BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

SEPTEMBER 2023 £5.45 AT THE HEART OF THE HOBBY VOLUME 74 No 875

RAILWAY MODELLER

Ashdan Junction

Memories of the 1970s BR blue era in 00

GUILDEX
THE FLAGSHIP ANNUAL SHOW of the GAUGE O GUILD
Full details inside

A Peppercorn K1 in N

Using a 3D-printed body to model one of these Eastern Region Moguls

Whatever happened to Wedmore?

The revival of an O gauge layout in time for Guildex

Requiem for Penyffrydd Station

Sweeping curves and gradients in 009

West End Drift

A winning competition entry in EM gauge

Reviewed inside ...

Maunsell D1 4-4-0 from Rails in OO
Hornby Class 08 brand new for TT:120
LSWR Adams B4 0-4-0ST from Dapol in O

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RAILWAY MODELLER

Contents

September 2023 vol 74 No.875

634 **Ashdan Junction**
Railway of the Month
A passion for the Western diesel-hydraulics and memories of the 1970s BR blue era led Barry Platt to create this fictional West Midlands station, with an emphasis on entertaining the public at exhibitions.

642 **20hp Simplex *Druid***
Scale Drawings
David Malton describes this small narrow gauge diesel locomotive which formerly ran on the now-closed Abbey Light Railway in Yorkshire, with accompanying drawings at 7mm scale.

644 **A Peppercorn K1 in N**
Project of the Month
With no ready-to-run model of these Eastern Region Moguls in 2mm scale, Ian Cairns set about creating his own from a 3D-printed body and proprietary locomotive and tender chassis.

648 **A layout in a weekend?**
Plan of the Month
Is it possible to build a working layout in the course of a single weekend? Brian Malyon of the Gauge 0 Guild explains how the group plans to do just that during this year's Guildex show on 2 & 3 September.

649 **Wykeham Junction**
Graham Ryder recounts how this double-track main line system, set on the Southern Region in the 1960s and equipped for digital operation, grew considerably from the plan that was originally devised.

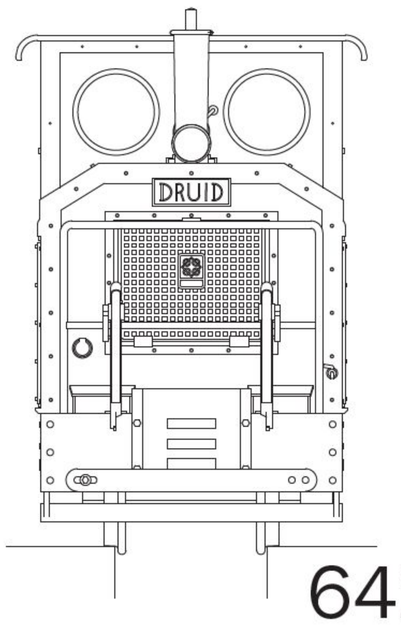
654 **West End Drift**
The commissioning of ready-to-lay EM gauge points from Peco, and the launch of the EM Gauge Society 'Chairman's Challenge', prompted Graham Hudson to create this drift mine cameo, set in the North East.

658 **Talking Points**
Topical issues from the world of railway modelling. To celebrate the 50th anniversary of the 009 Society, Chairman Julian Evison reflects on the history of the scale and looks at what it offers to today's modellers.

661 **Requiem for Penyffryd Station**
A final tribute to Richard Holder's North Wales layout in 009, which was inspired by the Ffestiniog & Welsh Highland Railways but has now been dismantled for a house move, with its replacement under construction.

666 **Wedmore**
Originally built by Trevor Gibson, this fictional Somerset & Dorset Joint Railway branch terminus in 7mm scale will return to the Guildex show this September after an absence of 23 years.

644



RAILWAY MODELLING *Explored*

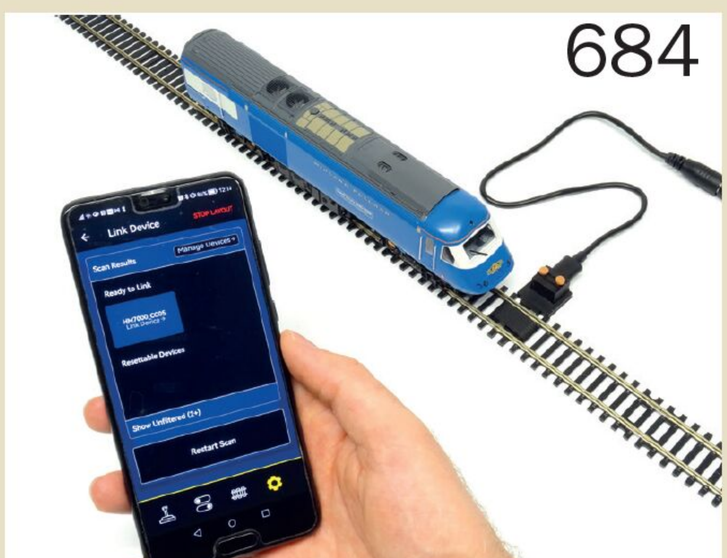
Projects, hints and tips for beginners from Railway Modeller readers and staff

681 Dury's Gap

Building a new layout doesn't have to be an expensive or complicated task, as Chris Ford demonstrates with this small waterside shunting scheme in 00.

684 Hornby HM7000

Callum Willcox gets to grips with this new digital control and sound system from Hornby, which utilises Bluetooth connectivity to enable modellers to operate trains using a smartphone.



WHAT'S ON THE COVER

668 A diorama for Warley

Andy Hudson of the Warley Model Railway Club describes how he built a river bridge as part of an O gauge diorama for the group's annual show at the NEC in Birmingham in November.

671 Kilmington Junction

Through the Railway Room Door

A need for an indoor hobby led John Mellows to revive his childhood passion for model railways with this extensive OO gauge system, equipped for digital control.

676 Mallerstang Junction

Ian Nuttall embarks upon the third and final phase of his grand Settle & Carlisle-inspired layout in 4mm – the creation of a proposed, but never built, junction with the North Eastern Railway on Mallerstang Edge.

688 Readers' Letters

690 New Product Reviews

Leading the reviews this month is the South Eastern & Chatham Railway D1 Class 4-4-0, produced in OO gauge by Dapol for Rails of Sheffield. We also look at the Accurascale Class 37/0 diesel in OO; the Hornby Class 08 shunter in the new TT:120 scale; the London & South Western Railway B4 0-4-0T in O, and re-tooled M7 0-4-4T in N, from Dapol; the Great Western AA20 Toad brake van, Loriot Y wagon and Southern Railway eight-plank open wagons in OO from Rapido Trains UK; laser-cut kits for West Highland structures and small radius curved points in OO, and Colonel Stephens-liveried Ffestiniog Railway 'bug box' coaches in 009, from Peco; wagon commissions from Lancashire Mining Museum; and modelling tools from Golden Valley Hobbies.

