

SEASON'S
GREETINGS FROM
BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

JANUARY 2023 £5.30

AT THE HEART OF THE HOBBY

VOLUME 74 No 867

RAILWAY MODELLER

WIN
UP TO £1000
OF PRIZES

see page 46

Winter warmer

Personalising a Pannier – a perfect evening project for the festive season

FREE
SET OF TWO
PHOTOGRAPHIC
BACKSCENE
SHEETS



Building an LNER A5 in N

Modelling one of these
Robinson 4-6-2Ts, with
4mm scale drawings

Millford in OO

The story of this evocative
Eastern Region layout

A journey along the Ballycrochan Line

Across the sea to Ireland
in 4mm scale

Reviewed inside ...

Bachmann Penrhyn Hunslet 0-4-0ST in OO9
Heljan BR Mk.I four-wheel CCT new in O
New SE&CR wagons from Rapido UK in OO

Gas lighting for Bridgwater

Nocturnal illumination on
this S&DJR model in 7mm

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RAILWAY MODELLER

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Scale Drawings

The last passenger tank engine designed by J G Robinson is described by Toby Jennings, with drawings from original artwork by Nick Campling.

14 An LNER A5 in N gauge

Ian Cairns shows how to model an LNER A5 4-6-2T in N gauge, using a 3D printed body and the chassis from a Graham Farish Class 08 diesel shunter.

18 Hawkinge

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24 Gas lighting for Bridgwater

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Plan of the Month

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38 Scaca Fell Forestry Crossing

Tom Foster recalls how *The Railway Series* of books by the Reverend Wilbert Vere Awdry inspired this developing narrow gauge layout in O09.

44 Talking Points

As the RAILWAY MODELLER Cup competition reaches its 70th year, editor Craig Tiley looks back at some of the previous winners through the decades.

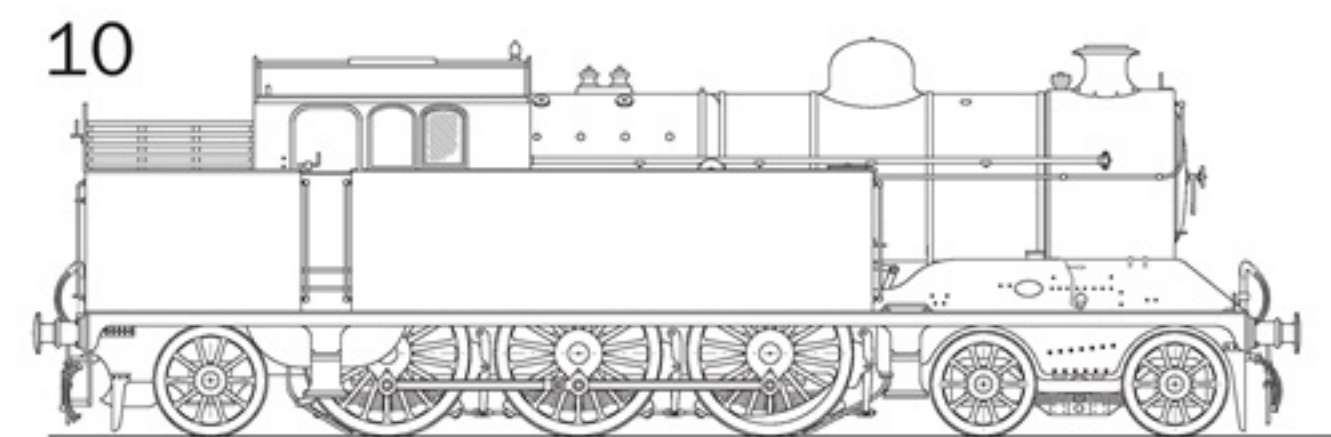
46 70th RM Cup competition

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56 Using your free backscene

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Callum Willcox shows how he fitted etched numberplates to a Bachmann OO gauge '8750' – with white numbers on the smokebox plate.



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ON THE
COVER



Cover photography: Craig Tiley

59 Comment

Opinions and observations across the field of railway modelling. Stephen Browne tells how he acquired and restored an old GWR van body to house his layout.

60 Readers' Letters

62 New Product Reviews

Leading the reviews this month is the new Penrhyn 'Main Line' Hunslet 0-4-0ST from Bachmann in OO9. We also look at the upgraded OO gauge Class 14 diesel-hydraulic from Heljan (plus a train pack with this locomotive and four Dogfish ballast wagons); an O gauge BR Covered Carriage Truck, also from Heljan; a KTA container wagon in N and new containers in OO from C-Rail Intermodal; the latest batch of Merry-Go-Round coal hoppers, plus the MHA ballast/spoil wagon, from Accurascale; a South Eastern & Chatham Railway 10-ton van and two-plank ballast wagon in OO from Rapido; and two OO wagon commissions by Dapol for the Bagnall Locomotive Group – including one inspired by *Oh, Mr Porter!*

68 Book Reviews

70 News

As the Warley National Model Railway Exhibition makes its welcome return, we bring you news and pictures from the show, including new product announcements: the first ever ready-to-run GWR '4400' 2-6-2T and LNER Y7 0-4-0T from Rapido, plus a GWR 'B' set, LMS five-plank wagon (all in OO), the NER dynamometer car and OAA open wagon in N, and smoke generators in steam locomotives; plus Eastern Region car transporters and a Class 86/2 electric in OO, and a Class 58 and PCA tank wagon in O, from Heljan. We also round up the latest product releases from Bachmann, including LSWR 'Cross Country' three-coach packs and Sea Urchin wagons in the EFE Rail range; Accurascale has announced a range of NER coal hopper wagons; Hattons is to add Irish liveries to its Genesis range of six-wheeled coaches; Kernow Model Rail Centre adds sound to its forthcoming GWR steam Railmotor and announces a bumper crop of exclusive liveries; and Pecorama runs a model train of record-breaking length, to emulate a full-size railway in Switzerland.

42a 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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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
SS60 - Station Platform Shelter Wood.....	£9.35
SS61 - Station Platform Sections 264mm Long.....	£6.25
SS62 - Station Platform Ramps (pair).....	£6.25
SS63 - Goods Yard Store Timber Built.....	£9.35
SS64 - Abutments with Wing Walls.....	£9.35
SS65 - Small Gents Toilet Unroofed.....	£6.25
SS66 - Public Toilets Brick Built Small.....	£9.35
SS67 - Wayside Station Timber Slate Roof Brick Chimney.....	£13.10
SS68 - Platform Accessories Nameboards, Trolleys etc.....	£6.25
SS69 - Stone Type Retaining Arches.....	£13.35
SS70 - Corrugated Iron Chapel.....	£13.35
SS71 - Round Top Windows (4).....	£8.25
SS72 - Village Scene Bench, Horse Trough & Village Cross.....	£6.25
SS73 - Timber Yard.....	£15.25
SS74 - Pill Box.....	£5.55
SS75 - Bus Shelter.....	£6.25
SS76 - Quoins/Corner Stone's.....	£6.25
SS77 - Period York Paving.....	£6.25
SS78 - Wood Island Platform Shelter.....	£14.30
SS79 - Parapet Bridge Walls.....	£6.25
SS80 - Three Arch Viaduct.....	£29.75
SS81 - Extra Arch & Pier.....	£12.20
SS82 - River/Canal Bridge.....	£12.20
SS83 - 2 Stone Piers.....	£13.10
SS84 - Water Wheel & Sluice Gates.....	£8.85
SS85 - Relay Boxes (set 1).....	£4.60
SS86 - Window Doors Gates & Porch.....	£5.55
SS87 - Concrete Trunking.....	£5.55
SS88 - Relay Boxes (set 2).....	£4.60
SS89 - Point Rodding.....	£12.45
SS90 - Point Rodding Extension Kit.....	£9.35
SS91 - Lever Ground Frames.....	£9.35
SS92 - Garden Buildings & Accessories.....	£15.00
SSAM100 - Farmyard Junk.....	£10.55
SSAM101 - Village Blacksmiths Set (Matches SS31).....	£10.55
SSMP199 - Kit-Builder's Corner Fillets.....	£3.00



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



OO Gauge Kits

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

Electrics

Toggle Switches

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

Grain of Wheat Bulbs

Available in Clear, Red, Yellow, Green or Amber Packs of 10.....£4.50

Layout Wire

Suitable for point motors, power feeds & more.

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

Red/Black/Blue/Green/Yellow/Brown/White.....£9.00 a roll

.....Or any two 100 metre reels for.....£16.99

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



OO Gauge Kits

411 - GWR/LMS Loading 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 (including Gates & ramps).....	£5.10
431 - Picket fencing green (straight).....	£4.80
432 - SR Precast Concrete 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 pack).....	£5.40
454 - Concrete Lamps (4 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 or Distant Signal (2 arms, 1 post).....	£14.40
465 - Ground Signals (4 per pack).....	£4.55
466 - GWR Square Post Signals (4 signals inc. Junction/brackets).....	£9.90
467 - GWR Round Post Signal (2 single post signals).....	£4.55
468 - GWR Round Post (1 set Brackets/ Junction Signals).....	£12.20
469 - GWR Junction/Bracket Signal.....	£13.60
470 - LMS Home Signal.....	£12.20
471 - LMS Distant Signal.....	£12.20
476 - LMS Round post Signals (4 signals inc. Junction/brackets).....	£9.90
477 - LNWR Square Post (4 signals inc. Junction/brackets).....	£9.90
478 - Pratt Truss Gantry (gantry only).....	£4.55
486 - LNER Latticed Post Signal (4 signals inc. Junction/brackets).....	£9.90
493 - SR Rail Built Signal Upper Quadrant.....	£15.50
500 - GWR Signal Box.....	£19.90
501 - Grounded coach Body.....	£6.75
502 - Cattle Dock.....	£19.90
503 - Platform/Ground Level Signal Box.....	£19.90
504 - Station Building.....	£32.75
505 - Coaling Stage.....	£10.15
506 - Water Tower.....	£19.90
507 - Grounded Van Body.....	£6.30
508 - Pump House/Boiler House.....	£19.90
509 - Occupation Crossing.....	£6.40
510 - Industrial Fittings.....	£4.25
511 - Wooden Lineside Huts (2).....	£6.75
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.....	£10.15
520 - Platform/Ramps.....	£9.90
521 - Industrial Window Arches.....	£4.80
522 - Engine Shed.....	£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.....	£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 Stalithes.....	£6.30
534 - Stone Goods Shed.....	£32.75
535 - Yard Office.....	£4.80
536 - Midland Signal Box.....	£25.85
537 - Retaining Walls.....	£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 - Fogmains Hut.....	£8.25
550 - Water Trough 30" (760mm).....	£11.05
551 - Large Water Tower (760mm).....	£21.10
552 - GWR Brick Signal Box.....	£26.95
553 - Signal Box Interior.....	£14.80
554 - Flat Roof Wartime Signal Box.....	£17.60
558 - Nissen Hut.....	£11.65
GJ01 - 4 x Plain Board End Panels.....	£3.75
GJ02 - 4 x Window Panels.....	£3.75



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 - Locomotive Servicing Depot.....	£18.55
207 - GWR Station Train Shed.....	£18.55
208 - Apex Platform Canopy.....	£9.80
209 - Platforms (9" Long x 1 1/4" 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 (Pack of 4).....	£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 (including 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 Stone Piers.....	£18.05
241 - Steel Truss Span Steel Trestle.....	£16.85
242 - 2 Steel Trestles.....	£10.55
243 - GWR Station Fencing White.....	£5.90
244 - GWR Trackside Fencing White.....	£5.90
245 - GWR Spear Fencing Black.....	£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 Signal (Lower Quadrant).....	£4.00
262 - Junction or Bracket Home or Distant Signal.....	£6.40
270 - Home or Distant Signal (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 Stalithes.....	£5.10
317 - Corrugated Roof.....	£3.95

Cleaning & Maintenance

Peco PL-41 Track Rubber.....	£4.00
Peco PL-70 Loco Servicing Cradle (suitable for OO & N gauge).....	£8.00
CMC 207221 Precision Oiler.....	£5.50
DCC Concepts DCM-RR48 Multi-Gauge 8 Axle Rolling Road.....	£79.95
DCC Concepts N Gauge Back to Back Gauge.....	£9.95
DCC Concepts BB145 OO Gauge Back To Back Gauge.....	£9.95
Trix M66602 OO Gauge Conductive Loco Wheel Cleaning Brush.....	£24.20
Trix M66623 N Gauge Conductive Loco Wheel Cleaning Brush.....	£20.20
Train Tech TT71 DC & DCC Track Tester for OO & N Gauge.....	£6.50
Woodland Scenics TT4550 Rail Cleaner Kit.....	£32.95
Deluxe Materials AC13 Track Magic Track Cleaning Fluid.....	£10.75



OO Gauge Kits

C001 - Turntable kit.....	£9.25
C002 - Railway Workmen Kit.....	£8.55
C003 - Girder Bridge.....	£9.70
C004 - Footbridge Kit.....	£8.05
C005 - Water Tower Kit.....	£8.55
C006 - Signal Box Kit.....	£9.25
C007 - Engine Shed Kit.....	£10.25
C008 - Platform Figures.....	£8.30
C009 - Deltic Prototype Plastic Kit.....	£12.65
C010 - Platform Canopy.....	£8.05
C011 - Platelayers Hut & Coal Shed.....	£6.60
C012 - Station Accessories.....	£8.05

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All special offers are available while stocks last and they may be withdrawn at any time.

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Order online or by telephone. No money is taken until the item arrives into stock. Pre ordering is advising due to limited numbers of models being produced.



OO Gauge 9Fs - Due March 2023



32-852A - BR Standard 9F 2-10-0 92069 BR Black Early Emblem BR1F Tender Weathered.....£208.21
32-852ASF - BR Standard 9F 2-10-0 92069 BR Black Early Emblem BR1F Tender Weathered DCC Sound Fitted.....£293.21



32-852B - BR Standard 9F 2-10-0 92010 BR1F Tender BR Black Early Emblem.....£195.46
32-852BSF - BR Standard 9F 2-10-0 92010 BR1F Tender BR Black Early Emblem DCC Sound Fitted.....£280.46



32-859B - BR Standard 9F 2-10-0 92184 BR1F Tender BR Black Late Crest.....£195.46
32-859BSF - BR Standard 9F 2-10-0 92184 BR1F Tender BR Black Late Crest DCC Sound Fitted.....£280.46

OO Gauge Class 158s - Due January 2023



31-496 - Class 158 2 Car DMU 158761 BR Provincial Express.....£280.46
31-496SF - Class 158 2 Car DMU 158761 BR Provincial Express DCC Sound Fitted.....£365.46



31-498 - Class 158 2 Car DMU 158729 ScotRail Saltire.....£280.46
31-498SF - Class 158 2 Car DMU 158729 ScotRail Saltire DCC Sound Fitted.....£365.46



31-502A - Class 158 2 Car DMU 158901 BR WYPTE Metro.....£280.46
31-502ASF - Class 158 2 Car DMU 158901 BR WYPTE Metro DCC Sound Fitted.....£365.46

OO Gauge LNER Thompson Coaches - Due March 2023



34-387 - LNER Thompson Second Corridor Coach BR Maroon.....£59.46
34-387A - LNER Thompson Second Corridor Coach BR Maroon.....£59.46



34-412 - LNER Thompson Composite Corridor Coach BR Maroon.....£59.46
34-412A - LNER Thompson Composite Corridor Coach BR Maroon.....£59.46



34-462 - LNER Thompson Brake Second Corridor Coach BR Maroon.....£59.46
34-462A - LNER Thompson Brake Second Corridor Coach BR Maroon.....£59.46



34-487 - LNER Thompson First Corridor Coach BR Maroon.....£59.46
34-487A - LNER Thompson First Corridor Coach BR Maroon.....£59.46

OO Gauge LNER V1/V3 Tanks - Due February 2023



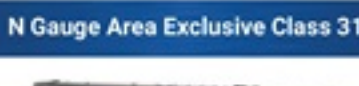
31-616 - LNER V1 2-6-2 Tank 7684 LNER Lined Green Revised.....£144.46
31-617 - LNER V3 2-6-2 Tank 390 LNER Lined Black.....£144.46



N Gauge Class 31s - Due January 2023



371-112B - Class 31/1 31309 'Cricklewood' BR Blue.....£152.96
371-112BSF - Class 31/1 31309 'Cricklewood' BR Blue DCC Sound Fitted.....£237.96



N Gauge Area Exclusive Class 31

371-135DB - Class 31/4 31423 'Jerome K. Jerome' BR InterCity Mainline.....£152.96
371-135DBSF - Class 31/4 31423 'Jerome K. Jerome' BR InterCity Mainline DCC Sound Fitted.....£237.96



N Gauge Class 20s - Due February 2023

371-042 - Class 20 Headcode Box 20172 'Redmire' BR Blue Red Solebar.....£135.96



371-029 - Class 20 Disc Headcode 20064 'River Sheaf' BR Green Red Solebar.....£135.96



N Gauge Class 90s - Due January 2023

371-780 - Class 90/0 90005 'Financial Times' BR InterCity Swallow.....£165.71
371-780SF - Class 90/0 90005 'Financial Times' BR InterCity Swallow DCC Sound Fitted.....£250.71



371-781 - Class 90/0 90037 BR Railfreight Distribution Sector.....£165.71
371-781SF - Class 90/0 90037 BR Railfreight Distribution Sector DCC Sound Fitted.....£250.71



371-782 - Class 90/0 90019 'Penny Black' Rail Express Systems.....£165.71
371-782SF - Class 90/0 90019 'Penny Black' Rail Express Systems DCC Sound Fitted.....£250.71



371-783 - Class 90/0 90004 'City of Glasgow' Virgin Trains Original.....£165.71
371-783SF - Class 90/0 90004 'City of Glasgow' Virgin Trains Original DCC Sound Fitted.....£250.71



371-785 - Class 90/0 90047 Freightliner G&W.....£165.71
371-785SF - Class 90/0 90047 Freightliner G&W DCC Sound Fitted.....£250.71



Latest Arrivals



OO Gauge Wagons



38-351B - BR BAA Steel Carrier Wagon BR Railfreight Metals Weathered.....£55.21



38-354 - BR BAA Steel Carrier Wagon BR Bauxite TOPS.....£50.96



37-855 - HTA Bogie Hopper Ex EWS DB Schenker Weathered.....£59.46



37-856 - HTA Bogie Hopper DB Schenker.....£54.36

OO-9 Hunslet 0-4-0 Locos



391-125 - Main Line Hunslet 0-4-0ST 'Blanche' Penrhyn Quarry Lined Black Early.....£161.46

391-125SF - Main Line Hunslet 0-4-0ST 'Blanche' Penrhyn Quarry Lined Black Early DCC Sound Fitted.....£246.46



391-126 - Main Line Hunslet 0-4-0ST 'Charles' Penrhyn Quarry Lined Black Late.....£161.46

391-126SF - Main Line Hunslet 0-4-0ST 'Charles' Penrhyn Quarry Lined Black Late DCC Sound Fitted.....£246.46



391-127 - Main Line Hunslet 0-4-0ST 'Linda' Penrhyn Quarry Lined Black Late Weathered.....£169.96

391-127SF - Main Line Hunslet 0-4-0ST 'Linda' Penrhyn Quarry Lined Black Late Weathered DCC Sound Fitted.....£254.96

OO-9 Slate Wagons



393-075 - Pack Of 3 4 Wheeled Slate Wagons Grey Weathered With Loads.....£44.16



393-076 - Pack Of 3 4 Wheeled Slate Wagon Red With Load.....£41.61

DCC Controller Special Offer



36-504 - Dynamis Ultima DCC Control System.....£149.99



Railroad HST Pack



R30177 - Class 43 HST InterCity Train Pack.....£130.94

Latest Arrivals



OO Gauge Class 14s



1412 - Class 14 D9505 BR Green Wasp Stripes.....£169.15



1413 - Class 14 D9545 BR Green Wasp Stripes.....£169.15



1414 - Class 14 No.21 S&L Buckminster Quarries Green.....£169.15



1415 - Class 14 D9523 BR Maroon As Preserved.....£169.15



1416 - Class 14 D9530 NCB (South Wales) Blue.....£169.15



1417 - Class 14 D9524 British Petroleum Light Blue.....£169.15



N Gauge GW Autocoaches



2P-004-014 - GW Autocoach GWR Over Twin Cities Chocolate & Cream No.187.....£21.10



2P-004-015 - GW Autocoach GWR Shirtbutton Chocolate & Cream No.194.....£21.10



2P-004-016 - GW Autocoach Wartime Brown Orange Lining GWR Over Twin Cities No.189.....£21.10



2P-004-017 - GW Autocoach GWR Great Crest Western Chocolate & Cream No.192.....£21.10



2P-004-018 - GW Autocoach BR Carmine & Cream W193W.....£21.10



2P-004-019 - GW Autocoach BR Maroon W190W.....£21.10



O Gauge Wagons



4385 - Dogfish Ballast Hopper Engineers Grey And Yellow DB983210.....£105.00

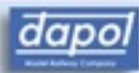


4356 - Catfish Ballast Hopper BR Olive Late DB983473.....£105.00



4360 - Catfish ZCV Puffin Ballast Hopper BR Engineers Dutch Grey And Yellow DB983872.....£105.00

Latest Arrivals



OO Gauge Class 59s



4D-005-000 - Class 59 59005 'Kenneth J Painter' Foster Yeoman.....£147.22



4D-005-001 - Class 59 59103 'Village of Mells' ARC.....£147.22



4D-005-002 - Class 59 59206 'John F Yeoman' DB Schenker.....£147.22



4D-005-003 - Class 59 59204 National Power.....£147.22

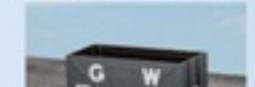


N Gauge Wagons

First of the newly tooled range of wagons with scale 9ft chassis, NEM pockets and other features.



NR-7001E - 7 Plank Open Wagon NE Grey.....£14.35



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NR-7005P - 7 Plank Open Wagon NCB.....£14.35



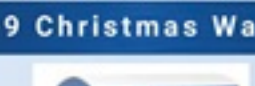
NR-7004B - 7 Plank Open Wagon BR Grey.....£14.35



NR-7002S - 7 Plank Open Wagon SR Brown.....£14.35



NR-7003M - 7 Plank Open Wagon LMS Grey.....£14.35



OO-9 Christmas Wagons



GR-907 - OO-9 L&B Box Van Christmas 2022 Van 1.....£22.50



GR-908 - OO-9 L&B Box Van Christmas 2022 Van 2.....£22.50

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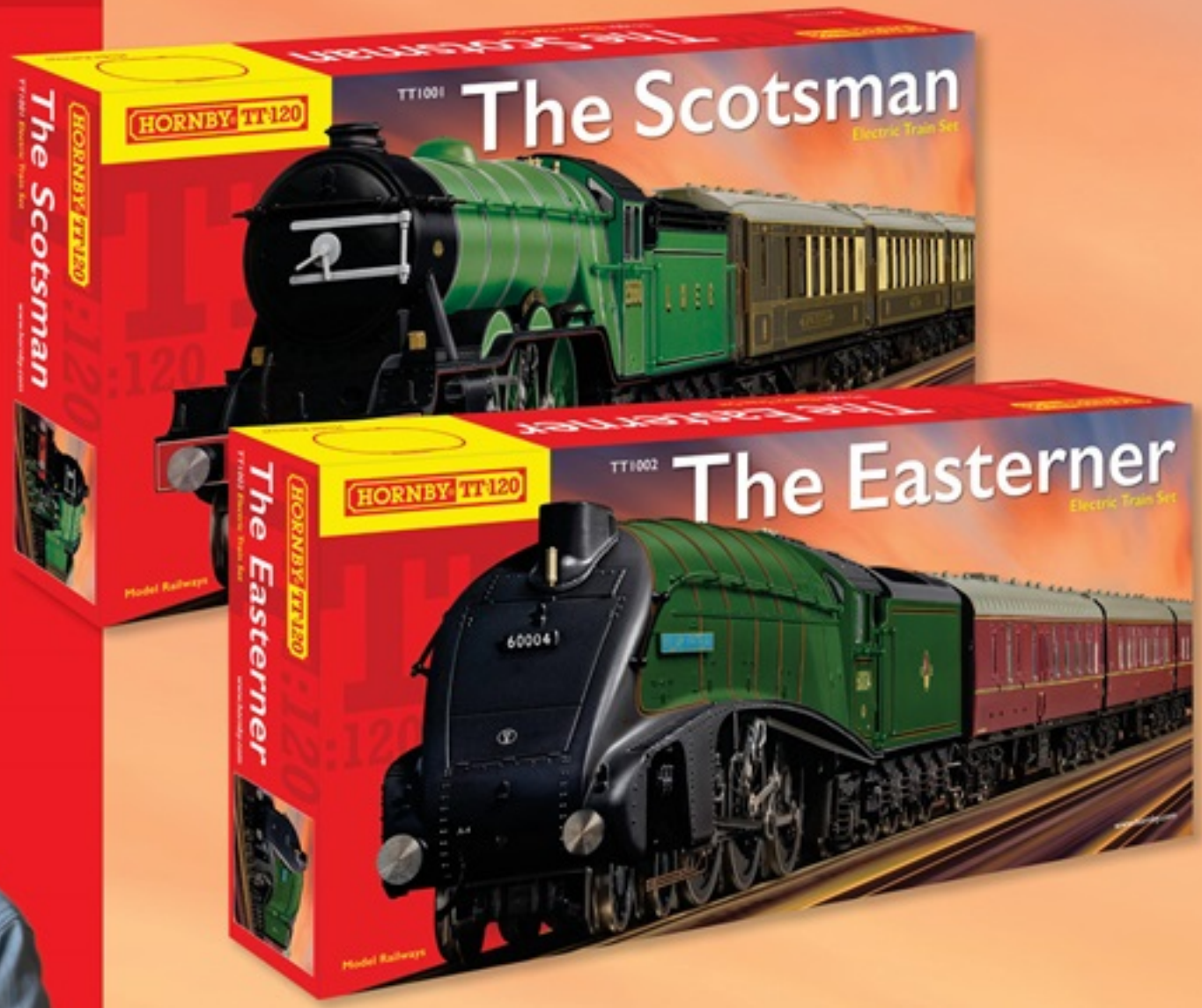
Image shows HM6000 app based analogue control (see www.hornby.com/HM6000)



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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


Hawthorn Leslie 0-4-0ST
Stage: Engineering Sample Due: Q3 2023
Price: from £99.45 Digital: NEXT-18


Hunslet 16" 0-6-0ST
Stage: Decorated Samples Due: Dec 2022
Price: from £110.46 Digital: NEXT-18


LBSCR Class E1 0-6-0T
Stage: Render Due: TBC 2023
Price: from £140.21 Digital: NEXT-18


Class 78xx Manor 4-6-0
Stage: In production Due: Q1 2023
Price: from £169.99 Digital: 21-pin


HR Class I 'Jones Goods' 4-6-0
Stage: CADs Due: TBC 2023
Price: from £186.96 Digital: 21-pin

OO Diesels & Electrics


Class 02 Shunter
Stage: Livery Artwork Due: Mid 2023
Price: from £152.15 Digital: 18-pin


Class 26/1
Stage: Engineering Sample Due: Q2 2023
Price: from £177.65 Digital: 21-pin


Class 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin


Class 37/0, 37/4 & 37/6
Stage: Decorated Samples Due: Q1 2023
Price: from £169.99 Digital: 21-pin


Class 47
Stage: Engineering Sample Due: Q1 2023
Price: from £212.46 Digital: 21-pin


Class 59
Stage: En Route Due: Nov/ Dec 2022
Price: from £136.31 Digital: 21-pin


BR NBL Prototype 10800
Stage: Decorated Samples Due: 2023
Price: from £216.71 Digital: 21-pin


Class 104 DMU
Stage: Engineering Samples Due: 2023
Price: from £330.65 Digital: 21-pin


BR Mk2B Coaches
Stage: Deco Samples Due: Q4 22/ Q2 23
Price: £59.95 each Digital: Yes


GWR 'Toplight City' Coaches
Stage: Deco Bodysells Due: 2023
Price: £51 each Digital: 6-pin


Wisbech & Upwell Tramcars
Stage: CADs Due: 2023
Price: £63.71 Digital: N/A


Siphon G Vans
Stage: Deco Samples Due: Q4 22/ Q1 23
Price: £54.95 Digital: N/A


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


14t Air Ministry Tank Wagons
Stage: CADs Due: Q3 2023
Price: £29.75 each Digital: N/A


FNA-D Nuclear Flask Wagons
Stage: Engineering Samples Due: Q3 2023
Price: £74.95 (2-pack) Digital: N/A


SR 10t Banana Vans
Stage: Engineering Samples Due: Q4 2023
Price: £84.95 (3-pack) Digital: N/A


VIX Ferry Vans
Stage: Production Samples Due: Q4 2022
Price: £39.06 each Digital: N/A


NER 20t Coal Hoppers
Stage: Engineering Samples Due: Q1 2024
Price: £84.95 (3-pack) Digital: N/A


45t OAA Wagons
Stage: CADs Due: Q4 2022
Price: £33.96 each Digital: N/A

N Gauge Steam Locos


LSWR Class M7 0-4-4T
Stage: Deco Samples Due: Q4 2022
Price: £83.21 Digital: Yes - PCB swap


SR 'Light Pacific' 4-6-2
Stage: CADs Due: Q1/2 2023
Price: from £175.91 Digital: 18-pin


Class 63xx Mogul 2-6-0
Stage: CADs Due: Q1 2024
Price: from £144.50 Digital: 18-pin


Class 28 Co-Bo
Stage: Production samples Due: Dec 2022
Price: from £101.96 Digital: 18-pin


Class 44 'Peak'
Stage: CADs Due: 2023
Price: TBC Digital: 18-pin


Class 59
Stage: Engineering Samples Due: Q1 2023
Price: from £136 Digital: 18-pin


Class 43 HST (Updated Batch)
Stage: Engineering Sample Due: Q2/3 2023
Price: from £156.06 Digital: 18-pin


SECR Wagon Packs
Stage: CADs Due: 2023
Price: from £59.46 Digital: N/A

O Gauge Steam Locos


Class J94 Austerity 0-6-0ST
Stage: Early Sample Due: Q2 2023
Price: from £212.50 Digital: 21-pin


Class B4 0-4-0T
Stage: Deco Samples Due: Q4 2022
Price: from £195.50 Digital: 21-pin


Class 3MT 2-6-2T
Stage: Early Sample Due: Q2 2023
Price: from £488.75 Digital: 21-pin


Class 26
Stage: Deco Samples Due: Q4 2022
Price: from £551.65 Digital: ESU XL


Class 37/0 Re-Tool
Stage: Early sample Due: 2023
Price: £568.65 Digital: ESU XL


Class 45 'Peak' Re-Tool
Stage: Early sample Due: Q3 2023
Price: from £568.65 Digital: ESU XL


Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £619.65 Digital: ESU XL


Class 66
Stage: Engineering Sample Due: Q1 2023
Price: from £285.92 Digital: 21-pin


Class 73 'Electro-Diesel'
Stage: Engineering Sample Due: 2023
Price: from £662.15 Digital: ESU XL


GWR Streamlined Railcar
Stage: Painted Samples Due: Q4 2022
Price: from £297.50 Digital: 21-pin


Class 117 2/3-car DMU
Stage: Early samples Due: 2023
Price: from £594.15 Digital: 21-pin


Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q4 2022
Price: from £96.77 Digital: Yes TBC


Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2023
Price: from £254.15 Digital: N/A


Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
Price: from £169.15 Digital: N/A


LMS 50ft Inspection Saloon
Stage: CADs Due: TBC 2023
Price: TBC Digital: TBC


TTA Tank Wagons
Stage: Early samples Due: TBC 2023
Price: £72.25 each Digital: N/A



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OO Gauge (1:76 Scale)

Dapol - Diesel locos



4D-006-017 Class 73/0 73002 in BR Blue NEW £142.29
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4D-006-021 Class 73/1 73109 'Battle of Britain' in GBRF NEW £142.29
4D-006-021S Class 73/1 73109 'Battle of Britain' GBRF - Digital sound Fitted NEW £261.63



4D-006-018 Class 73/1 73120 in BR Blue NEW £142.29
4D-006-018S Class 73/1 73120 in BR Blue - Digital sound Fitted NEW £261.63



4D-006-020 Class 73/1 73136 in Intercity Executive NEW £142.29



4D-006-015 Class 73/1 E6012 in BR electric blue small yellow panels NEW £142.29

Heljan - Diesel locos



1412 Class 14 D9505 in BR green wasp stripes NEW. £169.15



1417 Class 14 D9524 in British Petroleum light green NEW. £169.15



1416 Class 14 D9530 in NCB pale blue NEW £169.15
1413 Class 14 D9545 in BR green wasp stripes NEW. £169.15



1420 Class 14 Train pack D9553 in BR green and four 'Dogfish' wagons in BR black NEW £313.65

Hornby - Steam locos



R3987 Class 9F 2-10-0 92194 in BR Black Late Crest. £228



R30039 Class E2 0-6-0T 326 in SE&CR green £60.50



R3830 Thompson Class A2/2 4-6-2 60501 'Cock o' the North' in BR green early emblem (RRP £229.99) BARGAIN £150



R3832 Thompson Class A2/3 4-6-2 500 'Edward Thompson' in LNER apple green (RRP £229.99) BARGAIN. £150



R3835 Thompson Class A2/3 4-6-2 60523 'Sun Castle' in BR green late crest (RRP £229.99) BARGAIN. £150

Diesel locos



R30073 Class 56 56047 in BR blue £196.50



R30027 Class 60 60028 in Cappagh Group light blue (RRP £228.99) BARGAIN. £160

Electric locos



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

EMUs



R30081 Class 390 'Pendolino' 4 car EMU 390119 'Progress' in Avanti West Coast livery £287.50

Train sets - analogue



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



R1248 Santa's Express - Christmas starter train set £58

Coaches



R4880A Collett 57 'Bow ended' non-corridor brake third (Left-hand) W4949W in BR crimson (RRP £59.49) BARGAIN. £25



R4881 Collett 57 'Bow ended' non-corridor brake third (Right-hand) in BR crimson - W5508W (RRP £53.99) BARGAIN. £25



R4878A Collett 57 'Bow ended' non-corridor composite (Left-hand) W6237W in BR crimson (RRP £59.49) BARGAIN. £25

R4879A Collett 57 'Bow ended' non-corridor composite (Right-hand) W6242V in BR crimson (RRP £59.49) BARGAIN. £25

R4888A Collett 57 'Bow ended' non-corridor composite (Right-hand) in BR crimson and cream - W6145W (RRP £58.49) BARGAIN. £33



R4801A ex-LMS 57' suburban non-corridor brake third in BR crimson M20737M (RRP £59.49) BARGAIN. £25

Northcord Model Company - Buses



UK6530 ADL Enviro400 MMC - 'Go North East - XLines' NEW. £57

Oxford Diecast - Commercial vehicles



76ACM001 AEC 690 Cement Mixer Blue NEW. £19.50

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76RL001 Bedford RL RAF Kinloss Mountain Rescue NEW £12

N Gauge

Dapol - Steam locos



2S-011-008D Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - as preserved - Digital fitted NEW £174.38



2S-008-013 Class A4 4-6-2 2511 'Silver King' in LNER silver grey NEW. £146.84

Wagons



2F-050-101 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman original - 19335 NEW. £36.68

2F-050-102 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman original - 19337 NEW. £36.68

2F-050-103 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman original - 19349 NEW. £36.68



2F-050-104 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19361 NEW. £36.68

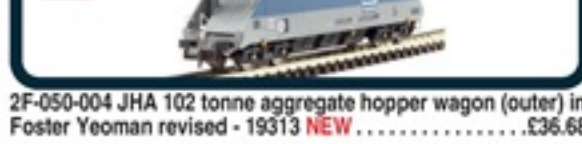
2F-050-105 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19370 NEW. £36.68

2F-050-106 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19398 NEW. £36.68



2F-050-001 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19303 NEW. £36.68

2F-050-002 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19311 NEW. £36.68



2F-050-004 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman revised - 19313 NEW. £36.68

O Gauge (1:43 Scale)

Hattons Originals - Steam locos



H7-A3-003 Class A3 4-6-2 2745 'Captain Cuttle' in LNER black unstreamlined non-corridor tender (RRP £750) BARGAIN £299



H7-A3-004A Class A3 4-6-2 unnumbered single chimney, banjo dome and unstreamlined corridor tender in BR Express blue 1949-1952 (RRP £750) BARGAIN. £299

Coaches



H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered in LNER Teak (RRP £249) BARGAIN. £130

H7-TC186-002 Gresley Teak coach Diagram 186 Open Third 23956 in LNER Teak (RRP £249) BARGAIN. £130

H7-TC186-001 Gresley Teak coach Diagram 186 Open Third unnumbered in LNER Teak (RRP £249) BARGAIN. £130



H7-TC186-004-GA Gresley Teak coach Diagram 186 Open Third E13293E in BR carmine & cream (RRP £249) BARGAIN. £130



H7-TC186-006-GA Gresley Teak coach Diagram 186 Open Third E13372E in BR maroon (RRP £249) BARGAIN. £130

Heljan - Diesel locos



2059 Class 03 shunter in Industrial dark blue (RRP £419) BARGAIN. £225



5601 Class 56 in BR large logo blue - unnumbered (RRP £729) BARGAIN. £495

Wagons



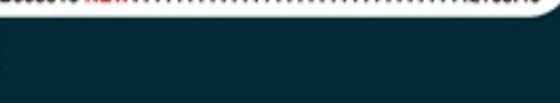
4354 Catfish ballast hopper in BR black - DB983754 NEW. £105.40



4379 Dogfish ballast hopper in BR black - DB993952 NEW. £105.40



4385 Dogfish ZFV ballast hopper in Civil Engineers 'Dutch' - DB983210 NEW. £105.40



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Product Details

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R3677	Duchess of Hamilton	£171.00
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R30001	LMS Princess	£188.99
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R30221	4F Railway Children	£125.99
R3956	Rocket Royal Mail pack	£217.80

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R3349	Class 67 EWS	£123.95
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R3374	BR Blue Class 71	£134.95
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R3582	Class 87 Intercity	£139.25



R3659	Class 67 Colas	£144.00
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R30084	Sentinel 0-6-0 M.S.C.	£98.09
R30083	Sentinel 0-6-0 P o B	£98.09
R30010	Sentinel 0-4-0 Hitachi	£98.09
R30009	Sentinel 0-4-0 London Carriers	£98.09
R3873	BR Class 370 APT 5 car	£430.20
R30089	Cl 67 Trpt. For Wales	£174.59
R30184	Cl 67 Colas (RR plus)	£87.30
R30178	Cl 67 DB Royal Diamond (RR plus)	£87.30

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R30040TTS	Cl. 47 BR Royal Wedding	£108.90
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R609	Double Curve 3rd Rad.	£3.25
R610	Short Straight	£1.65



R614	LH Diamond Crossing	£13.95
R615	RH Diamond Crossing	£13.95
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R618	Double Isolating Rail	£9.90
R620	Railer Uncoupler	£6.95

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R643	Half Curve 2nd Rad.	£2.25
R8072	LH Point	£11.85
R8073	RH Point	£11.85
R8075	RH Curved Point	£18.85
R8076	Y Point	£13.90
R8077	LH Express Point	£18.85



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R8206	Power Track	£8.95
R602	Power Clip	£2.80
R8241	DCC power track	£8.90

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R189	Single Brick Bridge	£12.80
R626	Point Underlay	£6.90



R636	Double Level Crossing	£28.80
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R645	Single Level Crossing	£18.85
R658	Inclined Pier Set	£9.90
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HORNBYS Trackside

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R462	Large Curve Platform	£4.00
R463	Small Curve Platform	£4.00
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R510	Platform Shelter	£14.85
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BACHMANN Steam Locomotives



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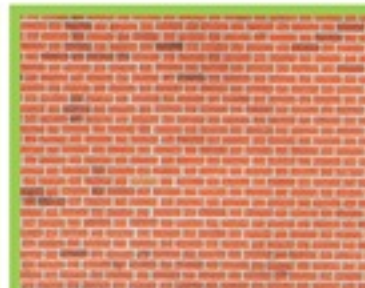
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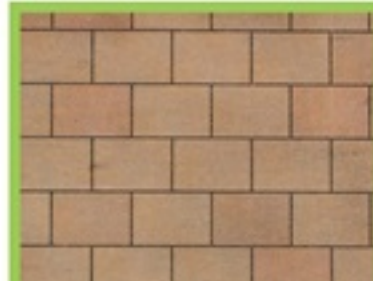
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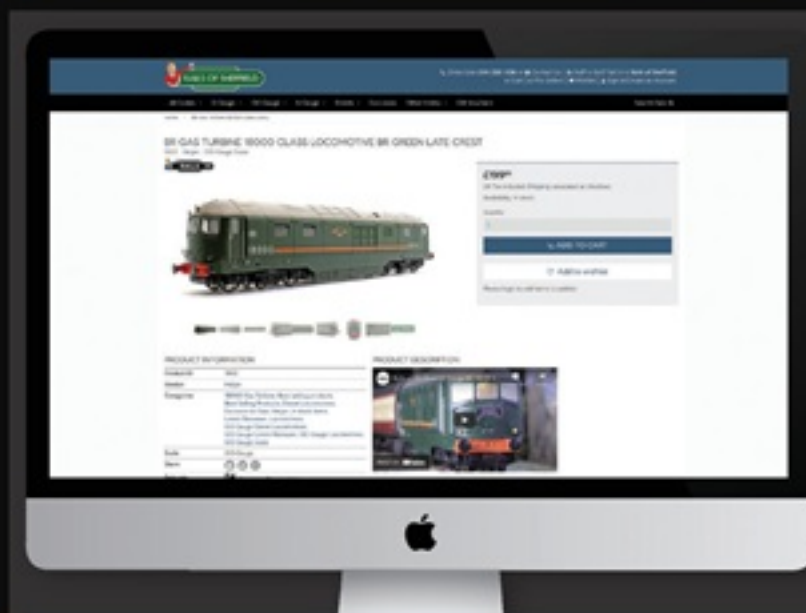


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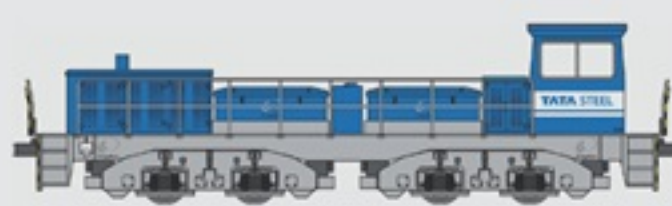
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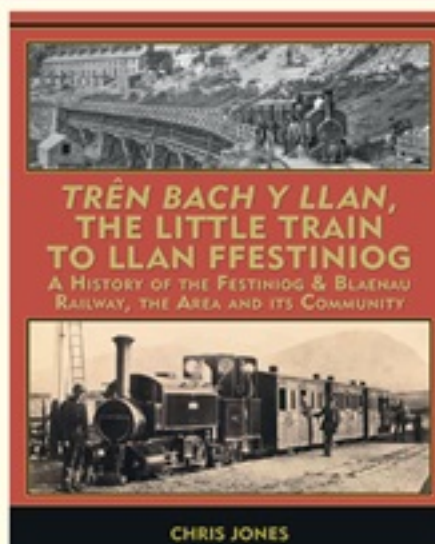
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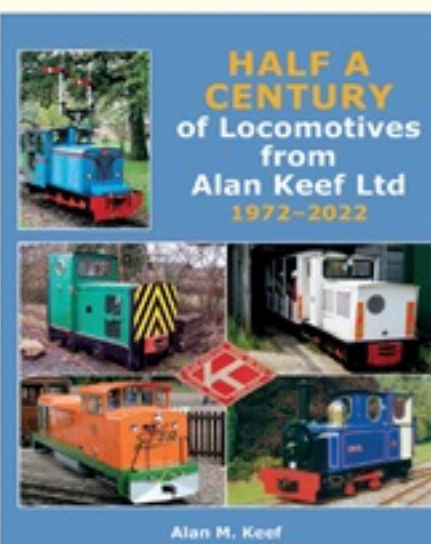
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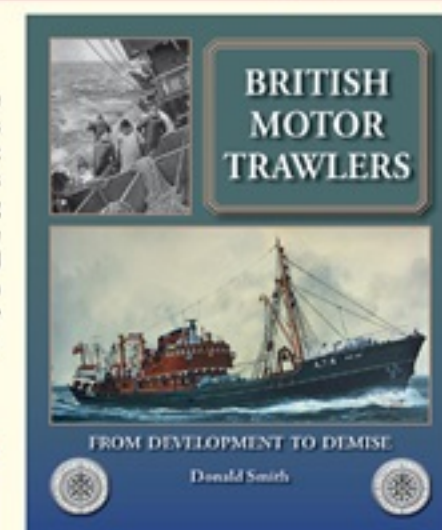
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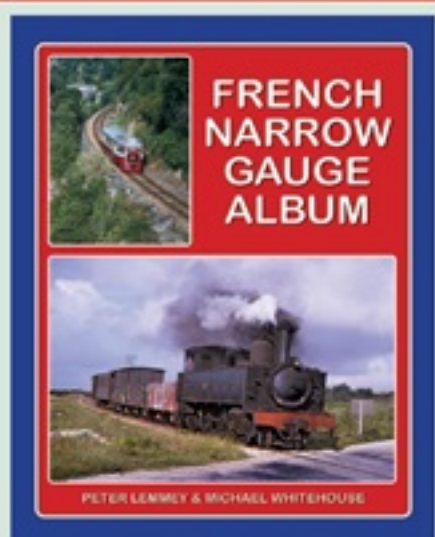
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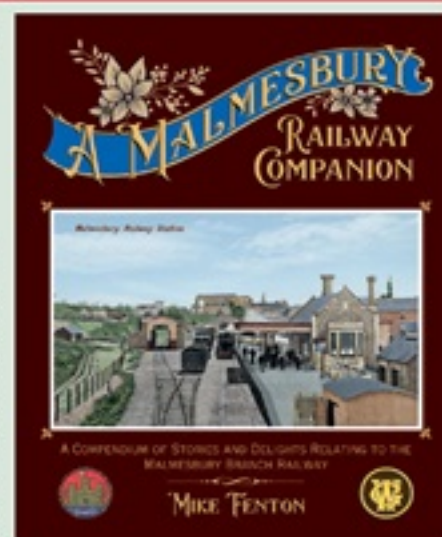
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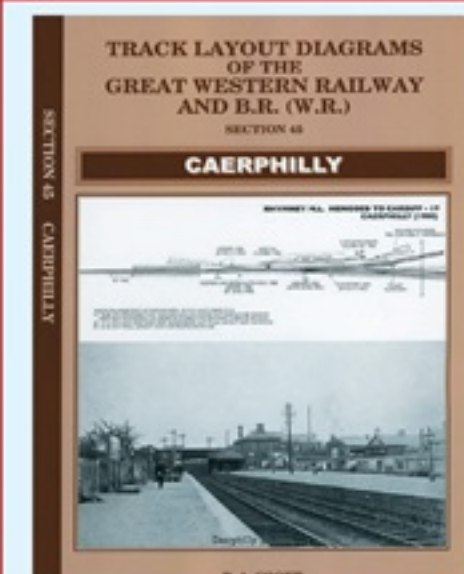
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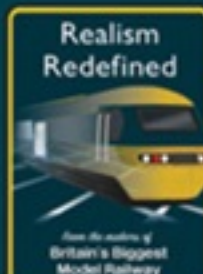


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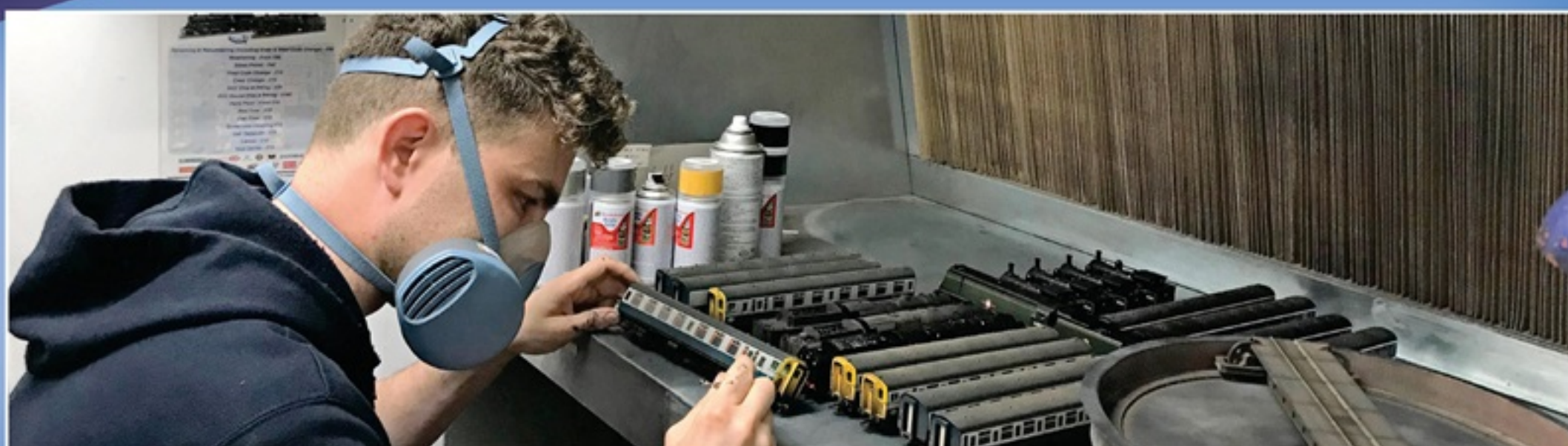
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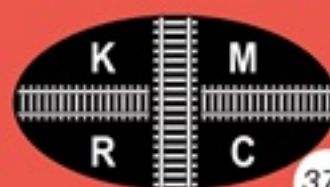


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When they entered service in 1960, the prestigious 6-car Pullman DEMUs broke new ground in long-distance business commuting to London. They were the predecessor of the InterCity 125 and their influence still resonates in the operating methods of fixed formation units today. More than 50 years after these units received their striking reversed version of the corporate BR blue and grey livery on the Western Region, we're bringing them back to life in this OO scale Western Pullman Train Pack.

