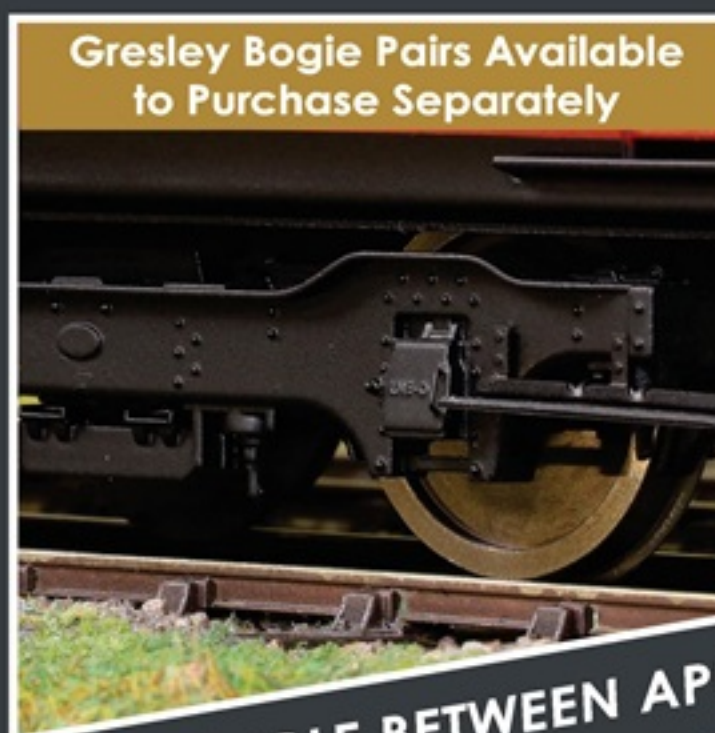
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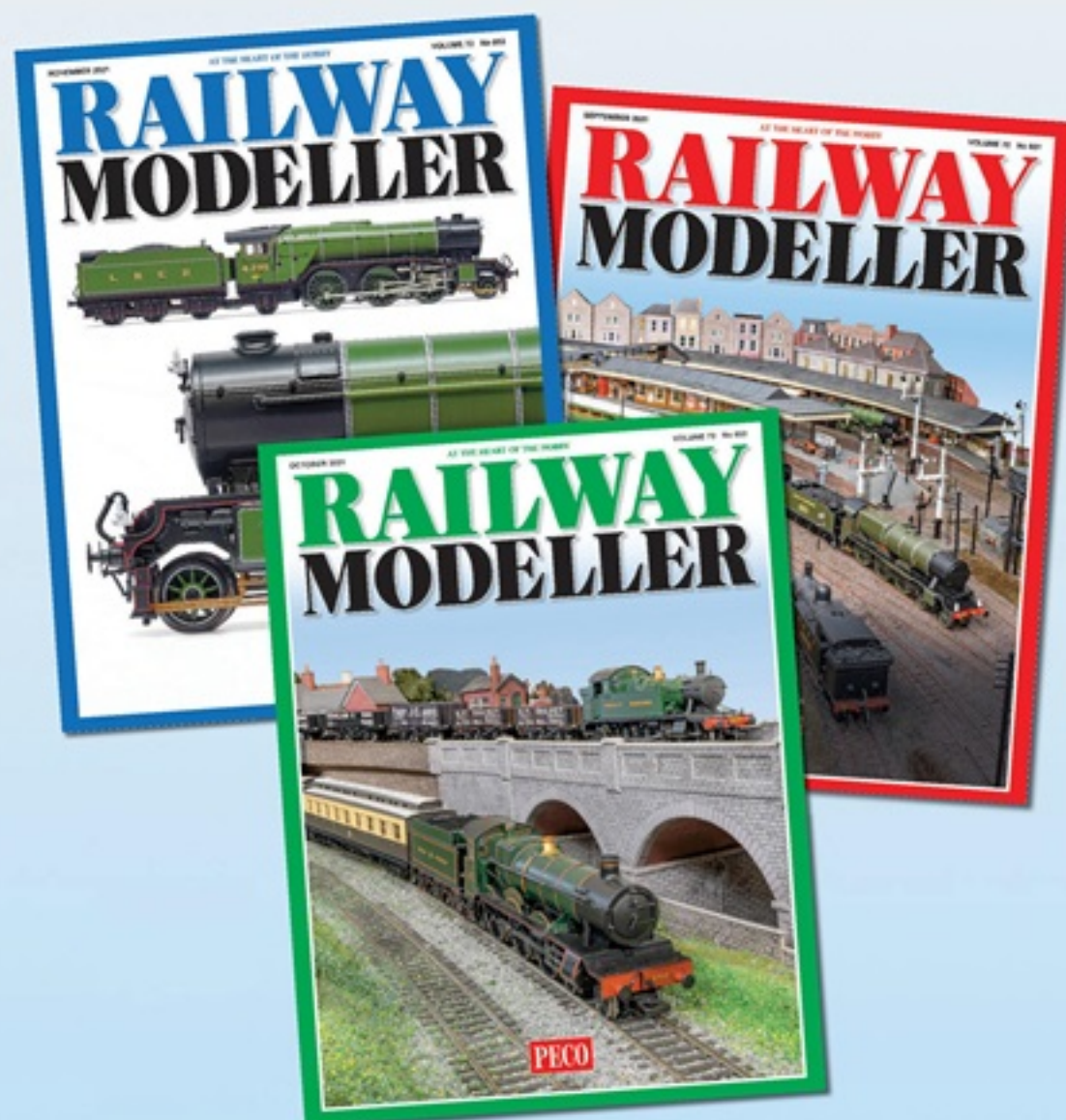
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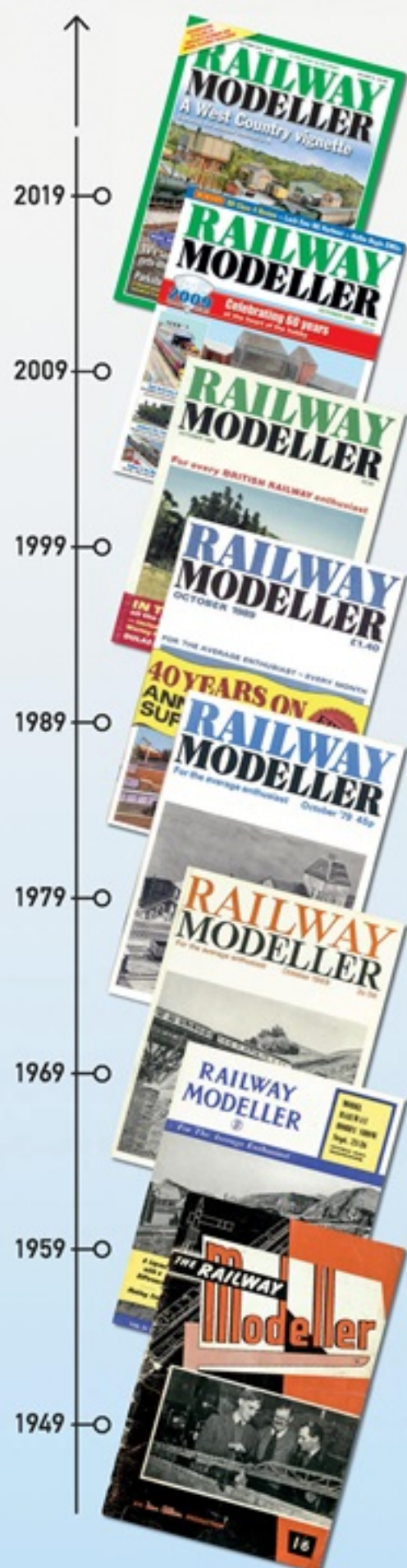
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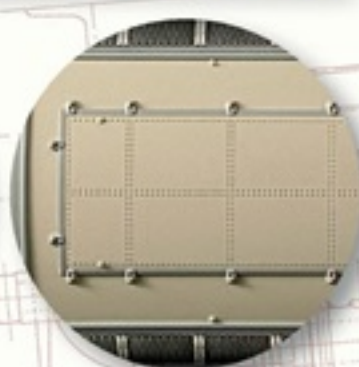
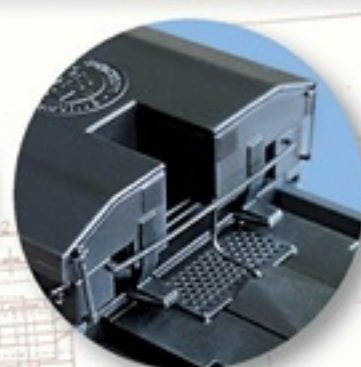
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