700 News

Review sample of OO gauge Liverpool & Manchester Railway 0-4-2 *Lion*, and announcement of Metropolitan Railway wagons, from Rapido Trains UK; Dapol to produce Class 88 electro-diesel in OO and Class 87 electric in N; Ffestiniog Railway Large England locomotives join the Kato/Peco range and the renovated model railway exhibition opens at Pecorama; details of the upcoming Gauge O Guild, Stafford Railway Circle and 009 Society 50th anniversary exhibitions; exclusive Revolution Trains Class 313 units in N for Rails of Sheffield; Monk Bar Model Shop in York celebrates 60th anniversary; cut-down Peckett and flameproof Hudswell kits from Planet Industrials; and much more…

707 Societies & Clubs

The biggest and best guide to the exhibition scene.

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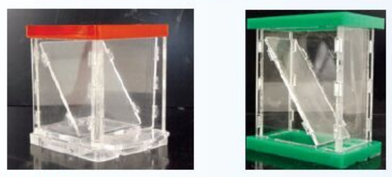

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TT1001A - The Scotsman.....£224.99
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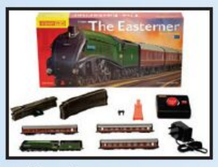


TT1002 - The Easterner.....£175.49
TT1002TXS - The Easterner **Triplex Sound Fitted**.....£224.99

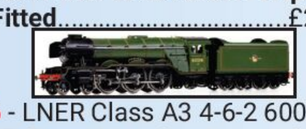
TT BR Class 08 Shunters - Available Now

TT3001 - BR Class 08 0-6-0 Shunter 08489 BR Blue.....£123.29

TT3002 - BR Class 08 0-6-0 Shunter 08623 DB Schenker.....£123.29

TT LNER A1s & A3s Available Now

TT3004 - LNER Class A1 4-6-2 4472 *'Flying Scotsman'* LNER Green.....£159.29
TT3004TXS - LNER Class A1 4-6-2 4472 *'Flying Scotsman'* LNER Green **Triplex Sound Fitted**.....£208.79



TT3006 - LNER Class A3 4-6-2 60084 *'Trigo'* BR Green Late Crest.....£151.19
TT3006TXS - LNER Class A3 4-6-2 60084 *'Trigo'* BR Green Late Crest **Triplex Sound Fitted**.....£200.69

TT LNER A4 Available Now

TT3008 - LNER Class A4 4-6-2 60016 *'Silver King'* BR Green Early Crest.£147.59
TT3008TXS - LNER Class A4 4-6-2 60016 *'Silver King'* BR Green Early Crest **Triplex Sound Fitted**.....£197.09

TT BR Mk1 Coaches Available Now

TT4001 - BR Mk1 Composite Corridor Coach E15459 BR Maroon.....£33.74
TT4001A - BR Mk1 Composite Corridor Coach E15468 BR Maroon.....£33.74
TT4001B - BR Mk1 Composite Corridor Coach E15474 BR Maroon.....£33.74

TT Pullman Coaches (With Lights) Available Now

TT4003 - Pullman First Class Kitchen Car *'Octavia'* Umber & Cream.....£48.14
TT4003A - Pullman First Class Kitchen Car *'Plato'* Umber & Cream.....£48.14
TT4003B - Pullman First Class Kitchen Car *'Zenobia'* Umber & Cream.....£48.14

TT Wagons Available Now

TT6001 - 7 Plank Wagon George & Matthews No.5.....£19.34
TT6007 - BR 12 Ton Vent Van BR Bauxite B777345.....£48.14
TT6011 - LNER Toad B Brake Van LNER Bauxite.....£25.19

TT Track Packs

TT8030 - Track Pack 1.....£26.09
Contains - 1 x TT8008, 1 x TT8007, 5 x TT8002 & 1 x TT8010
TT8031 - Track Pack 2.....£33.29
Contains - 6 x TT8004, 1 x TT8007, 1 x TT8009, 3 x TT8002 & 1 x TT8010
TT8032 - Track Pack 3.....£34.19
Contains - 6 x TT8004, 1 x TT8006 & 2 x TT8009
TT8033 - Track Pack 4.....£21.59
Contains - 2 x TT8006, 1 x TT8007, 1 x TT8009, 2 x TT8002 & 1 x TT8010
TT8034 - Track Pack 5.....£20.69
Contains - 1 x TT8008, 5 x TT8003 & 1 x TT8010

TT Track

TT8001 - Power Connecting Track 166mm.....£6.74
TT8002 - Standard Straight Track 166mm.....£2.69
TT8003 - First Radius Curve.....£2.69
TT8004 - Second Radius Curve.....£3.14
TT8005 - Third Radius Curve.....£3.14
TT8006 - Fourth Radius Curve.....£3.14
TT8007 - Sixth Radius Curve.....£3.14
TT8008 - Standard Left Hand Point..£8.54
TT8009 - Standard Right Hand Point£8.54
TT8010 - Buffer Stop.....£2.69
TT8011 - Quarter Straight Track 41.5mm.....£1.17
TT8012 - Half Straight Track 83mm.£1.34
TT8013 - Uncoupler Ramp.....£1.79
TT8014 - First Radius Quarter Curve....£2.24
TT8015 - Second Radius Half Curve.£1.79
TT8016 - Third Radius Half Curve.....£1.79
TT8017 - Fourth Radius Half Curve..£1.79
TT8018 - Diamond Crossing Right Hand.....£5.84
TT8019 - Diamond Crossing Left Hand.....£5.84
TT8020 - First Radius Half Curve.....£3.14
TT8029 - Digital Power Connecting Track.....£7.64

TT Buildings

TT9001 - Footbridge.....£39.59

TT9002 - Settle & Carlisle Dent Station.....£44.54

TT9003 - Settle & Carlisle Waiting Room.....£20.24

TT9004 - Settle & Carlisle Signal Box.....£29.24

TT9005 - Water Tower.....£28.79

TT9006 - Engine Shed.....£31.04

TT9009 - Platform Ramp.....£13.49

TT Accessories

TT8026 - Locomotive & Rolling Stock Railer.....£4.94
TT8027 - Power Connecting Clip.....£4.94
TT8028 - Digital Power Connecting Clip.....£6.74
TT8038 Con Rod Spanner.....£4.49

See our website for the full Hornby TT:120 range, including track, buildings and the full range of locos, coaches and wagons that are in stock and available for pre order.