**30-426SF - BR 'Western Pullman' 6-Car DEMU
SOUND FITTED Train Pack**

**SOUND
FITTED**



Our model of the Western Pullman stems from the Bachmann Branchline Midland Pullman - a multiple-award winner including being named Model of the Decade in 2020 - with modifications made to that acclaimed model including the fitting of multiple working equipment as occurred on the real units, to enable impressive 12-car trains to be operated on the Western Region.

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Welcome from the Editor

Anniversaries and milestones

This issue coincides with the anniversaries of what are undoubtedly two of the most significant events to have taken place in the history of Britain's railways. The first of these is the centenary of the Grouping. Brought about as a result of the 1921 Railways Act, this saw the huge number of individual companies that then existed being amalgamated (as of 1 January 1923) to form the 'Big Four' - comprising the GWR, LMS, LNER and SR. This quartet of companies lasted for 25 years before there was a further seismic change to the make-up of Britain's railway network: Nationalisation - this taking place exactly 75 years ago on 1 January 1948.

Despite the pre-Grouping era being - to all intents and purposes - no longer in living memory, there does seem to be something of a growing appetite for recreating Britain's railways during the period prior to 1923 in model form. The news pages in this issue are testament to this apparent trend, with details of models covering three pre-Grouping prototypes - all of which were hitherto unavailable ready-to-run in OO - being announced. These take the form of the diminutive Worsdell H class 0-4-0T and Churchward '4400' 2-6-2T (dating from 1888 and 1904 respectively), together with NER 20-ton coal wagons, which were introduced at the dawn of the 20th century.

Furthermore, illustrated in our news pages are decorated samples of GWR steam Railmotor models that are being manufactured in OO - the full-size versions of which first took to the rails just shy of 120 years ago, in October 1903.

Taken as a whole, the pre-Grouping era remains a veritable mine of untapped locomotive and rolling stock designs, just waiting to be exploited. We will watch with keen interest to see what other prototypes capture the attention of proprietary manufacturers in the coming months and years.

This issue also marks an altogether different but equally notable milestone, with the launch of the 70th RAILWAY MODELLER Cup competition. We have taken this opportunity to look back through the history of this contest since its inauguration with a special retrospective feature on pages 44-45. (It is also worth noting that details of all previous winners since 1953 can be found on the Peco website - see left.)

As in previous years we are inviting you, the readers, to vote for your three favourite articles (in order of preference) from those that were published in RAILWAY MODELLER during the course of 2022.

Entries received will be entered into a prize draw competition, for which there's £1,000 worth of prizes to be won. See p46 for full details - the closing date for entries is 31 January 2023 and the winners will be announced in the April issue. Good luck!

With this issue we bid a fond farewell to our colleague Chris Ford, who has decided that the time is right to resume his career as a freelance musician. Our thanks to Chris for the valuable contribution he has made to the magazine over the past two years and we wish him well for the future. From all of us at RAILWAY MODELLER, we hope all of our readers, advertisers and contributors enjoy a happy and prosperous New Year.

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



Pre-Grouping elegance in the form of Buckingham by Peter Denny - winner of three RM Cups. Photo: Steve Flint

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Craig Tiley



Newnham Road for Moortown

The wedding gift of a Hornby train set put **GRAHAM CHARLES** on the road to creating this large digitally-controlled loft layout with continuous running, which features a multitude of scratch-built structures.

I was presented with my first electric train set when I was just eight or nine years old. I recall that it was a Tri-ang TT system, which to start with, my father had assembled to run around my grandmother's living room. However, being a telephone engineer for the Post Office, my father knew a thing or two about electrics and consequently a more permanent layout was constructed at home.

Unfortunately the model railway didn't come with us when we subsequently moved house and it wasn't until much later in my life that I had the opportunity to become reacquainted with my childhood hobby. It was 2002 and my wife Kate presented me with a OO gauge Hornby Mixed Goods set as a wedding present; she knew

of my childhood interest and thought I could run it on a bit of carpet in the living room!

Moving into the loft

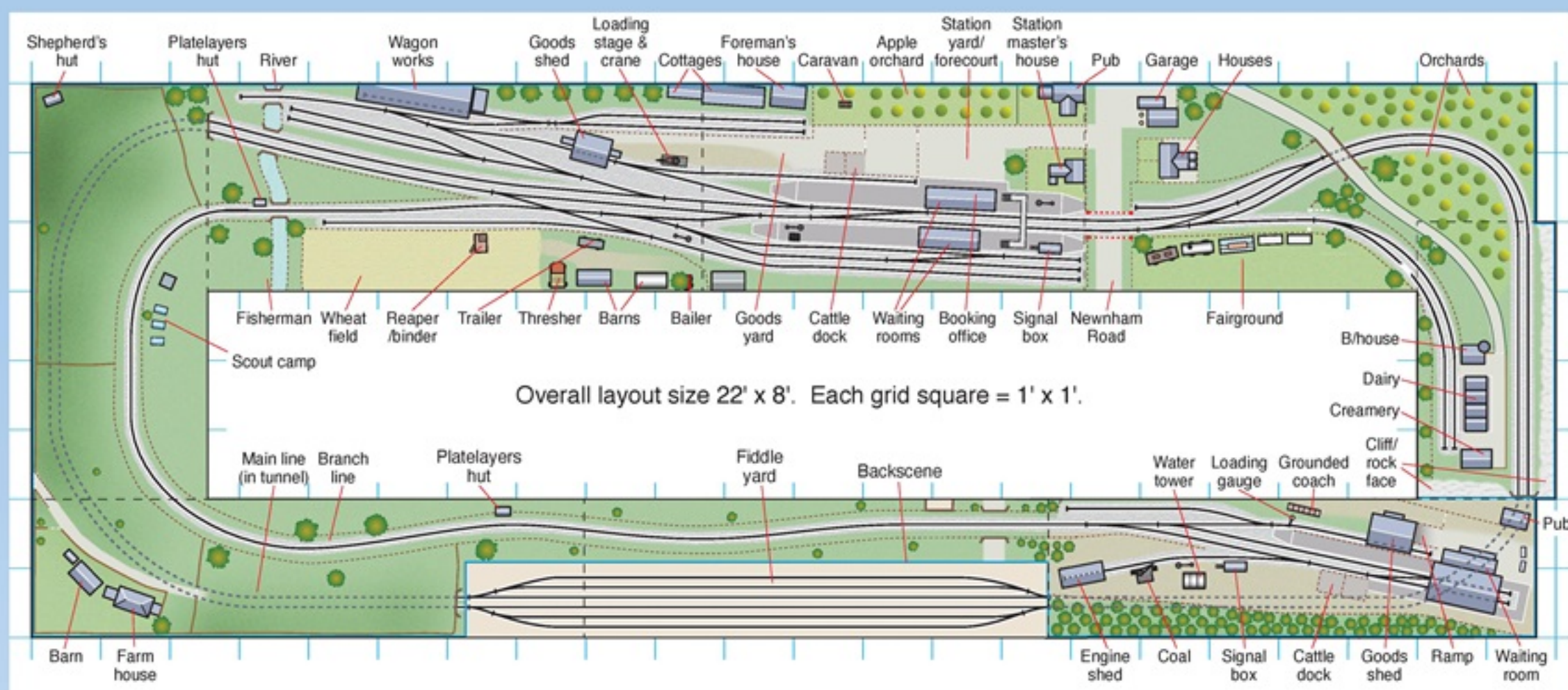
However, it was the large open loft space which set me thinking about the possibility of creating a sizeable model railway system. I had seen some very impressive loft conversions but wanted to create my railway room in the most economical way possible, without any alterations to the roof structure being undertaken (for which professional advice would have been sought).

Realising that the ceiling joists were not designed to take much weight, I constructed an independent walkway supported using wall plates at each end and a

Left
Collett 0-6-0PT No.8709 departs the branch terminus of Moortown with a short goods, whilst a diesel railcar waits in the platform.

Right
The branch from Moortown connects with the main line at the busy junction station of Newnham Road, which is finished in GWR colours.





load bearing wall halfway. The cross beams in the roof provided a sturdy support for the baseboards, whilst ventilation is provided by means of an air conditioning unit set outside.

Building the layout

I chose to create a fictional Great Western double track main line junction station (Newnham Road) with a single line running to a branch terminus (Moortown).

I took inspiration for the project from what I had seen at model railway exhibitions and in various magazines, including *RAILWAY MODELLER*. Of the many books on the subject, I found R H Clark's *Historical Survey of Selected Great Western Stations* to be very informative. On the practicalities of railway modelling, the Peco 'Shows You How' guides were invaluable, whilst much useful information was also gleaned from online videos found on YouTube.

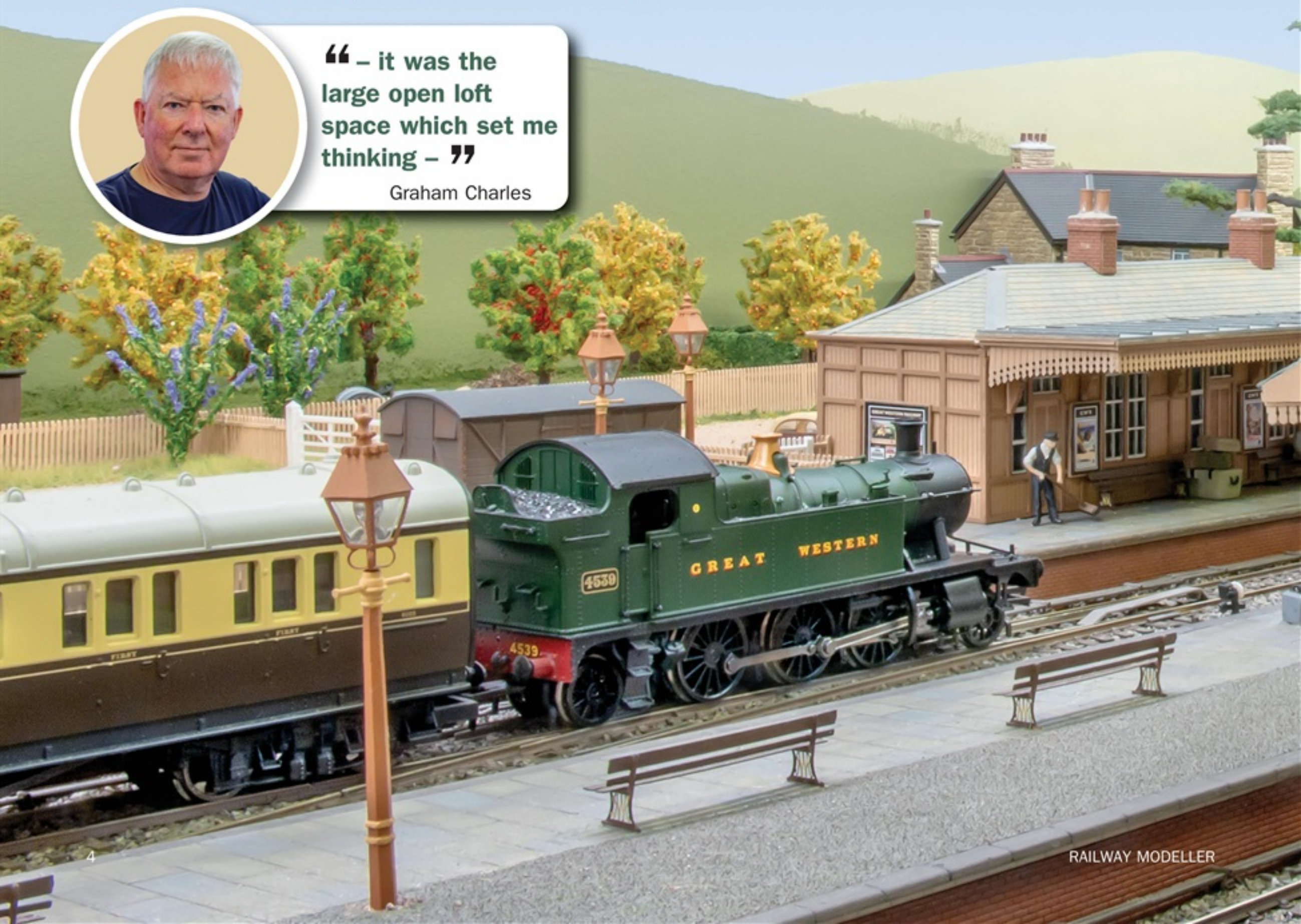
Below

The station building on the far platform is a Timber Tracks kit, whilst the structure on the island platform was constructed from scratch.



“ – it was the large open loft space which set me thinking – ”

Graham Charles



Right

With the crossing gates closed to road traffic, a Hawksworth County receives the signal to depart Newnham Road. The brick-built GWR signal box is a Ratio kit.

**A set of narrow baseboards**

The completed layout fills the entire loft and measures 6.83 x 2.43m (22' x 8'), with an operating aisle running down the middle. Baseboards were made using 12mm MDF on top of 44 x 34mm smooth planed softwood frames. The boards were built off site so they had to be narrow enough to fit through the loft hatch. The result was a combination of boards measuring 1800 x 600mm or 1200 x 600mm, these being laid across the crossbeams and bolted together. Partway into the project, additional

boards were added to accommodate an expanded goods yard and wagon works.

The branch line terminus was constructed on a separate board which sits above the main line circuits in one corner of the loft. The branch connects to the main line by means of a long graded section, as can be seen on the accompanying plan. The double-ended ladder fiddle yard that serves the main line has six roads; three for each direction, which is ample for my needs as I only have a modest collection of rolling stock.





A minimalist backscene

Boards of 9mm MDF were fixed to the back of the layout to form the backscene, the height of which was limited by the sloping loft ceiling. Not wanting a backscene that detracted from, rather than enhanced, the modelling, I decided to go for a minimalist look. The impression of rolling hills was created using a small paint roller and several shades of green paint. The only detailed areas on

the backscene are the stone cottages behind Moortown station, which are Scalesscenes sheets fixed to thick card.

Permanent way and electrics

Peco code 100 flexible track was used, laid on cork underlay cut to the width of the track so as to create a ballast shoulder. The points are Peco Electrofrog items with the tiebars operated using Gaugemaster Seep point motors. These are connected to Peco passing contact switches; whilst not as impressive as mimic diagrams, touch screens or DCC control, this arrangement was much easier for my limited electrical skills!

Neat PVA was run along the edge of the cork and dry ballast granules poured on. This was vacuumed off later when dry with any recovered granules used elsewhere. The main ballasting was applied with a teaspoon (which also served as a tamping tool) with stray granules removed from the sleeper tops by running a finger along the track. To fix the ballast in place, I applied a misting spray of heavily diluted washing-up liquid followed by a 1:4 PVA/water mix dispensed from an eye dropper.

Having weighed up the pros and cons, I decided to go for digital control for its flexibility in operation and the ability to add sound and lighting. I used 1mm copper wires as my bus bars running around the layout. I stripped off the insulation from spare cable, and fixed positive and return circuits 150mm apart beneath the baseboards. These are connected to a Prodigy Advance 2 control system and power is fed to the track by means of pre-soldered joiners which I made up myself.

Landscaping and scenery

The biggest scenic challenge was to create a hillside across one end of the layout with a tunnel through which the main line would pass. Because the baseboards are set back under the sloping ceiling, I could only work from the front of the layout. Formers were created out of 5mm ply, covered with chicken wire, and held in place with staples. The wire was covered with strips of J Cloth soaked in PVA solution. When dry, three layers of plaster

Left

For much of its route, the branch climbs steadily towards Moortown, the baseboard for the terminus being set at a higher level than the main line. The diesel railcar is a Heljan model.

Below

Moortown is based upon the former South Devon terminus of Ashburton, complete with overall roof. The signal box was built from the Ratio kit.





Above

A farmer harvests his field of wheat as a Churchward '2800' 2-8-0 passes by at the head of a van train.

bandage were laid over and finished with plaster repair and finishing skim products sourced from a local DIY shop. The result is quite robust, although this method would probably be too heavy for a portable layout. The whole area was painted with brown emulsion paint, and various commercially available scatters and static grass were applied later.

The wheat field was created using Busch wheat field strips. I have no idea how many I used but it was a lot! The threshing machine, reaper-binder and baler are Langley Models whitmetal kits.

On some layouts I have noticed that trees seem to be under-represented and, with horticulture being another of my pastimes, I was determined to have as many as

possible on my layout. Many of the trees, especially those situated towards the back of the layout, were made using plastic armatures covered with proprietary foliage, while the trees in the orchard were bought 'ready-to-plant'. There are a few specimen trees which I made from scratch using florists' wire, filler, and proprietary foliage. Fine turf scatter was applied to the trunks of some to give the impression of moss and ivy (including the oak trees beside the branch line and the Scots Pine behind the station master's house).

Shrubs and other plants are a mix of 'ready-to-plant' and home-made using seafoam and scatters.

For fencing, I have used Ratio GWR spear fencing around Moortown station and GWR wooden fencing at



Right

The Scout camp is a reminder of the author's childhood. The tents were made from thin cloth glued to cardboard formers.



Left
The funfair is in town! A selection of stalls and a showman's engine have taken up residence in a field next to the station.

Bottom left
Points are operated using Peco switches mounted in lever frames, which have been concealed by locating them inside lineside structures.

Newnham Road. For the post and wire fencing between the two stations I used polyester sewing thread glued to over 700 Wills fence posts.

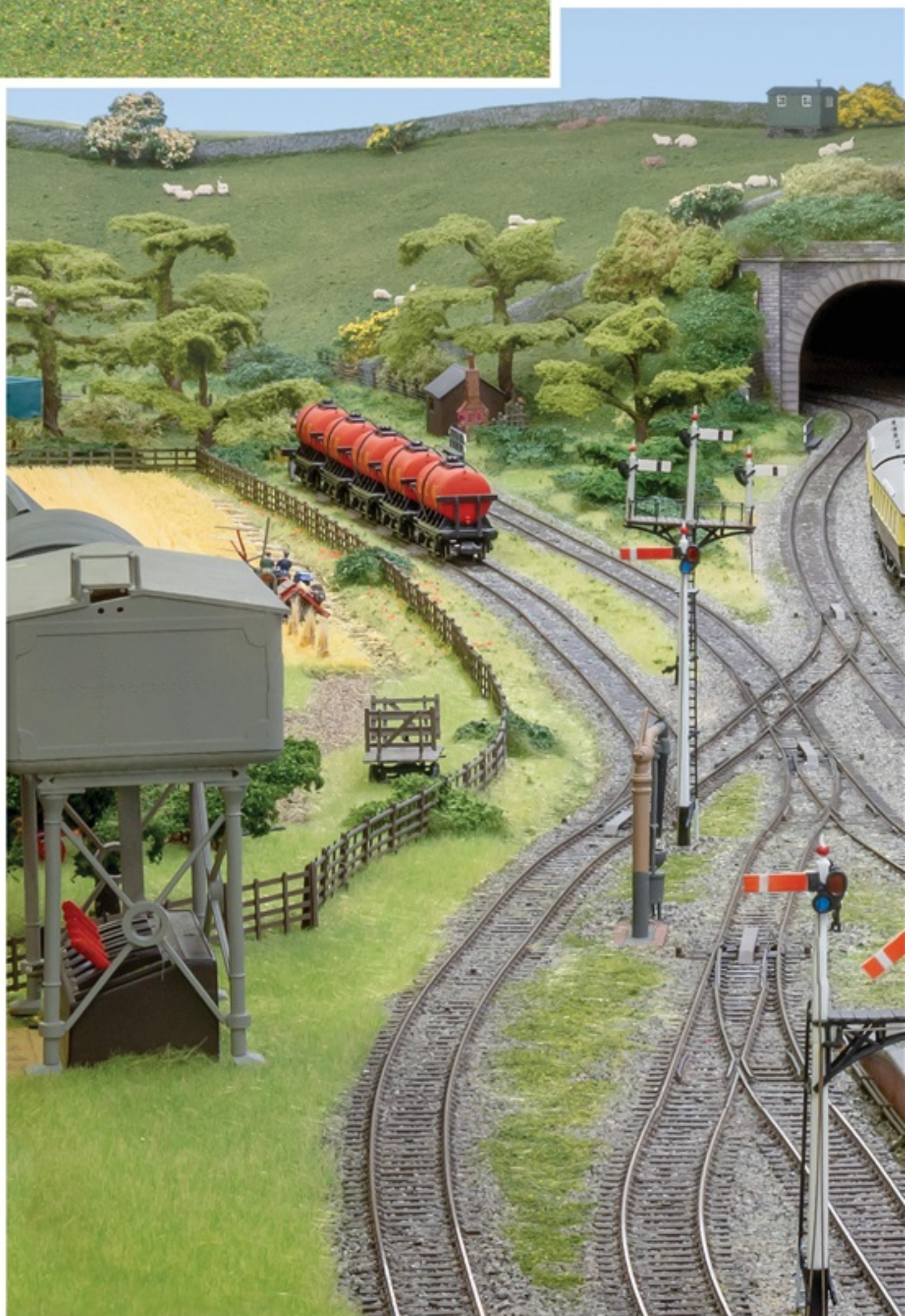
The dry-stone walls were made from cork table mats, these being first glued back-to-back to increase the thickness. After distressing the surface of the cork with a Stanley knife, I painted it with a stone colour and applied a green turf scatter to give the impression of moss. The result is quite satisfactory when viewed from a distance.

Mostly scratch-built structures

The majority of the buildings on the layouts were built from scratch, though a few were made from kits and a couple were 'kit-bashed'. The scratch-built examples were made mainly using Wills and Slater's construction sheets. The wagon works was built on a thin plywood carcase, whilst the dairy was based on the Metcalfe Models small factory and boiler house, with separate creamery.

The pub at Moortown is based on a design seen in a past edition of RAILWAY MODELLER and the hill farmhouse is based on a real example in Devon. Behind the goods yard is a row of stone cottages which were made using Scalescenes sheets glued to thick card. Glyn's Garage is named after my father and has his Triumph Herald coupe parked at the petrol pumps.

The Scout camp is to remind me of my time with the Scouts, learning how to cook on an open fire, orienteering, and canoeing. The canoes were made from layers of thin plywood cut to shape and sanded down. The tents and the latrines were made from thin cloth glued to cardboard formers. I recall how trips to the latrines late at night were not undertaken lightly – there



was the hazard of tripping over guy ropes and worse, the risk of falling in!

The station building at Newnham Road was made from a kit by Timber Tracks. I was so pleased with the result that I scratch-built the island platform building to match using thin ply. The signal box is a modified Ratio kit, whilst the station building at Moortown is the familiar Castle Cary building by Ratio, as are the goods shed and engine shed. The footbridge is also a modified Ratio kit. For simplicity's sake, the signals are non-functioning, although I may decide to make them operable at some later date.

A feature of the layout is the funfair that has come to Newnham Road. The Marengi Organ (Langley Models) is powered by an Oxford Models Burrell traction engine. The stalls were built from whitemetal kits by Langley Models.

I should also mention that I recently installed two Train Tech sound modules: Rural Sounds (church bells and birdsong etc.) and Lineside Sounds (semaphore signals and point blades etc.). These in conjunction with

sound fitted locomotives really bring the railway to life. If only there was a module to recreate the smell of steam...

A pleasing result

It has taken me about eight years, off and on, to build this model railway. To my untrained eye, the results are quite pleasing. I have seen some fabulous layouts by modellers whose skills far exceed mine, but *Newnham Road for Moortown* is entirely the result of my efforts; you can only do your best!

Finally, my thanks go to Dave Harding, who was the owner of the former model shop in Exeter, now enjoying a well earned retirement; also to the staff at the Pecorama model shop who have always been most helpful; and lastly but by no means least, to my wife Kate, for her support and for the initial gift of the train set that started it all.

Below
Most of the structures on the layout, including the goods shed and wagon works, are scratch-built. A County heads an express through Newnham Road.



Right
The author at the controls, which take the form of a Gaugemaster Prodigy Advance 2 DCC system.



Great Central Railway Class 9N 4-6-2T (LNER Class A5)

The last passenger tank engine designed by J G Robinson is described by **TOBY JENNINGS**, with 4mm scale drawings prepared by **STEVE CROUCHER** from original artwork by **NICK CAMPLING**.

Photography as credited

If asked which was the first 4-6-2 locomotive class to be named 'Coronation', most enthusiasts would answer with the Stanier Princess Coronation, of which the prototype No.6220 *Coronation* was named to mark the crowning of King George VI in 1937. But that wouldn't be entirely correct. Over a quarter of a century earlier, another Pacific design had also picked up the title 'Coronation' – albeit as an

affectionate nickname rather than an official designation – on account of having entered service in the same year that a new monarch was crowned. That Pacific was the Great Central Railway Class 9N 4-6-2T, later to become London & North Eastern Railway Class A5 – the last passenger tank locomotive to be designed by the GCR's renowned Chief Mechanical Engineer John George Robinson, and



▲ GCR Class 9N 4-6-2T No.450, in original condition before the cab was modified with side windows. Note also the boiler top feed in front of the dome and the superheater discharge valve on the side of the smokebox.
Photo: Mike Morant collection

introduced in King George V's Coronation year of 1911.

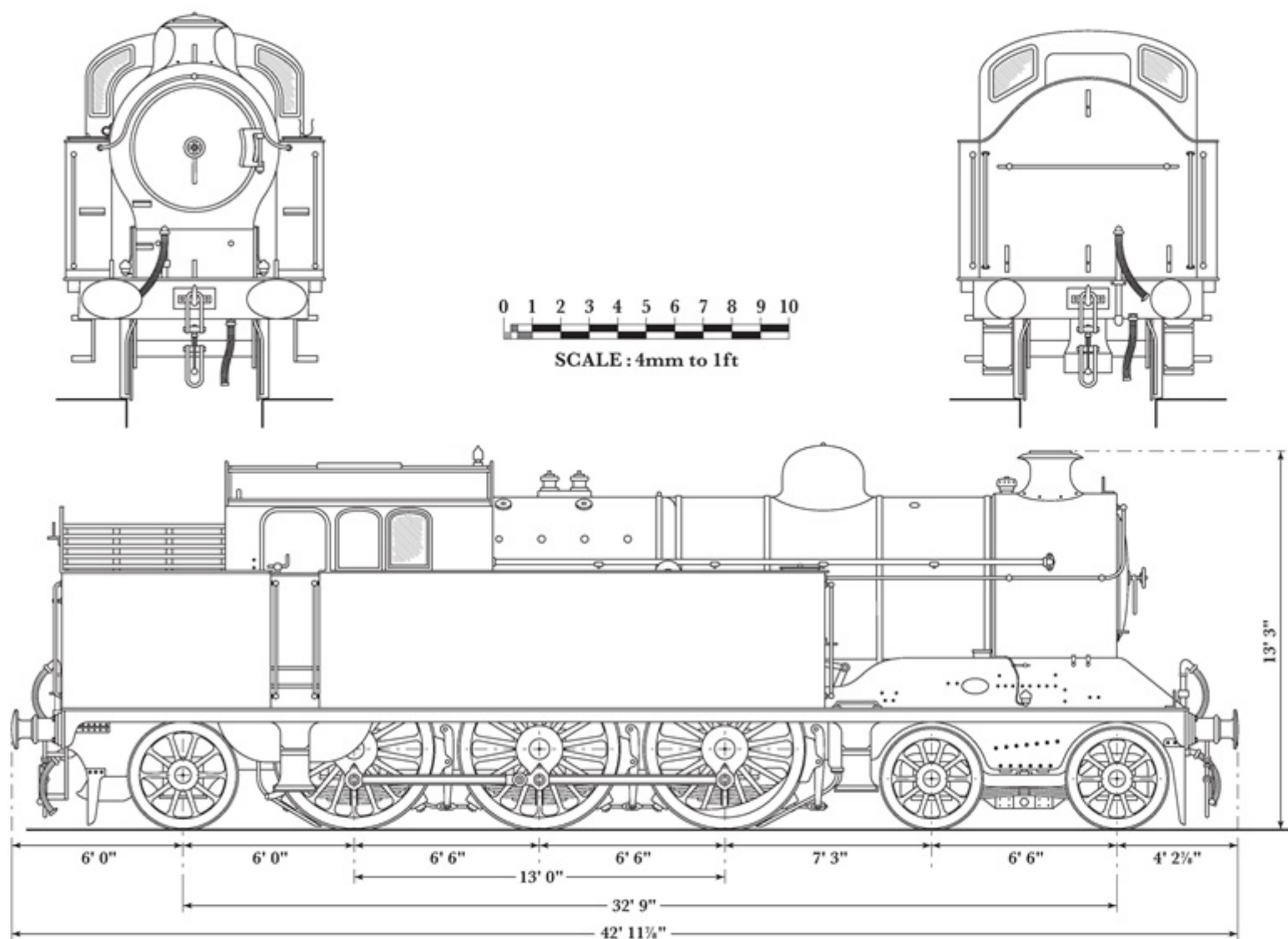
4-6-2 tank locomotives were relatively rare in Britain, though they could and still can be found in several other countries, ranging from Australia and South Africa to Austria and Brazil.

However, as one would expect of a Robinson design, the Class 9N was a very successful and long-lived example of the breed.

Suburban stalwarts

The opening of the GCR's London Extension in 1899 brought with it





Notes on the drawings

The drawings depict one of the 1923-built Class A5s as running circa 1929. Detail differences within the class were as follows:

- The original locomotives had four safety valves surrounded by a brass casing. From about 1920, two Ross 'pop' valves were fitted, as shown on the drawing.
- Smokebox wrappers were either flush or riveted.
- The number of coal rails on the bunker varied from three to five.
- Some engines originally had superheater header discharge valves on the left-hand side of the smokebox.
- Some locomotives received 'Reliostop' signalling equipment, an early form of Automatic Train Control, with a lever below the running plate that made contact with lineside equipment (similar to the London Underground 'trip-cock' system).
- 10 locomotives were converted temporarily to oil-burning during the coal strike of 1921, and six in 1926/7. This entailed the fitting of a large circular oil tank on end in the bunker.
- In 1921, No.450 became the first GCR tank locomotive with a

side-window cab; all new A5s were then built with side windows and the rest of the class had them fitted between 1924-6.

- The front cab windows were originally split, but later combined into a single window on each side.
- Some boilers were fitted with top feed apparatus in front of the dome in GCR days, but this was removed later.
- Snifting valves were added behind the chimney in LNER days (shown on the drawing).
- The reduced-height domes and chimneys on the Class A5/2s are mentioned in the text; the whistle was also lowered and these engines were 3 1/2" longer, had a wheelbase 4" longer, and the shape of the front frames under the boiler was slightly altered to improve access to the inside motion. They also initially had air brakes and Raven fog signalling equipment, but these were later removed.
- All engines were originally fitted with water pick-up scoops, but these were removed in 1948/49.

some responsibility for suburban passenger traffic from the new Marylebone terminus towards Aylesbury; while the Metropolitan Railway catered for most of this

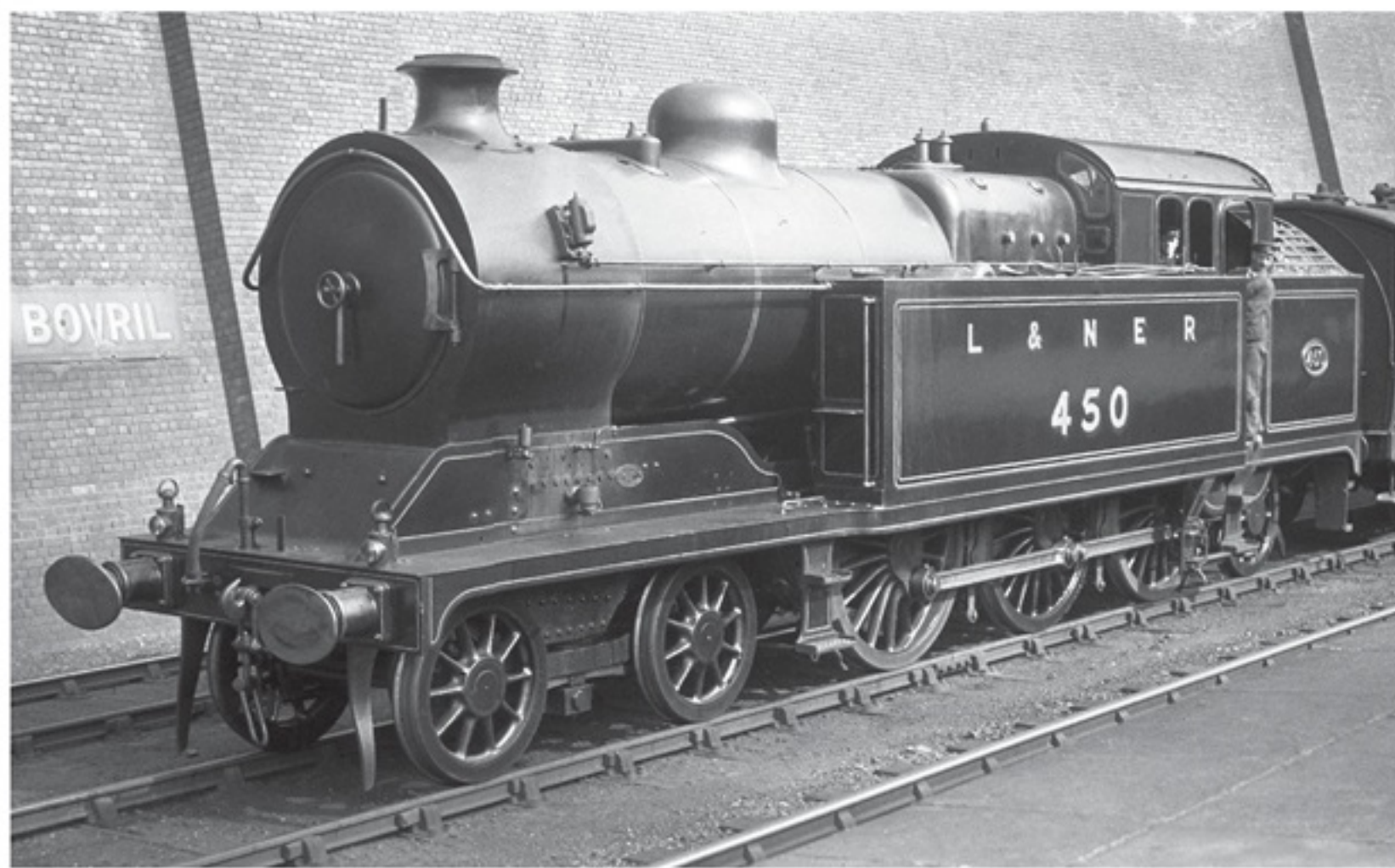
◀ **Pre-Grouping splendour: No.450 climbs away from Rickmansworth with a down outer suburban train from Marylebone. The side-window cab dates the scene to 1921 or later.**
Photo: Rail-Online

business along its joint line with the GCR, the latter also took a share. As both companies encouraged the development of 'Metroland' along the route, the stopping trains began delaying the GCR expresses, and so the GCR/Great Western Railway Joint Line was opened in 1906 to relieve the pressure, thereby adding another GCR suburban route to High Wycombe. Initially,

these trains were handled by Robinson Class 9K and 9L 4-4-2Ts (LNER Classes C13 and C14 respectively), based at Neasden and its sub-shed of Aylesbury, but the ever-increasing traffic soon called for a more powerful machine. The Class 9N was the answer.

Robinson initially considered another rare wheel arrangement on these shores – a 4-6-4T – but it

was a fleet of 10 4-6-2Ts that emerged from the GCR's Gorton Works in 1911, with further batches of six and five engines in 1912 and 1917 respectively. Though quite a large and modern locomotive for the time, the Class 9N embodied Robinson's general design practice of 'handsome is as handsome does', managing to combine power and bulk with elegance and flair – especially in



▲ By 1925, the approximate date of this scene at Nottingham Victoria, No.450 had received LNER livery and the 'Reliostop' signalling equipment underneath the running plate, just in front of the cab steps.

Photo: Rail-Online

the original fully lined GCR passenger green livery with red frames.

All were allocated to Neasden shed for the demanding suburban traffic over the Chiltern Hills, a duty on which they excelled – thanks partly to their being among the first GCR locomotives to be fitted with superheaters, the first eight carrying the Schmidt superheater and the remainder Robinson's own design, the

former later being replaced with the latter.

When the Grouping took place in 1923, the GCR had another batch of 10 engines on order from Gorton Works, and these duly emerged under LNER auspices that year in the company's apple green livery. It is perhaps a measure of how highly the class was regarded that one of this batch, No.5088, was chosen to take part in the

Stockton & Darlington Railway centenary cavalcade of 1925.

Further examples had headed north after 1923 when they were transferred to the Bradford area, and although six of these had returned to London by 1928, it was not to Marylebone but King's Cross, for use on the outer suburban services to Hitchin and Baldock. It was on one of these workings that an A5 is believed to have set the speed record for the class, being clocked at 70mph.

Yet more of the class would appear in the North East in the 1920s, when a need for more large tank engines in that area

prompted the LNER to order another batch. For these, it went to Hawthorn Leslie & Co. of Newcastle, which turned out 13 examples during 1925/26; designated Class A5/2, these differed from the original GCR-built engines in several subtle ways (see 'Notes on the drawings' panel) but also in two very obvious respects, namely a shorter dome and chimney – necessary changes to make them fit the LNER Composite Rolling Stock loading gauge, which was smaller than that of the GCR.

Broader horizons

The original GCR locomotives and the 1923 batch (both designated Class A5/1) were the mainstay of the Marylebone suburban services for over 30 years, until they were finally replaced by the new Thompson L1 2-6-4Ts in 1948. However, both the Eastern and North Eastern regions of British Railways still had useful roles elsewhere for the A5s, and so they headed for pastures new, including Hull, Lincolnshire, Nottinghamshire, and the Darlington to Saltburn line. Some (from the A5/2 batch, due to their smaller loading gauge) had a brief stint on the Great Eastern section at Stratford and Norwich to cover a motive power shortage in 1951 – and almost at the end of the class's life, one rekindled their previous link with King's Cross in a very intriguing way.

The Thompson L1s that had superseded them at Marylebone also worked on the suburban and empty stock duties from King's Cross – but on the latter, sleeping car trains of up to 16 coaches were proving too heavy, the L1s regularly slipping to a standstill on the climb through Gasworks and Copenhagen



▲ Neasden shed's No.9822 in LNER livery leads a British Railways-branded classmate southwards through Chalfont & Latimer station on 7 September 1948. Nick Campling, who originally produced the scale drawings of the A5 in the April 1973 issue of RM, recalled travelling behind the class from the next station to the north, Amersham. He described their distinctive bunkers, when seen looming out of an early morning mist and carrying a single lamp in the 'stopping passenger' position on the top bracket, as "looking for all the world like an amber eyed Cyclops"!

Photo: Mike Morant collection

tunnels, and on a sharply curved 1 in 51 flyover at Wood Green, where a 15mph speed restriction at the foot of the bank made it impossible to take a run at it.

One of the last remaining A5s, No.69814, was transferred from Grantham to King's Cross 'Top Shed', to see if it was up to the task. It did prove more sure-footed than the L1s – tackling the bank without a slip or use of the sanding gear – but was still not powerful enough to get a 460-ton load to the top.

In a strange but true 'might-have-been', famous King's Cross shedmaster Peter Townend recalled in his book *Top Shed*: "After perusal of the dimensions of locomotives available at the time on British Railways, a formal request was made for some GWR 2-8-0Ts to be allocated...but the locomotives did not materialise." The only solution was to double-head the L1s when sufficient engines and crews were available, and use Thompson B1 4-6-0s on other occasions.

These events took place in late 1959 and early 1960, the latter being the final year of the Class A5s. Only one had failed to make it into BR service – No.5447, which was withdrawn in 1942 with cracked frames – but, as passenger engines, they lost their work relatively early to line closures and diesel multiple units. Withdrawals recommenced in 1957, with the last examples being retired in November 1960, and none were preserved.

New model imminent

History is about to repeat itself in miniature, with the first ready-to-run model of the Class A5 expected to be released during the last quarter of 2022 and the first quarter of 2023, just as our new King has ascended to the throne. It is being produced in OO gauge by Sonic Models and will be available exclusively from Rails of Sheffield, with the model catering for detail differences including the side-window cab and GCR or LNER boiler fittings. Liveries will cover the life of the class: original GCR lined green; GCR green with 'L&NER' lettering; LNER black with white or red lining; and BR lined black with 'BRITISH RAILWAYS' lettering, early emblem or late crest.

Other models in 4mm scale are etched brass and nickel silver kits for both the A5/1 and A5/2 from 52F Models, in OO, EM or P4,



▲ Class A5/2 No.69838, pictured at Darlington on 4 August 1953, displays the different shape of the front framing under the boiler – to make the inside motion more accessible – and a riveted smokebox. Photo: Transport Treasury



▲ A recently ex-works No.69820, in gleaming lined BR black with late crest, on Darlington shed in April 1958. One of the forthcoming OO gauge A5s by Sonic Models will depict this engine, in this livery. Photo: Colour-Rail

while Craftsman Models and Nu-Cast have both previously produced kits. In O gauge, a kit was made by MSC Models and by around 2008 had passed to Meteor Models, but we have

been unable to ascertain whether this is still available.

In N gauge, a kit was produced by Graham Hughes many years ago, but is no longer available; however, a 3D printed body can

be acquired from Recreation21 via Shapeways (www.shapeways.com). On pages 14-17, Ian Cairns shows how he motorised this model using a Graham Farish Class 08 chassis.



▲ To be sold exclusively through Rails of Sheffield, the range of OO gauge A5s by Sonic Models will include this version in lined LNER black livery. Photo: Courtesy Rails of Sheffield

Creating an LNER A5 4-6-2T in N gauge

IAN CAIRNS shows how to build an ex-GCR 4-6-2T – featured in *Scale Drawings* on pages 10-13 – in 2mm scale, using a 3D printed body and the chassis of a Class 08 diesel shunter.

Photography by the author

This article describes how to modify an N gauge Graham Farish (Poole production) Class 08 chassis to fit a 3D print of an LNER Class A5 4-6-2T, which is available from the Recreation21 shop at www.shapeways.com (ref.b-148fs-gcr-lner-a5-loco).

There are currently no large LNER tank locomotives available ready-to-run in N gauge, so I saw this as opportunity to add an unusual model to my loco roster.

I have been modelling in N gauge since the mid-1960s, when 2mm scale began to establish itself in the UK. In the early 1980s I emigrated to the United States and have lived in southern California ever since. In the mid-2000s I embarked on building my current layout, *Ferryhill* – a double track, continuous run layout set in the North East of England during the steam/diesel transition era.

Diesel donor

Years ago, Graham Hughes produced a whitmetal kit of the Class A5 (long since out of production) and the recommended chassis for this kit was a Graham Farish Class 08. After researching to see if a more modern chassis could be used, I came to the conclusion that the Class 08 chassis was still the best option because of the relatively small diameter driving wheels and short coupled wheelbase of the Class A5.

I had an old Poole Class 08 that was languishing in my spares box, having been replaced on my layout by a Bachmann outside frame version of the model.



▲ Ian Cairns' N gauge LNER A5 4-6-2T, finished in BR guise as No.69839. All photos by the author



▲ The component parts for the project: clockwise from top left, a Farish Class 08, Recreation21 3D printed Class A5 body, smokebox door from N Brass Locos, Graham Farish/Bachmann Class A1 bogie and '6100' trailing truck, Tramfabriek five-pole coreless motor, and replacement blackened wheels for the 08 chassis.

The old versions are still readily available on the second hand market. I decided to replace the old Poole production wheels with more modern blackened wheels. The Class 08 wheels are

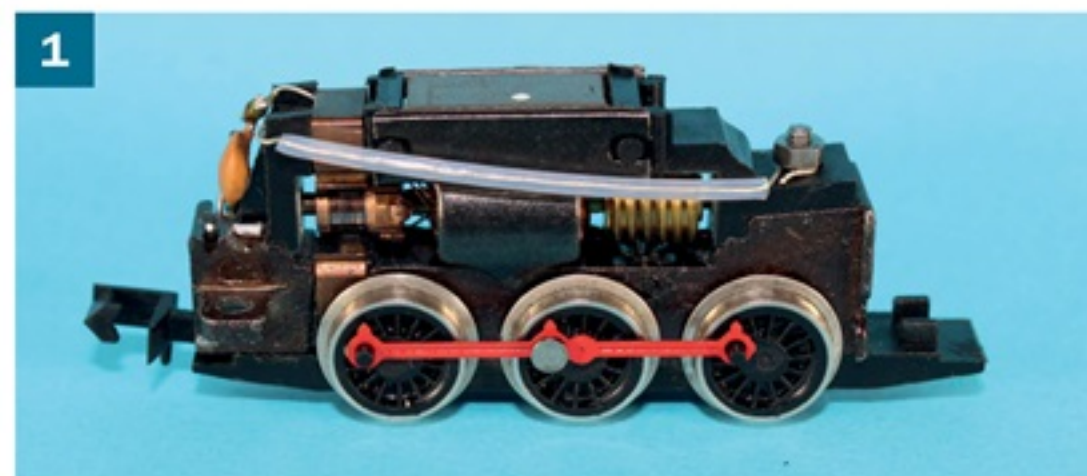
slightly smaller than those on the Class A5 but look acceptable when installed. I also decided to replace the original Poole five-pole motor with a coreless motor.

As several modifications to the

chassis are required, I decided to work on these first as I wanted to ensure that I could construct a reliable and smooth-running chassis before spending time on the body. *Text continues on p17.*

Modifying the Class 08 chassis

1



The original Graham Farish five-pole motor is a good workhorse and it is not necessary to replace it for this project. However, I wanted to install a modern coreless motor as an opportunity to enhance my modelling skills.

2



After removal of the motor the original Poole production wheels were replaced with blackened Chinese production wheels (from Farish 'N' Spares). Note that you cannot mix and match Poole production and Chinese production wheels – they must all be one or the other.

The rear of the plastic keeper plate extends past the end of the chassis block as it was used to retain the Class 08 coupling. This is not needed for the Class A5 so the keeper plate was cut to match the rear end of the chassis.

3

Using the Tramfabriek motor upgrade kit (ref. GFSTAN08), I installed the new coreless motor. Detailed instructions are available at <https://tramfabriek.nl/gf-08-poole.html>

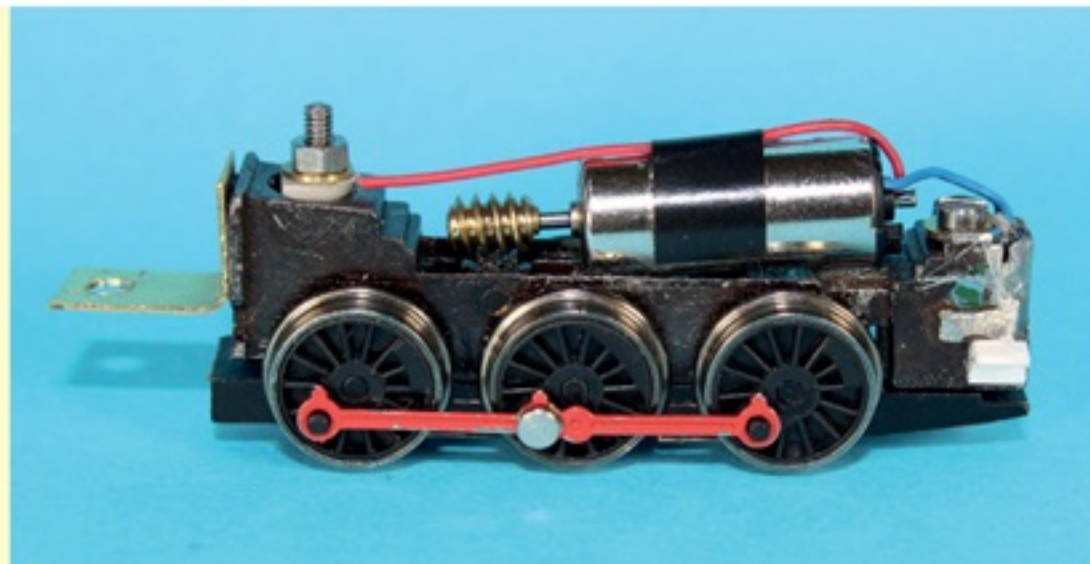
Pay particular attention to the position of the motor before gluing it: if the worm teeth are not correctly meshed with the drive gear, the loco will be noisy and may not run smoothly. Make sure that the bottom of the front of the motor is clear of the top of the centre driving wheel gear.

It is not necessary to solder a motor wire to the brush holder retaining clip as shown in the online instructions – I just connected the blue wire in the photo to a small machine screw that I added at the front of the chassis. The retaining clip can then be discarded.

It is important to note that some Tramfabriek motors seem to be wired differently. So, before cutting the motor wires, check that the loco is going the same way as your other models; if not, swap the wires around. I had to do this on my model, so the blue and red wire connections are the opposite to those shown in the online instructions.

I removed the Class 08 body fixing lugs from the front of the chassis block and installed new lugs using plasticard angle so that the tops of the new lugs are at the same elevation as the bottom of the old lugs.

(During final fitting of the body to the chassis, I noticed that the front of the locomotive was slightly lower than the back, so I added a small piece of 0.010" (0.25mm) thick plasticard on the top of the



new lugs to make it sit level.)

I rounded the square corners at the front of the Class 08 chassis to enable it to fit in a notch to be cut in the underside of the boiler. An L-shaped piece of brass was formed and I drilled a hole suitable for an 8 BA machine screw on one side of the 'L'. The top of the brass plate (with the hole) should be positioned to be against the underside of the new cab floor (see picture 8). Some trial and error is involved here to determine the correct height of the loco body, before gluing the brass fixing piece to the rear of the chassis with cyanoacrylate adhesive.

4

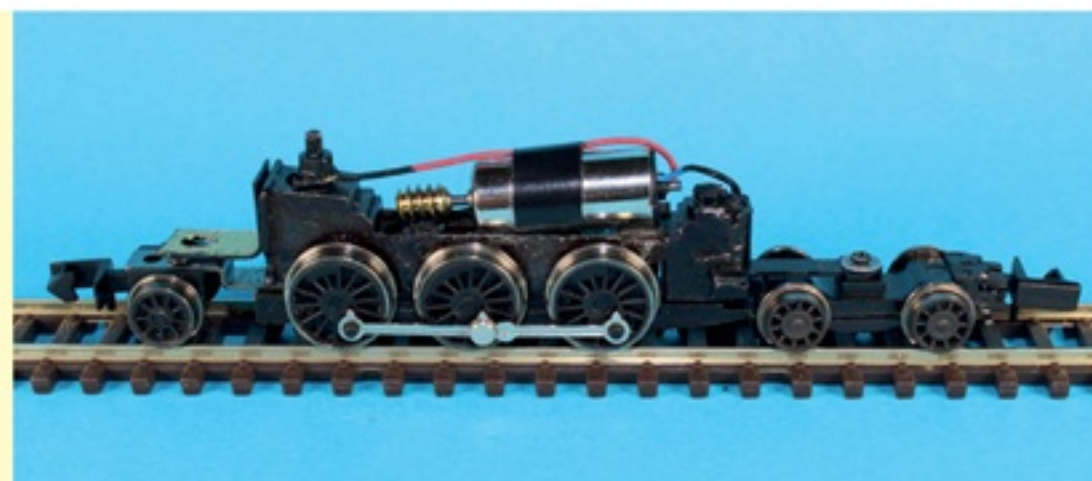


The leading bogie (from a Graham Farish/Bachmann LNER Class A1) has a round end to the drawbar and this fits neatly into the front coupling pocket of the chassis without needing any additional work. Unfortunately the large wheels (6.9mm diameter) rubbed against the underside of the footplate, so had to be replaced with 5.6mm diameter wheels.

5

The trailing truck (from a Graham Farish/Bachmann Chinese production Class '6100') is retained in position with an 8 BA machine screw that fits into a conveniently located pre-existing hole in the keeper plate and the chassis block. With a sharp modelling knife I carefully scraped the red paint from the Class 08 coupling rods, and touched up the chassis with black paint where necessary.

After test running to ensure that the chassis was running satisfactorily, work commenced on the body. Note that the best running will be achieved after the Class A5 body with additional weight is in place, to compensate for the weight of the Class 08 body which is made of die-cast metal.



Fixing the chassis to the body

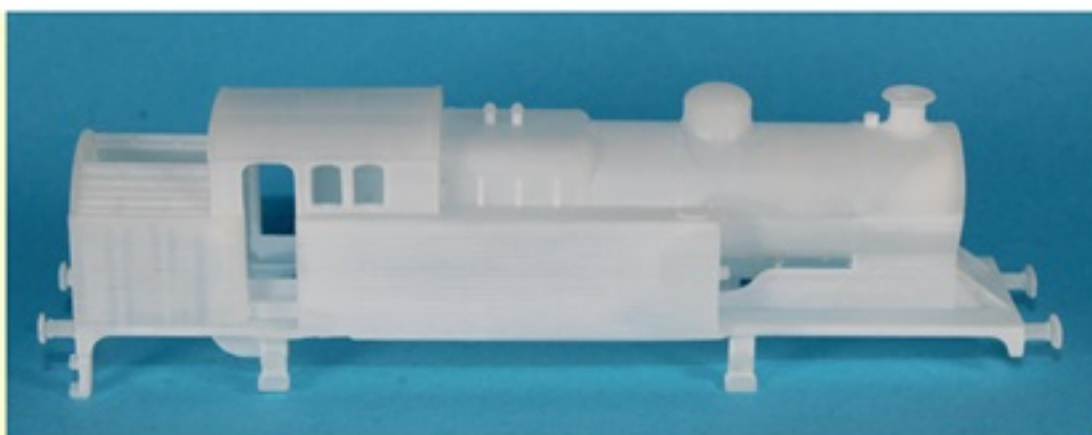
6

I soaked the 3D printed body in isopropyl alcohol (IPA) for about four hours, to remove any waxy deposits left over from the printing process, and then washed the body thoroughly.

As a result of this cleaning process, the body will turn white and the print lines will become more apparent. Sanding sticks were used to start removing the print lines, before giving the body an initial thin coat of primer and then sanding again. I repeated this process several times to ensure a smooth finish prior to final painting.

I cut a notch approximately 6 x 6mm in the underside of the 3D printed boiler to allow the front of the chassis to fit into the body. Be very careful doing this as the 3D print is very brittle.

The curved plates at the front and rear of the cab steps on the 3D print had to be removed as they are recessed slightly and the front ones did not allow the rear driving wheels to be positioned correctly. However, because these plates are a distinguishing feature of these



locomotives, I added replacements using plasticard but positioned closer to the outside edge of the footplate and so clearing the rear driving wheels.

7



A piece of 0.040" (1.0mm) plasticard was cut for the cab/bunker floor. It should be a tight fit between the rear of the cab steps and the rear of the loco. By placing it in position and locating the chassis inside the body, I was able to mark the position of the hole in the L-shaped brass fixing piece and drill a hole at this point in the cab/bunker floor. I then glued an 8 BA washer and nut on the upper side of the floor and waited until the glue had fully cured.

8



I made a test fit of the cab/bunker floor, checking that it matched up with the hole in the brass fixing piece and that all driving wheels and coupling rods were free to move without touching any part of the body. (By elongating the hole in the brass fixing piece slightly, small adjustments can be made to the exact position of the chassis within the body.)

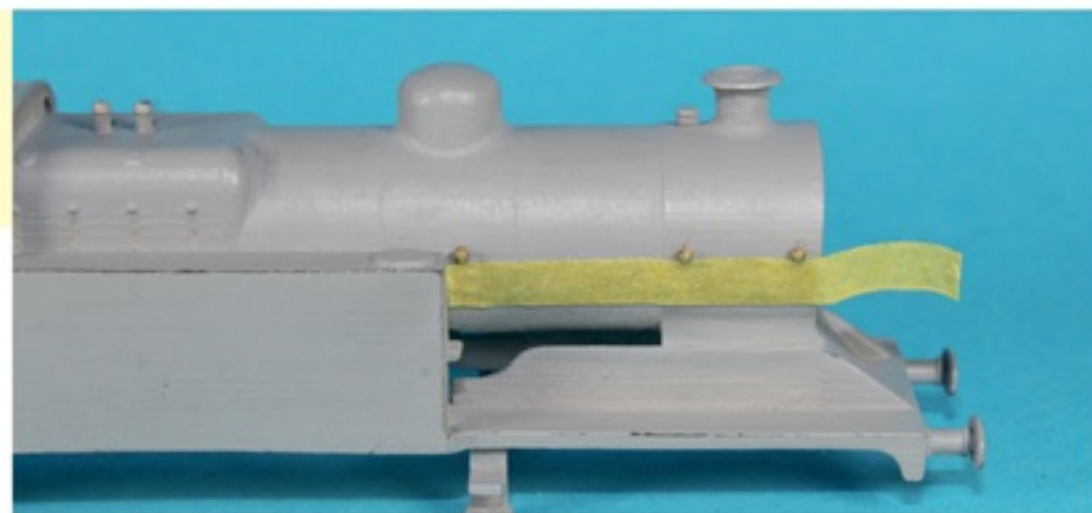
Before gluing the cab/bunker floor into position, I installed a small piece of plasticard to act as a platform near the top of the bunker to allow coal to be added later. Because of the angled coal rails this piece cannot be added from the top.

When the glue had cured, the chassis was secured to the cab/bunker floor using an 8 BA machine screw (making sure it does not impinge on the coal bunker platform above it). During this process, I found that it was necessary to file a notch in the front bufferbeam to allow the coupling to swivel freely.

Body detailing and finishing

9

Handrail knobs and handrails were installed using components from N Brass Locos. A handy tip is to use a piece of masking tape to ensure that the handrail knobs are level prior to drilling the holes.

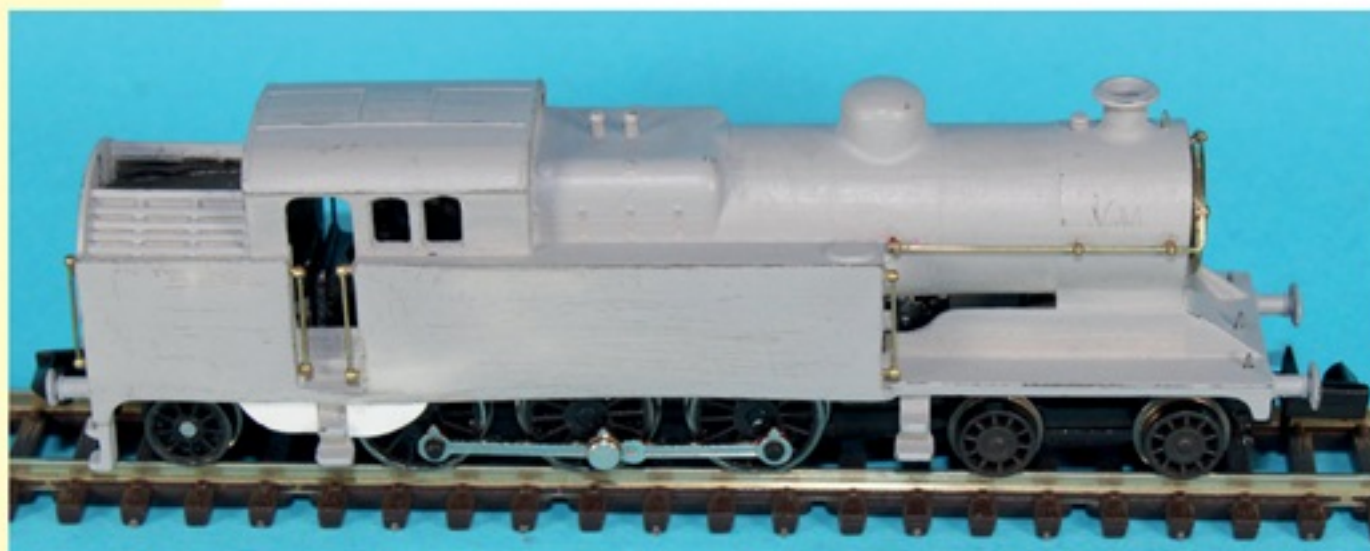


10

The handrails on the inside faces of the cab doorway were the most difficult to install, but by drilling the holes at a slight angle it was possible to install the knobs. Front and rear lamp irons were added using small staples.

I decided to replace the smokebox door on the 3D print body with a cast door from N Brass Locos (9.8mm in diameter).

The weight of the Class 08 body was 37g whereas the 3D print only weighs 4g. To provide weight over the driving wheels, a combination of tungsten putty and lead sheet was added to the underside of the boiler and firebox, side tanks, smokebox, bunker and cab roof. The smaller size of the Tramfabriek motor allowed plenty of space for the additional weight. The final weight of the A5 body came in at 36g, almost exactly the same as the die-cast Class 08 body. The total weight of the body and chassis together is 55g.



11



The loco body was then given a final coat of primer and two coats of gloss black paint, and the bufferbeams painted red.

BR mixed traffic lining and boiler bands were added using decals from Fox Transfers. This was the first time I had attempted lining a loco

and, despite it being a somewhat fiddly process, I am pleased with how this work turned out. Cabside and smokebox numbers were also from Fox. I added route availability decals on the tank sides from an old Modelmaster sheet that I had in my spares box (although many Class A5 locos did not appear to carry this designation).

The safety valves on the 3D print were cut off and two brass safety valves from the spares box were added along with a whistle from N Brass Locos.

The pipe that runs the length of the boiler was installed over the boiler bands using pre-painted 0.020" (0.5mm) diameter plastic rod. Note that this pipe can be on either the left or right side. The last batch of A5s built by the LNER seemed to have this pipe on the left-hand side (looking from the cab) so this is how I modelled my loco.

Two thin coats of Humbrol acrylic satin varnish were applied using an aerosol spray to seal the decals and tone down the finish. Unfortunately, the lining appeared to wrinkle very slightly after applying the varnish, but this is only apparent upon very close inspection.

Finally, cab glazing, brake pipes, a crew (Graham Farish/Bachmann ref.379-307), a lamp (Modelu ref.2060-148) and a simulated coal load were added to complete the loco.

Supplier information

Shapeways/Recreation21:
www.shapeways.com/shops/recreation21

Farish 'N' Spares:
 Tel: 01287 633036
www.farishnspares.co.uk

Tramfabriek:
<https://tramfabriek.nl>

N Brass Locos:
 Tel: 01384 250478
www.nbrasslocos.co.uk

Fox Transfers:
 Tel: 0116 319 4950
www.fox-transfers.co.uk

Modelmaster:
 Tel: 01292 289770
 (weekdays 13:30-15:00)
<https://modelmaster.uk>



One compromise

The LNER Class A5 was built in several batches by the GCR and later the LNER. It was a very successful design that gave almost 50 years of service. The Recreation21 3D print represents one of the earlier GCR batches that had a taller dome. Because the LNER had a smaller loading gauge than the GCR, all A5s eventually received a smaller dome prior to being absorbed

The finished model in service on the author's 1950s/60s North Eastern Region layout.

into British Railways in 1948.

As my layout is set in the North East of England during the period 1955 to 1968, I did consider drilling out the dome on the 3D print and replacing it with a smaller one from N Brass Locos, but I was concerned about the brittle nature of the 3D print and also getting a good fit with a smaller dome. So, in the end, I decided that discretion was the better part of valour and left the taller dome in place.

The loco runs on DC (analogue) control and replacing the Poole five-pole motor with a coreless motor resulted in the current

▲ The prototype of Ian's model, A5 No.69839, at Darlington station on an unrecorded date in the early BR steam era. The man on the footplate is even standing in a similar position to Ian's Graham Farish/Bachmann figure! Photo: Transport Treasury

draw reducing from 160mA to about 30mA. The loco will easily pull seven coaches (the capacity of my layout) around Peco third radius curves on level track.

Despite the compromises of a taller dome and smaller driving wheels, I am very pleased with how this project turned out. I have added another distinctive loco to my stud and learnt several new modelling techniques that I can apply to future projects.

References

Locomotives of the LNER – Ex Great Central 2-6-4 and 4-6-2 Tanks, drawings and notes by Nick Campling. RAILWAY MODELLER April 1973 – available online in the RAILWAY MODELLER digital archive.

LNER Encyclopedia:
www.lner.info/locos/A/a5.php



Southern Region steam in Kent

Hawkinge

DAVID FEARN takes us on a tour of his N gauge main line system, which runs around the walls of a spare room and is inspired by the former South Eastern & Chatham Railway route between London and Dover.

Photography by Steve Flint

A few years ago we moved house from South London to Kent, which meant that my layout in the loft (*Blea Moor* – which was featured in the February 2010 edition of *RAILWAY MODELLER*) had to be dismantled.

It was a sad day when the time came to break up the layout, but I made every effort to salvage as much as I could, although most of the trackwork couldn't be recovered. All

the timber framing supporting the baseboard was kept for future use, but the baseboard itself was scrapped.

A new room in a new home

With the move to the new house complete, it soon became clear that the available loft space was not suitable for a layout as there were far too many timber supports. An alternative space in the home was sought,

which eventually led to a spare bedroom being identified; although a lot smaller than the loft, it did have a large window and the luxury of a radiator!

Once the new layout room had been decorated and prepared for its new role, construction of a new layout commenced. The salvaged timber frame was adapted to fit





“ – Creating layout scenery is one part of the hobby I really enjoy – ”

David Fearn



around the walls of the room and Sundeala boards fitted on top. A lifting section was incorporated by the door to allow access, thereby negating any need to crawl underneath the baseboard.

A South Eastern theme

In choosing a theme for the layout I eventually settled on the Southern Region of British Railways, setting the time period between the late 1950s and early 1960s. It isn't based on any particular location, but inspiration was taken from the former South Eastern & Chatham route between London and Dover in Kent.

The layout measures 8' x 8' 7" overall and essentially takes the form of a double track continuous run, of which the scenic part accounts for about half the layout's surface area. The off-scene train storage areas account for the rest, arranged as a series of loops for the inner and outer circuits. There is no link between the two circuits in the fiddle yard, but there is a trailing crossover that connects them at one end of the station on the scenic section. Furthermore, the off-scene area also includes a pair of sidings connected to the outer circuit that provide additional train storage.

Trackwork takes the form of Peco Streamline code 55 N gauge products with Electrofrog points. One aspect of layout construction that I find to be a particular challenge is the wiring, but eventually I managed to get everything working satisfactorily. The points on the scenic section are operated remotely (via two-way switches mounted on a control panel), although point tiebars in the fiddle yard are operated by hand.

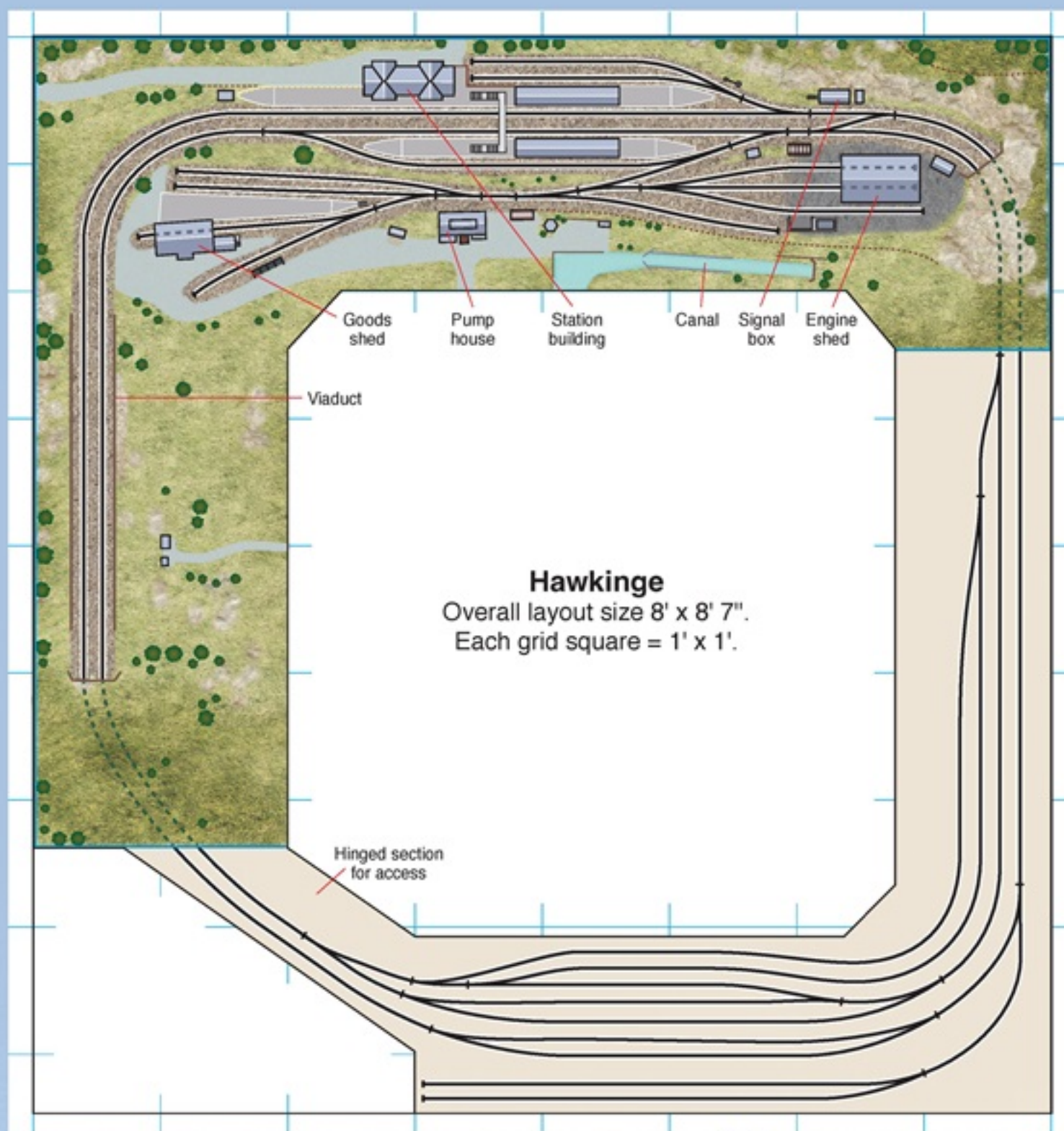
Rail sides were painted a suitable rust colour and all the trackwork was ballasted using fine loose granules. Darker patches of ballast were created on sections of track where locomotives would tend to stand, such as in the shed yard and at platform ends.

White cliffs

Creating layout scenery is one part of the hobby I really enjoy. I used polystyrene packaging that had been collected over time, gluing this in position and then, using a hacksaw blade, carved it roughly to shape. This provided the basic profiling for the landscape, although the mess that resulted was horrendous! The polystyrene was then covered in a thin layer of plaster, painted brown, leaving white patches to represent chalk cliffs. Then it was the usual method of PVA glue and various flocks to build up the ground cover.

The buildings are mostly card kits from the Metcalfe Models range, apart from the pump house, which is a Ratio plastic kit. A viaduct and canal scene were two of my favourite

◀ **An overall view of Hawkinge station, with the pump house dominating the foreground of the scene. A Drummond M7 0-4-4T is pictured at the head of a two-coach local set whilst a Drewry 0-6-0DM shunts wagons in the adjacent goods yard.**



▲ The author at the controls, which takes the form of a Gaugemaster twin-track unit. Point and section switches are provided on the panel.

parts of my *Blea Moor* layout, so I decided to incorporate similar features on this layout.

The station is finished in Southern Region colours of green and cream and comprises four platforms, these also being constructed from Metcalfe card kits. At one end of the station is an extensive goods yard, whilst at the other is a two-road locomotive shed.

Traditional control

The layout is equipped for 12V dc analogue control, with trains operated using a Gaugemaster Model DS twin-track cased controller.

The locomotives and rolling stock are ready-to-run items predominantly from the Graham Farish (by Bachmann) and Dapol

▼ The 14-arch viaduct provides an impressive scenic focal point for the layout. A BR 9F 2-10-0 is pictured trundling across the structure, charged with a lengthy fitted van train.





▲ The sight of the 'Golden Arrow' sweeping past white chalk cliffs is redolent of the London-Dover route that provided the inspiration for the layout. No.35028 *Clan Line* sports full regalia for this duty.





▲ Bulleid's Q1 0-6-0s were unorthodox-looking locomotives, developed during wartime in accordance with austerity measures. An example is pictured here standing tender first in the station at the head of a coal train.

ranges. I know the purists will say that certain locos that I run on the layout would never be seen in the South East (including a couple of Midland Region interlopers!) but this is something I hope to change over time. My flagship locomotive is Bulleid Merchant Navy Pacific No.35028 *Clan Line* (a Graham Farish by Bachmann model) which is complete with 'Golden Arrow' regalia; it usually runs at the head of a rake of Pullman coaches.

The majority of traction on the layout is steam outline, but there are a couple of diesels that appear from time to time, including a BRCW Type 2 Bo-Bo and 204hp Drewry 0-6-0 diesel mechanical shunter.

What's in a name?

Why 'Hawkinge'? Well, it is where I live and although there has never been a railway here, we are only a mile or so from the main line to Dover and of course the Channel Tunnel.

Finally, is the layout finished? Who knows, but I very much enjoy watching the trains go by and I can't help wondering if I could justify a small extension to the layout, somehow, in the future.

◀ Having exited the tunnel, a pair of canal boats make steady progress towards the next lock, where the gates are in the process of being opened in readiness.





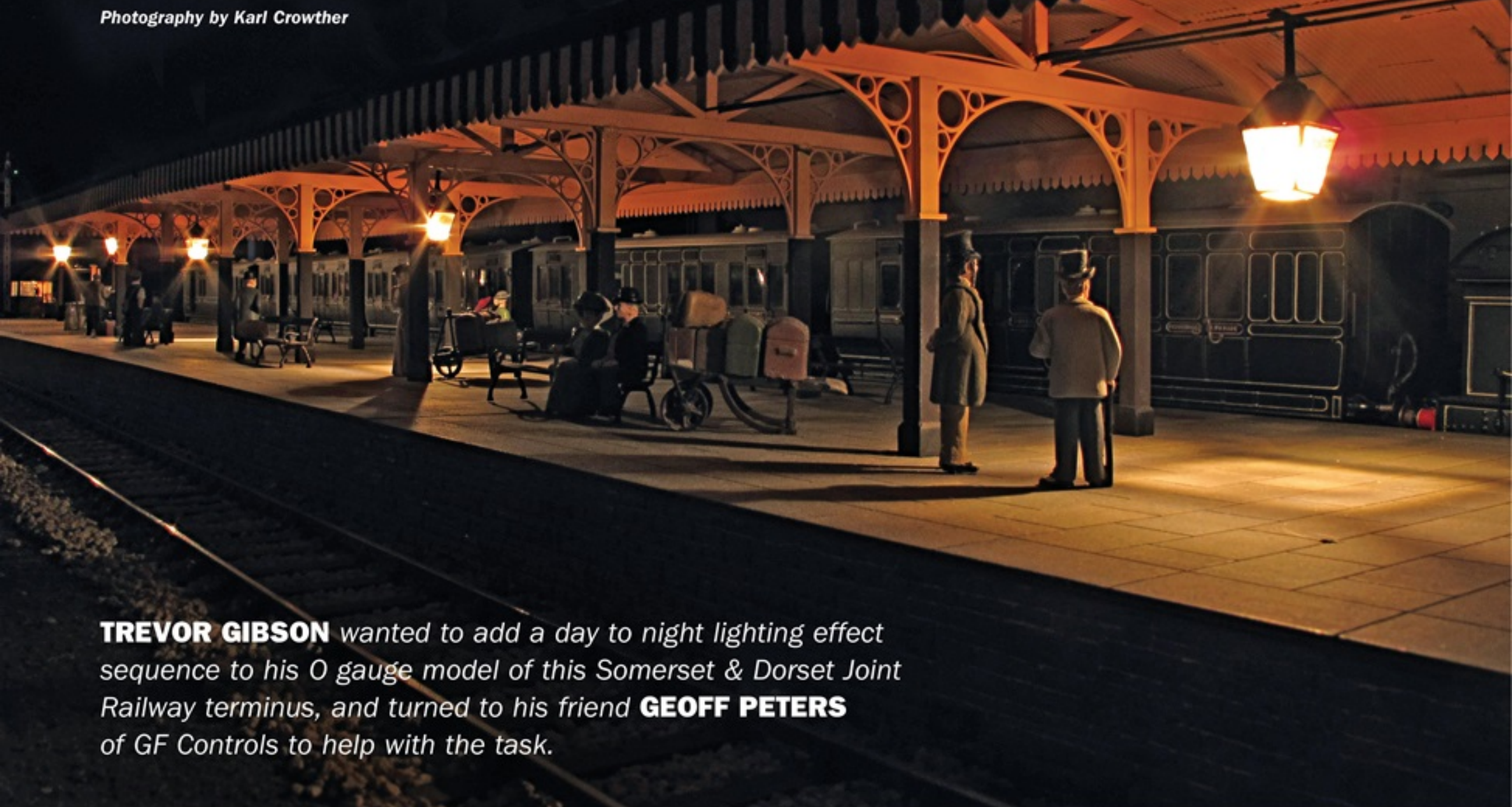
▲ The canalside wharf provides a transhipment point for timber, a quantity of which is being unloaded from an adjacent canal boat. The retaining wall is a Ratio product (ref.239).

The goods yard is a hive of activity as a Riddles WD 2-8-0 clanks by with a four-coach passenger service composed of Maunsell stock.



Illuminating Bridgwater

Photography by Karl Crowther



TREVOR GIBSON wanted to add a day to night lighting effect sequence to his O gauge model of this Somerset & Dorset Joint Railway terminus, and turned to his friend **GEOFF PETERS** of GF Controls to help with the task.

Since *Bridgwater* appeared in the October and November 2019 issues of *RAILWAY MODELLER*, I have undertaken a complete upgrade of the 12V dc wiring system used to power the numerous accessories and special effects on the layout. Instead of the wiring being designed fully at the planning stage, it had gradually evolved piecemeal as the layout was constructed and various shortcomings gradually became evident from the day it first went on the show circuit. Hence, with all exhibitions postponed due to the Covid pandemic, the lockdown periods gave me the perfect opportunity to complete the long overdue and eagerly awaited 12V network rewire.

Bridgwater's wiring background

The entire layout, effects and all, had originally been powered by 12V dc analogue supplies, but, as I described in the November 2019 issue, the layout was converted to full DCC train control after consultation with friends and retailers.

The intention was to have all the accessories and effects connected to the DCC system also, and three bus circuits were installed; one for loco control on the main

running line, the second for the goods yard and fiddle yard loco control, and a third for the accessories and effects.

Everything was going well at the start, and I built a small electronic module to convert

▲ After dark at Bridgwater. The ornate canopy structure is illuminated to good effect with the installation of working gas lamps.

Internal lighting in the goods shed throws light on this cameo of milk churns being transferred.



15V ac from the accessories bus to 12V dc, so as to be able to supply those items which still needed a dc supply, such as all the building and yard lighting that I was planning to install.

However, as the DCC components started to be installed on the layout, it became clear that a few other accessory networks would also require a dc supply.

These included:

- Signal and level crossing gates servos
- Electromagnets installed at various locations around the layout for uncoupling the Dingham couplings I use
- The operating bell code sound effects which emanate from the signal box
- The sound system for the background sound effects

For these I used GF Controls modules for operating the various servos, and for creating



the desired sound effects, all of which – you’ve guessed it – required additional 12V wiring running around the layout for speakers, switches and so on.

You can now see how the accessory wiring network gradually grew like Topsy, and in the end had generated an additional wiring loom (over and above track power) that took more than an hour to assemble during set-up at an exhibition, and about 45 minutes to remove when dismantling at the end of the show. Hence the ‘lockdown’ rewiring sessions to rationalise the wiring and streamline the set-up and take-down times.

◀ A passenger takes refuge in the warmth of the waiting room before boarding his train.

◀ In this roadside view of the station a hansom cab is seen awaiting the arrival of the next train.

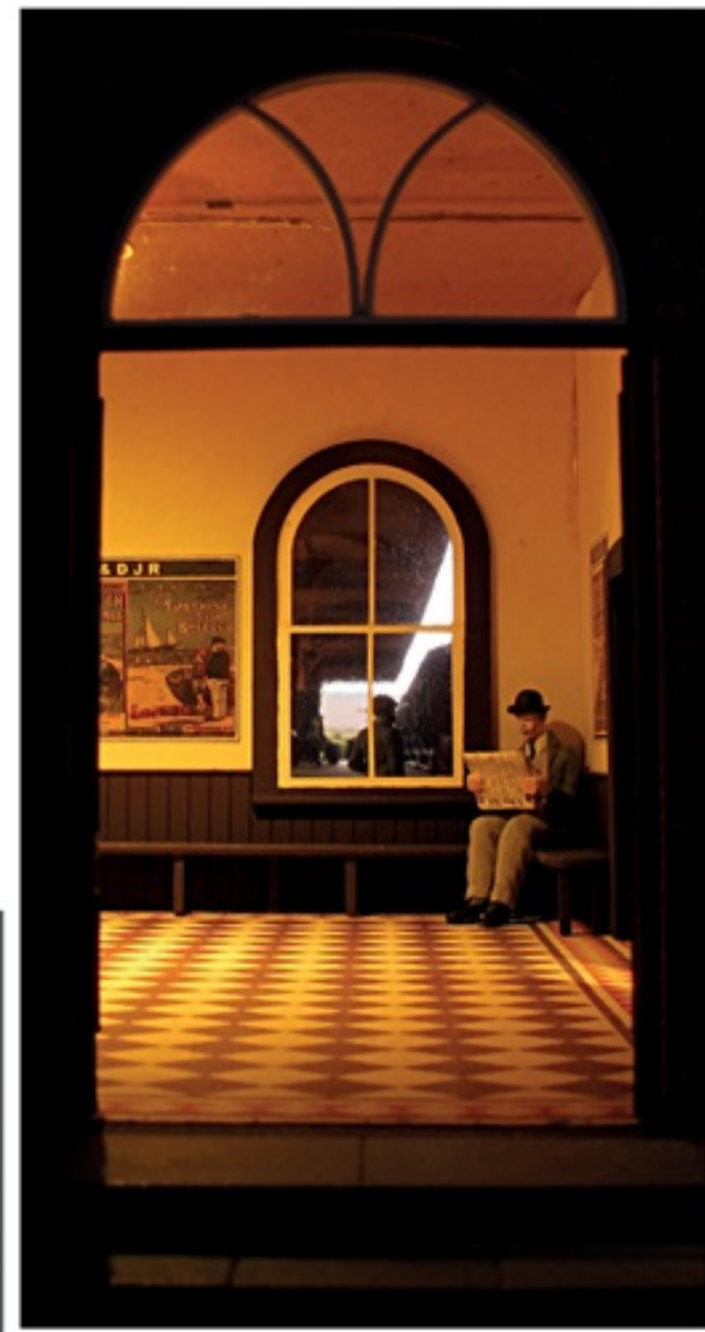
▲ S&DJR 0-4-4T No.32 departs Bridgwater station with an evening passenger service.

The final area to be developed, which forms the main subject of this article, was to fit an operating unit that would switch on the dc-powered building, platform and yard lamps automatically to a given sequence.

The lighting sequence concept

It was during discussions about the sound effect units, which my very good friend Geoff Peters of GF Controls was building for me, that I mentioned I would like some more control modules for the layout.

The first was to provide a synchronised numerical display for each control panel so that the station operators and the fiddle yard operator could both see which train move





A pair of loco fitters are pictured burning the midnight oil as they attempt to complete repairs to S&DJR 2-4-0T No.27A in readiness for its rostered duties the following day.

Helmsman LEDs are unavailable. [Ed. – Peco is working with Geoff Helm on re-introducing these products.]

Circuit components

A traditional way to switch high current circuits automatically is to use relays with high current rated contacts, but we preferred an electronic switch solution, because it would work out cheaper, and each one would not burn out quite so easily as relay contacts sometimes can.

The electronic switch we chose is the IRLZ44NPBF HEXFET power MOSFET. These are available from various sources including

they were up to during the running sequence.

The second was the aforementioned method of switching the building, platform and yard lamps automatically.

Geoff said that not only could both modules be built, but they could also be linked electronically so that the lighting sequence could be switched on and off at certain points in the timetable. He explained that the data link between the two running sequence displays could be designed to provide the necessary start and stop signals automatically.

A manual override switch was also built in so that we could demonstrate the lighting sequence, should we be asked to do so at any time. We can also dim the overhead LED layout lighting during this period remotely.

Geoff now explains the different design considerations and components that were used to make the lighting sequencer unit and how it works.

Technical details

Bridgwater has a lot of yard lamps, internal building lighting and numerous other lights around the various baseboards. The brief was to make the operation of the lights as realistic as possible, without going over the top. From the outset it was decided to divide all the lights randomly into 10 individual circuits. The sequence unit would then switch the individual circuits on in such a way that when viewing the railway, it would give the appearance of lamps and lights coming on at different times as 'dusk' fell.

The various lamps could be either LEDs or

▲ S&DJR 2-4-0T No.28A passes the signal box at the head of a passenger working. The real locomotive was completed by George England in 1861.

This close-up view reveals some of the internal details that have been fitted to the model of the signal box.



grain of wheat filament bulbs, and with several lamps wired into each of the 10 circuits, there would be a need to source quite a bit of power. For instance, a typical LED draws 30mA, whilst a grain of wheat bulb might consume up to 60mA. If there are, say, eight lamps in one circuit, then up to $8 \times 60\text{mA} = 480\text{mA}$ (0.48A) would be needed to power that one circuit. With a total of 10 individual lighting circuits with similar loadings, we are already looking at a possible total of 4.8A at 12V dc.

Relative to locomotive requirements, this is a significant amount of power, approximately equivalent in fact to an old-fashioned 60W tungsten light bulb, so the sequencer had to be powerful enough to cope with the load.

Incidentally, the LED lamps used are the Gas Light Effect LEDs from Helmsman Model Rail. These lamps are really effective at representing the glow of early gas-lit stations and streets. At present the

Passengers wait for the stock to be shunted across to the departure platform to form the next service to Templecombe. ▶





CPC in Preston, Radio Spares etc. [Ed. – they seem to only be available on back order at the time of writing due to 'global supply chain disruption'.]

These HEXFETs are designed to be driven from a logic chip level of 5V and can switch up to 55V at an eye watering 47 amps! This minor miracle is due to the incredible low 'on-resistance' of the device, which is specified at 0.022Ω.

This very low on-resistance gives a very low voltage drop, which in turn means very little heat is generated and I find that when switching, say, 10A amps, no heatsink is necessary at all.

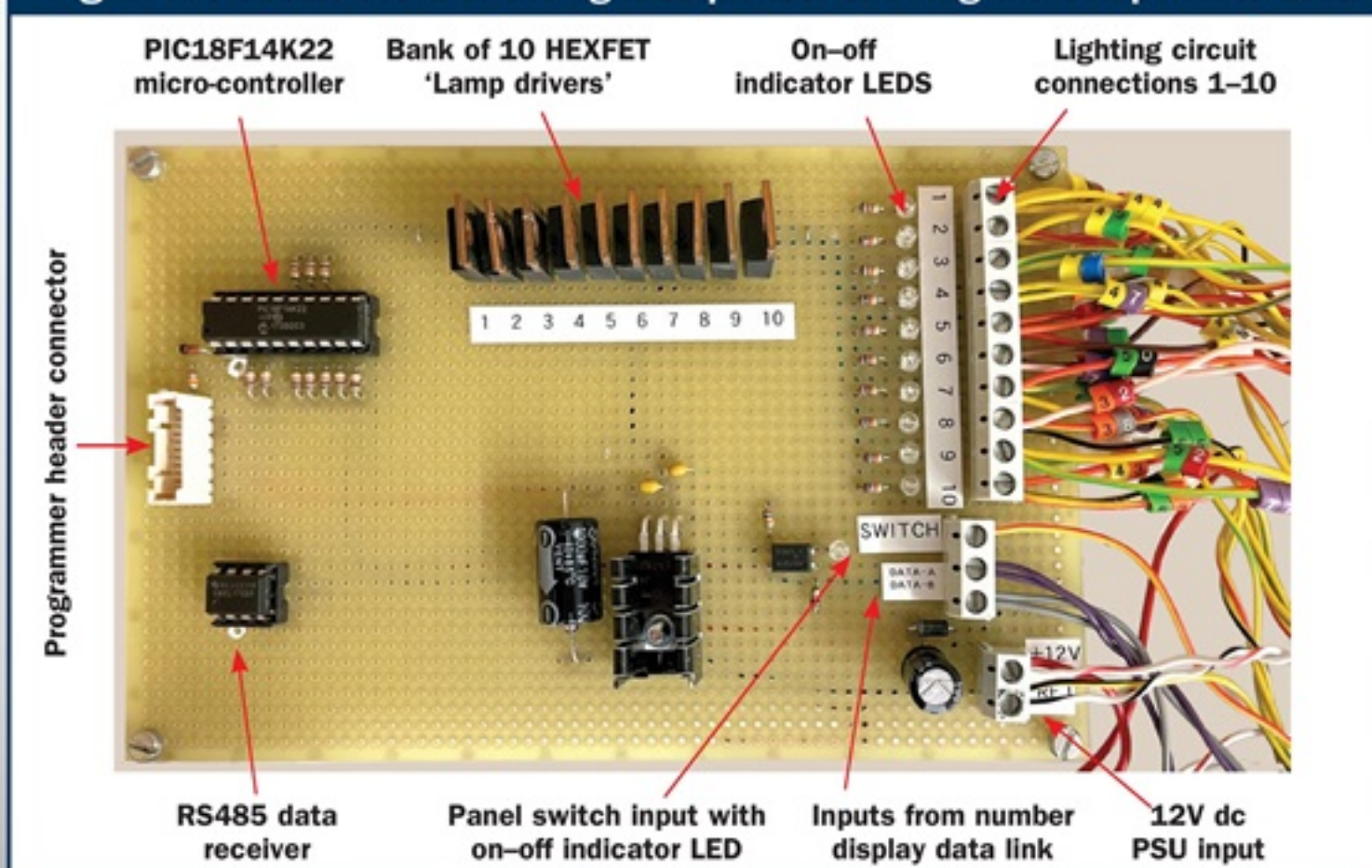
For example, applying Ohm's Law, $10A \times 0.022\Omega = 0.2W$ – that's hardly any heating effect at all – while the output power would be 12V at 10A; a massive 120W approximately equivalent to over 150 grain of wheat bulbs. On *Bridgwater* we only need to switch 36 lamps on at any one time during the night portion of the running sequence, so the HEXFETs are just idling along!