Latest Arrivals Latest Arrivals Latest Arrivals

dapol Model Railway Company

OO Gauge Westerns

4D-003-019 - Class 52 Western D1004 *'Western Crusader'* BR Green Small Yellow Panels.....£160.65

4D-003-020 - Class 52 Western D1033 *'Western Trooper'* BR Blue.....£160.65

4D-003-021 - Class 52 Western D1009 *'Western Invader'* BR Maroon Small Yellow Panels.....£160.65

4D-003-023 - Class 52 Western D1015 *'Western Champion'* BR Golden Ochre With T Style Small Yellow Panels As Preserved.....£160.65

N Gauge Gresley Coaches

2P-011-076 - LNER Gresley Second Class Coach BR Maroon E12105E.....£29.74
2P-011-077 - LNER Gresley Second Class Coach BR Maroon E12108E.....£29.74
2P-011-174 - LNER Gresley First Class Coach BR Maroon E11035E.....£29.74
2P-011-274 - LNER Gresley Brake Composite Coach BR Maroon E10014E.....£29.74
2P-011-275 - LNER Gresley Brake Composite Coach BR Maroon E10015E.....£29.74
2P-011-373 - Gresley Buffet Coach BR Maroon E9120E.....£29.74

2P-011-012 - LNER Gresley Third Class Coach LNER Teak 61626.....£29.74
2P-011-013 - LNER Gresley Third Class Coach LNER Teak 61628.....£29.74
2P-011-014 - LNER Gresley Third Class Coach LNER Teak 10044.....£29.74
2P-011-107 - LNER Gresley First Class Coach LNER Teak 1130.....£29.74
2P-011-210 - LNER Gresley Brake Composite Coach LNER Teak 5547..£29.74
2P-011-211 - LNER Gresley Brake Composite Coach LNER Teak 5549..£29.74
2P-011-306 - LNER Gresley Buffet Coach LNER Teak 9132.....£29.74

HORNBY

OO Gauge Class 08 Shunters

R30115 - Class 08 Shunter 0-6-0 604 *'Phantom'* BR Blue.....£167.39

R30121 - Class 08 Shunter 0-6-0 13079 BR Black.....£167.39

R30142 Class 08 Shunter 0-6-0 08632 Loram.....£167.39

OO Gauge Sentinel Shunter

R30307 - Sentinel 0-6-0 *'Pride of the Fens'* Potter Logistics.....£98.09

OO Gauge Railroad Class 40s

R30191 - Class 40 97407 *'Aureol'* BR Blue Departmental.....£87.29

R30192 - Class 40 D210 *'Empress of Britain'* BR Green With Small Yellow Panels.....£87.29

GRAHAM FARISH by BACHMANN

N Gauge Mineral Wagons

377-227F - BR 16 Ton Steel Mineral Wagon with Top Flap Doors BR Grey B161589 Weathered.....£19.51
377-227G - BR 16 Ton Steel Mineral Wagon with Top Flap Doors BR Grey B161899 Weathered.....£19.51

377-235B - BR 16 Ton Steel Mineral with Top Flap Doors 3 Wagon Pack BR Grey With Loads Weathered.....£55.21

377-255B - BR 16 Ton Steel Mineral Wagon BR Grey TOPS.....£18.66

377-257 - BR 16 Ton Steel Mineral Wagon BR Bauxite TOPS B561093.£18.66

377-257A - BR 16 Ton Steel Mineral Wagon BR Bauxite TOPS B570259.£18.66

N Gauge Bogie Ballast Wagons

377-001B - BR YGH Sealion Bogie Hopper Wagon DB982599 BR Engineers Dutch Grey & Yellow.....£50.96
377-001C - BR YGH Sealion Bogie Hopper Wagon DB982684 BR Engineers Dutch Grey & Yellow.....£50.96

377-003 - BR Bogie Hopper Wagon BR Departmental Black.....£50.96

377-005 - BR YGB Bogie Hopper Wagon Mainline Blue.....£50.96

377-006 - BR YGB Stingray Bogie Hopper Wagon Transrail Grey.....£50.96

N Gauge Class 31

371-137SD - Class 31/4 31466 EWS Maroon And Gold.....£143.96
371-137SDSF - Class 31/4 31466 EWS **DCC Sound Fitted**.....£223.96

PECO

New OO Gauge Laser Cut Wood Building Kits

LK-205 OO Gauge GW Wooden Station Building Laser Cut Card Kit.....£22.45

LK-202 - West Highland Line Signal Box Laser Cut Wood Kit.....£21.55

LK-204 - West Highland Line Platform Shelter Laser Cut Wood Kit.....£14.36

LK-203 - West Highland Line Station Building Laser Cut Wood Kit.....£24.25

BACHMANN BRANCHLINE

OO Gauge Class 37s

35-338 - Class 37/4 37414 *'Cathays C&W Works 1846-1993'* BR Regional Railways.....£212.46
35-338SF - Class 37/4 37414 'Cathays *C&W Works 1846-1993'* BR Regional Railways **DCC Sound Fitted**.....£297.46
35-338SFX - Class 37/4 37414 'Cathays *C&W Works 1846-1993'* BR Regional Railways **DCC Sound Deluxe**.....£322.96

35-311 - Class 37/0 37262 *'Dounreay'* BR Engineers Grey Centre Headcode.£212.46
35-311SF - Class 37/0 37262 *'Dounreay'* BR Engineers Grey Centre Headcode **DCC Sound Fitted**.....£297.46
35-311SFX - Class 37/0 37262 *'Dounreay'* BR Engineers Grey Centre Headcode **DCC Sound Fitted Deluxe**.....£322.96

35-307 - Class 37/0 37194 *'British International Freight Association'* BR Railfreight Centre Headcode.....£212.46
35-307SF - Class 37/0 37194 *'British International Freight Association'* BR Railfreight Centre Headcode **DCC Sound Fitted**.....£297.46
35-307SFX - Class 37/0 37194 *'British International Freight Association'* BR Railfreight Centre Headcode **DCC Sound Deluxe**.....£322.96

35-306 - Class 37/0 D6829 BR Green Small Yellow Panels Centre Headcode.....£212.46
35-306SF - Class 37/0 D6829 BR Green Small Yellow Panels Centre Headcode DCC **Sound Fitted**.....£297.46
35-306SFX - Class 37/0 D6829 BR Green Small Yellow Panels Centre Headcode **DCC Sound Deluxe**.....£322.96

OO Gauge Class 70

31-591A - Class 70 70811 Colas Rail Freight.....£212.46

PECO

N Gauge Wagons

New tooling for these wagons featuring a scale 9ft wheelbase, interior details, NEM355 couplings, metal tyred disc or spoke wheels and finely printed text and art work. More versions available, see our website for the full listings.