With the choice of the power switching device settled – which we will henceforth refer to as the 'Lamp Drivers' – we turned our attention to the 10-step on/off sequencer.

Options could have been a mechanical

An overall view of Bridgwater station with an S&DJR 0-4-4T waiting for the signal to depart with a passenger service. The goods yard is filled with an assortment of wagon types.

Fig.1 The circuit board of the light sequencer showing the components used



10-way switch suitably wired, or some electronic logic chips to drive the HEXFET through the sequence.

We finally settled on a cheap and cheerful micro-controller PIC chip. These devices only cost a few pounds and, as they are programmable, they can also cater for future changes in the sequence steps and timings, should it become necessary.

We decided to build the circuit on a matrix board (see Fig.1), rather than getting a bespoke printed circuit board made by a specialist PCB supplier, and also to use individual through-hole components, instead of surface mount devices (SMDs).

The PIC micro-controller used is a 20-pin PIC18F14K22 made by Microchip. It plugs into a socket on the matrix board to make





fault-finding and replacement a little easier should it become necessary. We also included a programmer header connector, so that the PIC chip can be programmed from a laptop whilst still plugged into the board socket. This makes it very easy to change the sequence as necessary.



Whilst the PICs are relatively cheap, the equipment to programme them is not so, and some expertise at writing software programmes is necessary. It is however something a club or a group of like-minded enthusiasts might acquire and learn, or an individual can even go for it himself if the concept of micro-controller applications to help run a model railway appeals.

Essentially then, a laptop or desktop computer is a prerequisite, along with some suitable software with which to write the source code and an interface device to physically connect the computer to the micro-controller.

I prefer to write the source code in a high-level computer language and find the C language easy to use. I did use the MikroE Compiler software, which I purchased a few years ago, but for more recent (newer) PIC chips, Microchip offers some free downloads of its MPLAB XC Compilers.

The interface device I use is also from Microchip: a PICKit-3 in circuit debugger/programmer, though this has recently been superseded by the PICKit-4.

The sequence

As Trevor explained in the first part of this article, two ways of starting the on/off sequence were considered initially; either by a simple switch on the control panel, labelled Day/Night, or by triggering the sequence module when a particular movement was executed on *Bridgwater's* running sequence numerical display. In the event we included both a panel switch and trigger signals from the data link.

At start-up the software sets all the lamp driver outputs to the off state, and reads and debounces the alternative day/night toggle switch input. The status of toggle switch is

▲ **S&DJR 2-4-0 No.16A stands at the stops after arriving with a service from Templecombe.**

interrogated, and the lamp sequence is started if the night mode has been selected.

Each lamp driver is then switched on with a two-second pause between steps. Once the day mode is selected then the reverse process is started, and each lamp driver is switched off in the reverse sequence, again with a two-second pause between steps (this stepping sequence timing can be modified easily in the software source code if desired).

The running sequence number displays link is monitored by an RS485 data receiver and currently we have set running sequence card No.3 as the start of the day and No.19 to be the start of the night-time sequence.

Finally, as with all our various circuit boards on *Bridgwater*, we use opto-isolators to buffer any external input controls; this ensures that the boards are isolated from any potential noise spikes generated by the railway's traction power or other interference sources.

Success

Trevor sums up this exercise: in conclusion, the special night-time effects that these lamps have created on the layout have proved to be very well received at shows. I am indebted for all the work that Geoff has put into producing these units for me.

Forthcoming exhibitions

Bridgwater can be seen at the Somerset & Dorset Railway Trust's exhibition at Edington Village Hall, Edington, Somerset on 7 & 8 January 2023 (see entry in Societies & Clubs).

Millford

The Modellers Section of Woking Miniature Railway Society embarked upon a project to upgrade and extend a donated OO gauge layout, taking care to match their work with that on the original part of the model. Chairman **MIKE GODDARD** explains how they went about it, the result of which is this imagined British Railways Eastern Region scene.

Photographs courtesy Woking MRS

The Modellers Section of Woking MRS can trace its roots back to 1970 when it was known as the Brooklands Model Railway Group. The following 30 years saw various changes of premises to locations including Weybridge, Byfleet and Horsell, eventually moving to the home of the Mizens Railway in 2000, whereupon the group adopted its current name.

The Modellers Section has a trio of 4mm layouts in its ownership, one of which is the subject of this article. *Millford* started life as a small layout that was donated to the group. It was soon realised that the operating potential was very limited, but that this could be improved considerably by extending the layout and by providing better off-scene storage facilities.

A project commenced to undertake this work, which sought to blend the new parts seamlessly with the original modelling.

There is much activity at the business end of Millford station as B16 4-6-0 No.61412 receives the signal to depart with a passenger service.

A new extension

An increase in the length of the main platform and run-round loop was a clear priority, together with additional goods facilities as the original layout only had one siding. To add interest and make use of the space that would be available at the front of the layout beyond the station area, it was decided to incorporate a military depot with a couple of sidings for the transfer of fuel and other goods.

A new extra baseboard was built, giving the layout a longer overall scenic length of 9' 1" x 1' 9". The challenge was to match the new trackwork and scenery with that of the original layout: the new trackwork followed the pattern of the original and used Peco code 100 flat-bottom track but with most of the points operated mechanically from a new lever frame. Fortunately, the use of readily available building kits and backscenes made it relatively easy to maintain continuity, thereby making the two boards appear as though they had always formed a single layout.





The layout has self-contained legs that fold up inside the baseboards. The two main boards also have lids that can be raised and supported by struts to provide a canopy with lighting from built-in fluorescent lights. This approach has been used successfully on three of the group's layouts and makes setting up at exhibitions very straightforward.

A new storage yard

One aim with the refurbishment work was to provide storage capacity for trains of up to five coaches, plus loco, whilst allowing for maximum flexibility of train movements. To achieve this, a novel approach was taken which consisted of a 7' x 2' board with a five-road sector plate pivoted in the centre with loco storage spurs at each end. (A scale model of the fiddle yard was built first to

check that this would work.) With this design, it was essential that the sector plate moved freely and there was no lateral movement of the centre pivot. This was achieved by building it around a bearing sourced from a go-kart axle! The supporting structure has been built in two parts, with the sector plate removable, to make the fiddle yard easier to transport.

Kit-bashed buildings

The structures on the layout are mainly from kits, but some have modifications such as the Superquick station hotel, which had an extra storey added to cover the lever frame and section switches for the additional scenic board. In addition to the kits, there are scratch-built shops that feature on the original part of the layout, which appear to

▲ **D11 4-4-0 No.62666 Zeebrugge** was constructed from a BEC kit and is powered by a Mashima motor. However, most of the coaches and wagons visible here are ready-to-run items.

have been made using Builder Plus brickpaper.

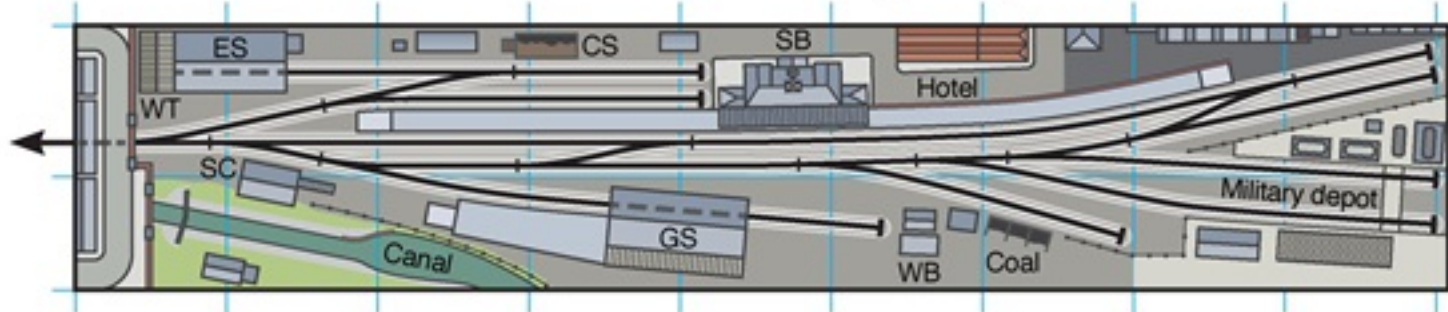
The military depot situated at the end of the new board was scratch-built whilst the background scenic sheets were sourced from the Townscene range.

Analogue electrics

The layout is equipped for 12V dc analogue operation with three controllers – one for the fiddle yard and two for the main layout, either of which can be switched to feed the main line, bay platform road and loco depot, or the goods yard area.

MILLFORD

Overall dimensions: 9' 1" x 1' 9". Each grid square = 1ft x 1ft.



In the fiddle yard, multi-way rotary switches are used to feed the sector plate roads and the spurs at each end. These feeds can be switched between the local controller (for moving locos on and off trains) and the main controllers (for movements in or out of the fiddle yard). The locking mechanism for the sector plate is mechanical. The fiddle yard switches also feed power to LEDs situated adjacent to each track to provide a visual indication of which route is 'live'.

Operation

The layout is operated at exhibitions to a sequence. This is designed to make maximum use of the facilities on the layout and fiddle yard to maintain a good level of

The sector plate in operation. The aim was to be able to run trains of up to five coaches on the enlarged layout. The five-road plate is built around the bearing from a go-kart axle and feeds loco spurs at the layout end.

Gresley V2 No.60847 St Peter's School stands at Millford with an express. The locomotive was constructed from a Jamieson kit and is coupled to a Bachmann tender.



A Thompson L1 2-6-4T arrives at Millford with a passenger train, which includes a pigeon van in the formation.





activity for the viewing public. It is important that this sequence is followed as any variation can result in stock being in the wrong place and conflicting with subsequent moves – which has happened at times!

In the absence of loco turning facilities, two locos are used for several of the trains, in pairs facing in opposite directions. The loco of an incoming train departs to the fiddle yard and is replaced by another. This is consistent with our imagined prototype history for the layout, which supposes that there is an MPD off-site.

Traffic consists of express passenger trains, suburban and local trains (the latter with a parcels van attached to provide some extra shunting moves), a pick-up goods and a military goods train. These provide a lot of activity for what is a relatively small layout.

Rolling stock

One of our members provided the rolling stock that is used on *Millford*. Sadly, he is no longer with us, but we were very grateful to

his widow who agreed to let the club take ownership. It was the use of this collection of stock (including mainly kit-built locomotives) that led to the group's decision

The scenic break that disguises the fiddle yard exit features a staggered rail and canal overbridge. The shops were constructed by the original owner using the now out of production Builder Plus paper sheets.





▲ A view across the end of the original part of the layout, for which many of the background features were constructed using modified paper and card kits.

to base the layout in North Eastern territory during the post-war period of 1948-52.

The coaching stock comprises mainly proprietary items, but there is a push-pull coach and a suburban set, both of which are kit-built. Goods vehicles take the form of ready-to-run models, the majority of which have been weathered.

All locomotives are weathered and detailed with crew, lamps, fire irons and real coal. They all have pick-ups on as many wheels as possible (including tender wheels) to ensure reliable running can be achieved. Each locomotive has its own accompanying

▼ The 'new' end of the layout incorporates a longer run-round loop and a military oil depot to provide extra operational interest. Despite the use of modern materials, the atmosphere of the original layout has been retained.

information sheet, which enables us to answer questions from visitors at shows about the prototype and the construction of the model.

All the rolling stock uses tension-lock couplings with uncoupling undertaken using a mechanical system; essentially a ramp between the rails that is lifted by pulling an operating wire.

The future

The layout is complete and fully operational; however, experience at exhibitions suggests that it would be desirable to change the controllers so that the same type is provided at each position. We also intend to improve the labelling of point, signal, and section switches.

Grateful appreciation is expressed to all members of the Modellers Section of Woking Miniature Railway Society who have contributed to the development of *Millford* and who have assisted with exhibiting the

layout at shows; in particular the late John Fawcett, a skilled modeller who played a major role in developing the layout, creating its fictional history, and providing some excellent models to run on it. We are proud to operate it in his memory.

In the clubroom, it is possible to connect *Millford* to our larger OO gauge layout *Thirdley*, which is set in the Wigan area of Lancashire in the early 1940s.

For further details about the Modellers Section of Woking Miniature Railway Society, refer to the organisation's website at: www.wokingminiaturerailwaysociety.com

Millford – the imagined history

It was the availability of Eastern Region rolling stock from one of our members, together with a particular poster displayed on the model of the station building, that led to the group's decision to base the layout in North Eastern territory during the post-war period of 1948-52.

It is imagined that the railway came to Millford – situated in the upper Calderdale Valley – in 1856 with a branch line from Penistone to the south. This gave Millford direct links to Sheffield and Manchester via the Manchester, Sheffield & Lincolnshire Railway, which in turn became part of the Great Central Railway and later the LNER.

A new line was subsequently built from Leeds with running rights into Millford, as was a branch from Huddersfield. During WWII an army training camp was established on the edge of Millford, which prompted the goods yard being expanded with the laying of two additional sidings to handle military traffic.



Llanbedr & Pensarn

Having built a series of London Midland Region layouts, **ROB OGDEN** has switched to the Western Region for his latest plan, based on the Cambrian Coast line.

Photography as credited



I was looking for a suitable prototype location for a new continuous run layout in my loft. My OO gauge layout in the garage, *Brynkir* (featured in the January 2022 *RAILWAY MODELLER*) is of this type, and I find it very satisfactory; I set up representative trains in the storage sidings and operate to actual timetables from the late 1950s or early 1960s, enjoying running trains to a sequence with little need for rearrangement. I store the layout during the winter to avoid potential dampness damage to my stock and electronics. I can still run trains though, as my loft layout is available all year round.

The previous loft layout was a 7mm branch terminus layout, *Amlwch* (Railway of the Month, September 2021), which predates *Brynkir*. I had intended to retain it long-term and it did have good operational potential, but, as an end-to-end layout, it required much manual intervention, such as coupling and uncoupling, and changing engines, lamps and brake vans 'off scene'. I have come to prefer continuous running, probably due to my advancing years, hence the planned change! I don't have space in the

▲ The Cambrian Coast line saw some interesting double-headed combinations worth modelling. Here, BR 4MT 4-6-0 No.75052 pilots an unidentified Ivatt 2MT 2-6-0 into Llanbedr & Pensarn in September 1966. All the stock visible is available ready-to-run – the Ivatt Mogul and the leading Stanier 'porthole' brake coach from Bachmann, the Standard 4MT and BR Mk.I coach from Bachmann or Hornby. Photo: Colour-Rail

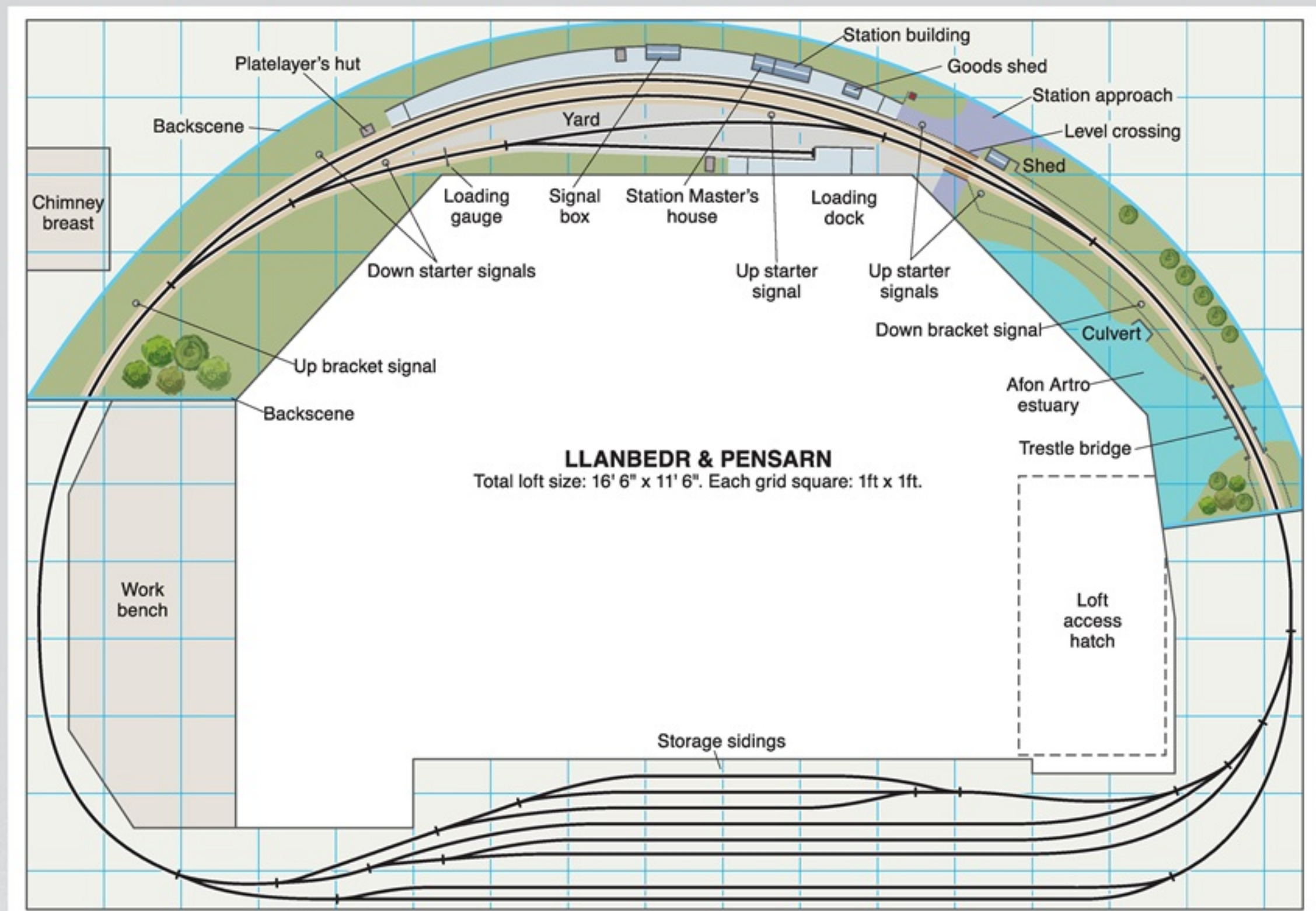
loft for a reasonably sized 7mm continuous run layout, so it was back to 4mm.

I am drawn to single-track prototypes, requiring trains to slow down or stop in the stations to exchange tokens. I prefer main line routes to branch lines, to maximise variety, and decided that the Dovey Junction to Pwllheli section of the Cambrian Coast line would fit the bill. As usual, I wanted to represent the late 1950s/early 1960s, and decided to have a change from BR/ex-LMS modelling and go for an ex-GWR line.

Operational variety

In addition to local passenger services between Shrewsbury, Machynlleth,

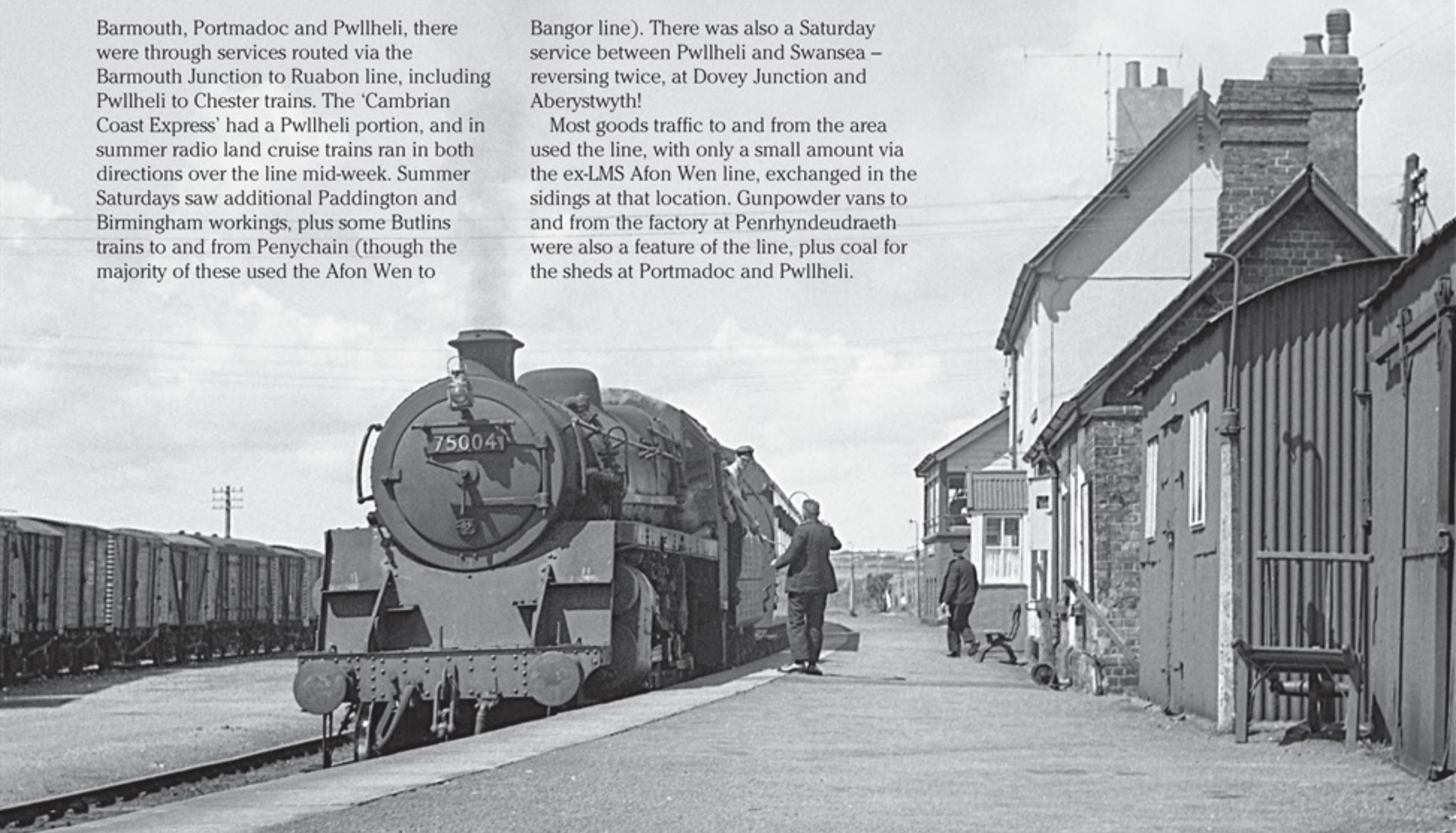




Barmouth, Portmadoc and Pwllheli, there were through services routed via the Barmouth Junction to Ruabon line, including Pwllheli to Chester trains. The 'Cambrian Coast Express' had a Pwllheli portion, and in summer radio land cruise trains ran in both directions over the line mid-week. Summer Saturdays saw additional Paddington and Birmingham workings, plus some Butlins trains to and from Penychain (though the majority of these used the Afon Wen to

Bangor line). There was also a Saturday service between Pwllheli and Swansea – reversing twice, at Dovey Junction and Aberystwyth!

Most goods traffic to and from the area used the line, with only a small amount via the ex-LMS Afon Wen line, exchanged in the sidings at that location. Gunpowder vans to and from the factory at Penrhyndeudraeth were also a feature of the line, plus coal for the sheds at Portmadoc and Pwllheli.



The goods yard and station buildings are already taking shape on Rob's 00 gauge version of the station.

Photo by the author

The fireman of another BR 4MT 4-6-0, No.75004, exchanges the single-line tokens with the signalman as the 12.45pm Pwllheli-Barmouth train arrives at Llanbedr & Pensarn on 25 July 1963.

Photo: Colour-Rail



Prior to the mid-1950s, motive power and stock was predominantly ex-Cambrian and GWR, but the area was an early recipient of the new BR Standard loco designs; Class 2MT 2-6-0s, Class 4MT 4-6-0s and Class 3MT 2-6-2Ts, followed later by 2-6-4Ts. These ran alongside 'Dukedogs', Collett 0-6-0s, Moguls, Manors and small Prairies of the '45XX' and '4575' classes. Corridor coaches predominated, mainly of GWR origin, with BR Mk.I coaches featuring on the 'Cambrian Coast Express'. More varieties of coaching stock appeared when the line was transferred to London Midland Region control in 1963, but, with the exception of Ivatt Class 2MT 2-6-0s, LMS-design locos did not come to the line. DMUs took over most passenger workings from the mid-1960s, and, after a short period of steam haulage, Class 24 diesels appeared on the remaining workings.

Scale station

I like to model my stations to scale length and to resemble the prototype as closely as possible. After studying all the stations on the route I settled on Llanbedr & Pensarn.

A big factor in this decision was that the station is on a curve (as it would have to be on my layout). The track plan is relatively unusual in that the station has only one platform face with a passing loop. Both the platform and the loop line were signalled for Up and Down directions – hence additional semaphore signals were needed, including bracket signals for both Up and Down approaches. The timetable was constructed to avoid crossing of Up and Down passenger trains booked to stop here, but it did happen, leading to some interesting movements!

The small goods yard also had a through line but with a loading gauge only at the Down end. It had a combined loading and cattle dock plus an end loading facility, but was little used from the late 1950s. The station survives as 'Pensarn', with a single platform line. Scenically, the area is predominantly rural, with the approach from the south over a trestle bridge spanning the

Afon Artro where it runs to the sea from its estuary.

I made a site visit in the autumn of 2021, only to find the line closed temporarily, with a rail replacement bus service operating; however, I was able to take the necessary photos and measurements. The platform and loading dock are extant, although mainly overgrown, as is the goods yard. The loading gauge also remains, as does the level crossing to what is now a yacht club, albeit with replacement gates. The photographs I had sourced of the station as it was in the 1960s meant I knew what I needed to measure and photograph to draw up the layout plan, which is as shown. For example, the platform measured 480' (6' 4" at 1:76 scale). This equates to eight 60-foot coaches, which was the normal maximum train length on the line.

I plan to re-use the U-shaped *Amlwch* baseboards, with the current workbench between the arms of the 'U' repurposed as the fiddle yard. This will be fairly extensive, with tracks of varying length to enable me to operate in a similar style to *Brynkir*. Additional boards will be needed to convert the 'U' to a continuous circuit, and I want to retain a workbench, which will be on the site of *Amlwch* station. The on-scene part of the layout will occupy about half of the circuit, with trees disguising where the tracks run off-scene at each end. I intend to describe the completed layout in a future issue.

Further reading

Scenes from the past: 4
The Cambrian Coast Railway
 By W G Rear & M F Williams
 Published by Foxline

Scenes from the past: 53
Return to Pwllheli Please – Along the Cambrian Coast
 By Derek J Lowe
 Published by Booklaw/Foxline

A narrow gauge adventure in 009

Scaca Fell Forestry Crossing



TOM FOSTER recalls how *The Railway Series* of books penned by the Reverend Wilbert Vere Awdry provided the inspiration for this developing project in 4mm scale.

Photography by the author

I distinctly remember my first Skarloey book; it was No.14 of *The Railway Series* titled *The Little Old Engine*. My late father retold me the stories over and over again: how there was a little railway running through a beautiful mountainous valley featuring locomotives with names like *Sir Handel*, *Peter Sam* and, of course, *Skarloey*.

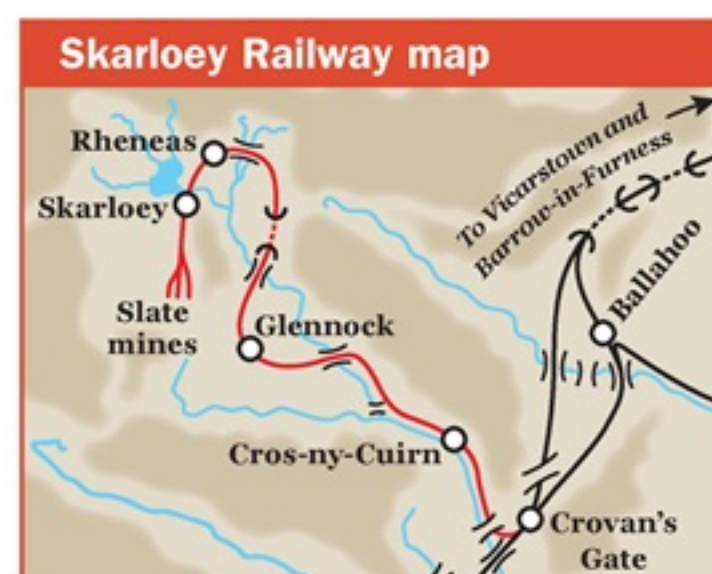
One of my favourite stories in this book was 'Trucks', during which a runaway of slate wagons from an incline smashed into poor No.4 *Peter Sam* (based on Corris/Talyllyn Railway No.4 *Edward Thomas*). The illustrations by John T Kenney of the little Kerr, Stuart tank engine, waiting patiently under the aqueduct, have been long engrained in my mind since childhood.

A few years ago I decided to try and create realistic interpretations of Awdry's characters in 4mm scale. In more recent times this developed into an idea of creating a small micro layout, which would depict the place that I remembered from my childhood in *The Little Old Engine*; the approach to the quarry on the mineral extension of the Skarloey Railway.

Awdry's Skarloey Railway was heavily inspired by a number of real narrow gauge railways; the Welsh Highland and the Corris, but a large proportion of the line was heavily drawn from the Talyllyn Railway. The quarry, on the slopes of Ward Fell, was influenced by Bryneglwys on the Talyllyn, as was the aqueduct, with a passing resemblance to the one at Ty Dwr. With this in mind, I decided

to take further influence from the Talyllyn by depicting a forestry crossing where the forestry track crosses the little railway.

The name of 'Scaca Fell' for the micro



▼ Fletcher Jennings No.2 *Rheneas* of 1865 is seen propelling empty slate wagons, while local fitter Steve has parked his Land Rover on the forestry track that crosses the line.

layout came from a couple of sources. The term 'Skarloey' is a scribe's error according to Awdry, the correct spelling being 'Scaca Loey', meaning 'wooded lake', so it seemed fairly logical that the surrounding hillside could be known as Scaca Fell adjoining Ward Fell, where the quarry is located ('fell' being a Norse term for 'mountain'). *Scaca Fell Forestry Crossing* was born.

Setting the scene

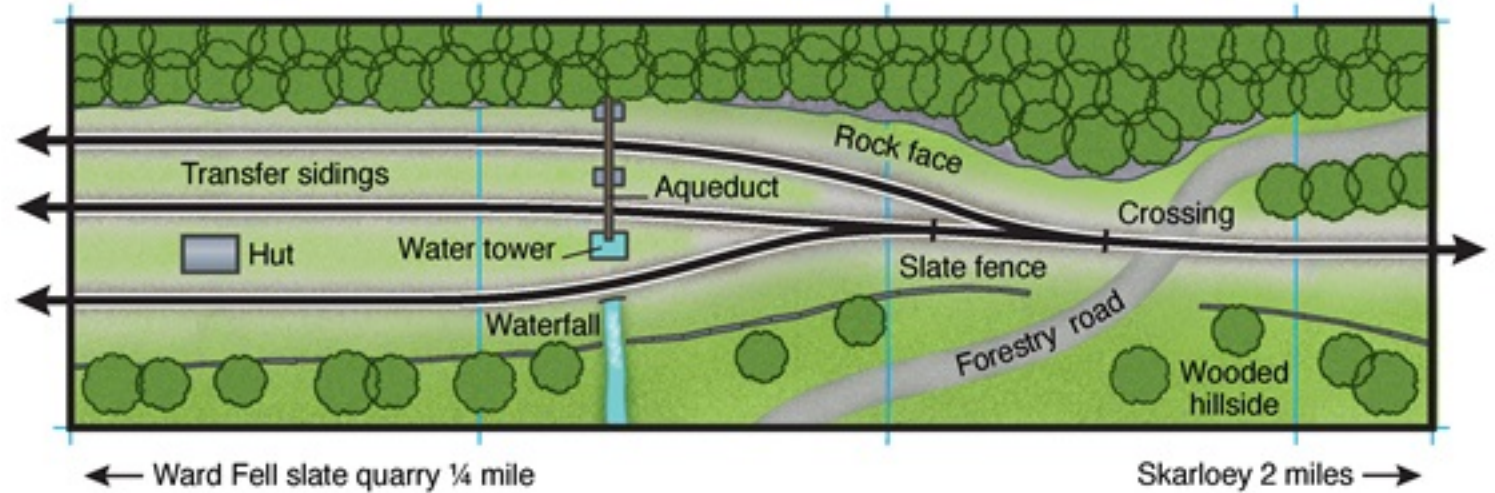
One of the areas I have enjoyed about this project is treating the Awdry material as if it was a real working narrow gauge railway. The ethos of the layout and my modelling is very much based on Awdry's own writings.

Scaca Fell Forestry Crossing is set in the 1940s and depicts part of the mineral extension of the Skarloey Railway. The SR is a 2' 3" gauge line which runs from the standard gauge station of Crovan's Gate. From here the little railway heads north up the Hawin Dooiey Valley passing through the small hamlets and villages of Cros-ny-Cuirn, Glennock, Rheneas and finally to the passenger station terminus of Skarloey with its beautiful lake set to the backdrop of the surrounding Sudrian mountains. From here the railway continued for a further couple of miles on a quarry mineral extension, to the Ward Fell Slate Quarry. By the 1940s period that I am modelling, the Skarloey

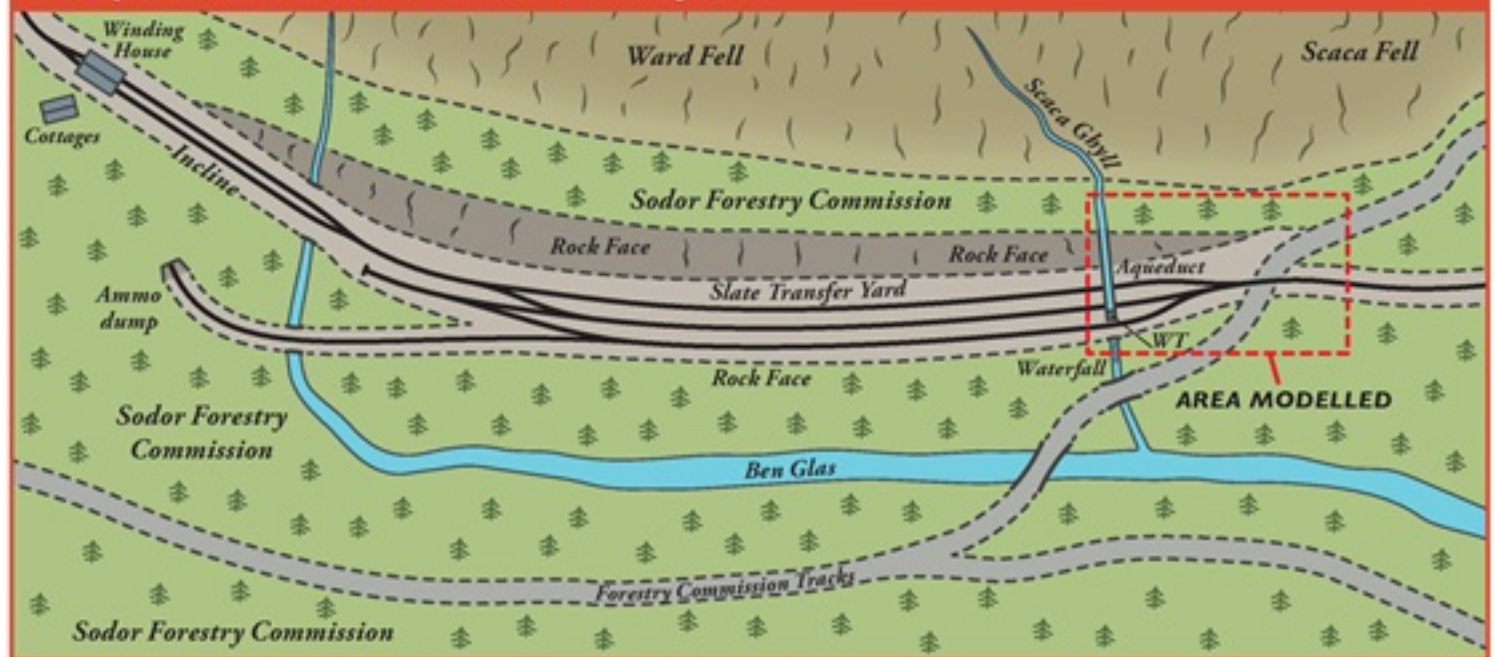
The 'Little Old Engine' himself, Fletcher Jennings No.1 *Skarloey* of 1864, shunts slate wagons at one end of the slate transfer yard. The aqueduct is visible behind the last wagon.

SCACA FELL FORESTRY CROSSING

Overall scenic dimensions: 3' 4" x 1' 0". Each grid square = 1ft x 1ft.



Map of Ward Fell slate transfer yard



Railway is in a run-down and somewhat dilapidated state.

The railway has utilised two steam locomotives since 1866; No.1 *Skarloey* and No.2 *Rheneas*. Both engines are products of Fletcher Jennings of Whitehaven, and are

twins of the Talylyn Railway's No.1 and No.2. *Skarloey* is named after the lake and hamlet at the head of the Hawin Dooiey valley, while *Rheneas* is named after the impressive waterfalls and station in the most beautiful part of the valley.





▲ **Rheneas departs from Ward Fell with loaded slate wagons, while the local farmer heads home up the forestry track.**

The railway was initially built for the mining of copper and later, the good slate vein on Ward Fell was tapped and worked. By the 1940s, the railway's two locomotives were in a very poor state. *Skarloey* was in an especially bad condition, and as the decade wore on *Rheneas*, being in slightly better mechanical condition, became the mainstay of the railway. The two-mile mineral extension beyond the top station at Skarloey was not certified for passenger running, being goods-only, much like the line above Abergynolwyn on the Talylllyn. This extension was used predominantly for carrying slate from Ward Fell, but also timber traffic from the encircling hills.

The aqueduct and water tower on the model mark the start of the exchange sidings between the quarry system and the rest of the Skarloey Railway. Awdry also stated in his book *The Island of Sodor: Its History, People and Railways* along with unpublished material, that the quarry area was also used as a classified ammunition dump by the War Department. It is for this reason you may see the occasional train made up of WD vans and the military patrolling carefully around the sidings. Although the War Department did introduce a couple of their own diesel locomotives to help the two old steam engines, their reliability in the cold and damp Sudrian landscape initially left a lot to be desired. For this reason, the two older Fletcher Jennings locomotives could often be seen on these mysterious workings!

Boards and landscaping

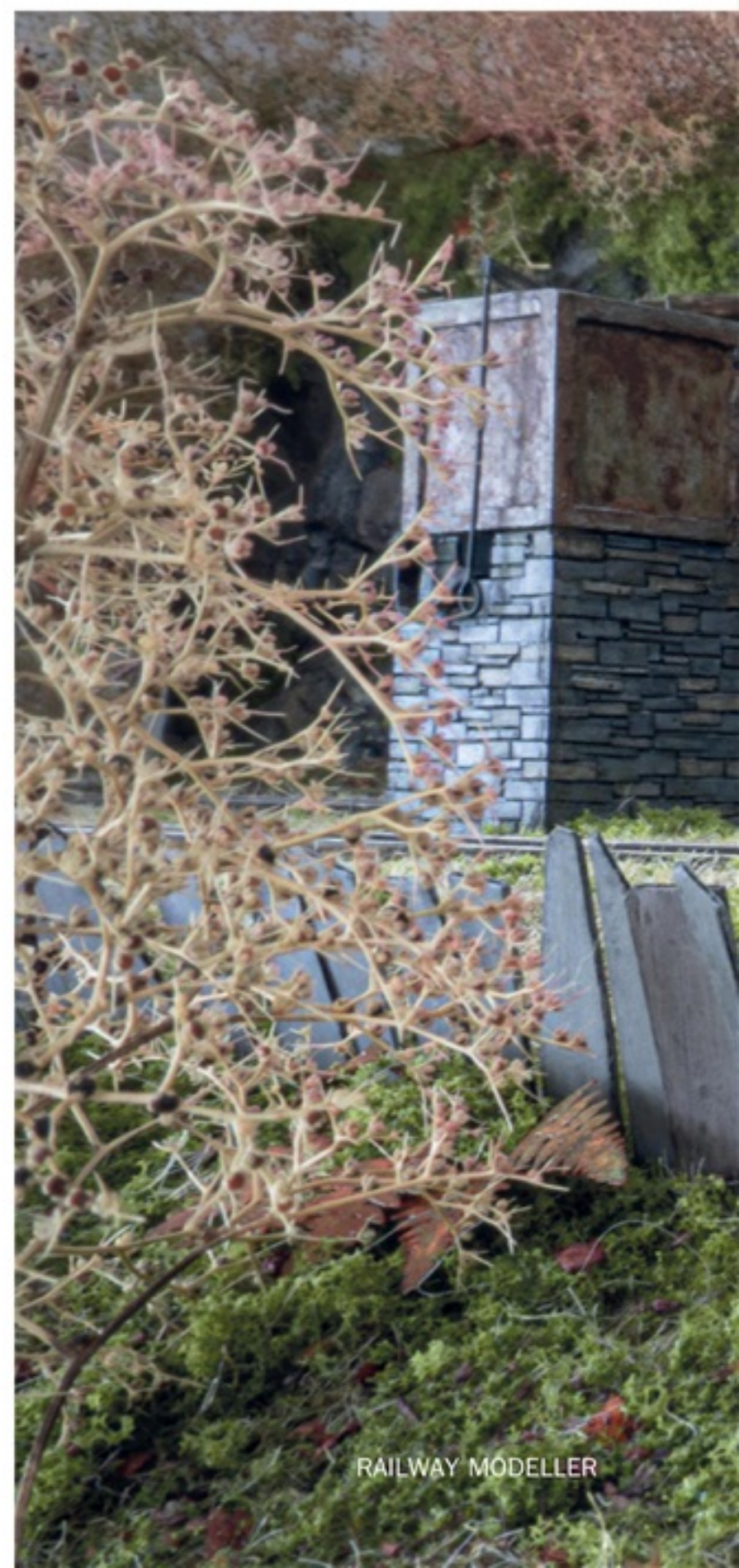
To keep costs down I made the baseboards from layers of foamboard, the front of which was cut to shape using a carving knife. The rear hillside and rock face was made initially from polystyrene shaped with a hot wire cutter. The rock face itself was trial and error. I used light plaster which, once dry, I carved and cut to shape with a sharp curved scalpel. The area was then sprayed black, before applying a coat of grey paint. I then made several dry brushing passes using differing tints of grey, beige and reds to represent the different minerals in the rocks. I finished the area off by covering with several dirty washes applied with a pipette, which ran naturally down the rock face.

Trackwork and scenics

The aqueduct was made using Lego blocks as a basis, before covering in Das modelling clay. I had intended originally to scribe the clay to represent the slatework; this however did not look entirely authentic. I decided to try something different, cutting pieces of microstrip to various lengths and fixing these in place with plastic solvent; this worked perfectly with the softened plastic receding slightly into the surface of the clay. The water tower itself was a resin kit purchase.

The trackwork is all Peco OO9 flexible track with small radius pointwork. The area was ballasted initially with fine granules, but after looking at the photos of the real Nant Gwernol quarry on the Talylllyn Railway,

▶ **Skarloey enters the transfer sidings with empty slate wagons and passes under the aqueduct. Note the primitive slate wall visible in the foreground.**



Fireman Ben Taylforth keeps a look out as No.1 begins to traverse the pointwork, ready to propel the empty wagons to the foot of the incline, where they will be taken to the quarry.

I decided that a more overgrown look was required. I covered the trackwork and ground area with 'Earth Powders' by Treemendus, before adding an initial covering of static grass. This was then covered with longer, paler fibres to give an overgrown, almost moribund look. I then moved on to using Woodland Scenics foliage to create a representation of mossy coverings. This worked particularly well, as the material can be stretched and pulled apart.

The final part of the scenery was adding the trees. I was feeling particularly apprehensive about making these as they were crucial to achieving a sense of place with the layout – I didn't want to fall at the final hurdle! I experimented with a few different methods, looking at Woodland





Scenics plastic armatures, and real moorland heather. I wanted to depict the layout in autumn, my favourite season, so it was at this point that I investigated the use of seafoam, a material used by many modellers as a basis for trees. However, it was the orange, reds and yellows of the seafoam which attracted me. I cut several pieces to shape, but it didn't look right. It was my modelling friend Geoff Taylor who suggested giving the trunks a dark wash finish.

This was just what was needed to bring these autumnal trees to life.

A final touch was the slate walling, made from 15thou plasticard, dry brushed grey and then weathered.

Locomotives and rolling stock

Skarloey is a Meridian Models Talyllyn No.1 kit. I bought this ready-built from a modelling friend. However, it required a full strip down, and some small detail additions, using 1930s/40s photographs of the

▲ **No.2 passing over the crossing with a pair of bolster wagons loaded with logs.**

real TR No.1 as reference. A full repaint and weathering followed.

The model of *Rheneas* was a Bachmann model which had the face, chimney and cab removed, followed by a bath in Dettol to strip the paint. The model was then rebuilt using a Narrow Planet detailing kit to resemble the Talyllyn Railway's No.2 *Dolgoch*, with which Awdry's No.2 *Rheneas* is twinned.

Rolling stock comprises Talyllyn-based prototypes in the form of wagon kits from the Rodney Stenning range. The brake van 'Beatrice' is based on van No.5 – also on the Talyllyn – from a Meridian Models kit.

As well as dealing with slate from the Ward Fell Slate Quarry, the Skarloey Railway also transported timber from the surrounding woodland, conveyed on bolster wagons. These were also made from a Rodney Stenning kit, loaded with real timber (twigs) from the garden.

I plan to acquire some more rolling stock in due course, including a representation of

◀ **No.2 simmers by the water column, while its driver and fitter, Ivo Hugh, ponders the future of the railway. The figures used on the layout are 3D printed items from the Modelu range.**



A view looking down the forestry track, where Skarloey is glimpsed through the trees passing over Scaca Fell Forestry Crossing. ▶

the Skarloey/Tallylyn goods van and a variation on the single bolster.

A labour of love

Scaca Fell Forestry Crossing has been a labour of love, and is only the start of this adventure! I plan to next extend back down the mineral extension, depicting the meandering line clinging to the hillside, which I hope to discuss in another article. Who knows, I may even look at modelling the Ward Fell slate incline!

I have had some wonderfully supportive friends who have helped me create this realistic interpretation of Awdry's Sodor. Special thanks to Ben Valentine, Alan Jones, MRFS, Anthony Coulls, Stephen Thorpe, Luke Ryan and the Tallylyn Railway Preservation Society.

The whole project has been a love letter if you will to the multi-layered work and imagination of Reverend Wilbert Awdry. I'd like to think he would have approved of my recreations of his characters. I just wish he was still here to pop over for an operating session. *Dry rails and good running...*

No.2 is shunting War Department vans under the watchful eye of the military patrol. Some of the old adits were requisitioned by the WD during the Second World War. ▼



Talking Points

Topical issues from the world of model railways

Celebrating 70 years of the RAILWAY MODELLER Cup competition

This issue sees the launch of the 70th running of the RAILWAY MODELLER Cup competition. To mark this milestone Craig Tiley presents the following retrospective of previous winners through the decades.

The RAILWAY MODELLER Cup competition has become an established custom of this publication, the contest having been inaugurated in 1953 and held every year since. 2023 sees the 70th running of this coveted annual award.

Much has changed during the decades since the competition's inception in 1953; Elizabeth II was just beginning her 70-year reign as the British monarch, the rail network was only in its fifth year as a nationalised operation, and brands including Hornby Dublo, Tri-ang and Trix were at the forefront of commercial model railway products in the UK.

However, whilst much in our hobby – and in the wider world – has changed beyond recognition from how it was all those years ago, there is one aspect of the RM Cup competition that has remained constant and steadfast throughout – how it is judged. For every edition since its inception, RM readers have been invited to vote for their favourite articles from those published during the course of the previous year. Indeed, there are undoubtedly a great many loyal readers of this magazine who regard the casting of their vote as something of a cherished annual tradition!

Past winners

The recipient of the inaugural running of the RM cup was Norman Eagles for his articles titled *Putting the timetable into operation*, which were published in the February and

1953



▲ A photo from the March 1954 edition of RM showing the then RM Editor Cyril J Freezer (left) presenting the inaugural RM Cup to Norman Eagles. Does this trophy still exist, we wonder? Photo: Railway Modeller archive



March 1953 editions of the magazine. There have been 68 editions of the competition during the intervening years, with past winning articles featuring the work of many revered individuals from the history of the railway modelling hobby. These include P D Hancock (a three-time winner in 1954, 1955 and 1960), the Rev Peter Denny (also a three-time winner, in 1958, 1961 and 1969), David Jenkinson (another individual to win the cup three times, in 1964, 1966 and 1970), Vivien Thompson (1968), Andy Calvert (1992) and Pete Goss (2008 and 2015).

Perhaps naturally, nearly all of the winning articles over the years have

been 'Railway of the Month' layout features (although votes can be placed for any article published in the magazine). Of these it is OO gauge standard gauge subjects that account for a substantial majority of winners.

There have been a handful of narrow gauge recipients however, such as Jim Lawton's Isle of Man depiction in OOn3 (1965), together with *Llanio Vale Railway* by Bob Tedbury (1982) and *Beddgellyn* by Dick Wyatt and Tony Hill (1985), both of which were constructed to OO9 standards.

A complete list of all previous RM Cup winners can be viewed online by referring to the RAILWAY MODELLER section of the Peco website, whilst the respective articles are available to subscribers on the RM digital archive: www.peco-uk.com

1964



▲ David Jenkinson was awarded the RM Cup twice (1964 and 1966) for articles describing *Marthwaite*, a 4mm depiction of the Settle & Carlisle route. He went on to scoop a third RM Cup for his 7mm layout *Garsdale Road* in 1970. Photo: J H Russell/Railway Modeller archive

1975



▲ For 1975 the RM Cup went to Mike Cook's 4mm model of the GWR's Totnes station in South Devon, set in the Big Four era. The layout was featured in that year's January and February editions. Photo: Ron Prattley/Railway Modeller archive

Voting now open for the 2022 RM Cup competition

Full details of how to cast your vote for the 2022 RAILWAY MODELLER Cup competition are provided overleaf; all articles published in the January to December 2022 editions of the magazine are eligible. All entries received will be entered into a prize draw, for which there's £1,000 worth of prizes to be won. The closing date for entries is 31 January 2023 and the winners – of the RM Cup and the prize draw – will be announced in the April issue. Good luck!

1984



▲ *Nempnett Thrubwell* was the work of the 'notorious' Butcombe Junction Group of modellers. The 4mm layout was the recipient of the RM Cup in 1984. Photo: Tony Irving/Railway Modeller archive

John Grant's *Hudson Road* depicted a North Eastern winter scene and was featured in the January and March 2004 editions of RAILWAY MODELLER. It went on to win that year's RM Cup. Photo: Steve Flint

1991



▲ The Peak District recreated in 2mm Finescale by members of Manchester Model Railway Society. *Chee Tor* took the honours for the 1991 competition. Photo: Brian Monaghan/Railway Modeller archive

A celebration of all things LNER won the 2013 contest, with the RM Cup going to *The Gresley Beat*, modelled in OO by Cliff Parsons and his team of modellers. Photo: Steve Flint

2004

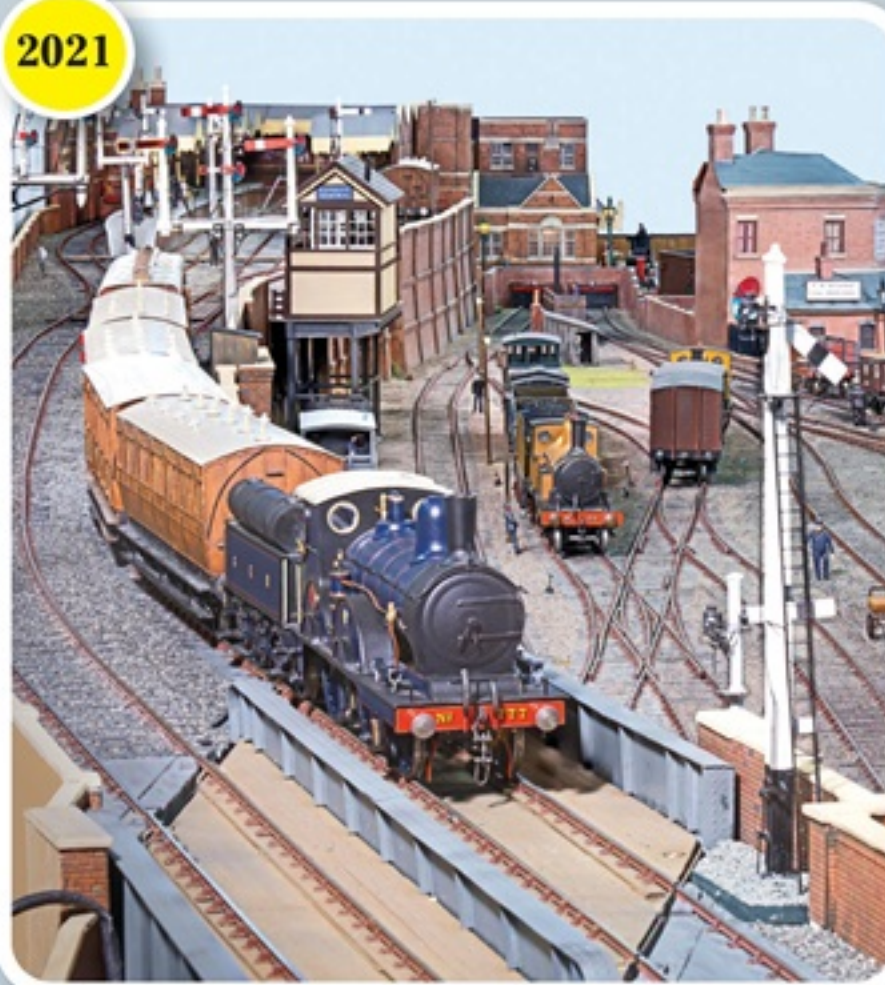


2013



Bookending this retrospective of the RM Cup, *Norwich Central* is the most recent winner, it taking the top spot in the 2021 competition. This 7mm pre-Grouping model of a joint M&GNJR and GER city terminus on two levels was the brainchild of Peter Thompson. Photo: Steve Flint

2021



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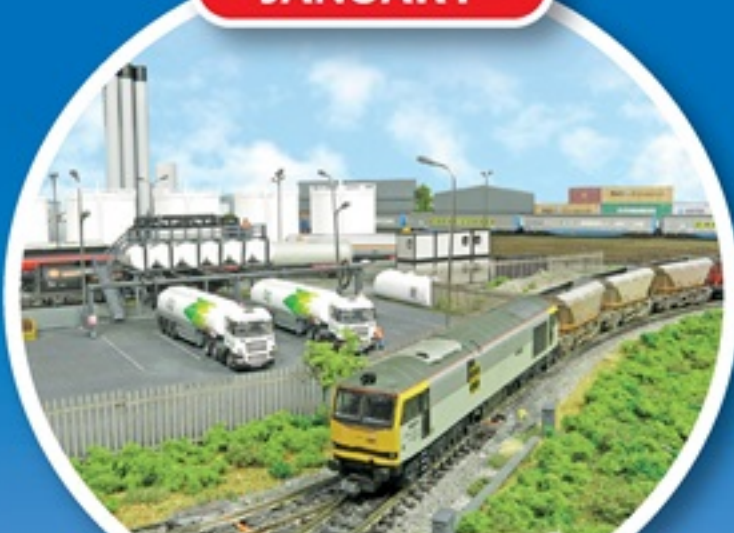
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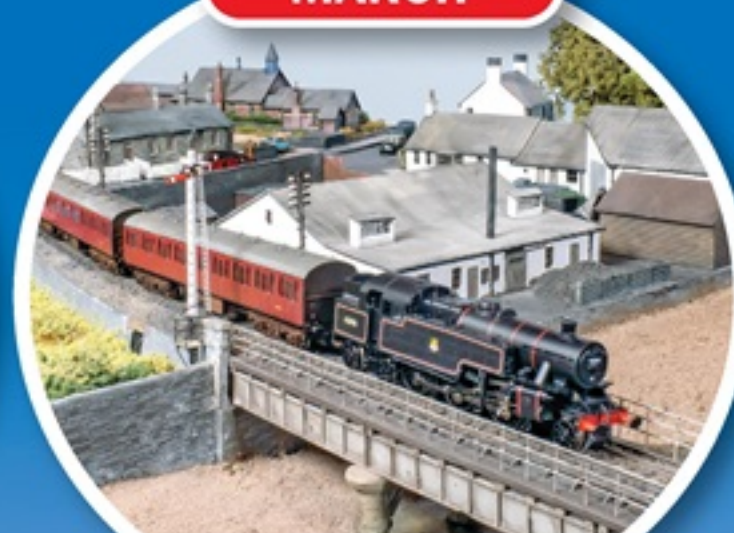
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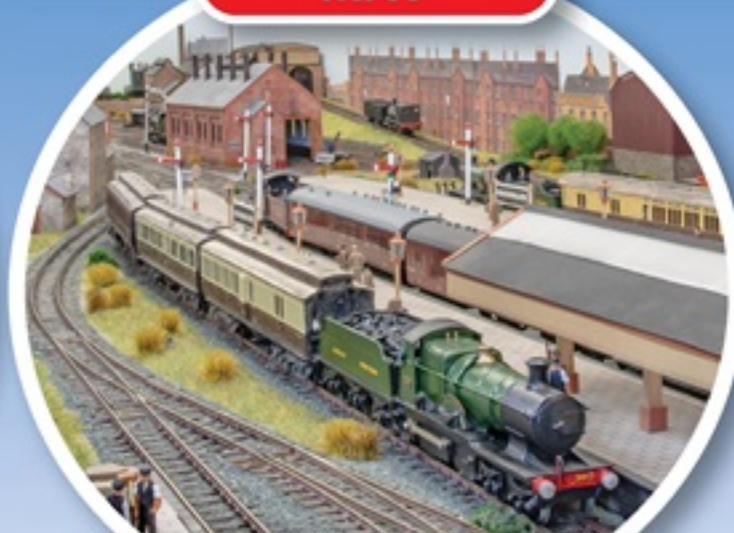
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JULY



LISWORTH BAY

AUGUST



CHESHIRE LINES

SEPTEMBER



MONKSURY

OCTOBER



BARTON ROAD

NOVEMBER



DURSTON FOR HEMSBY

DECEMBER



LEAMINGTON SPA

Through the Railway Room Door

Ballycrochan Line

A house move doesn't always have to signal the end of the line for a permanent model railway system. COLM FLANAGAN recounts how he was able to salvage elements from his 4mm layout – which combines Northern Irish and Scottish elements – and rebuild them in the garage space of his new home.

Photography by the author

In March 2018, I came to live in Bangor, County Down, and a 20' x 12' garage became available for a new railway. My previous home layout (*The Stranraer, Coleraine & Donaghadee Railway*, see RM August 2015) had been dismantled carefully, with all the stock and buildings being kept in storage boxes until the insulation, flooring and basic electrics had been completed in the new garage by my friend Ken Gillen.

With the railway room at my new home prepared, work could begin on the planned layout, which would incorporate the three stations of my old system: Ardglass (Belfast & County Down Railway/Ulster Transport Authority), Coleraine (LMS Northern Counties Committee/UTA) and Stranraer (Glasgow & South Western Railway/BR Scottish Region). However, the workbench area, and space for domestic appliances and shelving, was completed first.



The Ardglass board had been retained with its track and wiring, and so that section was installed to start with, just to get something running in a short amount of time. Only very minor changes to the track layout of this section were necessary, the main one being the 90° curving of the line under the monastery hill (see plan) to suit the new configuration of the layout, compared with its end-on orientation previously.

It should be noted that Ardglass station was described comprehensively in the December 2021 issue (when this was added to my already extant SC&DR system), so this article focuses on the rest of the new layout.

A two-level design

One major change with the design of the new layout was the creation of two levels, involving gradients running between the various stations. I had always steered well

▲ B&CDR 0-6-0 No. 26 heads a short goods train from Portrush towards Ardglass. It is pictured on the approach to the bridge that crosses over the double track main line.

clear of having gradients on my layouts after some past attempts had proved unsatisfactory, but now I wished to incorporate a double track main line with my Coleraine station and hidden loops on a lower level, with Stranraer station set at a level approximately 75mm higher, with the aforementioned hidden loops running behind. This would allow six trains to be stored there, which would not be too visible when observing Stranraer station at eye level.

One feature I really wanted the new layout to have was engaging point-to-point operation, because operating my layouts





with friends over the years has always been a great pleasure.

It was envisaged that trains would be able to run from Ardglass to a junction just under the monastery hill: from here one line would descend to the lower level and Coleraine, the other would run direct to Stranraer. The latter involves a short, curving graded section that runs behind the Stranraer loco depot and into the station.

Central to all of this was what I termed the 'junction board' part of the layout, which ultimately had five standard gauge tracks and one OO9 line, all criss-crossing each other! This proved to be quite a challenge to plan on paper and required some very fine adjustments once the trackwork had been laid to achieve the necessary gradients and clearances.

Coleraine

The station building on the double track main line was based as closely as possible on that at Coleraine, which is on the railway line that joins Belfast with the city of

▶ The footbridge is a vital part of Coleraine station. Here a diesel-electric unit is arriving in one of the main line platforms. The model of the main building was constructed from scratch following a survey of the real structure.

A roadside view of Coleraine station, which remains an important junction for a branch to the seaside town of Portrush. ▶

Londonderry; today this line is mainly single, but Coleraine remains an important junction for a branch to the seaside town of Portrush. For most of the 20th century it was run by the Midland, then LMS, then the Ulster Transport Authority; now Translink.

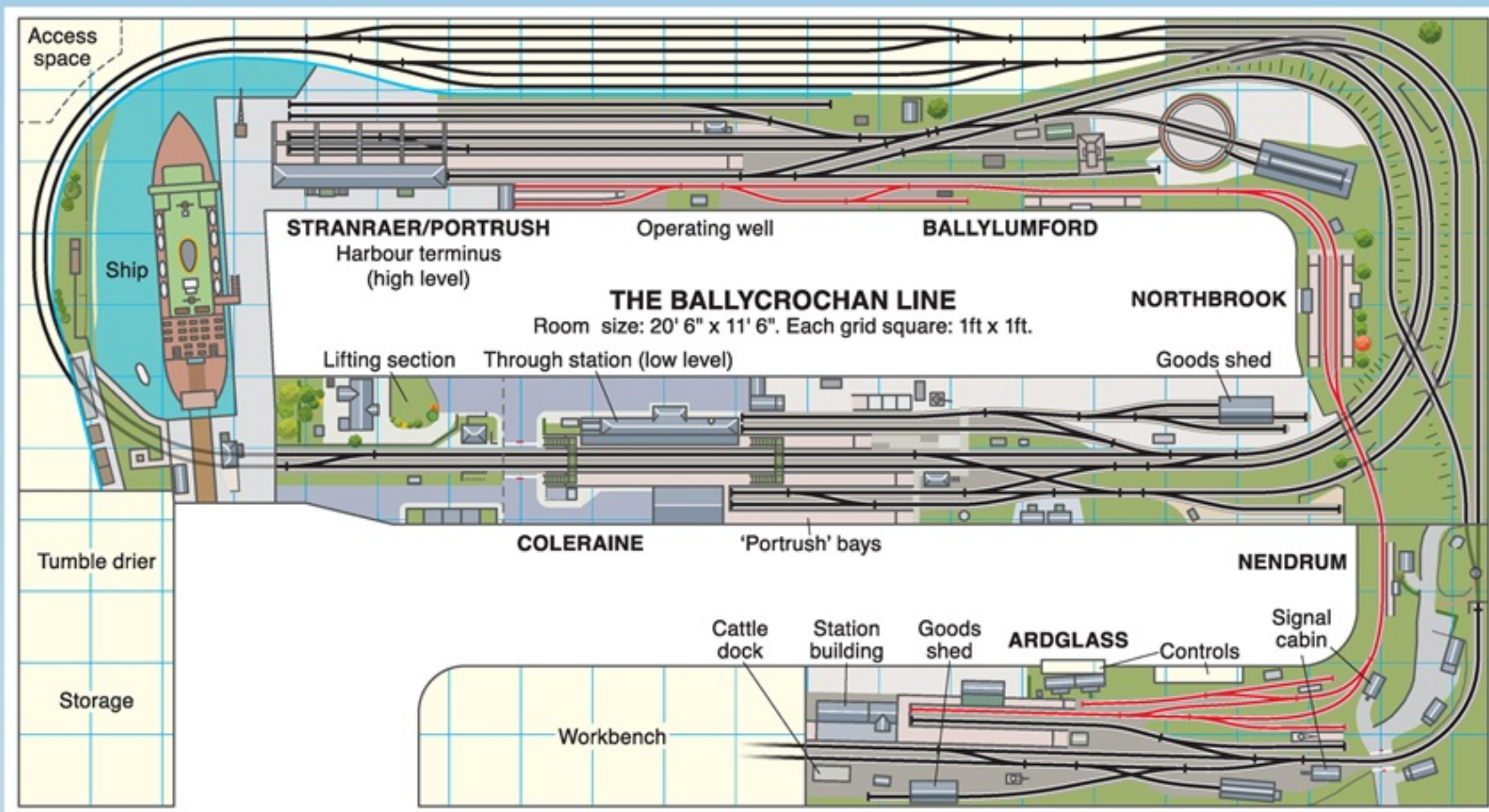
The model building was scratch-built using information from a survey of the structure that I had undertaken – it has changed very little since 1965, the era I've modelled. I have added a small bus depot beside the station; in reality Coleraine has a large modern bus station facility built onto one end of the original station building, which is now used as office space only.

The real Coleraine-Portrush branch never had a dedicated platform, trains instead

▶ A narrow gauge passenger train leaves Northbrook and heads across the 'junction board' section of the layout. The locomotive is a re-purposed Roco model and the coaches are from the old Mike's Models range.

pulling in behind each other on the main platforms, but I have given the branch two dedicated bays with their own run-round to make for more interesting operation. My branch to Portrush/Stranraer can be operated as a self-contained point-to-point layout if desired. Trains leaving these bays face a 1 in 40 rise just outside the station, on a 2' 6" curve, but each of the Coleraine bays can only accommodate a four-coach train so the topography of the trackwork is no problem for local services. However, main line trains





of six coaches can also operate up to Stranraer, so the Stranraer platforms have capacity for trains of this length.

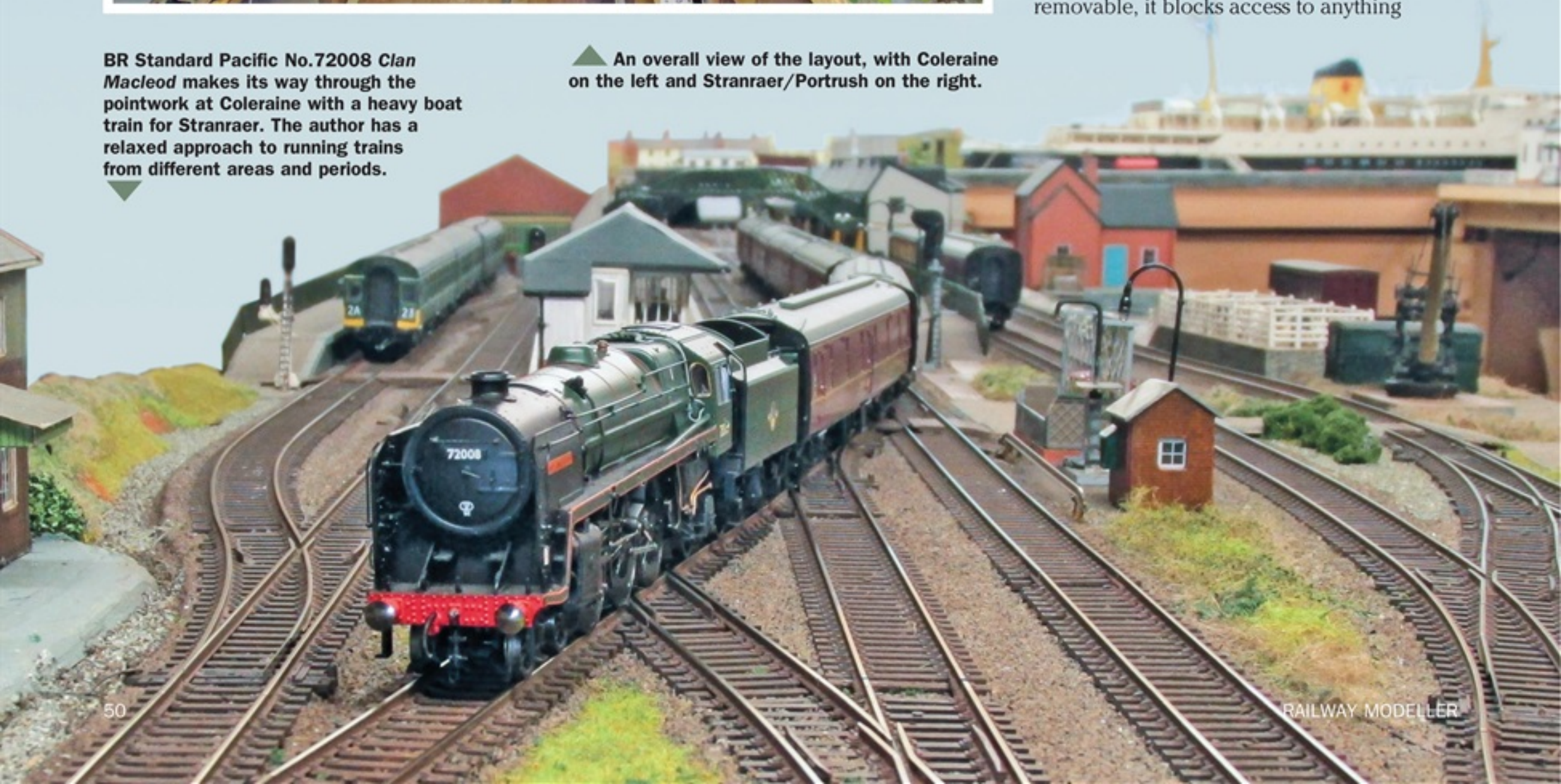
There is a link between the branch and the main lines in front of the Coleraine signal box; my existing model of this structure was moved to this area, and a new smaller box was provided for the other end of the station.

Stranraer

Stranraer station has been adapted from the prototypical configuration to maximise the relatively narrow space available on the layout. The station still retains its building and roof girders, but I didn't model the glass canopy because, unless it is made easily removable, it blocks access to anything

BR Standard Pacific No.72008 *Clan Macleod* makes its way through the pointwork at Coleraine with a heavy boat train for Stranraer. The author has a relaxed approach to running trains from different areas and periods.

▲ An overall view of the layout, with Coleraine on the left and Stranraer/Portrush on the right.



The now-preserved Caledonian Railway 4-2-2 No.123 stands underneath the roof girders at Stranraer station. The roof structure uses sections from the Airfix/Dapol canopy kit.

needing coupling or uncoupling.

This station now has the engine shed, coaling tower and turntable that were formerly part of the Coleraine section on the original layout, although a new water tower had to be made to suit the new configuration. The turntable is operated with an auxiliary controller that has been installed alongside, with the tracks aligned by eye.

In the fullness of time I may construct a different station building to replace the existing structure at Stranraer, based on an LMS NCC station, as well as a new signal cabin.

The ferry

The *Caledonian Princess* was built specifically for the Larne-Stranraer route and entered service in 1961. State of the art when launched into service, *Caledonian Princess* was the car ferry which turned around the fortunes of the Larne-Stranraer ferry route which had been threatened with closure after the disastrous sinking in 1953 of an earlier ferry, *Princess Victoria*.

I had commissioned the building of this model back in 2011 and it is made from wood and plasticard to 3.5mm scale. This allowed me to incorporate the linkspan area; the ship is big enough for it not to be noticeable. The model still dominates the trains as it should, despite being to a slightly smaller scale.

The ferry berth is at right angles to the station, which would be right for Larne but not Stranraer. The reason for doing this was twofold: there wasn't quite enough room in the aisle between baseboards to do otherwise, and I wanted to create a suitable scenic setting for it that convinced visually from as many sides as possible. I decided to model a sea loch and for the first time used forced perspective for the far shore – the



street buildings behind the ship are 3mm scale and of the two cottages on the far shore the nearer one is 2mm, with the furthest one approximately 1mm. The beaches are sand and the rocks are cork bark.

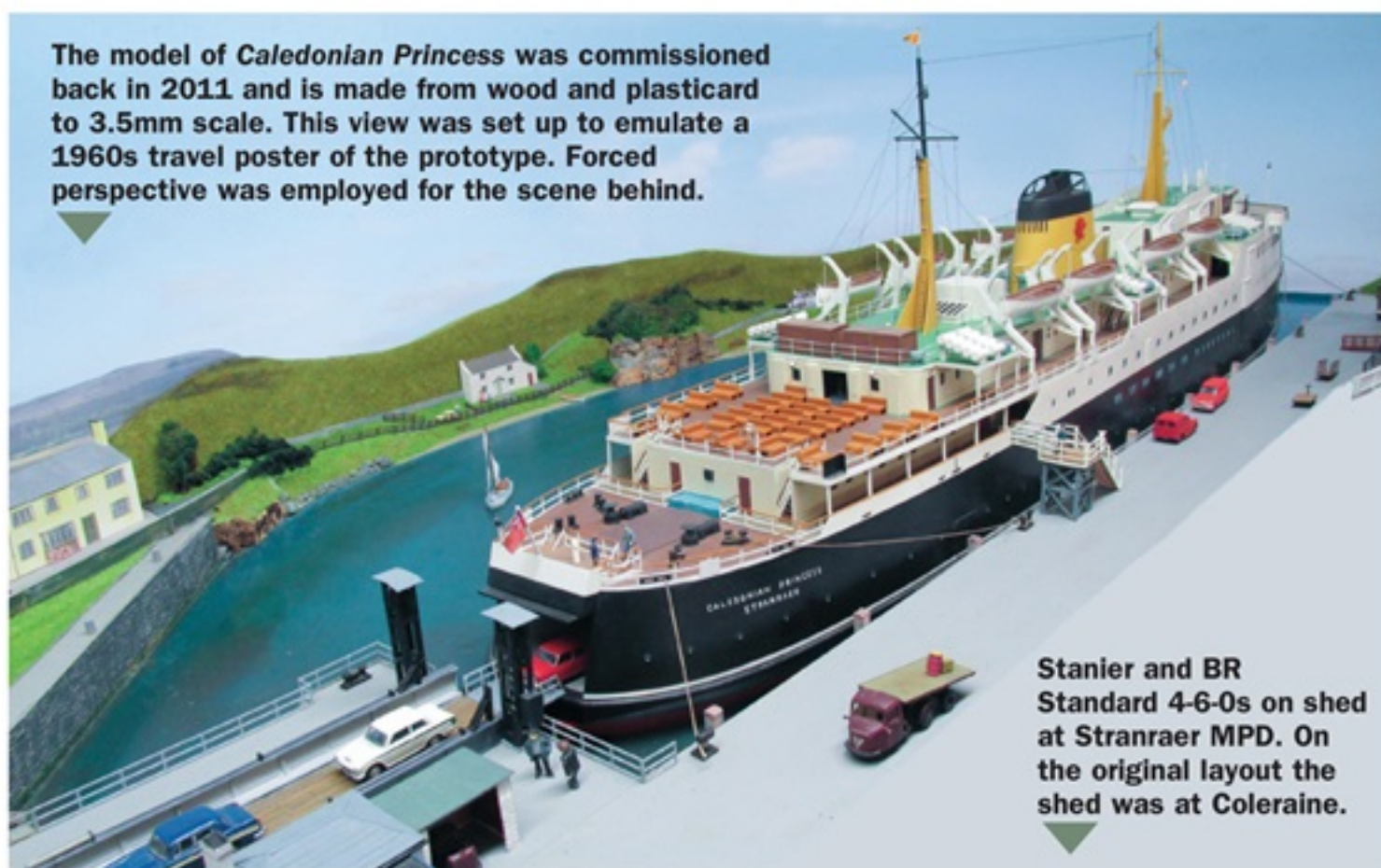
The backscene of hills is made from card and grass mat: this stands some 150mm away

from the sky paper which runs around behind the ferry, with the main lines on the other side of this and thereby hidden.

A mixture of stock

Rolling stock is a mixture as per my previous layout. There are the Scottish steam and

The model of *Caledonian Princess* was commissioned back in 2011 and is made from wood and plasticard to 3.5mm scale. This view was set up to emulate a 1960s travel poster of the prototype. Forced perspective was employed for the scene behind.



Stanier and BR Standard 4-6-0s on shed at Stranraer MPD. On the original layout the shed was at Coleraine.





▲ The layout features operational Travelling Post Office apparatus on the main line tracks in each direction, used with Hornby Dublo stock.

diesel outline models, which span the period from the late 1950s right up to recent times. There is a bit of a gap in the BR blue DMU era, however, as Class 126s are not available in either kit or ready-to-run form.

The other regular stock is mostly Northern Ireland trains of the UTA era, with a few from earlier companies, chiefly the Belfast & County Down Railway, though nothing after 1970, the early days of Northern Ireland Railways. Most of these models have R-T-R running gear but with much modified bodywork.

I also run Hornby Dublo occasionally on the layout and have operational Travelling Post Office apparatus on the main line tracks in each direction. I have also bought various other models purely because I really like the look of them, including a Midland Pullman, InterCity 125 High Speed Train, GNR Stirling Single and Stephenson's *Rocket*. I'd love to add a Midland Railway Johnson 'Spinner' 4-2-2, which I consider to be one of the most elegant locomotives to have existed!

The narrow gauge line

In addition to the standard gauge routes there is the OO9 narrow gauge line that runs between Ardglass and Stranraer. The main terminus is at Ardglass, but there is a halt at Nendrum, which serves the eighth century monastic site. A passing loop at Northbrook is situated near the Stranraer engine shed, whilst a third intermediate stop is Ballylumford Halt (yes, that is a name of a real place!). The terminus of the line is beside the main line platforms at Stranraer, where there is an island platform, loop, and siding. A new, smaller station building is planned for here.

The line has seven steam locomotives, the most recent one being a Bachmann Baldwin. There's also a converted Eggerbahn steam railcar and an Atlas tram, the latter having been cut down with a Kato chassis underneath.

Passenger stock is mostly Lilliput together

▲ A diesel-hauled passenger service pauses at Northbrook station – a passing place on the layout's point-to-point narrow gauge line.

with some home-made models – including two boat train coaches based on examples built for a short-lived narrow gauge express service that ran in Northern Ireland to Larne in the early 1930s. The models were created using cut-down Mainline LMS stock on Peco OO9 bogies.

Traditional control

The layout is equipped for 12V dc analogue control. The narrow gauge element of the layout is operated independently of the main lines using two Gaugemaster handheld units, either of which can be used to control the whole line, though normal practice is for two operators to use the passing loop at Northbrook as the boundary between the two controllers.

For the main layout I use what are now quite elderly controllers, which still perform well: I have an All Components MPC-3Pro



▲ Having crossed over the main line, narrow gauge railcar No.10 arrives at Nendrum with a service to Ardglass.

which has a 2.5 amp output per channel, and is used to power the main lines; a Hammant & Morgan Powermaster is employed at Ardglass, and a Codar controller at Stranraer. The cab control system allows any of these to power any part of the layout by flicking the respective multi-position section switches.

A railway for pleasure

The railway was designed to give me as much pleasure as possible. It was never intended to be a precise historical depiction, but instead to have variety and a sense of 'looking right' with a distinctly Northern Ireland atmosphere – with a Scottish station (that I've travelled through very many times over the last 50 years) thrown in for good measure.

It's now quite a hybrid layout – neither a full historical one, nor a totally freelance one, but with elements of both. I enjoy balancing realism with the interesting running of trains, which is an approach that perhaps used to be more common in this hobby years ago. It's not portable, so it won't be exhibited, but its continuing development should keep me busy for some time to come.

▲ LMS NCC-inspired 2-4-2T No.6 heads a rake of coaches on the narrow gauge line at Portrush, ready to form a service to Ardglass.





RAILWAY MODELLING *Explored*



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

THIS MONTH • Hemyock • Using your free backscene • Personalising a Pannier

Hemyock in the 1950s

MICHAEL FLYNN and **IAN FAIRCHILD** introduce this layout project which makes use of Setrack components and proprietary equipment.

A short while ago my friend and co-operator, Ian Fairchild, suggested that we should build a new layout, so together we made a model of one of the former railway bridges over the River Exe near Bampton. It was only a small model with single track which we built and stored at the premises of the Bampton Model Railway Club. We later converted it to show Morebath station as it was after the sidings had been removed, but just as it was completed, the Covid crisis hit. As a



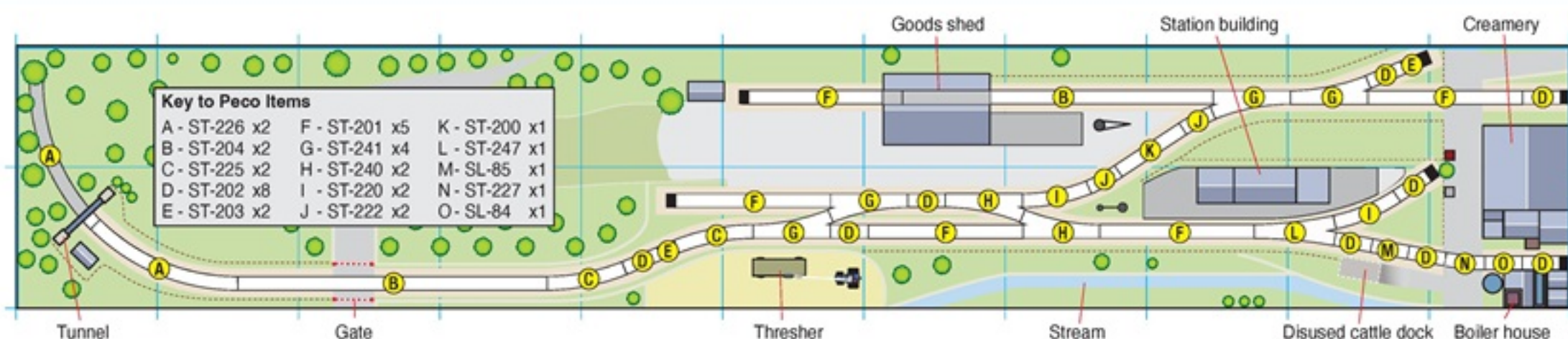
▲ Joint builders Michael Flynn (right) and Ian Fairchild (left). Photos by Steve Flint

◀ A 150hp Gloucester RC&W Single railcar (Class 122) emerges from the tunnel. On the real Hemyock branch, the passenger trains were steam-hauled until closure.

consequence we had to vacate permanently the premises in which our club was located and our embryonic layout had to be stored elsewhere in an old barn. Unfortunately it fared very badly in the barn, as wild birds nested inside the building and they left their

▲ A general view with a typical 1950s mixed train arriving at the station headed by a Collett 0-4-2T.





Hemyock Overall layout size 11' x 1' 10". Each grid square = 1' x 1'.



▲ Looking down the full length of the layout with the dairy at the far end. Scenic materials used are all readily available from the trade including trees and walling.

mark on the layout many times over!

Hence Ian and I decided to start again, and this time the project would be housed in my lounge as we had nowhere else to build it. We chose the former terminus at Hemyock, complete with the old rail-served dairy, as our subject.

The layout is 11' long by 22" wide. The track is all Peco Setrack and the buildings are made from Metcalfe card kits, some of which have been adapted to suit our requirements. We have more locomotives and stock than Hemyock actually needs, of course, and we have added some which would not have been seen on the branch in its heyday. The locos include Hornby '1400' 0-4-2Ts Nos. 1432, 1438 and 1466,



▲ Scenic details include local wildlife, such as swans, from the Noch range.

a Bachmann USA 0-6-0T, Bachmann '5700' pannier No. 8700 and '6400' No. 6422. The coaches are from Hornby and the wagons are from various sources, as are the road vehicles.

We have set this model in the 1950s period, although there are some anomalies – not exactly deliberate mistakes – which may perturb the rivet counters. For instance, we portray staff from the dairy taking a trip during August Bank Holidays when they went on holiday to Weston-super-Mare. A slip coach arrives at Hemyock for them to board which then departs for Exeter. At Exeter we have

supposed that the coach is attached to the rear of an Exeter St David's to Paddington service to be 'slipped' on the

The summer season camping coach that is installed alongside the unused cattle dock seems to have been hired by some hardy sunbathers!





▲ In this part of rural England, traction engine driven threshing machines were still to be seen at harvest time.

approach to Weston-super-Mare station. After their holiday, a return working of the slip coach brings them back to Hemyock behind a '1400' or '6400' locomotive, from where Devon General Buses take the staff home.

To be candid, this layout has come about from a fanciful daydream in which I have assumed the position of chairman of The Hemyock & Junction Light Railway, trying hard to retain the branch's 1950s appearance and atmosphere. Over the summer months from June to September an old carriage, which is used as a camping coach, is installed next to the cattle dock. Our imaginary charge for its use is only £3 per week – a good price for a 1950s holiday! Naturally, we assume that the cattle dock is not in use, and that coal does not have to be delivered to the dairy's boiler house. Likewise the farming activities have been depicted as they might have appeared in 1950s, hence the traction engine powered threshing machine in one of the scenes.

The layout is portable and from time to time we do exhibit Hemyock at local shows in the South West.



▲ Collett 0-4-2T No.1438 is pictured departing via the loop with three fully laden milk tankers and a brake third coach for passengers.



Michael's inspiration...

I was introduced to steam railways at the age of three in 1946 when my father was demobilised from the Army. In those days, we lived in London and the family used to take me and my pram to Bricklayers Arms MPD to get a load of coal. It was, according to my mother, where I fell in love with steam engines and later, in 1955, I received my first Tri-ang train set.

On 4 December 1957 I was a passenger in the EMU train that was hit by Bulleid Battle of Britain Pacific No.34066 Spitfire. It had passed a signal at danger in dense fog at St John's near Lewisham and caused a dreadful accident in which there were many fatalities. I was one of the 173 people who were injured, but despite that

frightening experience, I was not put off trains.

Much later, having moved to Devon, I joined the West Somerset Railway as a volunteer. I started as a guard, then went through the grades from cleaner up to



driver. All the while I've been a keen railway modeller and consider my modelling activities are very important and therapeutic, especially now in my later years, helping to keep my brain, eyes and hands active, particularly as I have recently suffered two small strokes (TIAs).

[Ed – Michael's work has appeared previously in RAILWAY MODELLER; in October 2011 entitled Midsomer Sojourn, and again in September 2018 with Somewhere in Devon – a layout which he had built with his grandson Callum.]

◀ Michael's stint as a volunteer locoman on the West Somerset Railway found him in the cab of No.92220 Evening Star in 1989.

Using your free photographic backscene sheets

Printed copies of this issue are supplied with a set of complimentary photographic backscene sheets, which have been produced exclusively for RAILWAY MODELLER readers. **CALLUM WILLCOX** shows how these can be used to create a convincing cityscape backdrop for your model railway project, whether that is in N, OO or O gauge.

Photography by the author



The set of backscene sheets given free with this issue depicts a panoramic view of a sprawling British cityscape. Although the scene is suited primarily to layouts set in recent times, there are few details visible that preclude its use on models depicting earlier periods – perhaps as far back as the 1960s. Traces of modern road vehicles, for example, have been removed digitally.

Each sheet is printed on high quality stock paper and measures 290mm(H) x 800mm(L), with the two sheets joining together to create a complete backscene that measures 1600mm in length.

It should be noted that the backscene sheets are suitable for use with layouts across multiple scales including N, OO and O; generally speaking, the smaller the scale, the lower the horizon needs to be.

In this article I will cover the basic aspects of using this backscene, including how best to prepare and mount the sheets. Items required include a suitable backboard (such as thin plywood or MDF) and wallpaper paste, together with a few basic tools; a craft knife, metal rule and a soft cloth. A large, flat work surface is also recommended, such as a pasting table.

Using your free backscene sheets

1 Determining the depth of the backing boards

The backscene sheets are supplied in two sections, each folded into quarters (photo A). With the sheets unfolded the depth of the backing board was first determined; remember to take into account how you plan to mount the board to your layout. For this example I left around 100mm below the image to provide sufficient depth for attaching the backing board to the layout baseboard frame (photo B).



2 Preparing the backing board

Thin sheets of MDF and plywood are popular choices for creating a suitable backing board, both of these materials being sturdy and lightweight. However, before applying the backscene sheets to the board, each material must be prepared accordingly. For this example I opted for an MDF backing board. This was prepared with a coating of MDF primer, which helps to seal the surface of the material and prevent it from absorbing the paste used to attach the backscene sheets. Once the surface was primed, the board was left to fully cure for 24 hours.



3 Reducing the folds

The vertical fold lines in each printed sheet (photo A) can be reduced by using a domestic electric laundry iron, working on the reverse side of the sheets with the iron set to a medium heat (photo B). Each line was treated with a single up and down pass – keeping the iron moving at all times to prevent the printed sheets from being exposed to too much heat. The folds in the treated sheets are much less visible (photo C).



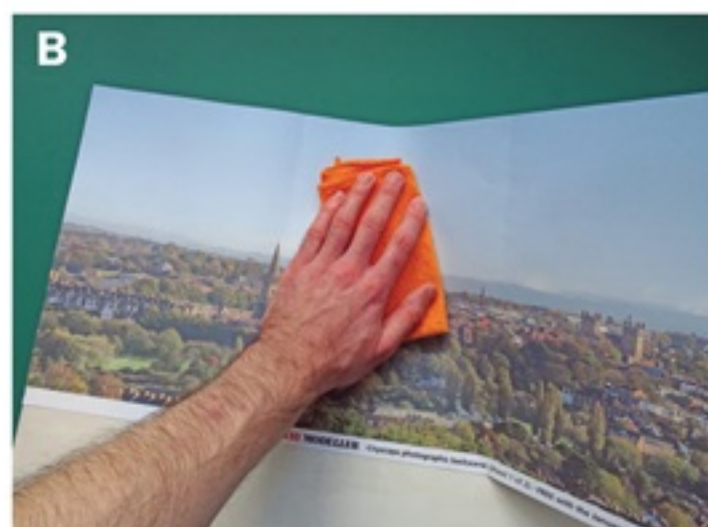
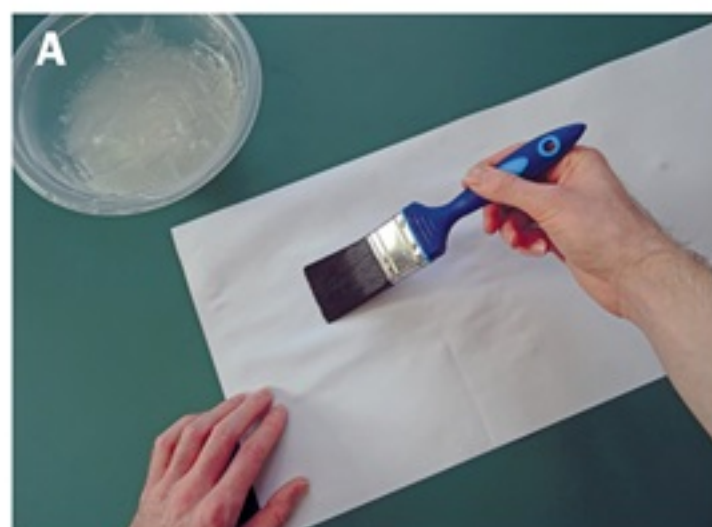
4 Sizing the backboard

Before applying the printed sheets, the mounting surface of the backing board was 'sized' with a coat of wallpaper paste; this helps to slow down the adhesion process, which gives more time to make fine adjustments when positioning the sheets on the boards. The sized board was then left to dry for around an hour. Wallpaper paste is readily available from DIY suppliers. Alternative options for attaching the printed sheets to a backing board include a spray adhesive. PVA should be avoided, however, because it will not provide a satisfactory finish.