NR-7007P - 7 Plank Open Wagon Shirebrook Colliery.....£14.00

NR-7015P - 7 Plank Open Wagon Cadbury Bourneville.....£14.00

NR-7019P - 7 Plank Open Wagon Pinxton Collieries Nottingham.....£14.00

NR-7000W - 7 Plank Open Wagon GW Grey.....£14.00

NR-5004B - 5 Plank Wagon BR Grey M318256 .....£14.00

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Forthcoming Releases

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OO Gauge Steam Locos

accurascale

GER 'Buckjumper' 0-6-0T
Due: Q2 2024
Price: from £139.99
Digital: 18-pin

dapol

Hawthorn Leslie 0-4-0ST
Due: Q3 2023
Price: from £107.41
Digital: 18-pin

Class 43xx Mogul 2-6-0
Due: Q3 2023
Price: from £154.18
Digital: 18-pin

HELJAN

Class O2 Tango 2-8-0
Due: Q4 2023
Price: from £186.15
Digital: 18-pin

HORNBY

LNER Class B17/5 4-6-0
Due: Q4 2024/ Q1 2025
Price: SOLD OUT!
Digital: 21-pin

LMS Turbomotive 4-6-2
Due: Q3 2023
Price: from £239.84
Digital: 21-pin

RAPIDO TRAINS UK

Metropolitan E Class 0-4-4T
Due: Early 2024
Price: from £153
Digital: 18-pin

LMR 'Lion' 0-4-2
Due: Aug 2023
Price: from £152.96
Digital: 18-pin

LBSCR E1 0-6-0T
Due: TBC 2023
Price: from £140.21
Digital: 18-pin

Class 15xx 0-6-0PT
Due: Q3 2023
Price: from £127.50
Digital: 18-pin

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

OO Gauge Diesel & Electrics

accurascale

Class 31
Due: Q4 2023
Price: from £169.99
Digital: 21-pin

Class 50
Due: Q4 2023
Price: from £169.99
Digital: 21-pin

Class 66
Due: Q1 2024
Price: from £169.99
Digital: 21-pin

HELJAN

BR NBL Prototype 10800
Due: Q3 2023
Price: from £216.71
Digital: 21-pin

Class 02 Shunter
Due: Q4 2023
Price: from £143.65
Digital: 18-pin

Class 26/1
Due: Q4 2023
Price: from £177.65
Digital: 21-pin

Class 47
Due: Q4 2023
Price: from £212.46
Digital: 21-pin

Class 57
Due: Oct 2023
Price: from £160.65
Digital: 21-pin

Class 86/2
Due: Q1 2024
Price: from £216.71
Digital: 21-pin

HORNBY

Ruston 88DS Shunter
Due: Jun 2023
Price: £102.59
Digital: 6-pin

RAPIDO TRAINS UK

Class 04 Shunter
Due: TBC
Price: TBC
Digital: TBC

OO Gauge Multiple Units

HELJAN

W&M 4-wheel Railbus
Due: Q3 2023
Price: from £169.15
Digital: 21-pin

GWR AEC Parcels Railcar
Due: Sep 2023
Price: from £198.90
Digital: 21-pin

Class 104
Due: TBC 2023
Price: from £330.65
Digital: 21-pin

HORNBY

Class 423 4-VEP EMU
Due: Q3 2023
Price: £326.69
Digital: 21-pin

Class 755 FLIRT BiMU
Due: 2023/ 2024
Price: £326.69
Digital: 21-pin

OO Gauge Coaches & Wagons

accurascale

BR Mk1 Suburbans
Due: Q3 2023
Price: £64.95
Digital: N/A

BR Mk2B & Mk2Cs
Due: Q3 2023 & Q1 2024
Price: £59.95
Digital: N/A

NER 20t Hoppers
Due: Q1 2024
Price: £84.95 (3pk)
Digital: N/A

SR 10 ton Banana Vans
Due: Q4 2023
Price: £84.95 (3pk)
Digital: N/A

dapol

14 ton Air Ministry Tanks
Due: Q3 2023
Price: £32.13 each
Digital: N/A

JHA P&D Hoppers
Due: Q3 2023
Price: from £46.75
Digital: 6-pin (Taillamps)

GWR Toplight City Coaches
Due: Q3 2023
Price: £55.08 each
Digital: 6-pin

GWR Churchward Autocoach
Due: Q1 2024
Price: from £68
Digital: 21-pin

HELJAN

TCV Car Transporters
Due: Q3 2023
Price: £194.65 (3pk)
Digital: N/A

HORNBY

TTA Tank Wagons
Due: Q3 2023
Price: £31.49 each
Digital: N/A

YMO/ YMA Salmon Flats
Due: Q2 2024
Price: £34.64 each
Digital: N/A

RAPIDO TRAINS UK

Wisbech & Upwell Tramcar
Due: Q3 2023
Price: £63.71
Digital: N/A

GWR B-Set Coaches
Due: Q4 2023
Price: £144.45 (2pk)
Digital: N/A

LMS 5-Plank Wagons
Due: Aug 2023
Price: £28.01 each
Digital: N/A

RCH 1907 Plank Wagons
Due: TBC 2024
Price: £28.50 each
Digital: N/A

GWR 5-Plank Wagons
Due: TBC 2024
Price: £28.01 each
Digital: N/A

GWR Mink A Vans
Due: Q1 2024
Price: £28.01 each
Digital: N/A

Revolution trains

TEA 100t Tanks
Due: Q3 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locos

dapol

LMS Class 2MT 2-6-2T
Due: Q3 2023
Price: from £93.50
Digital: PCB Swap required

GWR 63xx Mogul 2-6-0
Due: Q1 2024
Price: from £156.06
Digital: 18-pin

LNER Class B17 4-6-0
Due: Q3 2023
Price: from £128.52
Digital: 6-pin

SR Light Pacific 4-6-2
Due: Q4 2023
Price: from £189.98
Digital: 18-pin

N Gauge Diesel & Electrics

dapol

Class 33
Due: Q3 2023
Price: from £133.11
Digital: 18-pin

Class 43 HST (Updated)
Due: Q3 2023
Price: from £156.06
Digital: 18-pin

Class 59
Due: Q4 2023
Price: from £146.88
Digital: 18-pin

Class 66 (New Tool)
Due: Q2 2024
Price: from £146.88
Digital: 18-pin

Class 86
Due: Q3 2023
Price: from £110.16
Digital: 18-pin

RAPIDO TRAINS UK

Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

N Gauge Multiple Units

dapol

Class 153 Sprinter
Due: Q3 2023
Price: from £119.30
Digital: 18-pin

Class 156 Super Sprinter
Due: Q3 2023
Price: from £146.88
Digital: 18-pin

Class 221 Super Voyager
Due: Q3 2023
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

dapol

Mk3 Packs & DVTs
Due: Q2 2023
Price: Prices vary
Digital: 18-pin

Grampus Open Wagons
Due: TBC 2023
Price: £16.48 each
Digital: N/A

RAPIDO TRAINS UK

LNER Dynamometer Car
Due: TBC 2023
Price: £84.95
Digital: N/A

OAA Open Wagons
Due: TBC 2023
Price: £59.45 each
Digital: N/A

SECR Freight Packs
Due: TBC 2023
Price: £84.96 (4pk)
Digital: N/A

SECR 5 & 7 Plank Wagons
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A

SECR 10t Covered Vans
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A

Revolution trains

FNA-D Nuclear Flasks
Due: Q3 2023
Price: £32.95 each
Digital: N/A

O Gauge Steam Locos

dapol

Class J94 Austerity 0-6-0ST
Due: Q3 2023
Price: from £229.50
Digital: 21-pin

BR Standard 3MT 2-6-2T
Due: Q3 2023
Price: from £527.85
Digital: 21-pin

GWR Class 55xx 2-6-2T
Due: 2024
Price: from £435.48
Digital: 21-pin

O Gauge Diesel & Electrics

dapol

Class 08/ 09 Shunters
Due: Q3/ Q4 2023
Price: from £213.78
Digital: 21-pin

Class 66
Due: TBC
Price: from £308.30
Digital: 21-pin

HELJAN

Class 02 Shunter
Due: Q3 2023
Price: from £330.65
Digital: 21-pin

Class 37/0
Due: Q4 2023
Price: from £568.65
Digital: ESU XL

Class 45 Peak
Due: Q1 2024
Price: from £568.65
Digital: ESU XL

Class 55 Deltic
Due: Q4 2023
Price: from £619.65
Digital: ESU XL

Class 58
Due: Jul 2023
Price: from £619.65
Digital: ESU XL

Class 73 Electrodiesel
Due: Q3 2023
Price: from £662.15
Digital: ESU L

O Gauge Multiple Units

HELJAN

Class 117 DMU
Due: Q4 2023
Price: from £594.15
Digital: ESU L

O Gauge Coaches & Wagons

dapol

TTA Tank Wagons
Due: Q3 2023
Price: £78.03 each
Digital: N/A

12 ton Goods Vans
Due: Q3 2023
Price: £47.18 each
Digital: N/A

Including LMS, GWR & SR 12t Goods Vans as well as GWR Mogo & Fruit A Vans

14t Slope Sided Open
Due: Q4 2023
Price: £51 each
Digital: N/A

24t Iron Ore Hopper
Due: Q4 2023
Price: £59.50 each
Digital: N/A

GWR Toad Brake Van
Due: Q4 2023
Price: £86.29
Digital: N/A

HIA Aggregate Hoppers
Due: TBC 2023
Price: £68
Digital: N/A

HELJAN

LMS Inspection Saloon
Due: Q4 2023
Price: TBC
Digital: 21-pin

BR Mk2/ Mk2A Coaches
Due: Q4 2023
Price: from £254.15
Digital: N/A

SR CCT/ PMV Vans
Due: Q1 2024
Price: from £211.65
Digital: N/A

35t Class B Tanks
Due: Oct 2023
Price: from £105.40
Digital: N/A

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OO Gauge (1:76 Scale)

Dapol - Diesel locos

4D-005-001 Class 59/1 59103 "Village of Mells" in ARC yellow (RRP £173.20). . . . . BARGAIN. £129.95

4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power (RRP £173.20). . . . . BARGAIN. . . . £129.95

4D-005-002 Class 59/2 59206 "John F Yeoman" in DB Schenker (RRP £173.20). . . . . BARGAIN. £129.95

Heljan - Diesel locos

3375Hel Class 33/2 D6586 in BR green no yellow panels £178.46

Hornby - Steam locos

R30087 Class A3 4-6-2 45 "Lemberg" in LNER wartime black . . . £227.69

R30233 Liverpool & Manchester Railway 0-4-2 No.58 'Tiger' Train Pack three granite wagons £206.99

Diesel locos

R30179 Class 47/4 47656 in BR large logo blue - Railroad Plus range NEW £87.29

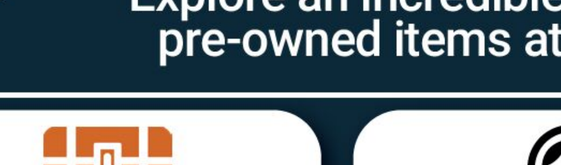
R30186 Class 47/8 47803 in Infrastructure yellow and white - Railroad Plus range NEW £87.29

R30181 Class 57/6 57603 "Tintagel Castle" in GWR green - Railroad Plus range NEW £87.29

HSTs

R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains £326.69

R30099 Pair of Class 43 HST Power Cars 43314 and 43315 in East Coast Trains £326.69



R30218 Pair of Class 43 HST Power Cars 43400 and 43484 in RailAdventure £326.69

DMUs

R30011 Class 153 single-car DMU 153377 in ScotRail Highlands NEW £137.24
R30146 Class 153 single-car DMU 153305 in ScotRail Highlands £137.24

EMUs

R30229 Class 370 APT 7 car pack 370003 & 370004 in Intercity APT black window surrounds NEW. £528.29

Coaches

R40006 ex-Mk1 SK Ballast cleaner train staff coach DB 975805 in BR departmental olive green (RRP £42.49)BARGAIN. £19
R40008 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975804 in BR departmental olive green (RRP £42.49). . . . . BARGAIN £19

R40102 Liverpool and Manchester Railway 4 wheel third class open coaches - pack of 3 (RRP £84.99)BARGAIN. . . £60

R40020 Mk1 BCK brake composite corridor in Intercity white roof - 21274 (RRP £42.49) . . . . . BARGAIN. £19

R40214 Mk1 BSK research vehicle "Test Coach Mercury" in BR research department red and blue - RDB975280 . . .£40.49

R40342 Mk1 FO research vehicle "Laboratory 2" in BR research department red and blue - 975606 . . . . . £40.49

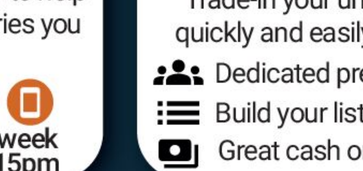
R4974 Mk1 RB restaurant buffet IC1667 in Intercity Executive (RRP £42.49) . . . . . BARGAIN. £19
R4974A Mk1 RB restaurant buffet IC1653 Intercity Executive (RRP £42.49) . . . . . BARGAIN £19

Oxford Diecast - Public Service vehicles

76VEO001 Volvo FL Emergency One Pump Ladder in West Yorkshire Fire & Rescue red £26

Commercial vehicles

76SNG002 Scania S Series Curtainside in Pollock Ltd red and blue NEW. £25.50



76SEN001 Sentinel Flatbed in LMS maroon NEW. £15

OO9 Narrow Gauge

Peco Products - Steam locos

51-251-F Ffestiniog 'Small England' 0-4-0TT 1 "Princess" in Ffestiniog Railway green (RRP £150) . .BARGAIN. £125

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N Gauge

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2S-017-006 Class 7MT 4-6-2 'Britannia' 70000 "Britannia" in BR unlined black early emblem £133.07

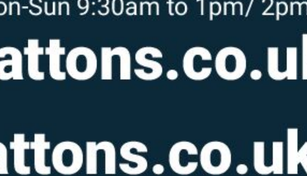
2S-016-012 Class M7 0-4-4T 35 in London & South Western Railway lined green £89.92

DMUs

2D-009-007 Class 121 'Bubble Car' W55025 in BR green speed whiskers. £128.52

O Gauge (1:43 Scale)