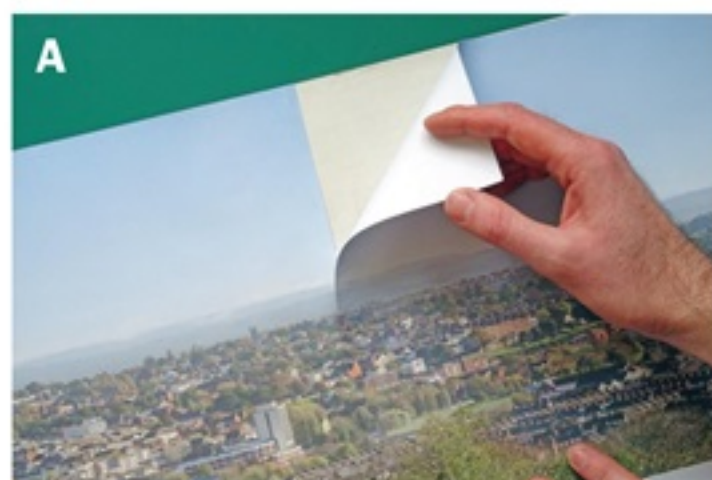


5 Fixing the first sheet in place

The same wallpaper paste mixture was then applied to the reverse side of the first backscene sheet – taking care not to over-saturate the sheet (photo A). Starting at one end, the printed image was lined up with the edges of the backing board, then rolled out slowly across the surface of the board and smoothed into position with a soft cloth; this was completed by working on small sections at a time, dragging the cloth along the centre of the image (photo B), before going back and fanning out in a diagonal motion towards the top and bottom edges; this method helps minimise the chances of air pockets getting trapped between the sheets and the board, which can cause unsightly bubbles and creases. If air pockets do occur, these can be removed with further gentle passes of the cloth – pushing the air outwards to the board edges (photo C).



6 Attaching the second sheet



The two sheets have been designed to overlap slightly, thereby creating a near-seamless join (photo A). There are guidelines on the right-hand edge of sheet No.1 that mark where it joins to sheet No.2 (photo B). With the first sheet in place, the left-hand edge of the second sheet was lined up carefully with these guidelines, before smoothing the sheet into position with the soft cloth. Alternatively, the edge of the first sheet can be trimmed so that the two sheets can be butted together. With the two sheets secured to the backing board, the backscene is now ready for use on a layout.



RAILWAY MODELLING *Explored*

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

Personalising a Pannier in 00

CALLUM WILLCOX shows how he prepared and fitted a set of etched cabside and smokebox numberplates to a Bachmann Collett '8750' 0-6-0PT in 4mm. This straightforward renumbering project requires the minimum of tools and can be completed over the course of just an evening or two – perfect for the upcoming festive season.

All model photography by the author

The use of etched name, number and shed plates with embossed lettering represents an effective way to add greater realism to ready-to-run locomotive models. However, painting the fine raised lettering on these plates can sometimes prove to be a rather fiddly task... but is there a simpler way?

Forming the basis of this short step-by-step exercise is a Bachmann 0-6-0PT model, which was supplied as No.4672 with printed cabside plates, smokebox number and shedplate.

I chose to personalise the model by renumbering it to No.3742, which was a former Bath Green Park (82F) shunter/banker. To do this I elected to use a set of custom etched plates ordered from Light Railway Stores (see Supplier Info). These plates can be supplied in unpainted brass or with a pre-painted black background (as per the examples used here).

Whilst the supplied brass numerals are ideal for the cabside plates, the smokebox numerals and shedplate lettering needed to



▲ Only a minimum of tools are required.

be painted white. However, there is an easy way to achieve this, as demonstrated here, and the same technique can be used to paint other raised details, such as items of station and lineside signage.

Aside from suitable black and white paint, the only additional items used here were a sharp knife (for cutting the plates from the fret), tweezers, a cutting mat, masking tape, PVA glue and a small piece of paper.

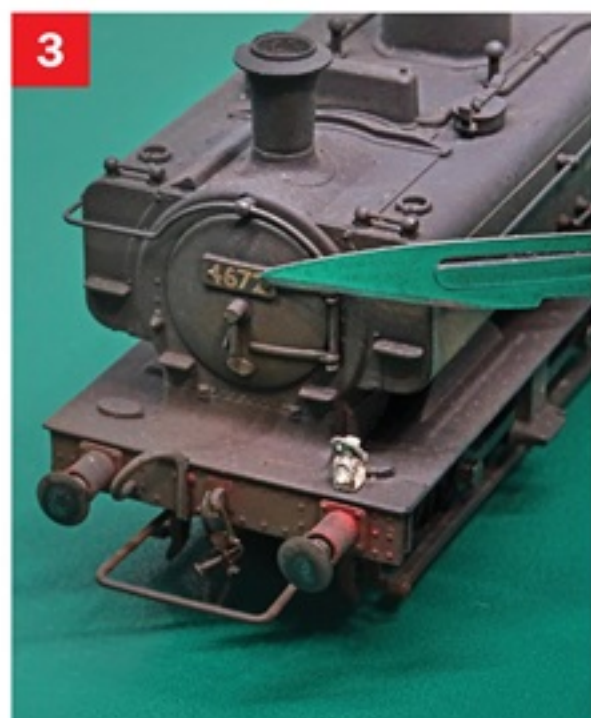
Preparing and fitting the etched plates



After separating the cabside plates from the rest of the fret (inset), the smokebox number and shedcode plates were sprayed with Humbrol No.34 Matt White; this was built up in thin layers to ensure a smooth coverage. I left them to dry for 30 minutes or so – but a period of 24 hours is best for this stage to ensure the paint has hardened fully (particularly if the paint is being applied by brush).



With the surrounding fret for the plates secured to the surface of the cutting mat with masking tape, Humbrol No.85 Satin Black was next applied by brush – covering the entirety of the plates. Whilst the paint was still wet, I used a piece of paper to wipe clean the tops of the raised lettering (a), this revealing the white paint beneath that was applied previously (b). It is important not to press too hard during this process, as this may also remove paint from the background of the plates. However, if this happens it is simply a case of applying another layer of black paint and repeating the process.



Some ready-to-run steam locomotive models – as with this Bachmann '8750' 0-6-0PT – feature rivet detail as part of the moulded number plate. These need to be removed carefully with the sharp tip of a modelling knife to provide a flat surface for mounting the replacement etched plate. A Swann Morton No.11 blade was used here.



With the surface prepared to accept the etched smokebox number, a small application of PVA glue was applied, before sliding the new plate gently into position. A cocktail stick was used for making fine adjustments to ensure the plate was positioned level and central. This process was then repeated for the shedplate and brass cabside numbers. Other details added to this model include screw-link couplings, lamps and crew figures.

Supplier information
www.lightrailwaystores.co.uk

Stephen Browne



'Minky' – a railway room with a difference

“Over the years I have built many small layouts and worked on a few club and exhibition models, but I've never had the space for a 'dream' layout of my own. Now well into my forties, I decided recently that there was no better time to make a start, so I explored options for erecting a shed in one corner of our garden. After looking at various sheds of different sizes, cost and quality, I felt that everything was either too expensive or not very well constructed.

It was around the same time that my dad happened to mention his own dream of having a railway coach in his garden... and this set me thinking. But would it work? No. Obviously. My garden was nowhere near long enough and a full-size railway coach is definitely in the high cost category. But what about something smaller, such as an old 12-ton covered wagon?

I spent some time searching several well-known selling sites before stumbling across what was believed to be a former GWR 12-ton Mink van dating from the 1930s. I spoke to the owner and drove over to Norwich to have a look. It was sat in the corner of a paddock and had provided a

home for several donkeys over the course of the previous six decades! Although the woodwork was in pretty poor condition the metal frame was mostly good. With the encouragement of my partner, I placed a bid and was shocked when I won it for the sum of £1,000. My first thought was, 'What have I done?' I was now the proud owner of a rusty and rotten heap that was located hundreds of miles away! A couple of calls to lorry hire companies and I found a very reasonable and friendly one not far from where the wagon body was located.

On the big day the crane was there ready and waiting for me, and just a few hours later we arrived home and lifted 'Minky' (as it was soon affectionately named by my partner) over the fence and into my back garden.

I started by stripping off the doors and wood from the sides leaving all the hundreds of nuts and bolts in place; these were stuck fast with some sort of very hard adhesive, but this was to actually work in my favour. The quotes I received for having replacement wood machined to the original 6½" width planks proved prohibitive, so I decided instead to use 18mm marine ply and create shallow slots with a router to represent the gaps between the planks. This meant that most of the original nuts and bolts could remain *in situ* and I only needed to change enough of the bolts to hold the plywood securely.

I cut off the backs of all the bolts, leaving

part of the bolt and the nuts showing on the outside, then used various wire brushes to remove any corrosion before applying a liberal coating of Hammerite to protect the metalwork. The plywood sheets were routed to provide recesses in the top and bottom of each sheet and to clear any heads of rivets. Each panel was made up of two sheets with the joining edges tongue and grooved to keep them flush and to help keep the water out. The panels were then removed, painted and fitted using a good sealant between the wood and metal, and in the joins between each of the panels.

The set of side doors on what was now the 'back' of the structure were removed and the opening panelled over as these were not intended to be used. The front doors were made of two sheets each and constructed the same way as before, but with the planks arranged vertically.

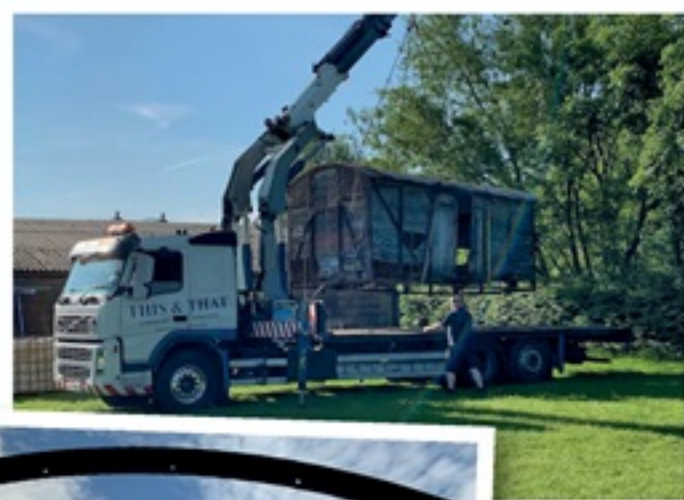
I put an extra door in one end of the wagon for everyday use and the last big job was the roof. I used one of the old roof ribs as a pattern to make a new set: once fitted, I secured the new planks to these and then weather-proofed the roof structure by tarring and felting it. Insulation took the form of 25mm Kingspan boards, with the inner walls formed of 6mm plywood on battens. There is a gap between the insulation and the inner ply to allow it to breathe.

'Minky' is mounted on old sleepers kindly donated by my neighbour with some stones to finish. Some of these sleepers have been secured to the underside of the van body to prevent it spreading at the base. The wagon plate mounted on the outside is not originally from this wagon but one I bought at a swapmeet.

I am very proud of the results. It was well worth the time, effort and expense. In total the project has cost in the region of £3,000, which I consider to be a very reasonable sum for an 18' x 8' space. Thanks go to my partner Sam, my son Dom, Andy and my dad.

All that is needed now is to make a start on building that dream layout, but that will be for another time...

... I was now the proud owner of a rusty and rotten heap that was located hundreds of miles away! ...



▲ Stephen documented the recovery and restoration project. It will eventually house his 'dream' layout. Photos by the author

Stephen Browne is a seasoned railway modeller. He works as a mechanical engineer and is also a retained firefighter.

Readers' Letters

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

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

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

A layout under the Christmas tree

I thought readers may be interested to see this Christmas-themed layout that I completed recently. The layout is called *North Poleton* and was built as a base for a 4' Christmas tree to sit on. The trackwork consists of a Peco first radius loop of Setrack, while inside this a narrow gauge train in OO9 shuttles in and out of a goods shed/present wrapping facility.

Scenically I've gone for a small English village 'somewhere in the North' with there being a light dusting of snow and frost on the ground rather than a thick covering of snow. The buildings and lamp posts all light up too, which works nicely as an extension to the lights on the Christmas tree.

JOE PITURA-RILEY



A North Eastern ES1 in EM

Back in the May 2004 RAILWAY MODELLER, you featured my layout *Trafalgar Yard*, a pastiche of the home of the ES1 electric locomotives. The news of a ready-to-run model ES1, in the December RAILWAY MODELLER, reminded me of the scratch-built EM gauge locomotive that I built to run on it. As a subject the top and bottom yards would make different layouts, and I imagine that we will see a few in years to come; my layout was sold on, and later on I discovered that it had gone home to the Newcastle area.

Incidentally the brake van was a novelty; one of four produced using LMS van components before the war, as a proposed standard van for the Big Four companies. Mine was produced from a cut-down Dapol LMS Stanier van with additional parts. I have attached a photo from my archives.

STEVE SEARSON



Steve Searson scratch-built this ES1 model to run on his EM gauge *Trafalgar Yard* layout. The brake van is referred to in the text. Photo: Steve Searson

Plan ahead for dismantling layouts

Having moved house twice in the last few years, and having had to dismantle layouts in both houses, I decided that this time the layout would be built in sections for easy dismantling, in case we moved again unexpectedly! This was not the only reason: I am now in my mid-seventies, and at some point my wife may be faced with the problem raised by Mr Sloan (Letters, December 2022), i.e., what to do when her husband has departed. It is often possible to sell complete layouts, particularly if they are of a reasonable standard, and constructing them with 'deconstruction' in mind would facilitate this. Even if it is not readily saleable, it could still be removed easily if it isn't bolted down or fixed to walls.

There is the related issue of the locomotives and rolling stock, which together are worth several thousand pounds. I imagine that a dealer might be prepared to dispose of them, but would probably not pay very much. However, a club that I belonged to previously would sell model collections in such cases, in return for a commission. This was likely to result in a better return for the widow, and a small contribution to the club funds. Because the actual work was done by volunteers, the overheads were much less than those of a dealer.

Whatever one decides, there should be a plan. Life is finite, and we have an obligation to make things as easy as possible for those who will have to deal with our belongings.

ROBERT FORDE

In response to the question posed by Mike Sloan regarding 'Help at the end

of the line', I had a similar dilemma.

In 2006 we moved over to France from Cheshire. I had a large 20' x 15' oval layout in a garage which was built as a permanent fixture. All of the track, around 350', was ballasted and fixed with PVA glue, as were 32 items of Peco pointwork. My only option with the track was to remove the points, plus motors, and sacrifice the rest; likewise the scenery. I saved the buildings and lineside items along with all of my locos and rolling stock which went into boxes. They are still in those boxes to this day!

After 15 years of renovating our château, we sold up and moved to a more conventional home, which has a perfect building for my next project, even bigger than the last. It will commence this year.

My lesson this time, as I'm now in my seventies, is to buy modular kit baseboards from the UK. This, I have realised, will make it much easier for the kids to dispose of when my time is up. I do plan on living a long time before that happens though.

LES WINDELER

Regarding the letter from Mike Sloan in the December 2022 RM concerning dismantling a layout: I would suggest he contact the nearest modelling club. They are likely to be able to advise on the disposal of saleable items and assist with dismantling. Items which are not readily saleable such as scenic items, buildings and perhaps baseboards could be donated to the club and could be well received by new modellers and young members.

PAUL CLARKE

Compare TT:120 with N, not OO

I have been interested to follow developments in the introduction of British-outline TT:120, and inasmuch as the new scale increases the range of options available to modellers, I welcome it. However, all the discussion of TT:120 seems to be centred around comparing it with OO.

The advantage of TT:120, we read again and again, is that it allows more railway in a given space, or a similar layout in a smaller space, than OO. But of course, N gauge already offers this advantage, only more so, as it is smaller than TT:120. I think the relevant question is what advantage TT:120 offers over N, not OO.

The answer is presumably that, being slightly bigger, TT:120 is less fiddly and allows more detail than N. But how much bigger is it, and how much difference does it make?

British N is 1:148 scale, and if my rusty maths still serves me, 1:120 is 23% bigger than that (i.e., a TT:120 model would be 23% longer, wider and higher than a model of the same

prototype in N). Does this make it significantly less fiddly? And is the decrease in fiddliness sufficient to compensate for the almost total absence currently of British-outline equipment and accessories (for instance, figures and road vehicles) in this scale?

It is true that for modelling some Continental European railways, TT:120 has proved viable alongside HO and N (though much less popular than either). But Continental N scale is 1:160, and 1:120 is not 23% but in fact 33% bigger than that – which is a much more significant difference.

As I said, I have nothing against the new scale in itself. But if I were to consider adopting it, the main question in my mind would be, why choose it over N, with its still smaller size and vast range of available models? And I think newcomers to the hobby who might be considering their choice of scale would be better served by framing the choice in these terms.

ANDREW KILICK

Alsager show award winners

I am pleased to report that our annual Crewe show at Bentley Motors 'Legends' conference centre resumed after a break of two years due to the pandemic. It was held over the weekend of 12 & 13 November 2022.

The show was a great success and Neil Morrle, Marketing Manager from Dapol, kindly judged the two categories of 'Best In Show' and 'Best Scenic Layout'. Winner of the first award was Wolfe Lowe; Shaun Horrocks and Stephen Moore are pictured (photo A) receiving their trophy from Neil Morrle.



The winner of the second award was Weaver Hill; pictured in photo B are Richard Brady and Chris McCready with



Neil Morrle, receiving their trophy.

Thank you for all the excellent work you continue to put into RM, which makes it my 'go-to magazine' of all the railway modelling monthlies.

ANDY J SMALL

Chairman, Alsager Railway Association

Explanations of the 'Bonnyface' nickname

I have enjoyed following Ian Nuttall's series of articles about *Dentdale*. I read his letter about the 'Bonnyface' (in the November RM) with considerable interest as I grew up with this story. We lived in Langcliffe, about one mile north of Settle, and my bedroom window looked down the footpath over the railway footbridge to Langcliffe Place Mill. That bridge was a wonderful place to go train spotting with my school friends. It has laid the foundation for a lifelong interest in the Settle-Carlisle Railway.

I understood that the last afternoon train from Hawes to Bradford was known as 'the Bonnyface' because once it had passed through, the railway staff knew that it was time to clock off work for the day.

There is a less reliable suggestion that the name 'Bonnyface' was also applied to a certain permanent way inspector, behind his back. He was infamous for his habit of travelling with his head out of the carriage window, checking up on the work of his men.

I can recommend the book *Settle-Carlisle Railway* written



▲ The 4mm recreation of 'the Bonnyface' by Ian Nuttall, pictured on his S&C-inspired *Dentdale* layout. Photo: Ian Nuttall

by W R Mitchell and David Joy, first published by Dalesman Publishing Company Ltd in 1966. W R (Bill) Mitchell was editor of *The Dalesman* magazine for many years, and he was respected for gathering interesting and entertaining stories around the Yorkshire Dales.

ANDREW J KIRBY

A trap within a turnout

I was interested to see Toby Jennings' article in the December issue of RM. A useful clarification about the difference between catch points and trap points and how they are arranged. Things can, however, get complicated where there is insufficient space for the 'usual' design.

The attached photo shows the turnout at the exit from the goods yard on the scale model of Swanage station that I am building in OO, set circa 1964 and using C&L track. Northbrook Road bridge, part of which can just be seen on the left-hand edge of the photo below, restricted what could be done to the west, and to the east two of the sidings extended almost to the boundary of the station in order to accommodate empty stock for trains of up to 10 coaches. The solution adopted by the railway's engineers was to incorporate the trap point blades within the turnout. Interestingly the trap points were operated by using lever No.9 in the signal box whereas the turnout was hand-worked by the shunter.

ANDREW TUCKER



I really enjoyed Toby Jennings' exposition on catch and trap points in the December RM. He explained perfectly the *raison d'être* behind these devices, backed up by pictures and diagrams which showed accurately the correct positioning and the relationship with signals in the area.

As a former railway employee, I recall somewhat disquietingly that many railwaymen were blissfully unaware of the differences between 'catch' and 'trap' and would insist on referring to trap points as catch points. And I had limited success in trying to put them right!

I also liked the illustration of the wide to gauge trap point. Such types are rare, so it was good to include these in the article. I do know of one example in the carriage sidings at the west end of Bournemouth, which will have been provided owing to space limitations and the fact that the sidings are sandwiched between the Up and Down lines.

One catch point which survived long after the cessation of loose-coupled freight trains was towards the top of the incline between St David's and Central stations in Exeter. Very necessary in its day, it has now been eliminated.

Not relevant to model railways perhaps, but one element of trap point protection which is still commonplace is the track circuit interrupter, which is designed to be dislodged by the wheel of a derailed vehicle passing through the trap. In so doing it would sever the cabling and place all signals in the adjacent area to danger. A highly informative article on an oft misunderstood subject.

MYLES MUNSEY

In defence of the Comment page

I am sorry that Michael Pratt is advocating the removal of the Comment page (RM, December 2022) because of its 'unwanted opinions and observations'. He believes most readers would prefer 'such opinions' to be confined to the editorial page, but I am not one of them. The Comment page is something I turn to first each month, because I always find something which is going to interest/frustrate/annoy me. I might not agree with an author's point of view and often don't, but comment pieces, written by someone who knows what they are talking about, offers readers an alternative view and makes you think about what you are doing, and just maybe how you can do it better. Keep up the good work and please don't ditch the Comment page.

PHIL STONEHAM

Snippets...

A 'Dutch' Class 01

Regarding the photograph on p787 of the November 2022 edition, of Class 01 D2953: in the description there was no mention of the symbol on the cabside, a white 'V' inside a white circle. This symbol was for the Van Ommeren shipping company of Holland who owned the refinery. At the time of the photograph this company had oil tankers and cargo ships under the British flag as well as this refinery.

MICHAEL TAYLOR

Tips for keeping wheels clean

Does anyone have any suggestions for how best to remove caked-on dirt from rolling stock wheels? Clearly cotton buds are useful but I wonder which solvent is best recommended for both metal and plastic wheels?

OWEN EDIS

Ed - We referred this question to Peco modelmaker Andrew Beard who provided the following response: "For metal wheels I would usually use a cotton bud moistened with lighter fluid. This cleans most dirt off very quickly. However, with plastic wheels you need to be really careful as solvents can attack the plastic, so a gentle scrape with a sharp craft knife will usually remove lumps of dirt, then a cotton bud moistened with water would be safest."

Is it 'Scottie' or 'Westie'?

The announcement in the December RM about the new Scottish Class 37 from Kernow references the Eastfield depot's 'Scottie dog' symbol. The Scottie, or Scottish Terrier to give it its full name, is in fact a black-haired beast, while the breed depicted on the locos that worked the West Highland lines is, of course, a white-haired West Highland Terrier, or 'Westie' for short.

ANDREW SHARPLES

Shaking things up

With reference to Kevin Russell's letter in the December 2022 issue of *RAILWAY MODELLER*, why do 'box shakers' need any defence? They can please themselves how they pursue the hobby, as can those who prefer to 'make things'. I've never noticed the latter 'looking down' on the former; it's just a question of preference.

TONY WRIGHT

Foxbury caption correction

Ed - The photo of Bob Brown's 3mm layout Foxbury, which was published on p847 of the December 2022 edition, was captioned incorrectly. It should have been credited to Ian Manderson. Our apologies for the error.

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

Penrhyn 'Main Line' Hunslet 0-4-0ST

New from Bachmann for 009

Bachmann Europe Plc has taken to surprising modellers in recent times by announcing new-tooling projects synchronously with the first stocks being delivered. The firm's latest set of quarterly product announcements proved to be no exception, with the Barwell-based firm revealing it has developed ready-to-run 'Main Line' Hunslet 0-4-0STs for 009 – and a review sample arriving in the RM office the following day.

Three versions have been produced for the first batch, comprising (ref.391-125) *Blanche* in c.1934 condition with original riveted tank, finished in black with red and pale grey lining; (ref.391-126) *Charles* in c.1940s condition with welded tank, side-mounted sandboxes and square cab spectacles, presented in black with red and sky blue lining; and (ref.391-127) *Linda* in 'care-worn' lined black (c.1951) with sandboxes mounted to the welded tank fronts, and round cab spectacles.

Our sample in detail

For review we received a sample of (ref.391-126) *Charles* in late Penrhyn Quarry lined black with welded tanks – which depicts the locomotive as it appeared between the 1940s and its retirement in 1958; this also closely

matches the current preserved condition of the locomotive, which is on static display at Penrhyn Castle.

The construction of the model takes the form of diecast metal for the chassis block, saddle tank, cab floor, side frames and wheels, with plastic mouldings utilised for the cab and detailing components. This extensive use of metal gives the model an impressive overall weight of 59g – despite its diminutive size.

The tooling caters for a number of detail options between versions, with *Charles* featuring enclosed cab with square front spectacles; welded saddle tanks; displacement lubricators; arched smokebox handrails with knobs; saddle-mounted sandbox; fire

iron brackets on left-hand side; and brass band around the base of the capped chimney.

Handrails are separately fitted – finely replicated in metal wire – all of which are painted black, with the exception of the smokebox grabrail

which is picked out in silver, as per the smokebox dart. Cab handrails are plastic and form part of the cab moulding. Bachmann has also developed a new brass paint, which has been used to great effect on details such as the whistle, dome and displacement lubricators; at first glance it is hard to tell that these items are plastic and not real brass!

The right hand-side of the model is equipped with the reverser lever – picked out in red – and a wealth of separately fitted pipework; however, the latter appears to be somewhat overscale with one of the pipes obstructing the nameplate (in contrast to the real thing). A detachable headlamp is also present above the smokebox; this is held in place by a small amount of Tacky Wax.

The high level of detailing extends to the frames of the model, with fine renditions of the leaf springs and associated rivet detail. A representation of the inside motion is visible through the cut-outs in the frames; although non-functional the effect is impressive. The characteristic inclined cylinders feature separately fitted drain cocks and cylinder relief valves – the latter picked out neatly in brass. The slender metal connecting and coupling rods, together with the crossheads and slidebars, are presented with a burnished steel finish. The model is without the low-slung brake rodding that is a visible feature of the real thing; however, this may be a conscious design choice to ensure it is compatible with a wide variety of 009 trackwork.

The model is supplied with factory-fitted peg couplers (minus loops) mounted in NEM355 pockets that protrude through each bufferbeam – these pockets also have a degree of lateral articulation to cater for use around tight curves.





The distinctive Penrhyn lined black livery has been crisply reproduced.

The footplate has been faithfully replicated with a plethora of separate fittings, including regulator, reverser lever, and water gauges – complete with clear perspex protective glasses. All these details are picked out in appropriate colours, even extending to the printed dials on the pressure gauges. The brass paint has been

suggest this part should be red, which is also as per Charles in its current preserved condition. The cabside builder's plates are crisply applied and legible, along with clean renditions of the nameplates. Etched plates are also provided in a separate pack, which have been fitted here for photography.



used to great effect here also on the boiler backhead and safety valve covers. A feature that is both novel and impressive is the fully posable set of firebox doors, which when in the open position afford a clear view of the pulsing firebox glow feature; believed to be a first for a British outline model in OO9.

The Penrhyn Quarry lined black livery has a pleasing polished metal finish. The elaborate red and sky blue lining extends to the frames, cylinder cladding, sandboxes and cab panels – all of which has been applied with no visible fuzziness or paint bleed. The rear bufferbeam is black, but archive images of Linda and Blanche during this time period seem to

Mechanism and performance

The model is equipped with a coreless motor, housed within the boiler barrel and providing drive to the rear coupled



PROTOTYPE VIEW 'Main Line' Hunslet



Charles on display inside the National Trust's Penrhyn Castle Museum in 2014 – preserved in its final condition, as withdrawn from service at Penrhyn Quarry. Photo: Max Brayne

Prototype information

The Penrhyn Quarry Railway was a 1' 10 3/4" gauge railway that transported slate and fullersite (slate powder) from Penrhyn Quarry near Bethesda to Port Penrhyn near Bangor. After using De Winton locomotives on the main line initially, a more powerful engine was ordered in 1882 from the Hunslet Engine Company Ltd of Leeds, named Charles after the son of the second Lord Penrhyn. The 0-4-0ST (works No.283) featured square cab spectacles and inclined cylinders with the connecting rods inboard of the coupling rods.

After the success of Charles, two more were built to a similar design in 1893 which could be distinguished by their round cab spectacles: Works No.589 Blanche, named after the wife of the third Lord Penrhyn and works No.590 Linda, named after the daughter of Blanche. The three locos worked on the PQR main line unassisted until closure, except for a brief trial of three Baldwin 2-6-2Ts in 1924.

The final year of official operations on the PQR was in 1962 when Linda was hired by the Festiniog Railway to assist with its tourist traffic. This led to both Linda and Blanche being purchased by the FR in December 1963, the railway going on to adapt the locos in many ways including conversion to left-hand drive and the addition of vacuum brakes to conform with the rest of the fleet.

Affectionally known as the 'Ladies', the pair now run as 2-4-0 saddle tank/tender engines and, at over 125 years of age, have earned their keep as an essential part of the Festiniog Railway fleet.

Charles was also offered to the FR, but was declined due to needing boiler work. Instead it was donated to the National Trust and can be seen to this day as a static exhibit at Penrhyn Castle with other PQR rolling stock.

axle. Current is collected via wiper pick-ups from all wheels – all of which feature brass bearings. Available either DCC ready (as per our sample) or DCC sound fitted, the model is equipped with a Next18 DCC interface, the decoder socket being located atop the motor assembly; this is complemented by a factory-fitted 'sugar cube' sound speaker, situated within the firebox.

Access to the mechanism is achieved by first removing five screws – one located under the smokebox, and four under the footplate. With these removed the chassis can then be eased away from the body.

On test, the Hunslet proved to be smooth and quiet in operation, with good slow speed performance. The manufacturer advises that the model is suitable for use around curves of 9" radius or greater (and is thereby compatible with Peco OO9 Setrack).

Ladies in waiting...

Once again Bachmann has impressed with this latest OO9 release – one which is sure to prove popular with Welsh narrow gauge aficionados.

Furthermore, the illustrations in the instructions supplied with our sample suggest that there is provision in the tooling for the manufacturer to produce models of Linda and Blanche in their Festiniog Railway preserved forms, including (but not limited to) the addition of front pony trucks and tenders.

And finally, it has been reported that delivery is expected very soon of the Bachmann Quarry Hunslet 0-4-0STs (plans for which were first outlined in the news pages of our March 2018 issue). If the 'Main Line' Hunslet is anything to go by, narrow gauge modelers are in for a treat!

Sample supplied by

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

PRICE

ref.391-126 - £189.95



It was revealed in our February 2022 issue that Danish manufacturer Heljan was to update its British Railways Class 14 0-6-0 diesel-hydraulic in OO, with the model incorporating a 21-pin DCC interface. (A review of the model as originally produced by Heljan exclusively for Hattorns appeared in our May 2010 issue.)

The Class 14s were ordered in 1963 and designed for trip workings between local yards and short-distance freight trains. 56 members of the class (numbered D9500-9555) were built at BR's Swindon Works with the first delivered in 1964. However, the anticipated duties on BR quickly dried up and from 1968 the locomotives – some after a brief sojourn at Hull Dairycoates in 1967-68 – were either sold to industrial operators including the National Coal Board and the British Steel Corporation, or scrapped. Nicknamed 'Teddy Bears', 19 of the locomotives survive in preservation around the UK.

Seven versions have been produced for this first batch of models from revamped tooling, all of which are supplied DCC ready; these comprise D9505 in BR two-tone green (ref.1412); D9545 also in BR two-tone green (ref.1413); No.21 in Buckminster Quarries S&L green (ref.1414); D9523 in BR maroon (ref.1415); D9530 in National Coal Board pale blue (ref.1416); No.9524 in BP light green (ref.1417); and train pack (ref.1420) – comprising D9553 in BR two-tone green with four Dogfish ballast hoppers in BR departmental black.

For review we received samples of the NCB-liveried example and the aforementioned train pack.



The construction of the Heljan Class 14 takes the form of diecast metal for the chassis, with a moulded plastic bodysheet. All bufferbeam details are factory-fitted, this including items of pipework and screw-link couplings. Buffers are plastic and sprung. NEM slimline tension-lock couplings are supplied in an accessory pack for the modeller to fit, along with sanding gear, brake shoes and pull rodding.

Complementing the BR example are four Dogfish ballast hoppers, the tooling for which was first reviewed in our February 2005 issue.

The models – which are largely of plastic construction with painted metal wheelsets – feature fine renditions of the hopper actuating rods, grabrails

and chequer plate pattern walkways. Vacuum pipes are also factory-fitted. Presented in BR departmental black livery, each vehicle is adorned with a wealth of printed detail, including 'EMPTY TO TINTERN QUARRY' lettering; particularly impressive is the application of hopper door 'SHUT/OPEN' markings, applied to the ends of the hopper bodies above the operating wheels. (We wonder whether Heljan may consider an additional wagon pack to bolster the train pack contents in due course?)

On the whole, the application of the liveries on both models is to a high standard. Printed details such as running numbers, NCB lettering and BR crests have been applied crisply – and even extend to fully legible builder's plates. The plethora of wasp stripes have been well executed, the lines being clean and straight with minimal paint bleed; these complement the pre-fitted four-character headcodes (the NCB machine features blanked-off headcode boxes). However, some

black overspray was noted on the yellow bufferbeam of the BR example, and below the red/white marker lights of the NCB sample.

Mechanically the model is similar to the original release, with a centrally mounted motor and flywheel providing drive to the centre coupled axle. Current is collected from all wheelsets through phosphor bronze pick-ups, which are painted black. Provision for DCC is via a new printed circuit board with 21-pin decoder interface located at the No.1 (longer bonnet) end; access is gained by first removing the cab (a tight friction fit) revealing a screw beneath the exhaust assembly. Once removed, the cab control panel must be detached – this requires a glue bond to be broken – before the bonnet cover can be lifted clear.

There is no specific allowance for DCC sound; however, there is possibly sufficient space within the cab or inside the long bonnet for a small flat speaker. The model is equipped with headcode and marker lights; these can be switched on/off independently under DCC operation; 12V dc users are restricted to just directional head and tail lights in analogue mode when power is applied.

Although these latest Class 14 models are not the result of a complete retool, the addition of a 21-pin interface is most welcome. Also commendable is the extensive choice of liveries, which not only showcases the history of these locomotives during their BR service, but their later industrial and preserved careers as well.

Samples supplied by

HELJAN A/S,
Rebsagervej 6, DK-5471,
Søndersø, Denmark.
www.heljan.co.uk

UK Office for spares and retailer returns –
Gaugemaster House, Ford Road,
Arundel,
West Sussex BN18 0BN.
www.gaugemaster.com

PRICES
ref.1416 - £199.00
ref.1420 - £369.00



The train pack models a typical Forest of Dean ballast working.

The cab must be detached in order to remove the bonnets.

BR Mk.I CCT (Covered Carriage Truck) new from Heljan

0

Heljan has delivered its latest ready-to-run O gauge item of rolling stock to be developed from all-new tooling – the BR Mk.I Covered Carriage Truck (CCT), or general purpose two-axle van, plans for which we outlined in our October 2019 issue.

Over 800 CCTs were constructed in six batches at Earlestown Wagon Works between 1959 and 1961. Equipped with end doors, the vehicles were originally intended for Motorail services; however, they were demoted from these duties during the mid-1960s due to tight clearances inside the van body. Despite this the vehicles saw extensive use on parcels traffic, and could regularly be seen tagging onto the front/rear of passenger services. After withdrawal from revenue-earning service many CCTs were transferred into departmental use, acting as store vans or breakdown vehicles, with numerous examples passing into preservation.

Nine numbered and un-numbered versions have been produced by Heljan for the first series of releases: BR lined



maroon (ref.9440); BR unlined maroon (ref.9401); BR blue (ref.9402); BR Red Star blue (ref.9403); BR Breakdown Train Unit (BTU) yellow/black (ref.9404); BR departmental olive green (ref.9405); weathered BR lined maroon (ref.9406); weathered BR 'Express Parcels' blue (ref.9407); and Tartan Arrow red & white (ref.9408). A tenth version in BR RTC red and blue has also been produced exclusively for Gaugemaster. Further details about the liveries (including running numbers) can be found in the manufacturer's 2022 catalogue.

For review we received a sample of (ref.9403) presented as M94173 in BR Red Star blue, with red/yellow band. The model consists of a plastic injection-

moulded body and chassis, with metal wheelsets fitted in brass bearing equipped sprung axleboxes, together with sprung buffers and hook drawgear with functional screw-link couplings. Overall weight is 424g.

Body detail includes renditions of the grabrails (formed from fine metal wire), door latches and lamp irons – the majority of which are separately fitted. The characteristic end doors have been moulded crisply; the riveting and detail fittings of the latter being well represented. Flush glazing is fitted, with representations of the window bars printed on the reverse side. Vacuum and steam pipes – formed in fine plastic – come factory-fitted. The level of underframe detail is particularly impressive, with fine depictions of the leaf springs, brake/steam heat pipes (which run the full length of the vehicle) and braking pull rods; there is even a partial representation of the dynamo and belt.

Livery application is first class with clean breaks between body and roof colours. The characteristic red/yellow Red Star band is applied straight with no visible bleed or imperfections. Details such as the brake handles,

grabrails and lamp irons are neatly picked out in white, with the side door handles and latches in brass and silver, and emergency light points in orange. Lettering and data panels are crisp and legible – including the Red Star logos applied to the right of the centre window.

These vehicles will doubtless prove very popular with post-Nationalisation era O gauge modellers, whether tagging onto the rear of a local passenger or forming part of a parcels train.



Sample supplied by

HELJAN A/S,
Rebsagervej 6, DK-5471,
Søndersø, Denmark.
www.heljan.co.uk

UK Office for spares and retailer returns –
Gaugemaster House, Ford Road,
Arundel,
West Sussex BN18 0BN.
www.gaugemaster.com

PRICE
ref.9403 – £199.00



New releases from C-Rail Intermodal

N & 00

C-Rail Intermodal has received stocks of its KTA pocket wagon in N, plans for which were first documented in our September 2017 issue. The model follows the KQA classified versions, a sample of which was reviewed in the pages of our February 2020 issue.

The initial batch of 35 full-size wagons was built by Rautaruukki in Finland in 1997, with finishing work – including fitting of Y25C bogies recovered from scrapped Tiphook KPA aggregate hoppers – carried out by Marcroft Engineering at Horbury upon arrival in the UK. An order for a further 40 identical vehicles was placed in 1998, although with new-build bogies. Originally coded KQA under TOPS, from mid-2003 the fleet was renumbered and recoded to KTA following the takeover of the leasing company Tiphook by GE Rail services. This latest release from C-Rail represents the vehicles following this re-classification.

The tooling mirrors that of the KQA with the KTA model moulded largely in plastic, weighing in at 13g unladen. Air brake and reservoir detail is finely rendered, with associated pipework, access loop grabrails and handbrake wheel connections formed from metal wire. Standard N gauge NEM knuckle couplers are clipped directly into the Y25C pattern bogies, which are equipped with free-rolling metal wheelsets.



Presented in blue with Touax branding, the livery application is top-notch, with fine printed details including data markings. Most of these are barely discernible to the naked eye, but are fully legible under a glass, except for a few of the smaller markings.

Six versions in a choice of pristine (priced £30.00 each) or weathered finish (£35.00 each) are currently available, with the firm's range of 40' high-cube and 20' containers providing suitable loads.



New containers in 00

C-Rail Intermodal continues to expand its range of fully-finished injection moulded shipping containers with a

further selection of 4mm scale releases.

For review we received samples of a 40' high cube container presented in ICL Group red – priced £8.00 each; a 30' x 8' 6" Bulktrailer in Tiphook brown (old style) – priced £7.50 each; and a 20' container in Manchester Liners red with orange top – priced £7.50 each.

These are suitable for use with a number of modern-era container wagons that have been produced in recent times for 00.

As with the samples of previous container releases that we have seen from this supplier, the printing and finishing is commendably sharp, with lettering and markings on the end doors fully legible – whilst the door latches and locking mechanisms are separately fitted to the main container mouldings.



Samples supplied by

C-RAIL INTERMODAL,
Morven, Roome Bay Avenue,
Crail, Fife, KY10 3TR.
www.shop.c-rail-intermodal.co.uk

PRICES
(See text)



Accurascale continues to bolster its family of MGR (Merry-Go-Round) wagons in OO, with the arrival of the HBA, HDA and HMA coal hoppers, and MHA ballast/spoil box. (Reviews of the firm's previously released HAA, HCA and CDA hoppers were published in our August and October 2022 issues).

HBA/HDA & HMA hoppers

The last 460 MGR wagons – which left Shildon in 1982 – were given uprated suspension and braking, enabling them to run at 60mph either loaded or unloaded. These were coded HDAs, but between 1991-2 the entire fleet received new 'aerodynamic' canopies – being recoded as HBA after receiving this modification.

Another TOPS code introduced during the mid-1990s was the HMA, denoting HAAs with modified brake distributors. This uprating scheme was first implemented by Mainline Freight, and was later continued by EWS.

For review we received samples of HBA triple pack ref.ACC2591HBA-LH1 containing wagon Nos.368111, 368117 and 368389 in Loadhaul unpainted steel with orange cradles; HDA triple pack ref.ACC2571HDA-RR2 containing wagon Nos.368169 (with Barry depot logo), 368279 and 368312 in Railfreight unpainted steel with red cradles; and HMA triple pack ref.ACC2585HMA-TC1 – containing wagon Nos.352774, 356939 and 359013 in Trainload unpainted steel with yellow cradles.

Livery application has been completed to a high standard across all 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, free-rolling wheelsets (also metal) fitted within brass bearings with representations of the disc

brakes, and extensive underframe detailing. Slimline tension-lock couplings are fitted as standard.

Each model is supplied with an accessory pack comprising working scale instant couplings, yellow air pipes and red air brake pipes. However, a minor point to note is that our samples of the HBA and HDA were supplied with the wrong style of air brake pipes; these details featuring horizontal mounting pins as opposed to the correct vertical ones.

As per the prototypes, the models feature numerous detail differences; one such notable tooling variation of the HDA and HBA is the addition of the solebar mounted brake distributor, complete with a fine representation of the associated pipework.

MHA ballast/spoil box wagons

Following the decline of coal traffic from the mid-1980s, British Rail began looking for uses for redundant HAA underframes. The most successful of these conversions was the MHA

ballast/spoil wagon, of which around 1,070 examples were outshopped by BREL Doncaster between 1997 and 2006.

Designed for infrastructure duties, the vehicles featured a low-side box body of heavy construction – allowing them to be loaded/unloaded by mechanical grab equipment. In 2016, DB Cargo – the successor to EWS – initiated a programme of braking upgrades to the MHA fleet, giving the wagons a new MPA TOPS code after modification.

For review we received a sample of MHA triple pack ref.ACC2551MHA-DB2 containing wagon Nos.394676, 394913 and 396164 in DB (ex-EWS) maroon. Weighing in at 46g, the models – like the prototypes – share the same chassis tooling as the firm's HAA hopper models; comprising die-cast frames, detailed with injection moulded plastic and etched components. Instant couplings and red air brake pipes are provided for the modeller to fit.

The 'box' body – which distinguishes the MHA from the rest of the MGR family – has been well captured. Currently, the Accurascale tooling caters for the later batches of vehicles delivered between 2002 and 2006, distinguishable visually by the smaller number of strengthening ribs (earlier batches had more). These ribs are of 'I' beam construction and are well replicated on the model, almost looking like separately fitted pieces. Details that are separate, however, are the lamp irons – one located to the left side of each end.

Finished in DB (ex-EWS) maroon, the markings on each model replicate those on particular prototype examples – note for example the red patches that cover the EWS branding, and freshly applied data panels. The chamfered top edges are defined in yellow, with the inside of the box body finished in a rusty brown colour. Lettering, data panels, and builder's plates are crisp and fully legible, while details such as brake handles, door latches and lamp irons are picked out neatly in white.

Accurascale has delivered its allocation of these 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).



Samples supplied by

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

PRICES
£74.95 per triple pack



SE&CR 10-ton van and two-plank wagons from Rapido

00

Rapido Trains UK has taken delivery of its latest suite of South Eastern & Chatham Railway wagons in OO – the Diagram 1426 10-ton covered van and Diagram 1744 two-plank ballast wagon. Plans for these were first announced in our March 2022 issue.

The Rapido tooling suite caters for two Railway Clearing House designs, both of which shared the same standard SE&CR steel underframe as the firm's previous seven-plank Southern Railway Dia.1355 and five-plank SR Dia.1347 & 1349 wagons (see reviews, RM June 2022).

No fewer than 11 versions of each vehicle have been produced for the initial batch of releases, covering SE&CR, SR, BR, and departmental livery schemes. For review we received two samples of the 10-ton covered van: No.45784 (ref.927003) in pre-1936 SR brown and No.S45819 (ref.927007) in BR grey; and two samples of the two-plank ballast wagon, presented as No.11835 (ref.928002) in SE&CR grey and No.62398 (ref.928005) in pre-1936 SR red oxide with later body style.