Dapol - Steam locos



7S-018-002 LSWR Class B4 0-4-0T 90 "Caen" in Southampton Docks brown. £213.78

Coaches

7P-001-502 Mk1 BSK Brake Second Corridor in BR blue and grey window beading - W34153 NEW. £189.07

7P-020-001L Stroudley 4 wheel suburban oil lit brake third in LBSCR varnished mahogany 917 - Light bar fitted (RRP £150.90)BARGAIN £103

Heljan - Diesel locos

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2683 Class 26/1 26025 in BR railfreight red stripe orange cantrail stripe and Eastfield dog logo - weathered (RRP £669)BARGAIN £512

2681 Class 26/1 in BR Railfreight red stripe white cantrail stripe - unnumbered (RRP £649). . . . . BARGAIN. . . . £496.50

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5295Hel Class 52 'Western' D1015 "Western Champion" in BR golden ochre small yellow panels £560.15

5609 Class 56 56071 in BR blue (RRP £729)BARGAIN £475

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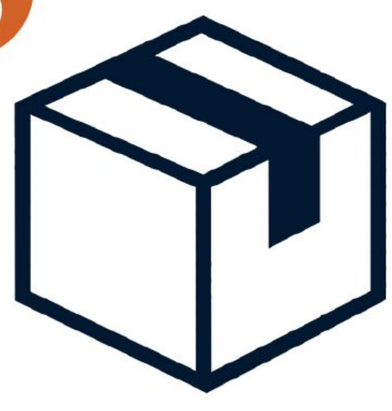

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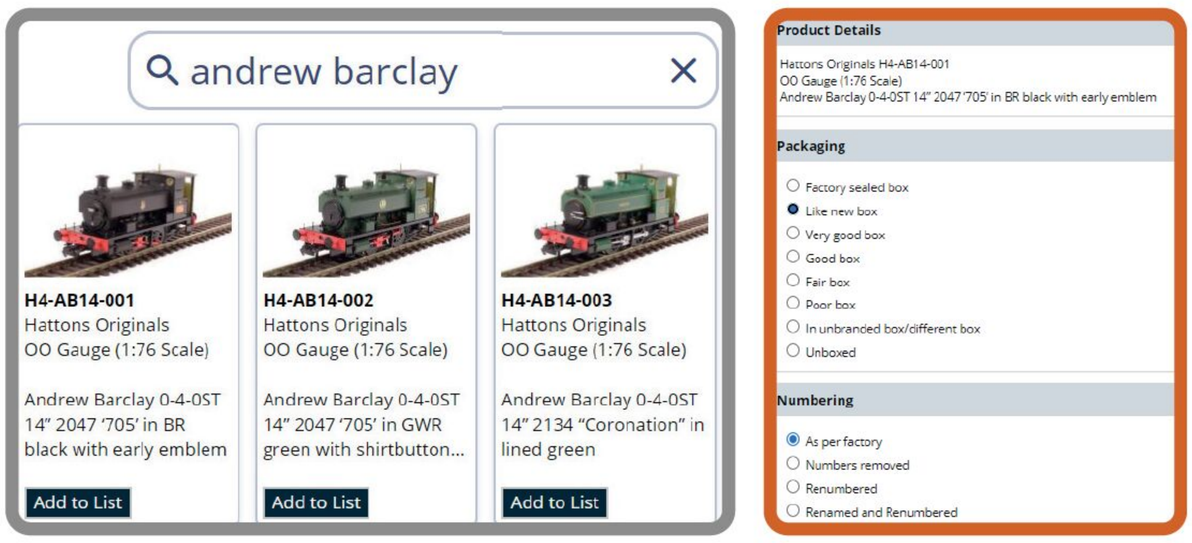

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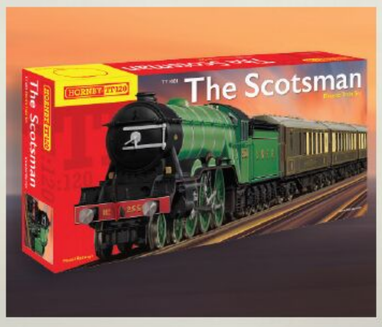

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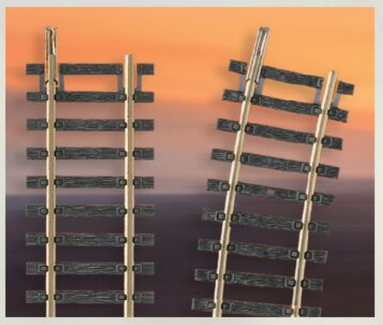

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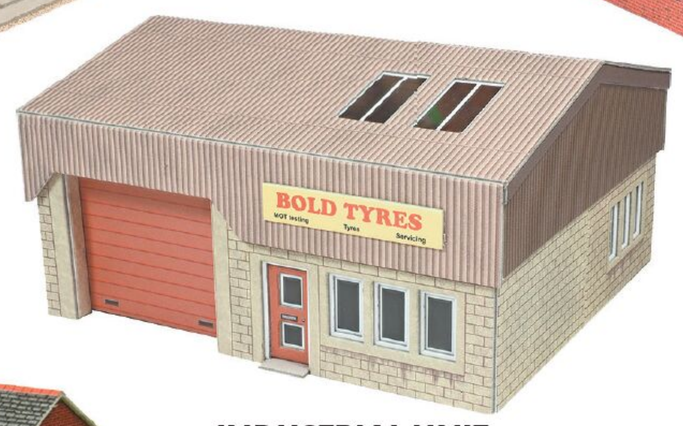

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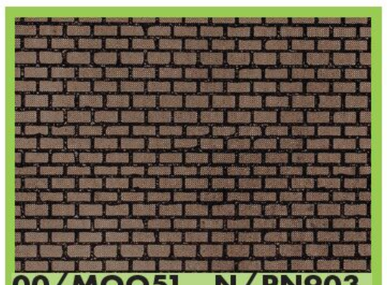

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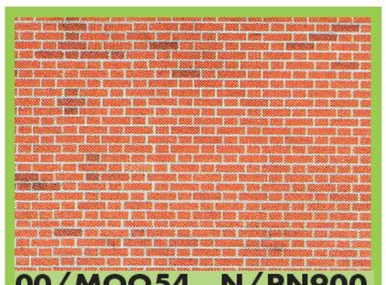

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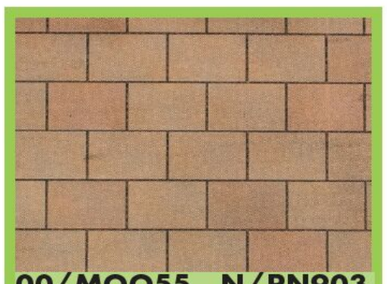

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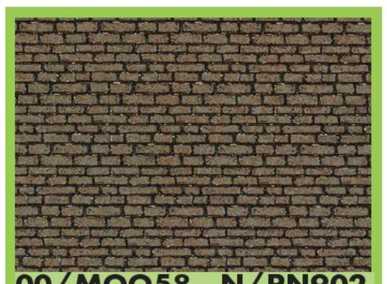

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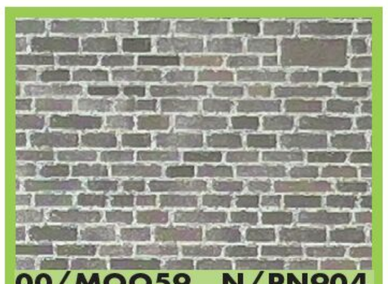

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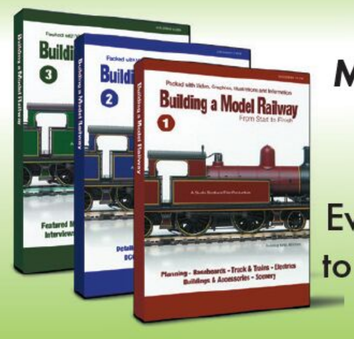

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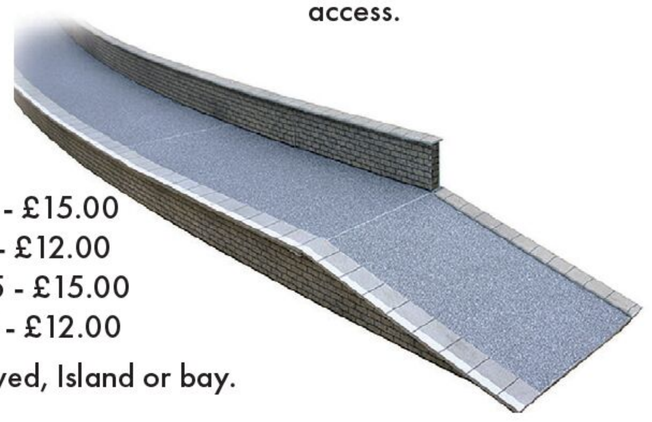

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GR-557B

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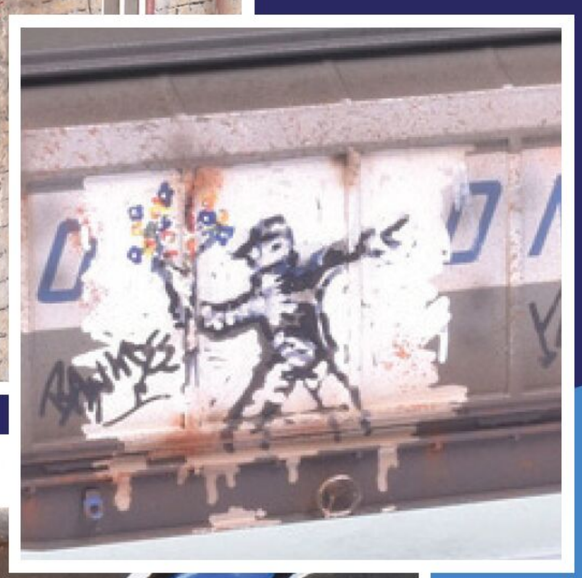

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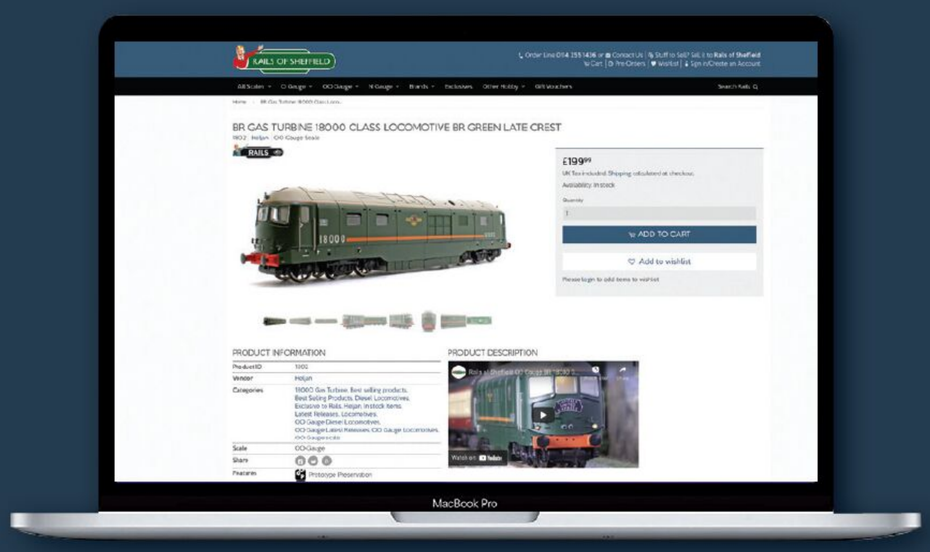

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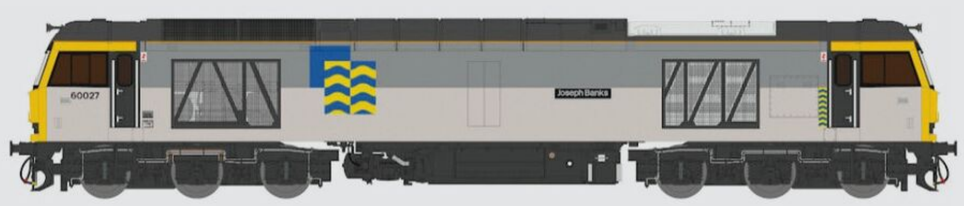

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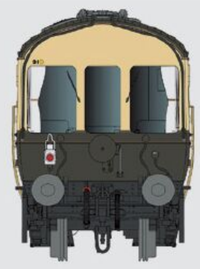

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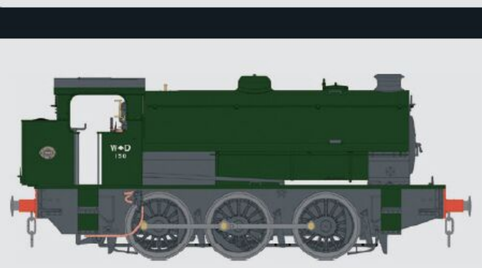

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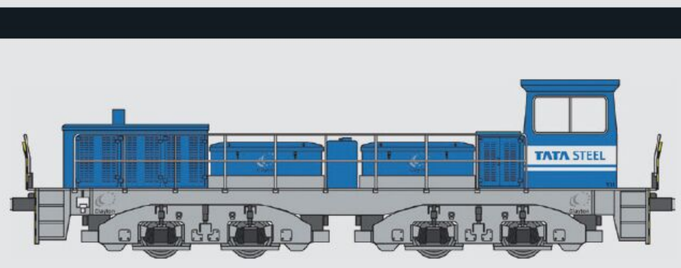

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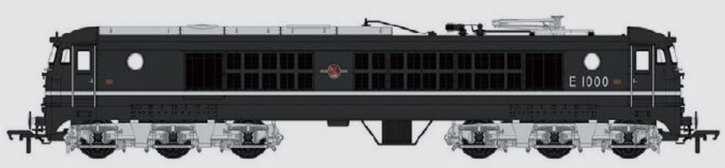