Each model is predominantly an injection moulded assembly, detailed with fine metal components. The covered vans tip the scales at 37g, the ballast wagons at 25g. Detail fittings, such as the door striker plates (two-plank ballast wagons) and brake shaft, are fabricated from metal. Buffer heads are plastic (not sprung). The split-spoke wheelsets are metal, fitted within metal bearings and extremely free-rolling; as per previous models these are presented in unpainted metal and would perhaps benefit from a spot of painting to suit. Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor; the mounting points are removable, being held in place with single screws. It is worth noting that these screws

also hold the wagon bodies to the chassis.

The wagon bodies are finely moulded with crisp representations of the vertical stanchions and diagonal bracing, together with the door frame, latches and other ironwork. Particularly worthy of note is the extensive wealth of bolt detail – most notably on the covered vans.

Below the solebars, the Mortons brake gear exhibits a commendable level of delicacy, with very fine brake levers, together with brake shoes (one per axle) that are set in line with the wheel treads. (Note the elegant extended brake levers on the ballast

wagons). It is also worth noting that the roofs of the covered vans are removable, allowing further weight to be added if desired.

Livery application on all examples is to a high standard throughout. Each model is presented with a smooth satin finish, with the pre-Grouping and Big Four colour schemes exhibiting a pleasing richness. Lettering, running numbers and markings are clean and crisp; this extends to the builder's plates on the solebar, as well as the tare markings. Details including the brake handles on the SR and BR vehicles are neatly picked out in white (as is the roof of the SR van), while the

internal planking of the ballast vehicles is picked out in a uniform natural wood colour.

Once again Rapido Trains UK has delivered two further stalwart examples of SE&CR rolling stock to its growing portfolio. Naturally, no goods train is complete without a brake van, and the manufacturer is developing models of a SE&CR six-wheel 20-ton brake van (see News, RM June 2022). We look forward to seeing these in due course...

Samples supplied by

RAPIDO TRAINS UK LTD,
Unit 3, Clinton Business Centre,
Staplehurst, Kent TN12 0QF.
www.rapidotrains.co.uk

PRICES

Dia.1426 10T covered vans –
£32.95 each

Dia.1744 two-plank ballast
wagons – £32.95 each



Latest wagon commissions from Bagnall Locomotive Group

00

The Bagnall Locomotive Group has commissioned from Dapol a pair of limited edition wagons in OO, all the proceeds from which will go towards the restoration of the group's Bagnall 0-6-OST No.2746 *The Duke* at the Ecclesbourne Valley Railway.

The first of these latest releases is

a 10' wheelbase five-plank vehicle in the livery of Hillhead Quarries Ltd, Buxton with the running number 11, in black with white lettering, and complete with removable gravel load. Limited to 200 examples, the models are priced £15.00 each, plus £4.50 P&P for up to four wagons.

The second commission from the group takes inspiration from the classic 1937 Will Hay film *Oh, Mr Porter!* The seven-plank wagon with coal load is lettered in the fictitious livery of 'Buggleskelly Industrial & Co-operative Wholesale Society Ltd', finished in grey with white lettering.

This characterful wagon is also limited to 200 examples at £16.00 each (P&P £4.50 for up to four wagons).

Orders can be placed via email (sleepermonster@yahoo.com) with payment by PayPal, or by post with cheques made payable to 'T J Oaks' and sent to the address below.



Samples loaned by

BAGNALL LOCOMOTIVE GROUP
13 Trenchard Drive, Buxton,
Derbyshire SK17 9JY

PRICES

(see text)

Book Reviews



The BTH and North British Type 1 Bo-Bo diesel-electric locomotives

Anthony P Sayer

The British Railways Modernisation Plan Pilot Scheme mistakenly called for a fleet of Type 1 locomotives for Eastern Region trip freight and light passenger work. Mistakenly in that this lighter workload was soon to vanish. After a prototype locomotive (North British Locomotive Company No.10800) was trialled, and despite it proving unreliable and unsuitable, two similar Type 1 Bo-Bo machines were ordered from British Thompson Houston (BTH) and NBL, giving a total of 54 locomotives numbered in the D82XX and D84XX series. These were later designated Class 15 and 16 respectively. Despite numerous modifications, they put on a steady but lacklustre performance and with the reduction of their intended line of work, these lightly powered locomotives were destined for a fairly short life. The NBL fleet were all withdrawn by their eleventh birthdays and despite making it past the 1970 threshold, all the BTH machines bar four were gone by 1971.

This book is heavily swayed toward a statistical presentation and after an introduction detailing the prototype woes and the design and delivery of the NBL and BTH locos, it is straight into the hardcore statistics including cut-away photos and weight diagrams which are the only drawings in the book. Allocations and maintenance schedules are covered extensively, followed by what is probably the most useful section for the modeller; a loco-by-loco history, complete with at least one photo, for the entire two fleets. These are fascinating, not least for some of the transition liveries included (several 82XXs in green with full yellow ends and D-prefix along with BR double arrow insignia). A full chapter on performance is included which is highly detailed, as is the section on livery changes and individual locos' detail differences. The final chapters discuss withdrawal, scrapping and storage and the four 82XXs used as carriage heating units.

The book is presented in report style and the text is statistic heavy, but it is beautifully printed on high quality paper and the photo reproduction is second to none. If you are a fan of the Eastern Region during the transition period or have a liking for first generation diesels, then this is an absolute must for sourcing photographic evidence to assist with the weathering and detailing of the ready-to-run models that are available.

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

250mm x 260mm, 216pp
Hardback, £40.00
ISBN 9 781 526 761965

Early Diesels on the LMS and LMR

Compiled by Kevin Robertson

There is a misconception amongst many steam enthusiasts that diesel locomotives suddenly appeared in the late 1950s and ousted steam – naturally in cahoots with Dr Beeching. The truth is of course slightly more nuanced. The LMS, along with the GWR, in particular saw internal combustion as a cheaper and more efficient way of doing certain jobs. The GWR moved more toward diesel as a passenger hauler, but all the Big Four companies experimented with small shunting locomotives that were easy to start and did not require the long maintenance and lighting-up hours. The LMS was early to the race by converting an ex-Midland Railway 0-6-0T to diesel power using a Paxman engine driving the wheels via a jackshaft. The result was that by Nationalisation the LMS had more diesel shunters than the other three companies.

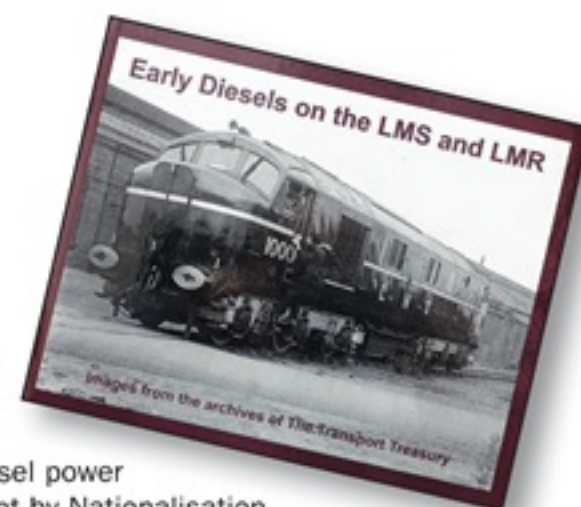
This Totem Publishing book works though the LMS's development from this early conversion machine, which resembles an American boxcab. It has to be said that there were a couple of aesthetically less pleasing 0-6-0s before we settle on locomotives that outwardly resemble the familiar English Electric Class 08.

The book quickly jumps to the LMS's experimental main line diesels, firstly the Co-Cos, Nos.10000 and 10001. This design is thoroughly explored before moving to the remarkable Fell diesel (recently produced in OO by KR Models). Both versions are covered (4-8-4 and 4-4-4-4) and the build, in-service use and destruction are featured.

This is a fascinating book full of interesting prototypes, many of which are not available in R-T-R or kit form. It is presented in landscape format with one good-quality photo per page along with a short caption which gives a concise amount of information.

Totem Publishing
16 Highworth Close, High Wycombe HP13 7PJ
www.ttpublishing.co.uk

245mm x 192mm, 80pp
Hardback £13.50
ISBN 978 1 913893 12 5



BR Swindon Type 1 0-6-0 diesel-hydraulic locomotives – Class 14

Anthony P Sayer

During the post-war discussions for modernisation, it became obvious that a Western Region Type 1 was required for general goods and trip work; in many ways a replacement for the numerous 0-6-0PT classes that were still in use and had not long stopped being constructed.

This book follows the format of previous volumes in the series; it works through the design, build and usage chronologically and is heavily swayed toward a statistical presentation. The first four chapters outline the thinking and requirement behind the design, though this does drift somewhat into a more general description of the choice of diesel-hydraulic power over diesel-electric on the Western Region. These sections include details of official meetings and memorandums and it's not until the fifth chapter that attention turns fully to the Class 14.

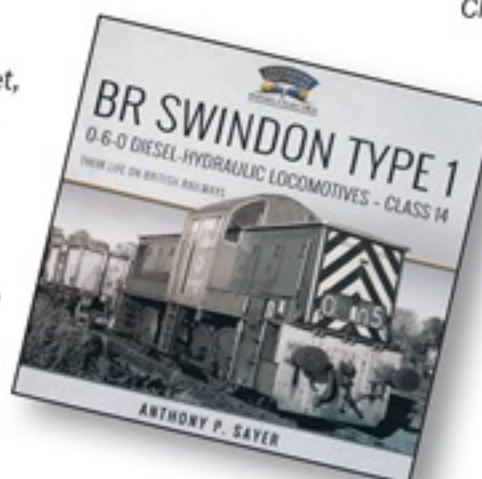
The central section of the book outlines each of the 55 examples of the class, detailing allocation, servicing, and repairs. The final chapters cover accidents and final storage and disposal including the move of several into private use on industrial sites.

The book is presented in report style (1:1, 1:2 and so on) and the statistic-heavy text can in places prove hard to read. As with previous volumes in the series, there are no scale drawings included, only weight diagrams. This is a minor observation – noted only because of the sheer amount of detail elsewhere within the book. That aside, this is a beautiful book and is essentially a reference that provides 'everything you wanted to know about Class 14s'. The many photos are reproduced well (with approximately a 30/70 colour to black & white split) whilst the weight of written information included makes this book a worthy investment in its own right.

Pen & Sword,
47 Church Street,
Barnsley, South
Yorkshire,
S70 2AS.

245mm x
260mm, 216pp
**Hardback,
£30.00**

ISBN 9 781
526 792372
www.pen-and-sword.co.uk



The LNER Class D49s 'Hunts' and 'Shires'

Compiled by Alan C Butcher

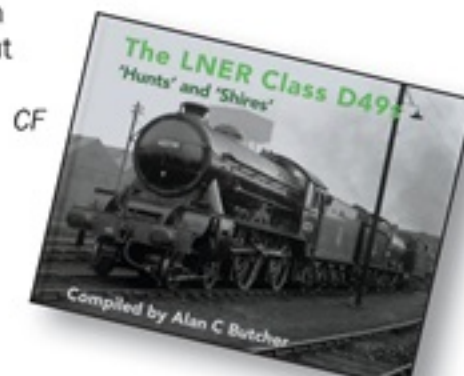
Along with what are often referred to as the 'humble' 0-6-0 goods engines, British 4-4-0 passenger locomotives have long been overlooked in favour of the later designed express 4-6-0s and 4-6-2s of the classic period of the inter-war years. The former classes carried out the donkey work of the secondary and freight traffic for most of the 20th century and, in the case of the 4-4-0s, were regarded as the express power of their day. In recent years the overlooking of these middle order engines has faded with several publications dedicated to one class, and this volume continues the trend.

The D49s were late in the family of 4-4-0s, having been designed to replace the ageing similar machines that had been inherited by the LNER at the Grouping. Built at Darlington and destined for Scotland and the North East of England (and straying into East Anglia in later years) the D49s were a classic Gresley three-cylinder locomotive and were a power upgrade on the pre-Grouping classes. Variations were built with Lentz valve gear and a single machine rebuilt with two cylinders. The D49s were a successful class and lasted in the main until the late 1950s with a handful reaching the early 1960s.

This volume looks at the entire class, with its variations, in a landscape format photo album style with fairly concise captions accompanying each plate. All plates are in black & white and work through the class in number order. The dating of the photos is a roughly 40/60 split between LNER and BR liveries and covers most of the variations carried. Each plate is followed by a strip of quick information in table style including the number changes, entry and withdrawal dates, and first and last home sheds. The quality of reproduction is fair – a handful of images are noticeably dark which, while not a major offence, is largely avoidable with the digital manipulation currently available. Where this book certainly scores for the modeller is the spread of liveries and conditions depicted, making it easy to reproduce weathering. Eastern Region modellers are likely to have at least one example in the stud and this book will certainly impart more than adequate knowledge about the class.

Totem Publishing
16 Highworth Close,
High Wycombe HP13 7PJ
www.ttpublishing.co.uk

192mm x 244mm, 78pp
Hardback, £13.50
ISBN 978 1 913893 14 9



ABC Rail Guide

Pip Dunn

Spotter's books have been around since the Second World War and although we have lost the schoolboys in caps and shorts, standing at platform ends with stubby pencil in hand crossing off numbers, the listing of current fleet numbers is still an important and popular part of the rail enthusiast's toolbox. These can also, even when superseded, provide a snapshot into the past stock provision.

The 2022 edition of the ABC Rail Guide is a comprehensive reference for the contemporary rail scene, essentially covering all current British and associated rolling stock. The book is split into 26 sections covering franchised train operating companies through to scrapyards! Many of the sections, though not all, include an accompanying route map with the main stations and interchanges marked. These also have contact details for the company and the names of upper management figures. Each section is then split into unit or locomotive classes with a short history and technical details followed by a table of numbers and names if applicable. These do bounce around on the page somewhat and move from portrait to landscape format, however.

Light rail and Northern Ireland systems are covered, as are the various maintenance companies including Network Rail. The section on heritage lines lists contact and website details followed by the ex-BR diesel and electric power to be found at these sites – though interestingly this is the cut-off, and no steam motive power is listed. This may lead you to think that the book is wholly concerned with 'modern image' and yet the very next section deals with steam power passed for main line running.

If you require an instant reference to the current rail system, then this is exceptionally good value. At a hardback 400 pages it is hardly lightweight, or pocket sized (unless you have generous pockets) though it falls into what might be called 'handy sized'. It is ideal for reference, though one of the smaller more traffic-specific spotter's books may be more suitable if you want to don a pair of short trousers and stand at the platform end with a stubby pencil...

Crécy Publishing Ltd.
1a Ringway Industrial Estate,
Shadowmoss Road,
Manchester M22 5LH
www.crecy.co.uk

210mm x 150mm, 416pp
Hardback, £25.00
ISBN 978 1800351394

CF

The St. Ives Branch

Richard C Long

The St Ives branch has long been a favourite with both rail enthusiasts and modellers alike: the former due to its attractive setting, the latter due to the ideal track layout of the terminus station which comprised, at least initially, all the elements required for the ideal small layout. This well-produced volume comprises nine chapters set out in a logical order which, with one exception, follows a roughly chronological order backed up with similarly chronological photos.

The four-mile line was originally built to broad gauge, though it was the last branch on which this was used, being eventually constructed in 1874 after some 20 years of planning considerations. It was unusually laid with transverse sleepers as opposed to the usual broad gauge longitudinal baulks. Before the line was converted to standard gauge, some was laid to mixed gauge. The history of this parallels many other similar projects and is covered in the first three chapters without going into reams of unnecessary legal detail.

The bulk of the book deals with the expanding tourism of the area, of which the line is still a vital part, and works carefully through both the changes of stock and the changes to the line and track layouts. These have naturally been quite seismic as the demands of local transport have changed, particularly with the increase in car traffic. The packed five-coach trains of the 1950s have morphed gradually through first-generation diesel multiple units through to modern two-car and single Sprinter units. The earlier units are pictured in remarkably mixed liveries and even towing a coal wagon as tail traffic. The reproduction of the photos is mixed, with roots in coloured period postcards, film stock and digital format for the modern views.

In some ways St Ives has been overlooked as the perfect model terminus. The setting is framed at the rear with steep banks and the ground falling away to the beach area in front, and being set on a curve the station would be ideal for a domestic corner site. If this idea appeals then this book will give you plenty of source material which could be adapted to suit.

Pen and Sword
47 Church St, Barnsley,
South Yorkshire S70 2AS
www.penandsword.co.uk

287mm x 220mm, 182pp
Hardback, £30.00
ISBN 9 781399 002002

CF

Railway Cranes Volume 2

Peter Tatlow

There can't be too many modellers reading this who haven't at one time owned one of the rail-mounted cranes that have been available for half a century or more from Tri-ang, Hornby and in kit-form from Airfix/Dapol. Where, though, do you find further information on these machines? With more and more block trains on the system, engineering rolling stock has received an uplift in interest, but rail-mounted cranes are still very much at the bottom of the pile. Help is at hand via three volumes by Peter Tatlow. Volume two of the series has been hard to obtain and has now been reprinted.

The thrust of this second volume is the introduction of relieving bogies between the wars. These were needed to cope with the extra weight of the cranes and counterbalances (as the locomotives grew in size, so did the capacity needed to lift them). The effect of this crane weight increase effectively put them in excess of line weight limits, so more carrying wheels were required to spread the load. The book considers these sometimes quite dramatic changes, the various technical solutions, and of course the impact of the Second World War which rapidly created more demands on recovery equipment.

Nationalisation brought with it new thinking and the need to consolidate and upgrade a disparate Big Four company fleet. During the 1960s the wholesale elimination of steam meant that, politically at least, the remaining steam-powered cranes had to be converted to diesel power. The final chapters look at working practices and these may be the sections to catch the modeller's eye; they contain many scenes that are crying out to be featured on a layout, as well as detailing mess van conversions which are unlikely to appear as R-T-R items and are grist to the mill of the kit-basher and scratch-builder.

Surprisingly, for what might be considered such a niche subject, there is plenty of photographic material – possibly due firstly to the company/builder/demonstration angle and secondly, the fact that the crane's use would gain some internal or public media interest if it was following a crash or in a bridge replacement capacity. The book is profusely illustrated with a mix of black & white and colour material, and includes many detailed technical drawings by the author which further explain the very readable text.

In short, this is an inspiring and fascinating book, and despite the tight subject, will create a rush to dig a little deeper into the matter of railway maintenance and repair.

Crécy Publishing Ltd.
1a Ringway Industrial Estate,
Shadowmoss Road,
Manchester M22 5LH
www.crecy.co.uk

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CF

Alfred Raworth's Electric Southern Railway

Peter Steer

The history of the electrification of the Southern Railway is fascinating and full of political manoeuvring and skulduggery. Standing quietly in the centre of it was an unassuming man in the shape of Alfred Raworth. Like Stephenson, who did not invent railways or steam traction, Raworth didn't invent electric traction or the Southern Railway and yet was instrumental in making the two synonymous with each other. His early work was unsurprisingly with electric tramways developing regenerative control (the energy on slowing being fed back into the system as new power) before moving to the London & South Western Railway which was extending its electrical tentacles towards the south coast.

After a short spell in the Royal Navy during the First World War, Raworth then moved to the South Eastern & Chatham Railway, and following a company-funded fact-finding trip to the USA, developed and suggested an electric system with a much higher voltage than the LSWR (1,500+1,500V) run through a pair of power rails. Unfortunately, due to politicking from the LSWR after the Grouping this development never came to pass, but Raworth remained with the SR.

The book is arranged in two halves which could loosely be designated as 'the man' and 'the railway', separated by a section of maps, diagrams, and drawings. The latter include substations and although these are only approximate scale, will be useful to the modeller. Unfortunately, the maps contain a number of typographical errors.

The second half of the book deals with the development of the Southern Electric system and Raworth takes more of a back seat as the text describes not only the electrical development, but the way that the system expanded with accompanying maps. Electric locomotives and units are covered in the final chapters, though not in a spotter's book depth.

This is an incredible book which is rich with information. Although it is very text-heavy and does deal with technical issues, it is enjoyable to read and manages to walk the tightrope between educational and entertaining – never an easy call. If you are a fan of the Southern Railway then this book should be on your shelf. It is fascinating, absorbing and informative.

Pen and Sword
47 Church St, Barnsley,
S. Yorkshire S70 2AS
www.pen-and-sword.co.uk

288mm x 225mm, 340pp
Hardback, £40.00
ISBN 9 78 1 52677 841 3

CF

2022 Warley NEC Show



The only trains moving in the vicinity of Birmingham International station on Saturday 26 November were a main line steam charter hauled by BR Standard Pacific No.70000 *Britannia* – and models in gauges from T to G at the 2022 Warley Model Railway Exhibition in the adjacent National Exhibition Centre.

As the Warley show made its welcome return following a three-year gap caused by Covid-19, a rail strike meant that the first day of the event – normally the busiest – was noticeably quieter. However, thanks to local TV news coverage on the Saturday evening, Warley Model Railway Club chairman Paul Jones said that the crowds witnessed the following morning were “like we’d never seen before on a Sunday.”

Both of the show's traditional full-size railway exhibits could also be seen in model form: while new-build BR 3MT 2-6-2T No.82045 formed the centrepiece, Dapol displayed decorated samples of its O gauge 3MT being produced under the Lionheart brand; and a rare surviving BR Palbrick wagon was placed close to the KR Models stand, where the firm's OO gauge Palbrick was among samples of its forthcoming models.

Several new products were announced at or immediately prior to the show: a OO gauge Class 50 from Accurascale; a Class 40 in OO from KR Models; the new Gaugemaster Infinity control system, which is due in 2023; a OO gauge P&D JHA hopper wagon, re-tooled N gauge Ivatt 2MT 2-6-2T, and O gauge HIA limestone hoppers from Dapol; and two steam locomotives from Rapido Trains UK (see p72).

Pete Waterman presented awards to several layouts; these and other award winners will be covered in the next issue.

The 2023 Warley National Model Railway Exhibition is planned for the weekend of Saturday 25 & Sunday 26 November – more details will appear on the website in due course: www.thewarleyshow.co.uk

Richard Webster of Dapol unites a decorated sample of the firm's O gauge BR Standard Class 3MT 2-6-2T with its full-size counterpart at the Warley show. The ready-to-run model is being released under the Lionheart Trains branding. All photography by Craig Tiley



Cavalex Models Class 56 decorated sample in OO



Accurascale Class 50 (3D print) in OO



Hornby Midland Pullman power car in OO and HST power car (tooling sample) in TT:120



Heljan LMS inspection saloon in O



Heljan Ruston & Hornsby 165DE in OO



Heljan Class 47 (decorated sample) in OO



Hornby Gresley P2 2-8-2 in OO



Bachmann Baguley-Drewry 70hp diesel in OO9



Rapido Trains UK Metro-Vick Co-Bo in N



KR Models Haydock Foundry 0-6-0WT *Bellerophon* in OO



KR Models BR Palbrick B in OO



Flangeway BR snowplough in O



KR Models Hunslet Bo-Bo diesel and 'Torpedo' wagon in OO



Peco Seven-plank open wagon in TT:120



Rails of Sheffield Class 89 tooling sample in OO (by Accurascale)



Peco Crossing, signals, lineside hut and seven-plank wagons in TT:120



Realtrack Models Class 142 in OO



Dapol HIA bogie hopper in O



Dapol GWR Main Line & City Toplight coaches in OO

'4400' and Y7 from Rapido lead new model announcements at Warley

Two locomotives never modelled in ready-to-run form – the Great Western Railway '4400' 2-6-2T and North Eastern Railway Y7 0-4-0T – headlined the new model announcements during the Warley show.

The Churchward '4400' is one of three all-new GWR small Prairies in OO gauge announced by Rapido Trains UK, along with the Churchward '4500' and Collett '4575' variants.

The first '4400' – originally numbered 115 but later renumbered as 4400 – was the first small Prairie to be built, in 1904. 10 more examples were constructed in 1905/6, and with their 4' 1½" driving wheels, they became synonymous with several steeply graded and tightly curved GWR branches – most famously the Yelverton to Princetown line across Dartmoor.

However, the small driving wheels proved to be a hindrance when higher speeds were required, and so the '4500' class was introduced in 1906, with 4' 7½" driving wheels. Charles Collett, Churchward's successor as GWR Chief Mechanical Engineer, further improved the design on the last 100 examples, classified '4575', with larger tanks distinguishable by their sloping ends. Both classes worked successfully on branch lines and light passenger traffic all over the GWR network, with the last examples surviving in BR service until December 1964.

The Rapido model will cover key changes and detail differences within the three classes, and will feature a

The last GWR '4400' 2-6-2T in service, No.4410, by the coaling stage at Princetown on 5 July 1955, two months before it was withdrawn. The small 4' 1½" driving wheels were the main difference from the later '4500' class. Photo: Transport Treasury

Next18 decoder socket, factory-fitted sound speaker and flickering firebox. Liveries and prices are to be confirmed.

To complement the Prairies and provide a complete GWR branch line train, Rapido has also announced an all-new two-coach 'B' set, to Diagram E140 which was introduced in 1930. The Brake Composite carriages will be available in twin packs, in GWR 'shirtbutton' and post-war liveries, together with BR crimson and lined maroon. Many of the



prototypes were allocated to specific routes, and two of the packs will reflect this: the 'shirtbutton'-liveried coaches will be branded 'Bodmin Branch No.2' and one of the crimson sets as 'Bristol Division No.49'. The order book is expected to open by the end of 2022, with delivery in 2023/24; prices are to be confirmed.

NER dock shunter

Designed by Wilson Worsdell, the NER

H class 0-4-0T (later classified Y7 by the London & North Eastern Railway) was introduced in 1888 for dockside shunting work. Further batches were built in 1891 and 1897, and another five examples under LNER auspices in 1923.

The class could be found all over the LNER network, from Leith docks in Scotland to Stratford and Neasden. During the Second World War, examples went on loan to the Ministry of Works at Shrawardine near Shrewsbury, the



▲ Computer Aided Design render of the planned GWR 'B' set coaches for OO gauge.



▲ CAD render of the NER H Class (LNER Y7) 0-4-0T that is planned for OO gauge.

Eastern Region car transporter and 0 gauge Class 58 in 2023 Heljan range

An Eastern Region car transporter and Class 86/2 electric in OO, and a Class 58 diesel in O, are the highlights of the 2023 Heljan range.

Modelled in ready-to-run form for the first time, the double-deck car transporters were built by Newton Chambers for BR Eastern Region in 1960/61. Initially used between London, York and Edinburgh, hauled by LNER Pacifics and Deltics, they later ran further afield on Motorail services with a wide variety of diesel power including Class 47s, 'Peaks' and Westerns.

The OO model will be produced in maroon, and blue and grey liveries, covering the full 25-year life of the prototypes

and including detail differences such as the original and later style of roof lights. Both liveries will be offered in triple packs at £229.00 each, with different running numbers, allowing the modeller to assemble a prototypical six-coach rake. Delivery is expected in spring 2023.

Also in OO is a new variant of the Class 86, the 86/2 with revised bogies for high-speed passenger operation. Two versions will be available, depicting the locomotives in late 1970s to mid-1980s condition, and from the late 1980s with high-intensity headlights.

Available liveries will be BR blue, BR InterCity Executive and Swift, Virgin



▲ Livery artwork for the Eastern Region car transporter in the blue & grey Motorail colour scheme, which will be joining the Heljan OO range.

Trains, EWS, Colas Railfreight, Anglia Railways, and BR electric blue 86 259 Les Ross as preserved. A special edition of 86 235 Novelty in 'Rainhill 150' livery will also be available from Gagemaster stockists. The suggested retail price is £254.95, with delivery expected in late 2023.

Big 'Bone'

Unveiled at the Warley show was Heljan's all-new O gauge Class 58. This will be available in six liveries: Railfreight red stripe; Railfreight grey with Coal Sector branding or unbranded; Mainline grey; 58 034 Bassetlaw in weathered Railfreight red stripe guise; and EWS red and



▲ CAD render of the Heljan OO gauge Class 86/2; this is the late 1980s version with high-intensity headlight.

▲ A hand-decorated sample of the Heljan O gauge Class 58.





▲ Tooling sample of the London Midland & Scottish Railway Diagram 1666 five-plank open wagon in OO.

Admiralty at Kyle of Lochalsh and the Royal Arsenal at Woolwich. However, dock work was hit hard by the Depression and withdrawals began in 1929, with 17 examples ending up in industrial use.

The model, which is the first to be designed by the Rapido UK team, will feature differences between the 1888, 1891, 1897 and 1923 batches, a coreless motor and flywheel for smooth slow-speed running, and a factory-fitted sound speaker.

Liveries to be offered are NER Saxony green (including preserved example No.1310); NER lined black; Darlington Works guise; LNER black and wartime black; National Coal Board livery; and No.68089 in British Railways black, this being one of only two that survived into BR service and the only example fitted with vacuum brakes. It is notable for having worked the North Sunderland Railway, from Chathill to Seahouses in Northumberland, until that line closed in 1951; the locomotive ended its days working on Morecambe promenade for contractor Harbour General Works.

Prices are to be confirmed, but Rapido hopes to open the order book in 2022, with tooling to begin early in 2023 and delivery anticipated that year or in 2024.

The fourth new OO gauge model to be announced is the London Midland & Scottish Railway Diagram 1666 five-plank open wagon, which will be appropriate to

run with the manufacturer's forthcoming Highland Railway Jones Goods 4-6-0. Available in LMS grey and bauxite, BR grey and internal user liveries, these are available to pre-order from Rapido Trains UK stockists or the manufacturer's website.

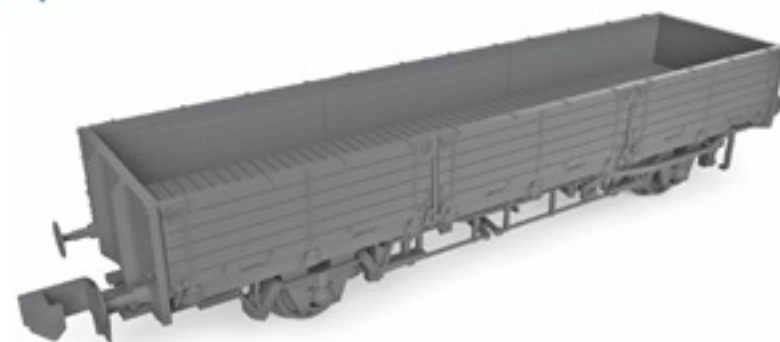
OAA and dynamometer car in N

Rapido is also scaling down two of its existing OO gauge models to N gauge: the OAA 45-ton open wagon and the LNER dynamometer car.

The first modern wagon to be produced in N gauge by the manufacturer, the OAA will be available in six triple packs of BR bauxite, Railfreight, Civil Link Departmental and EWS liveries at £62.95 each; a seventh, in BR bauxite with 'Corpach Pool' lettering, is exclusive to Rainbow Railways.

Like its larger-scale predecessor, the N gauge dynamometer car will model the North Eastern Railway-built coach in its post-1928 condition – correct for its best-known exploit, the record-breaking run of A4 *Mallard* in 1938. It will also be offered in post-1946 and post-1949 condition, as well as two fictional liveries – Railway Technical Centre red and blue, complementing the forthcoming Rapido Class 28 diesel in the same livery,

▲ CAD render of the OAA open wagon in N gauge.



▲ CAD render of the LNER dynamometer car that is being released for N gauge; the distinctive recording wheel is visible.

and BR maroon, exclusive to Rails of Sheffield. The price will be £99.95.

Both models are now available to order with delivery expected in late 2023 or early 2024.

Smoke systems

Rapido has teamed up with TRS Trains to produce smoke-fitted locomotives for the UK and North American markets.

TRS Trains currently retro-fits locomotives with its own smoke generator technology, which synchronises the smoke with the exhaust beats on the sound decoder.

The initial deal will see Rapido Trains UK produce a large OO gauge locomotive with the smoke system for the UK, while

Rapido Trains Inc. will fit the system into a forthcoming HO gauge engine.

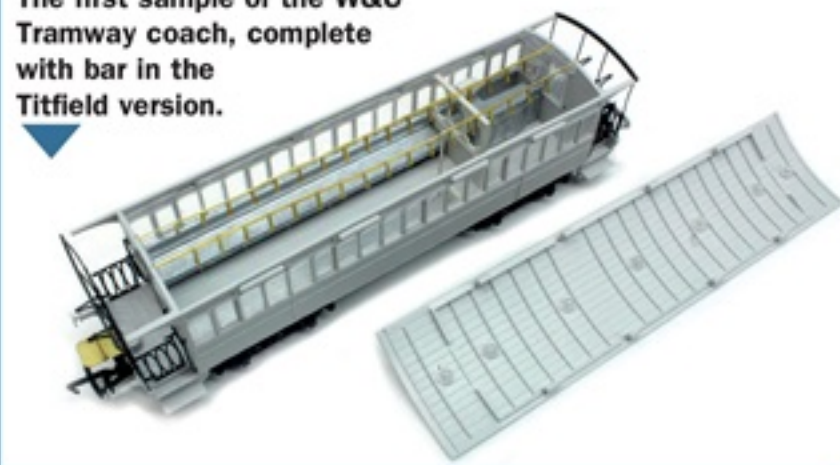
Wisbech coach samples

The manufacturer has also received samples of two of its forthcoming *Titfield Thunderbolt* models – the Wisbech & Upwell Tramway coach and the Pearce & Crump Bedford OB bus.

A new feature on the coach, which was not originally expected, is a removable roof. Both models will be available in a range of liveries as well as the *Titfield* guises, and the firm has also announced the first batch of liveries for its forthcoming 1:76 scale Leyland National bus.

www.rapidotrains.co.uk

▲ The first sample of the W&U Tramway coach, complete with bar in the Titfield version.



gold. Mainline blue 58 021 *Hither Green Depot* will be available exclusively from Gaugemaster stockists, while Tower Models will exclusively offer 58 042 *Ironbridge Power Station* in Railfreight red stripe livery, and 58 014 *Didcot Power Station* in Railfreight grey with Coal Sector branding.

The tooling covers different phases of the prototypes' history, and all models will be supplied with alternative handrails and etched metal baffle plates, allowing the modeller to detail the locomotive correctly for different liveries and periods.

The specification also includes powered roof fans, independently controlled in DCC mode, and provision for a DCC-activated smoke unit and large speaker. The suggested retail price is £729.00, or £749.00 with weathering.

PCA tank wagon in O

Also announced at Warley, an O gauge PCA powder tank wagon is being produced exclusively for Realism

Redefined, the retail arm of *Heaton Lodge Junction*, labelled 'Britain's Biggest Model Railway'.

The distinctive PCA tankers were introduced in the 1980s for cement and chemical traffic. The initial batch of models will be available in BCC grey with 10 different running numbers to make up a prototypical block train, while Lever Bros/Tiger Rail and Albright & Wilson liveries are also in development to replicate 1980s/90s Speedlink trains. The price will be £99.00 each and the first engineering prototypes are expected to arrive in early 2023.

Heljan's 2023 catalogue also features the all-new OO gauge Class 26, new liveries on the OO gauge Class 45 and 57, and the O gauge Class 20s and Westerns, as well as the all-new Class 45/0 and 45/1 'Peak' in O. For further details, refer to the Heljan website:

www.heljan.co.uk

(www.realismredefined.co.uk for details of the PCA wagon)

▲ Artwork for the PCA tank wagon in BCC grey.



NER coal hoppers in OO from Accurascale



▲ Tooling samples of the NER Diagram P6, P7, P8 and Q3 coal hoppers.

Accurascale has added North Eastern Railway hoppers to its 'Powering Britain' series of OO gauge coal wagons.

Introduced in 1902 to improve the efficiency of coal-haulage operations with larger-capacity stock, this family of eight-plank wagons consisted of four variants, all of which will be modelled: Diagram P6 (15 tons), Dia.P7 (20T), Dia.P8 (23T, reduced to 20T after the Grouping) and Dia.Q3 (based on the P7 and designed for locomotive coal, also initially with a 23-ton capacity and reduced to 20T post-Grouping).

The model will cater for numerous detail differences, including types of end stanchion, axleboxes, brake gear and handbrakes, together with the fitting of side chains to Northern Division examples and the anti-friction rollers (a device to reduce the starting resistance of a train) originally fitted to Diagrams P8 and Q3.

A variety of NER, LNER, BR and National Coal Board liveries will be offered in triple packs at £84.95 each, with a 10% discount when two or more are purchased via the manufacturer's website or from participating retailers. Delivery is anticipated in the first quarter of 2024.

www.accurascale.com

009 Penrhyn 'Main Line' Hunslets top the bill in Bachmann winter releases



1



Penrhyn 'Main Line' Hunslet 0-4-0STs *Blanche* and *Linda*.

Bachmann has released the first ready-to-run models of the Penrhyn 'Main Line' Hunslet 0-4-0STs in its 009 range, as the highlight of its winter 2022 announcements.

The models represent all three members of the 'Main Line' class, *Linda*, *Charles* and *Blanche*, built specifically to work slate traffic over the main line of the Penrhyn Quarry Railway. All are depicted in Penrhyn lined black livery, with *Blanche* in early condition and the other two in later form, with *Linda* being weathered (photo 1). A full review of *Charles* appears on pages 62-63.

Recommended retail prices are £189.95 for the standard *Blanche* and *Charles* models, £289.95 for sound-fitted versions, £199.95 for the weathered model of *Linda*, and £299.95 for *Linda* with weathering and sound.

New EFE tooling

Two items have been produced from new tooling in the EFE Rail range: London & South Western Railway 'Cross Country' coaches and a ZCA Sea Urchin open wagon, both in OO gauge.

The LSWR carriages are being sold in book sets of three coaches, in SR Malachite green, BR crimson and BR(S) green (photo 2) at £224.95 each. The Sea Urchins are offered in EWS livery and with DB Schenker branding (photo 3), at £37.95 in pristine condition, £38.95 with light weathering and £39.95 with heavy weathering.

In the Bachmann OO gauge range, the Western Pullman has been

produced in a new train pack featuring a six-car set with sound fitted, retailing at £749.95. Finished in blue & grey livery, it represents one of the former Midland Pullman units following their move to the Western Region (photo 4).

Also being offered with sound fitted, for the first time, are the WD Austerity 2-8-0 and the BR 9F 2-10-0, with new liveries and numbers. The Austerity will appear in WD khaki green as No.77196 (at £199.95, or £299.95 with sound fitted) and in weathered BR black with late crest as No.90074 (£209.95, or £309.95 with sound fitted).

The new 9Fs are all in BR black with the Eastern Region BR1F tender: No.92069 with the early emblem, weathering and sound (£344.95); No.92010 with the early emblem (£229.95, or £329.95 with sound); No.92212 with late crest and sound (£329.95); and No.92184 with late crest (£229.95, or £329.95 with sound). The real No.92184 achieved the speed record for a 9F in 1958, when it was timed at up to 93mph descending Stoke Bank.

Other steam locomotives in new guises are the Gresley V1/V3 2-6-2T and the Fairburn 2-6-4T. The V1 appears in LNER lined green as No.7684 and the V3 in LNER lined black as No.390 (both £169.95), and the Fairburn in LMS black as No.2245 and BR lined black with 'BRITISH RAILWAYS' lettering as No.42107 (photo 5 - £184.95). Further steam-era coaching stock appears, in the form of LNER-design Thompson carriages in BR maroon livery at £69.95 each (photo 6).

2



▲ LSWR 'Cross Country' coach pack in BR green livery.

3



▲ EFE Rail Sea Urchin wagon in lightly weathered EWS livery with DB Schenker branding.

For diesel-era modellers, the Class 158 DMUs are also appearing in new liveries: BR Provincial (Express), Scotrail Saltire blue (photo 7), and West Yorkshire 'Metro' red and cream,

all at £329.95, or £429.95 with sound fitted. There are also new diesels in the Graham Farish N gauge range, in the form of 20 064 River Sheaf in BR green with red solebar, 20 172

4



▲ Western Pullman set in blue & grey.

6



▲ Thompson Brake Composite Corridor in BR maroon.

5



▲ Fairburn 2-6-4T No.42107 in early BR livery.

7



▲ Class 158 DMU in Scotrail Saltire livery.

Redmire in BR blue with red solebar (photo 8) – both at £159.95 – and 31 309 Cricklewood in BR blue. The latter is available at £179.95, or £279.95 with sound fitted, while Class 31s also feature in the latest round of Sales Area Exclusive models (see panel), all with a sound fitted option.

Scenecraft and Collectors Club

New 2mm scale models in the Scenecraft range of buildings include Helston engine shed, Aidensfield Garage (modelled on the prototype in Goathland which appeared in the *Heartbeat* TV series), both at £49.95; Highley station cattle dock on the Severn Valley Railway at £32.95; and rendered workers' cottages at £29.95. In 4mm scale, for OO9, there is a trio of buildings to model the Ffestiniog Railway's Porthmadog Harbour station: the booking office and the gents at £54.95 each, and the main hall (photo 9) at £84.95, all in a choice of green or red paintwork.

Finally, three new models are to be produced exclusively for Bachmann Collectors Club members. In OO gauge, the all-new Class 47 will appear



▲ Farish N gauge 20 172 Redmire in BR blue with red solebar.

in Virgin Trains livery as 47 845 County of Kent (photo 10) retailing at £239.95 for the standard model, £339.95 with sound fitted and £369.95 for the Sound Fitted Deluxe version with motorised radiator fans and tinted windscreens. The new South Eastern & Chatham Railway 'Dance Hall' brake van is available as BR crane mess van No.DS55466 in departmental olive green with yellow ends (photo 11) representing the last van of this type to survive in BR service, which was withdrawn in 1989. This model is priced at £49.95.

For N gauge modellers, the Graham Farish BR Mk.I BG (gangwayed brake) has been produced in Northern Belle



▲ Scenecraft OO9 model of the main hall at the Ffestiniog Railway's Porthmadog Harbour station.



▲ Bachmann Collectors Club 47 845 County of Kent.

maroon and cream livery with B4 bogies, depicting No.92904 which provides the luggage accommodation in the luxury train (photo 12). It is priced at £45.95.

Club members can order the

exclusive models, and new members can sign up, at www.bachmann-collectorsclub.co.uk or by calling 01455 245565. For more details of the other models, visit: www.bachmann.co.uk



▲ Collectors Club SECR brake van in BR olive green.



▲ Collectors Club Mk.I BG in Northern Belle livery.

Graham Farish sales area exclusive Class 31 models in N



▲ 31 423 Jerome K Jerome in InterCity Mainline livery.

Available from retailers in: Berkshire, Bristol and North Somerset, Buckinghamshire, Gloucestershire, Herefordshire, Ireland, the Isle of Man, Oxfordshire, Shropshire, South Cheshire, Staffordshire, Wales, Warwickshire, the West Midlands and Worcestershire.



▲ 31 130 Calder Hall Power Station in Trainload Coal livery.

Available from retailers in: Cumbria, Durham, Greater Manchester, Lancashire, Merseyside, North Cheshire, North Yorkshire, Northumberland, Scotland, Tyne & Wear and West Yorkshire.



▲ 31 466 in EWS red and gold.

Available from retailers in: Bedfordshire, Cambridgeshire, Derbyshire, Essex, Greater London (North), Hertfordshire, Humberside, Kent, Leicestershire, Lincolnshire, Milton Keynes, Norfolk, Northamptonshire, Nottinghamshire, Rutland, South Yorkshire and Suffolk.



▲ 31 407 in Mainline blue.

Available from retailers in: Cornwall, Devon, Dorset, East Sussex, Greater London (South), Hampshire, the Isle of Wight, Somerset, Surrey, West Sussex and Wiltshire.

Pecorama emulates record-breaking Swiss passenger train

A Swiss metre gauge railway has set a record for the world's longest passenger train – and at the same time, the feat was being closely replicated in model form at Pecorama.

On Saturday 29 October 2022, the Rhätische Bahn ran a 1,911-metre-long, 100-vehicle train formed of 25 of the latest 'Capricorn' four-car units. On the same date, Derek and Julia Boswell's HOm Swiss layout *The Andeer Line* was in operation for the

last day of the season at Pecorama, and so it was decided to emulate the real RhB.

With the co-operation of several other RhB modellers – Glenn Allen, Jonathan Collinge, Mervyn Kendall, Nick Warren, and James Hudson of DCC Automation – a 107-vehicle train was assembled stretching over 20 metres. As a model of the 'Capricorn' unit is not yet available, the train was powered by two Bemo 'Allegra' units,



one at the head of the train and one halfway along the formation.

It successfully ran for more than two full circuits of the layout (approximately 28m) at scale speed.

This is believed to be the longest train operated in HOm, and on an existing layout rather than a specially prepared test track. To see a video of the model version: bit.ly/PecoramaRhB

Another Christmas wagon from Peco

Peco is producing a second limited edition 009 box van for Christmas after the first (detailed in the December issue) quickly sold out.

The new model, also based on the Lynton & Barnstaple Railway box van, is decorated with a different festive scene and message of seasonal goodwill. As before, a limited run of 300 models is being produced, retailing at £25.00 each.

Peco has also announced the arrival of its new N gauge five-plank open wagons, available to order now

in GWR grey, NE brown, SR brown, LMS grey and BR grey. Two new seven-plank wagons have also been added to the range, in Gellyceidrim Collieries and Lothian Coal Co. Newbattle liveries; suggested retail price is £15.95.

The seven-plank wagons were reviewed in the December issue (in three other liveries).

Peco

Underleys, Beer, Seaton, Devon EX12 3NA

Tel: 01297 21542 www.peco-uk.com



▲ The second limited edition Christmas box van that is being produced by Peco in 009.

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Hattons adds Irish liveries to Genesis coach range

Hattons has added Córas Iompair Éirann liveries to its Genesis range of vintage coaches.

The retailer will offer six-wheeled vehicles in the three colour schemes of the Irish public transport network, representing the former Great Southern & Western Railway six-wheeled stock that the organisation inherited upon nationalisation in 1945. The liveries are dark green with CIÉ's distinctive 'flying snail' motif, as used until the early 1960s; light green, used from the late 1950s to the mid-1960s; and black and tan, applied in the early 1960s.

Available at £33.00 each are Third, Brake Third, Composite, Composite Lavatory and full brake coaches in dark green; Second, Brake Second, Composite Lavatory and full brake carriages in light green; and the full brake in black and tan. A pack of four is available in dark green only at £120.00. Optional lighting packs are also offered.



▲ Livery artwork for the Hattons Genesis six-wheel full brake coach in dark green with CIÉ 'flying snail' logo.

The models will be available in late 2023 or early 2024, with numbers strictly limited, and can be ordered from:

Hattons Model Railways, 17 Montague Road, Widnes WA8 8FZ

Tel: 0151 733 3655

www.hattons.co.uk

Revolution receives decorated samples of nuclear flask wagon

Revolution Trains has received decorated samples of its forthcoming OO gauge FNA-D nuclear flask wagon, announced in the April 2022 issue of *RAILWAY MODELLER*.

The model (pictured right) includes numerous separately fitted details, such as photo-etched deck platforms and a correctly 'see-through' deck well. Its bogies have been designed to accept proprietary EM or P4 wheelsets, and all models will be supplied with a cosmetic tail lamp for modellers to fit as required.

Revolution is offering eight differently numbered models: 11 70 9229 001, 005, 006, 010, 014, 018, 023 and 031, with prototypical variations in lettering and application of hazard warnings. The models are now available to order at £32.95 each from Revolution Trains retailers, or from the website.



The manufacturer is also producing a second run of its MMA/JNA box wagons, in DB red, Cappagh blue, Touax maroon and Wascosa/Network Rail yellow liveries, with minor tooling amendments to model the latest versions.

www.revolutiontrains.com

Over 50 layouts for Model Rail Scotland

More than 50 layouts are booked to appear at the Model Rail Scotland exhibition, to be held in Hall 3 at the Scottish Event Campus Glasgow on Friday 24, Saturday 25 & Sunday 26 February 2023.

Several layouts are making their exhibition debut, including *Ballachulish* in OO gauge by George Woodcock – depicting how this well-known Scottish branch line might have appeared if it had survived into the 1980s.

Other layouts on show will include *Copper Wort* (featured in the April 2022 issue of *RAILWAY MODELLER*), *Northbridge* by Warley Model Railway Club (RM December 2018) and *Gravelly Oak* (RM January 2019).

Organised by AMRSS Ltd, the show is supported by Peco, Hornby, Bachmann Europe plc and Accurascale. Full details can be found, and advance tickets purchased, on the event website:

www.modelrail-scotland.co.uk



▲ *Ballachulish*, by George Woodcock, is due to make its exhibition debut at Model Rail Scotland in February. Photo: Ian Manderson

Kernow receives decorated samples of GWR Railmotor

Kernow Model Rail Centre has received decorated samples of its OO gauge GWR steam Railmotor – and is to produce a sound fitted version.

Announced in the January 2015 issue of *RAILWAY MODELLER*, the Railmotor is expected to be delivered in early 2023, in GWR crimson lake, chocolate & cream and lined brown liveries (each of which will now have a sound fitted option).

Its DCC provision has been upgraded to Plux-22, and the sounds have been recorded from preserved Railmotor No.93, restored by the Great Western Society (a model of which is included in the range, in its crimson lake guise). The sound file also contains station announcements, matching the destination boards which will be included with each model and are appropriate to each Railmotor's history.

Prices are £189.99 (£179.99 for pre-orders) and £299.99 for the sound fitted version (£289.99 for pre-orders).

More exclusive liveries

The retailer has also announced its latest diesel locomotive and multiple unit models in exclusive liveries.

In N gauge, it is offering a Graham Farish (by Bachmann) Brush Type 2 as D5579, in the striking bronze gold colour scheme – usually referred to as 'golden ochre' – which was experimentally applied to that locomotive from 1960 to 1966. The model is priced at £179.95 for DCC ready versions and £279.99 with DCC sound fitted, and both are available to order now with delivery anticipated in December 2022 or January 2023.

Also in N gauge, a pair of the forthcoming Revolution Trains Class 59 models are being produced in unique liveries. One will be finished as 59 002 *Alan J Day*, the only member of the class to carry Mendip Rail green, light grey and orange, while the other is 59 101 *Village of Whatley*, which in 1998 received a revised ARC livery to match the style of the revised Foster Yeoman guise. ARC was bought by Hanson shortly afterwards and 59 101 was later repainted in the colour scheme of the new owners. Both models are priced at £159.99 and are available to pre-order with delivery expected in the second quarter of 2023.

In OO gauge, the latest exclusive livery for Kernow on the all-new Bachmann Class 37/4 will depict 37 401 *The Royal Scotsman* in EWS Royal Claret livery, including details specific to the prototype. It is available now at £244.95 DCC ready, £344.95 with DCC sound fitted, and £374.95 in Sound Fitted Deluxe format including motorised radiator fans and tinted windscreens.

Finally, the Bachmann OO gauge Class 159 three-car DMU is being produced in South Western Railway blue and silver-grey livery as 159 016. It is available to order now at £459.95 (DCC ready) or £559.95 (DCC sound fitted) with delivery expected in December 2022 or January 2023.

Kernow Model Rail Centre

Tel: 01209 714099

www.kernowmodelrailcentre.com



▲ A decorated sample of the Kernow OO gauge GWR steam Railmotor, depicting preserved example No.93 in crimson lake livery.



▲ Graham Farish (by Bachmann) N gauge Brush Type 2 as D5579 in experimental golden ochre livery.



▲ Revolution Trains N gauge Class 59, produced exclusively for Kernow in unique Mendip Rail livery. This is a decorated sample which is subject to correction.



▲ OO gauge Bachmann 37 401 *The Royal Scotsman* in EWS Royal Claret livery.

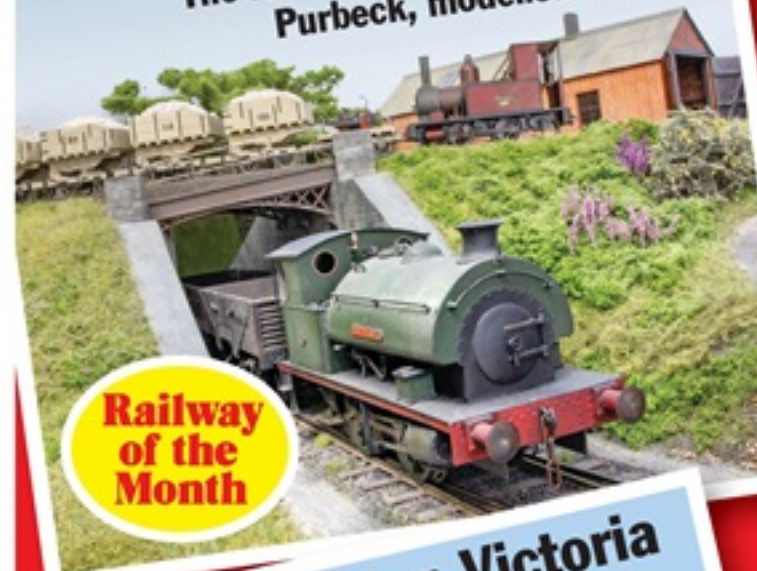


▲ Bachmann 159 016 in South Western Railway livery.

Coming next month

February 2023 – Out Thursday 12 Jan

Newton Heath Works
The rail-served clay industries in Purbeck, modelled in 7mm



Railway of the Month

Northampton Victoria and Helmdon
A homage to the Great Central's London Extension in N



Ballachulish
A 1980s depiction of this Scottish station in OO



inside ...

HORNBY®

HORNBY 2023 RANGE REVEALED!

Our comprehensive report detailing Hornby's plans for the year ahead...

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 the publication date. Entries must include the organiser's email or website and/or a telephone number.

MARCH 2022 issue deadline: January 1st

LIVE EVENTS

Saturday 10 December CUPAR, Fife

Organiser: Cupar & District MRC (sponsored by Scoonie Hobbies, Billy Thomson Models and North Road Trains).

Venue: Upper Hall, The Corn Exchange, Cupar, KY15 4BT.

Open: 1000-1600

Admission: Adults £3.00, accompanied children under 15 free (cash and card payments accepted).

Amenities: Wheelchair-accessible venue, light refreshments sold in aid of Macmillan Cancer Support.

Features: Layouts including *Glen Tay* (OO), *Thomas & Percy* (OO), *Bathburn* (O), *LEGO Railway*, *Loch Nagar* (OO), *Wadelea* (N), *Handegg* (HOM), *Whyte Hills Pass* (N), trade stands, club sales stand, No.60009 *Union of South Africa* support crew sales stand. Displays: Cupar station model, The Carmyllie Pilot Company (restoring Ivatt 2MT No.46464), Anstruther Model Boat Club.

Website: www.cuparmrc.co.uk

Saturday 10 & Sunday 11 December MANCHESTER

Organiser: Manchester MRS.

Venue: The Sugden Sports Centre, Sidney Street, M1 7HB.

Open: Saturday 1030-1730

Sunday 1030-1630

(0945 opening for advance ticket holders)

Admission: Adults £8.50 (advance) or £10.00 (on the day), up to three children free with each adult.

Amenities: Venue close to Oxford Road and Piccadilly stations and on numerous bus routes, with free shuttle bus from Piccadilly. Step-free access throughout, catering.

Features: *Antwerpse Fiskade* (HO), *Boston Lodge Junction* (SM32), *Bron Heboog* (OO9), *Canalside Ironworks* (1:50 scale, 9mm gauge), *Cilgwyn* (OO9), *Crawton* (OO), *Drws y Nant* (2mm finescale), *Great White River Navigation*, *Extraction & Steam Packet Company* (On30), *Harkness* (EM), *Harlyn Pier* (O), *High Peak Ordnance Depot* (OO), *Hills of the North - The Spirit of Shap* (OO), *Hope under Dinmore* (EM), *Kirkmellington* (EM), *Meiffod* (O), *Moors View* (N), *Pen-y*

Graig (5.5mm scale, 12mm gauge), *Ryburn* (P4), *Sherton Abbas* (O), *South Pelaw* (EM), *Teign House Sidings* (7mm scale broad gauge), *Thomas' Christmas Surprise* (OO), *Upper Cwmtwyth* (N), *White Meadow Quarry* (N), *Wickwar* (N), trade and society stands, MMRS stands, members' competition display, demonstrations including 3D printed and laser-cut components.

Website: www.mmrs.co.uk/exhibition

Saturday 10 & Sunday 11 December NORTH SHIELDS, Tyne & Wear

Organiser: Blyth & Tyne Model Railway Club.

Venue: Redpath House (Above Asda),

40 Saville Street, North Shields NE30 1NT.

Open: 1000-1600 both days

Admission: Free - donations welcome.

Amenities: 125 yards from Metro station, on-street parking, multi-storey car park opposite, refreshments available.

Features: Open weekend, over 10 layouts, Contikits trade stand.

Contact: trevor3489@hotmail.com

Website: www.btmrs.co.uk

Tuesday 27 & Wednesday 28 December GAINSBOROUGH, Lincolnshire

Organiser: Gainsborough MRS.

Venue: Florence Terrace, Gainsborough,

Lincolnshire DN21 1BE.

Open: 1330-1730 (last admission 1630)

Admission: Adults £4.00, seniors and children £3.00, family (2+2) £10.00.

Features: Open days with 0 gauge East Coast Main Line layout in operation.

Contact: Barry Hodgkinson 01427 610475

Email: gmrcontact@gmail.com

Website:

www.gainsboroughmodelrailway.co.uk

Friday 30 December WEST CAMEL, Somerset

Organiser: West Camel MRS.

Venue: The Davis Hall, Howell Hill, West

Camel, Yeovil BA22 7QX.

Open: 1000-1530

Admission: £5.00.

Amenities: Parking with two disabled spaces, all areas accessible except stage.

Features: Christmas model railway show.

Website: www.davishall.co.uk/events/model-railway-society/

Facebook: www.facebook.com/people/West-Camel-Model-Railway-Society/100082175319229/

Saturday 7 January MAIDENHEAD, Berkshire

Organiser: Marlow, Maidenhead & District Model Railway Club.

Venue: Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX.

Open: 0930-1600

Admission: Adults £5.00, children (5-14) £3.00, under 5s free, family (2 adults + 2 or more children) £13.00 (cash/cheque only).

Amenities: Limited on-site parking, refreshments.

Features: *Rossiter Rise* (OO), *Glacier* (American N), *Westhampton* (N), *Club children's layout* (OO), *Slough Estates* (O), *Meldon West* (N), *Lock Down Halt* (N), *Melin Dolrhyd* (OO9), *St Mary's Cove* (N), *Hartley Wintney* (OO), *Slough & Windsor Railway Society* (OO static), trade stands.

Website: www.mmdmrc.org.uk

Saturday 7 & Sunday 8 January

EDINGTON, Somerset

Organiser: Somerset & Dorset Railway Trust.

Venue: Edington Village Hall, Lippets Way, Edington TA7 9HA.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: Adults £5.00, seniors £4.50, accompanied children free.

Amenities: Free car parking, level site, refreshments available.

Features: Over 10 layouts in various scales including *Bridgwater S&D* (O), Trust information and sales, trade stands.

Website: www.sdrtr.org/edington-model-railway-exhibition/

Saturday 7 & Sunday 8 January

FROME, Somerset

Organiser: Wessex Association of Model Railway Clubs.

Venue: Cheese & Grain, Market Yard, Frome, Somerset BA11 1BE.

Open: 1000-1600 both days

Admission: Adults £6.00, children free.

Features: *Axe Valley Mill*, *Beckenvick*, *Bishopmead*, *Burnham on Sea*, *Manning Missouri*, *Otterhampton*, *Over Stour*, *Pendleton*, *Penmawr*, *Pitt Street Sidings*, *Shaftesbury Street Yard*, *Sturminster Newton*, *Wyvern Wharf*, trade and society stands.

Website: www.wamrc.co.uk

Sunday 8 January

KEIGHLEY, West Yorkshire

Organiser: Keighley Model Railway Club.

Venue: Units T1/T3, 3rd Floor, Keighley Business Centre, Knowle Mill, South Street, Keighley, BD21 1SY.

Open: 1000-1600

Admission: Adults £4.00, children £3.00, family £12.00.

Amenities: Free parking, lift access, seasonal refreshments.

Features: Open day with layouts in all scales - bring your own stock to run.

Website: www.keighley-mrc.org.uk

Saturday 14 January

BEAMINSTER, Dorset

Organiser: Bridport & District MRC.

Venue: Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF.

Open: 1000-1600

Admission: Adults £3.00, under-16s free.

Amenities: Parking in Yarn Barton car park.

Features: Layouts in various gauges including steam, modern and international, other railway displays and trade stands.

Email: douglas.beazer@btopenworld.com

Saturday 14 January

ILTON, Somerset

Organiser: 009 Society, SWOONS Group.

Venue: Merryfield Hall, Copse Lane, Ilton TA19 9HG (follow signs from A358).

Open: 1000-1600

Admission: £3.00.

Amenities: Free parking, disabled access, refreshments.

Features: *Albion Sugar Co* (OO9), *Brucklee's* (OO9), *Burrow Mump* (1:24), *Cascade Canyon* (TT:120), *Hawkrig* (OO9), *Hergest* (OO/OO9), *Llanbobbie* (OO5), *Snoreweed* (OO9), *Wyndrydg & Howling Wharf* (OO9), traders, 009 Society sales stand.

Contact: Geoff Bowyer, 01823 216305.

Email: treasurer@009Society.com

Saturday 14 & Sunday 15 January

BLACKBURN, Lancashire

Organiser: East Lancashire Model Railway (Charitable) Organisation.

Venue: Mill Hill Community Centre, New Chapel Street, Blackburn BB2 4DT.

Open: Saturday 1000-1600

Sunday 1000-1500

Admission: Adults £5.00, children, students & seniors £3.00, family (2+2) £12.00.

Features: Charity model railway exhibition.

Website: www.elmro.org

Sunday 15 January

GUILDFORD, Surrey

Organiser: Astolat Model Railway Circle.

Venue: Surrey Sports Park, Richard Meyjes Road, Guildford GU2 7AD.

Open: 1000-1700

Admission: Adults £7.00, children (under 16) £3.50, family (2+2) £14.00.

Amenities: Free parking, full disabled access, refreshments.

Features: Model railway exhibition.

Website: www.astolatmrc.co.uk

Sunday 15 January

WESTON-SUPER-MARE, Somerset

Organiser: Burnham & District MRC.

Venue: Winterstoke Academy School,

Beaufighter Road, Weston-super-Mare BS24 8EE.

Open: 1000-1630

Admission: Adults £7.00, accompanied children free.

Amenities: Free on-site parking, step-free access, toilets, catering.

Features: *Ashwood Basin* (O), *Oxford Road* (OO), *Rossiter Rise* (OO), *Bunkers Lane* (OO9), *Axe Valley Mill* (O), *Robridge* (OO), *Cheddar* (P4), *Bridge Street* (N), *Wantage Tramway* (OO9), *Burrow Mump* (1:24 scale), *Jästra* (HO), *Bridgebury Gate* (N), *End of the Line* (O), *Burnbridge* (OO), *Peasenhall West MPD* (N), *Red Hook Bay* (US HO), *Streatwell Green* (OO), *Aberdovey* (O), *Rolvenden* (P4), *Sodam Hall* (7mm scale, 9mm gauge), demonstrations, trade stands.

Website: www.bdmrc.co.uk

Saturday 21 January

WITHAM, Essex

Organiser: Mid Kent Model Railway Group.

Venue: Witham Public Hall, Collingwood Rd, Witham CM8 2DY.

Open: 1000-1600

Admission: Adults £5.00, children £2.00, family £12.00.

Amenities: Large car park opposite venue, full disabled access, refreshments.

Features: *The Rainbow Railway* (OO), *Withermarsh* (OO9), *Cato Cove* (OO), *Crib Lane* (G), *Roast Green Road Depot* (O-16.5), *Tansey Bank* (OO9), *Hobbs Row Halt* (OO9), *Squaw Falls* (N), *St Tugdual* (Z), *Little Colne* (OO), *The Blitz* (OO), *Threeskale* (T), *Oakwood Common* (N), *Crown Electric Plate* (O), *Kingsnorth* (N), *Dockside* (OO), new OO9 and a demonstration.

Contact: 07595 255150.

Saturday 21 & Sunday 22 January

CANTERBURY, Kent

Organiser: City of Canterbury MRS.

Venue: St Aselm's School, Old Dover Road, Canterbury, Kent CT1 3EN.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: Adults £7.00, children £5.00, family (2+2) £20.00 (card or cash payment available). Children under 12 must be accompanied by an adult.

Amenities: Stagecoach buses 12, 15, 16, 17 and 89 pass the school. Visitor parking at New Dover Road Park and Ride site next door or on street nearby. Limited disabled parking on site, disabled access to both halls, refreshments.

Features: 15 layouts including *Freshwater* (2mm), *Tanners Hill* (2mm), *Southwark Bridge* (N), *Parrot Hall* (OO), *Ulvaryd (Strand)* (Hoe/OO9), *Cedar Canyon Junction* (N), *Medway Quay* (O), *Lancaster Lane* (OO), *Lemanis Light Railway* (OO9), *Lockdown Sidings* (OO), *Wellbridge* (OO), *Docklands Like Railway* (OO), *Great Endon* (OO), *Hoppers End* (OO), *Holt Street* (N), ride-on trains courtesy of Canterbury and District Model Engineering Society (weather permitting), trade stands, demonstrations.

Contact: Jeremy Kennett - 07443 658102 evenings only.

Email: ccmrs.shows@gmail.com

Website: www.ccmrs.co.uk

Saturday 28 January

MICKLEOVER, Derby

Organiser: 7mm Narrow Gauge Association (Trent Valley Area Group).

Venue: Our Lady of Lourdes Church Hall, 36 Utttoxeter Road, Mickleover, Derby DE3 9GE.



▲ *Sherton Abbas*, a pre-Grouping GWR branch terminus featured in the August 2019 issue of RAILWAY MODELLER, is due to appear at the Manchester exhibition on 10 & 11 December. Photo: Craig Tilley



▲ **Tanners Hill**, featured in the December 2014 issue of **RAILWAY MODELLER**, will be on show at the Canterbury exhibition on 21 & 22 January. Photo: Steve Flint

Open: 1000-1600

Admission: £5.00.

Amenities: Regular bus service from city centre, limited parking, tea, coffee and bacon cobs available, pub across road.

Features: Area group members' day but open to all – bring your own stock or layouts, give demonstrations or talks. Trade support from EDM Models and Association Modelling Goods.

Websites: www.ngtrains.com (EDM Models) and www.henmoredale.org.uk (Trent Valley blog).

Saturday 28 & Sunday 29 January EASTLEIGH, Hampshire

Organiser: Southampton MRS.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: Adults £9.00, children (15 and under) free.

Amenities: Free heritage bus service from Eastleigh and Southampton Airport Parkway stations, approximately half-hourly from about 9.30am. Venue is about 1½ miles from M3 Junction 13 or M27 Junction 5 and will be AA signposted from shortly after both junctions. Free parking, disabled access to all areas, hot and cold refreshments.

Features: Over 20 layouts in the popular scales/gauges, trade and society stands, demonstrations.

Contact: David Barker on 01489 799809 most evenings.

Website: www.southamptonmodelrailwaysociety.wordpress.com

Saturday 28 & Sunday 29 January KENDAL, Cumbria

Organiser: Kendal Model Railway Club.

Venue: Kendal Leisure Centre, Burton Road, Kendal LA9 7HX.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: Adults £6.50, concessions £5.50, children (6-16) £3.00, family (2+2) £17.00.

Amenities: On Saturday buses from Kendal town centre to Oxenholme railway station

pass near the leisure centre. Free parking, full disabled access, light refreshments.

Features: *Scorbiton* (OO), *Castle Wharf* (OO), *Eli Wood* (N), *Blue is the Colour* (N, BR 1970s/80s), *Todmorden Midland* (N), *Canada Street* (EM), *Carrowbeg* (OO Irish), *Burford* (HO), *New Millshaw* (O), *Chop-it-up Lumber Company* (O-16.5), *Zlate Vychod* (HO), *Hakuho* (Z), trade and society stands, demonstrations.

Contact: Ian Conway 01539 733844.

Email: kendalmrc@yahoo.co.uk

Website: www.kendalmrc.org

Saturday 28 & Sunday 29 January LONGFIELD, Kent

Organiser: Erith Model Railway Society.

Venue: The Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: Adults (17+) £9.00, accompanied children (5-16) £1.00.

Amenities: Free shuttle bus from Longfield station to venue (or 10-minute walk). Arriva bus services 423 (from Dartford and Bluewater), 433 (from Bluewater, Sunday only) and 489 (from Gravesend), Go-Coach bus services 474 and 475 (both from Bluewater) – no Sunday services for the 423, 474 and 475 routes. Free parking, fully accessible venue, disabled toilet, hot and cold refreshments, 200+ seater refreshment area.

Features: *Back on the Buses* (OO), *Ballyconnell Road* (3mm), *Bletchingham* (OO), *Blindheim*, *Browning Street* (N), *Crumbling Edge* (N), *Deyton Yard/Deyton Heights* (USA N), *Feldspar* (N), *Frittenden Road* (O), *Garden Gateway Container Terminal* (OO), *Hoppers End* (OO), *Hornby Live Steam* (OO), *Lancaster Lane* (OO), *Lenham* (N), *Long Sutton Junction* (N), *Mertonford Summer '83* (HO), *N E Where* (N), *Oakbourne* (OO), *Padden Flats* (US HO), *Plugstreet* (France, WWI, OO), *Quarry Falls* (N), *Quévy* (Belgium/France N), *Santa Maria* (Switzerland HOm), *Sarre* (O), *Scrapworth End* (OO), *Seaton* (P4), *Sheepcroft* (OO), *Slades Green*, *Smallwald Valley Railway* (OO), *Somewhere in France* (OO), *St Michael & All Angels*, *Trains4Charity* (OO),

St Saviour Street (N), *Strood Dock* (OO), *Swanswell* (N), *Trinity Dock Bridge Street* (OO), *Vine St Riverside* (US HO), trade and society stands. Charity raffle in aid of the Association of Bexley Charities '78.

Contact: Paul Plummer (Exhibition Manager) 07736 560956.

Email: erithmrs@gmail.com

Website: www.ukmodelshops.co.uk/erithmrs/index.html

Saturday 28 & Sunday 29 January PONTEFRAC, West Yorkshire

Organiser: Normanton & Pontefract Railway Modellers Society.

Venue: NEW College, Park Lane, Pontefract WF8 4QR.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: Adults £8.00, accompanied children under 16 free.

Amenities: Disabled access, café.

Features: Up to 20 layouts, trade support, club sales stand, demonstrations.

Website: www.nprms.co.uk

Sunday 29 January SITTINGBOURNE, Kent

Organiser: G Scale Society Kent Area Group.

Venue: Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU.

Open: 1100-1600

Admission: Adults £2.50, children £1.00.

Amenities: Venue is about 400m off the A2; nearest station is Teynham. Parking, disabled access, refreshments.

Features: Four or five large scale layouts on 45mm or 32mm track including *Inglaterra*, *Hopfields* and *GER*. Chalk Garden Rail stand.

Email: gsskent@aol.com

Website: www.gscalekent.co.uk

MEETINGS

Monday 12 December – 1930

Lincoln Railway Society

Statfold Barn – the ultimate heritage success story by Graham Lightfoot.

Venue: St. Hugh's Church, Harewood Crescent, North Hykeham, Lincoln, LN6 8JG.

Entry: Non-members £3.00.

Contact: 01522 698085 or email grahamlightfoot1948@gmail.com

Tuesday 13 December – 1445

Pewsey Vale Railway Society

The Swindon Railway Works – The Formative Years by Brian Arman.

Venue: Woodborough Social Club, Smithy Lane, Woodborough, Pewsey, Wiltshire SN9 5PL.

Contact: Steve Davies 01672 851064

Tuesday 13 December – 1930

Wells Railway Fraternity

AGM followed by quiz.

Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.

Contact: Andrew Tucker 01749 830695.

Thursday 15 December – 1900

Berkshire N Gauge Society

New members of all skill levels welcome.

Venue: White Waltham airfield, Berkshire.

Contact: djac@calderwoodhan.com or andi.welch1@gmail.com

Thursday 15 December – 1930

Marlow & District Railway Society

And Now For Something Completely Different by Peter Robins.

Venue: Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX or via Zoom.

Entry: Members free, non-members £3.00.

Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390.

Monday 19 December – 1930

Bubwith, Yorkshire

New railway group; new members welcome.

Venue: Bubwith Leisure Centre bar, Main

Sreet, Bubwith, Selby, YO8 6LX.

Contact: steve.grantham1@btinternet.com

Tuesday 3 January – 1930

Gravesend Railway Enthusiasts Society

Atmospheric and pneumatic railways of the Victorian era by Andrew Theobald.

Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.

Entry: Non-members welcome – entrance fee £1.00.

Contact: Henry Harryman, 01322 370148 or henryharryman435@gmail.com

Website: www.gres.org.uk

Thursday 5 January – 1930

Bath Railway Society

Branchline Byways and Railtours in the 1950s and 1960s by Mike Dodd.

Venue: Museum of Bath at Work, Julian Road, Bath BA1 2RH.

Entry: £5.00.

Website: www.bathrailwaysociety.co.uk

Thursday 5 January – 1900

Berkshire N Gauge Society

New members of all skill levels welcome.

Venue: White Waltham airfield, Berkshire.

Contact: djac@calderwoodhan.com or andi.welch1@gmail.com

Monday 9 January – 1930

Lincoln Railway Society

Retford through the lens of Keith Pirt by Bob Gellatly.

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

Tuesday 10 January – 2000

The Enfield Transport Circle

A Railwayman Remembers - 1969 to 2007 by David Cockle.

Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.

Entry: £4.00.

Website: <https://tetc.chessck.co.uk>

Tuesday 10 January – 1930

Wells Railway Fraternity

Members' talks followed by Roaming in Wisconsin by Malcolm Dowson and *Mechanical Horses* by Dave Mace.

Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.

Contact: Andrew Tucker 01749 830695.

Thursday 19 January – 1900

Berkshire N Gauge Society

New members of all skill levels welcome.

Venue: White Waltham airfield, Berkshire.

Contact: djac@calderwoodhan.com or andi.welch1@gmail.com

Thursday 19 January – 1930

Gravesend Railway Enthusiasts Society

'Sparks' – electrification of Kent by Bob Poole.

Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.

Entry: Non-members welcome – £1.00.

Contact: Henry Harryman, 01322 370148 or henryharryman435@gmail.com

Website: www.gres.org.uk

Thursday 19 January – 1930

Marlow & District Railway Society

Steam in India – Metre Gauge Memories by Geoff Warren.

Venue: Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX or via Zoom.

Entry: Members free, non-members £3.00.

Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390.

Monday 30 January – 1930

Bubwith, Yorkshire

New railway group; new members welcome.

Venue: Bubwith Leisure Centre bar, Main

Sreet, Bubwith, Selby, YO8 6LX.

Contact: steve.grantham1@btinternet.com

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Trade

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WANTED - COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and

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Email: gambiacat@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).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07478 059 249.

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slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

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O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel: 01302 481274, Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623. Email: sophiecul99@gmail.com

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

December 2022

18 December (Sun) 10am-2.30pm
CORNWALL - LOSTWITHIEL Community Centre PL22 0HE. Contact: MARK. Tel: 01637 871 412, 07887 888 670.

27 December every year - 10.30am to 3.30pm
LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £2.50, concessions £2.00, Accompanied Children £1.00. Covid passport maybe required on entry. Contact. Jim/Vicci Ricketts. Tel: 01492 517004 email. vicci.rickettsltd@gmail.com proceeds to Llandudno Transport Festival.

28 December (Wed) 10.30am-2.30pm
THORNBURY TOY COLLECTORS FAIR. Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB. Model Railways new and obsolete, Dinky, Corgi, Lledo, EFE, Hornby, Lima, trains, boats and planes. More information: BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641 www.bulldogfairs.com

January 2023

1 January (Sun) 10am-2pm
EAST MIDLANDS (Newark), The Lady Eastwood Centre, The Showground, Newark, NG24 2NY. Adults £5, Seniors £4.50. Accompanied Children Free. Catering and Free Parking. J & J Fairs Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjairs@virginmedia.com

8 January (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

8 January (Sun) 9.45am-1.15pm
WORTHING - DURRINGTON HIGH SCHOOL. The Boylevard, Worthing BN13 1JX. Car parking for 350 cars. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

10 January (Tue) 6.30pm - 8.30pm
HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station. Admission £1. stevedevizes@aol.com Tel: 07732 330 305.

14 January (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS. Tel: 01522 880 383. Email: jandjairs@virginmedia.com www.j-jwebbtoyfairs.com

15 January (Sun) 10.30am-3pm
BUXTON - 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

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ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

21 January (Sat) 9.45-1.15pm

HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012

www.srptoyfairs1.co.uk

22 January (Sun) 10am-2pm

POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.

Tel: Colin 01279 301 407 or Joe 07866 641 215.

22 January (Sun) 10.00am - 2.00pm

WIMBORNE TOY & TRAIN FAIR. Queen Elizabeth QE School, Wimborne Minster, BH21 4DT. Free parking, refreshments. Admission £2.

stevedevizes@aol.com 07732 330 305.

22 January (Sun) 10.30am-3pm

WALSALL WOOD - Oak Park Active Living Centre, Coppice Road, Walsall Wood,

Details: Transtar Promotions.

Tel: 01922 643 385.

29 January (Sun) 10am-2.30pm

HULME HALL, PORT SUNLIGHT CH62 5DH. Admission £3.

For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605.

jacko17356@icloud.com

31 January (Tues) from 6pm

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All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

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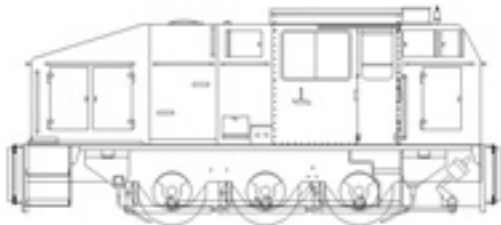
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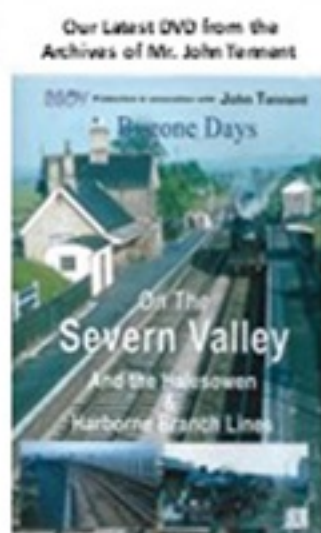
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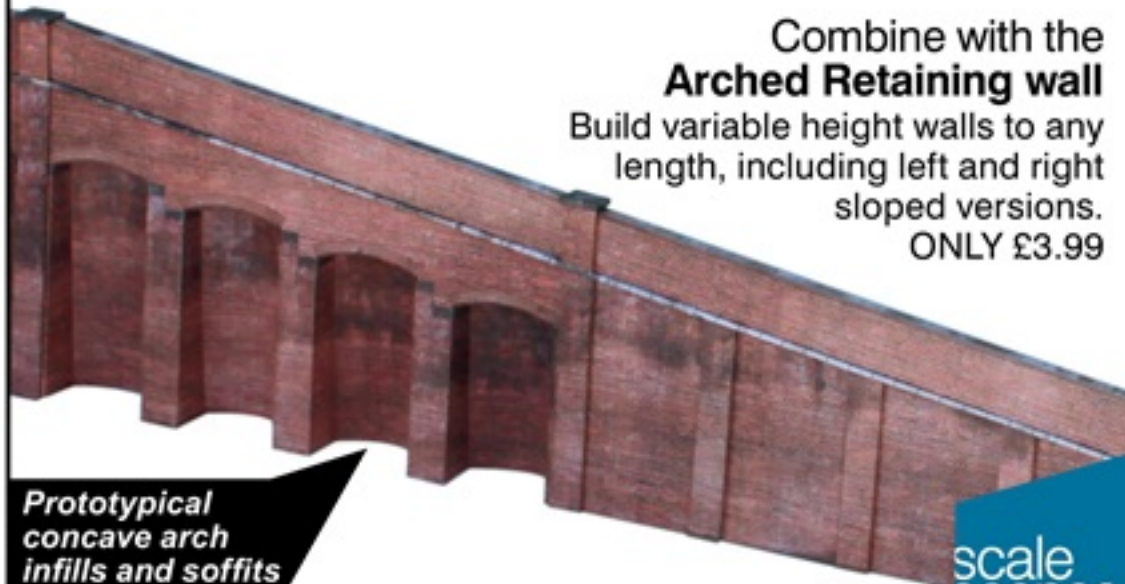
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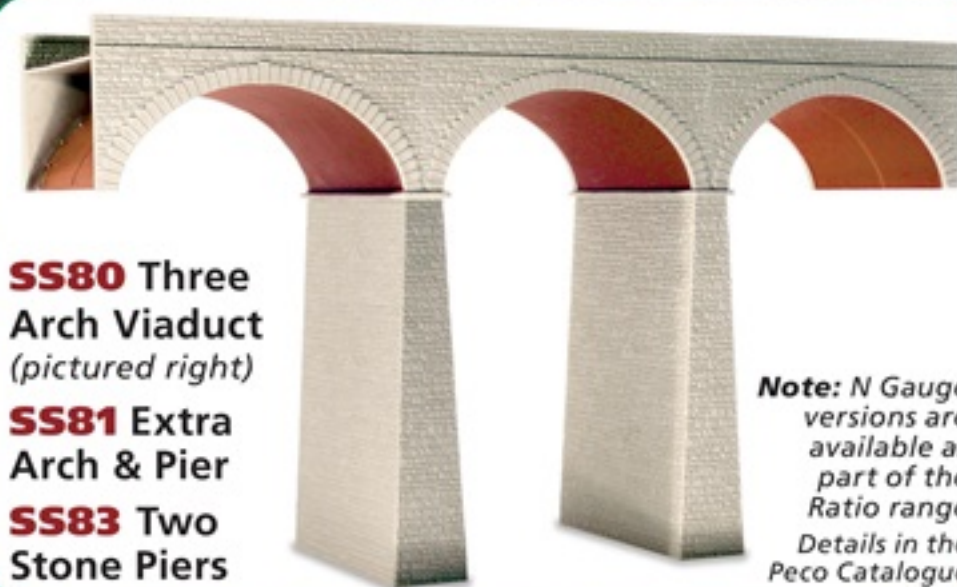
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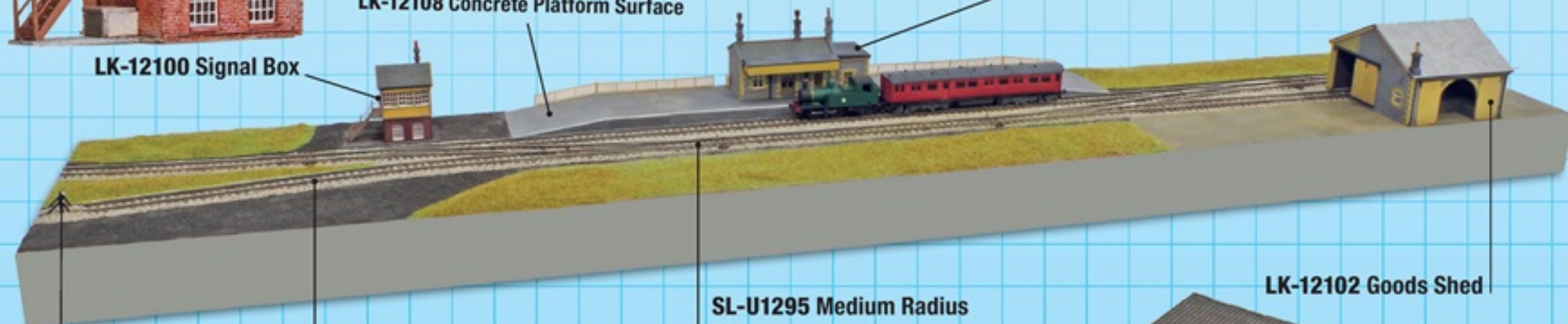
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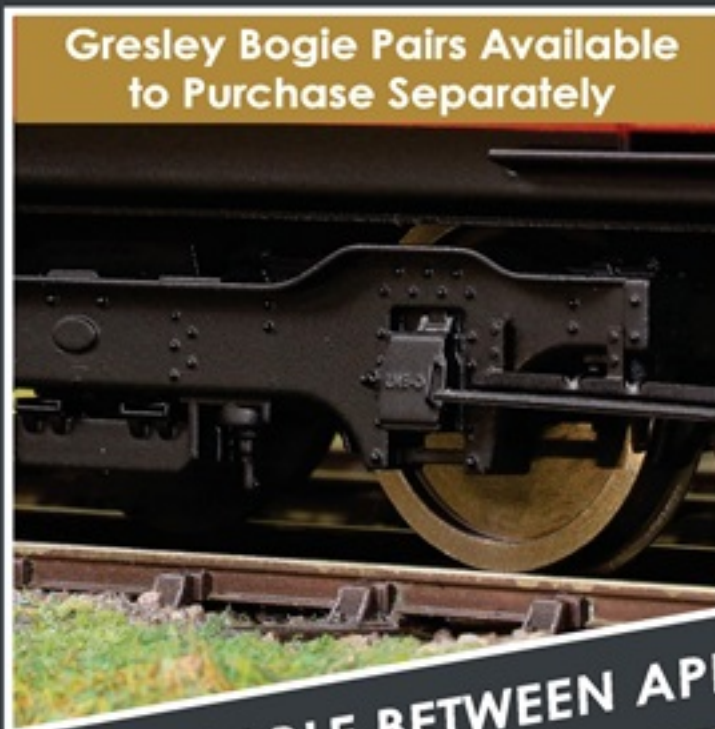
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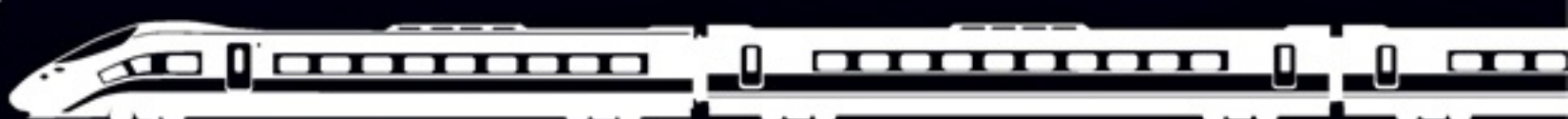
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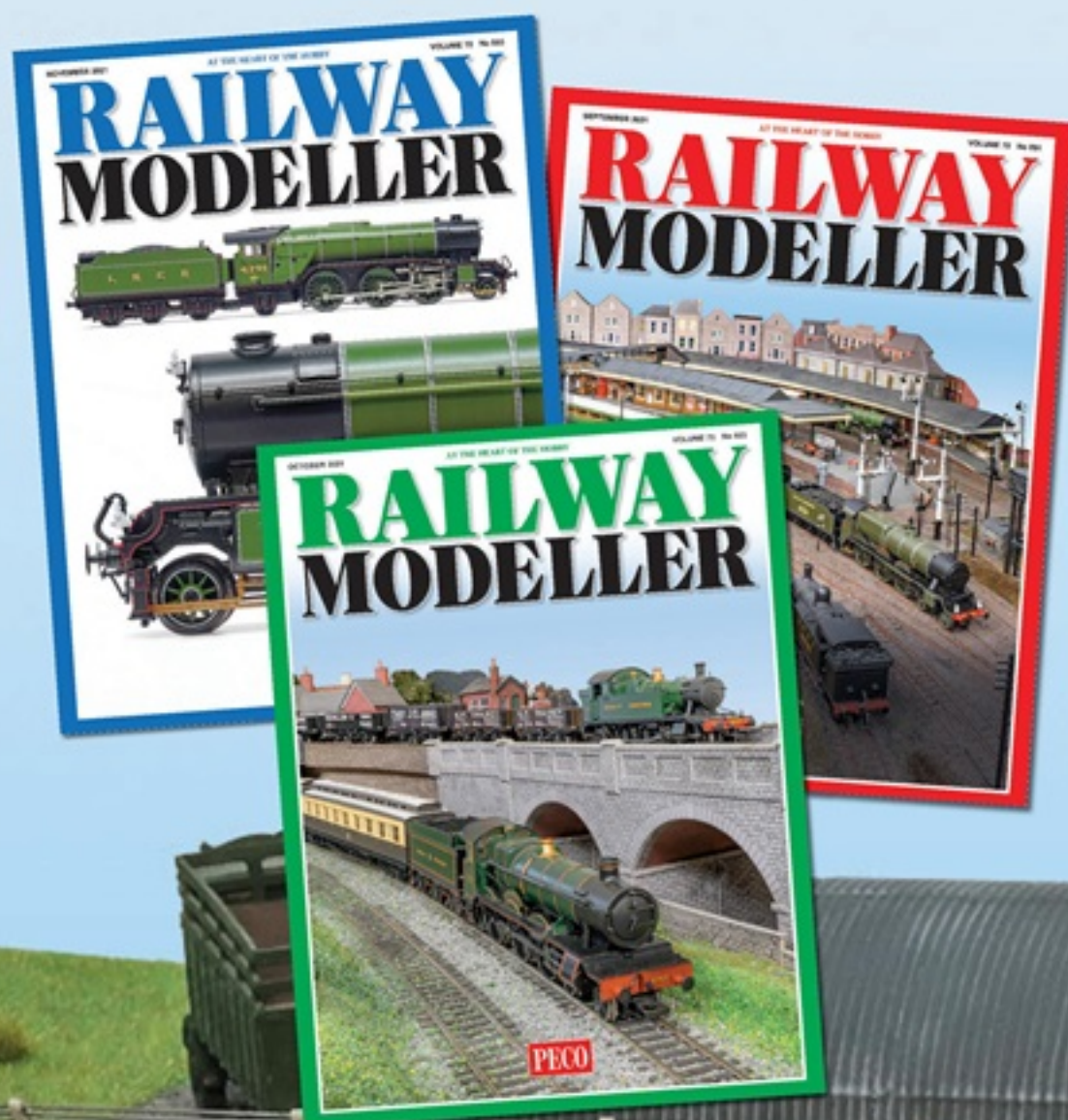
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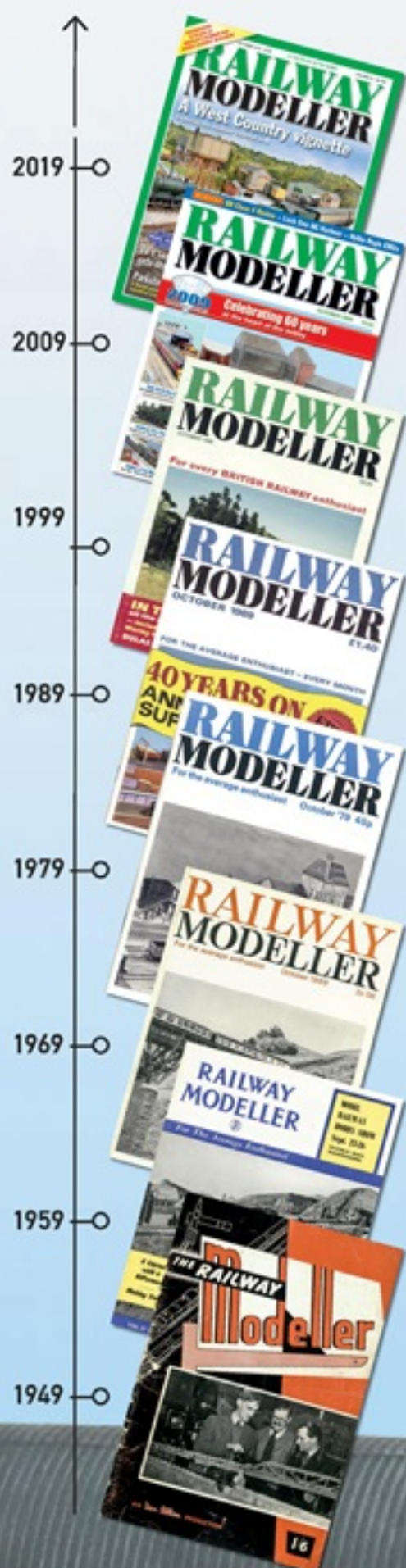
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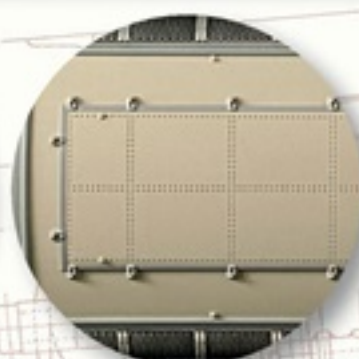
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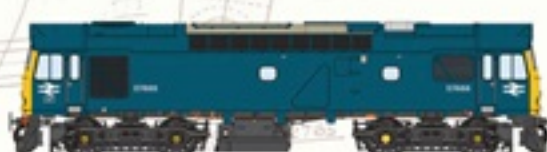
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