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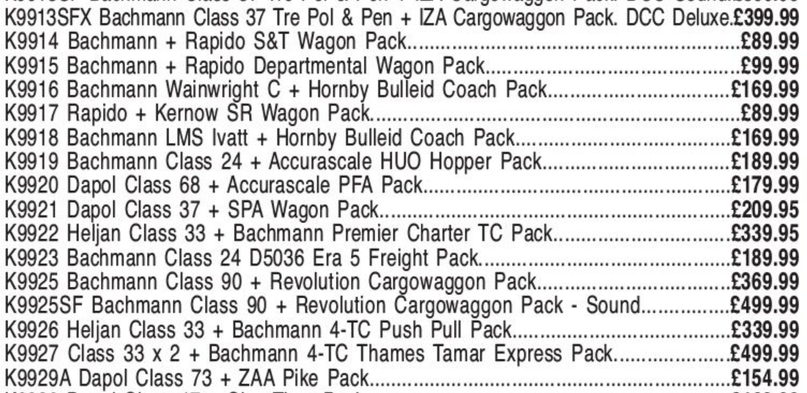

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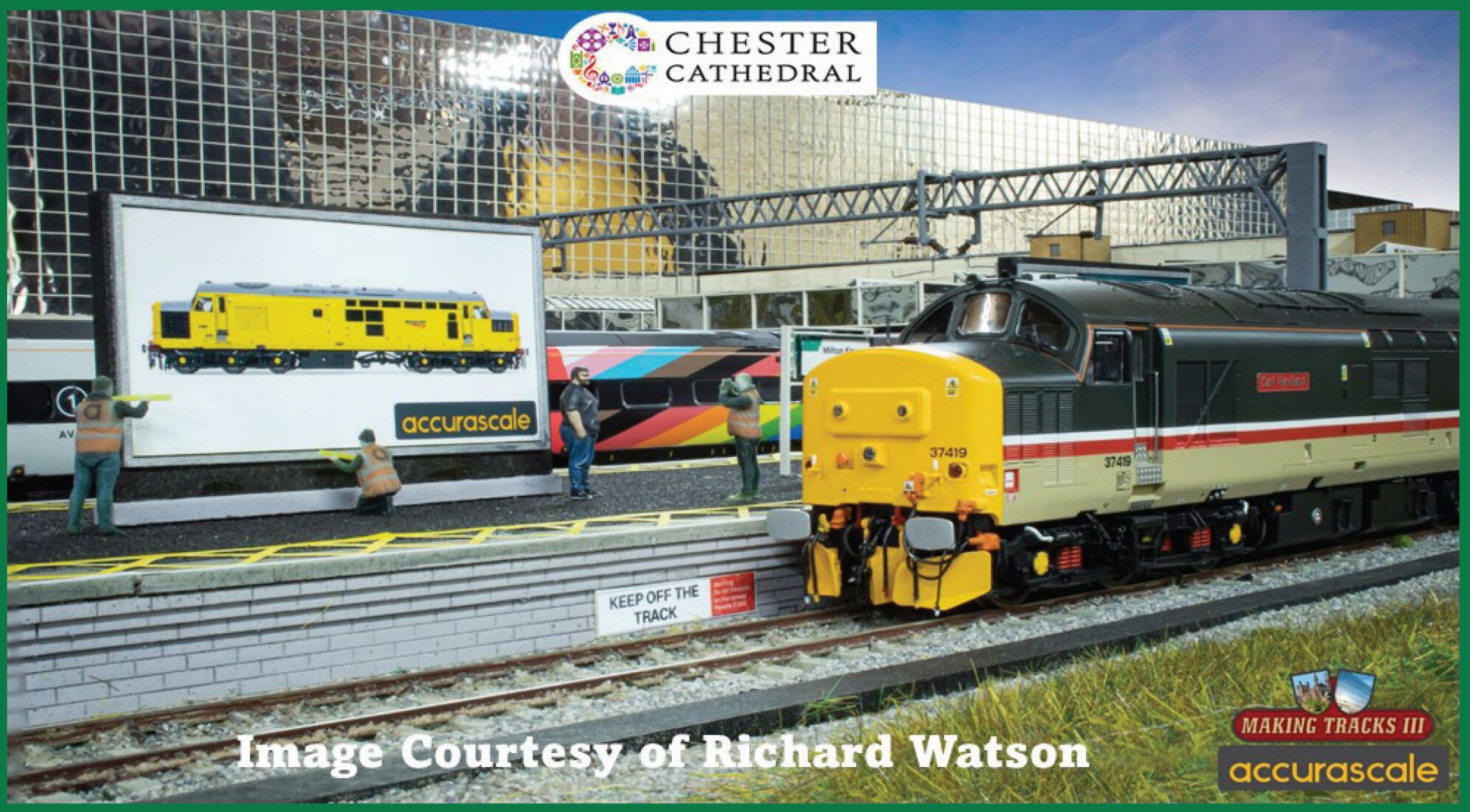

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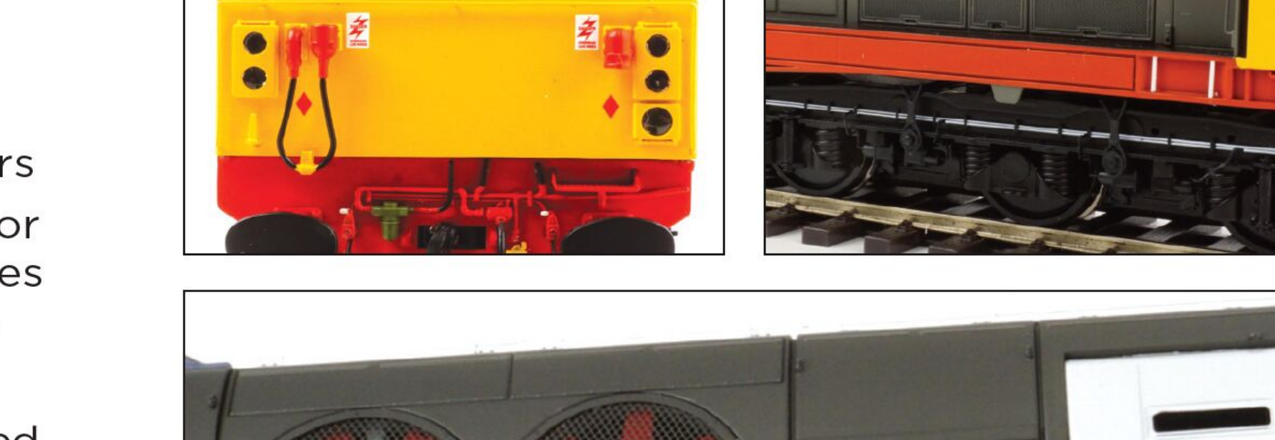

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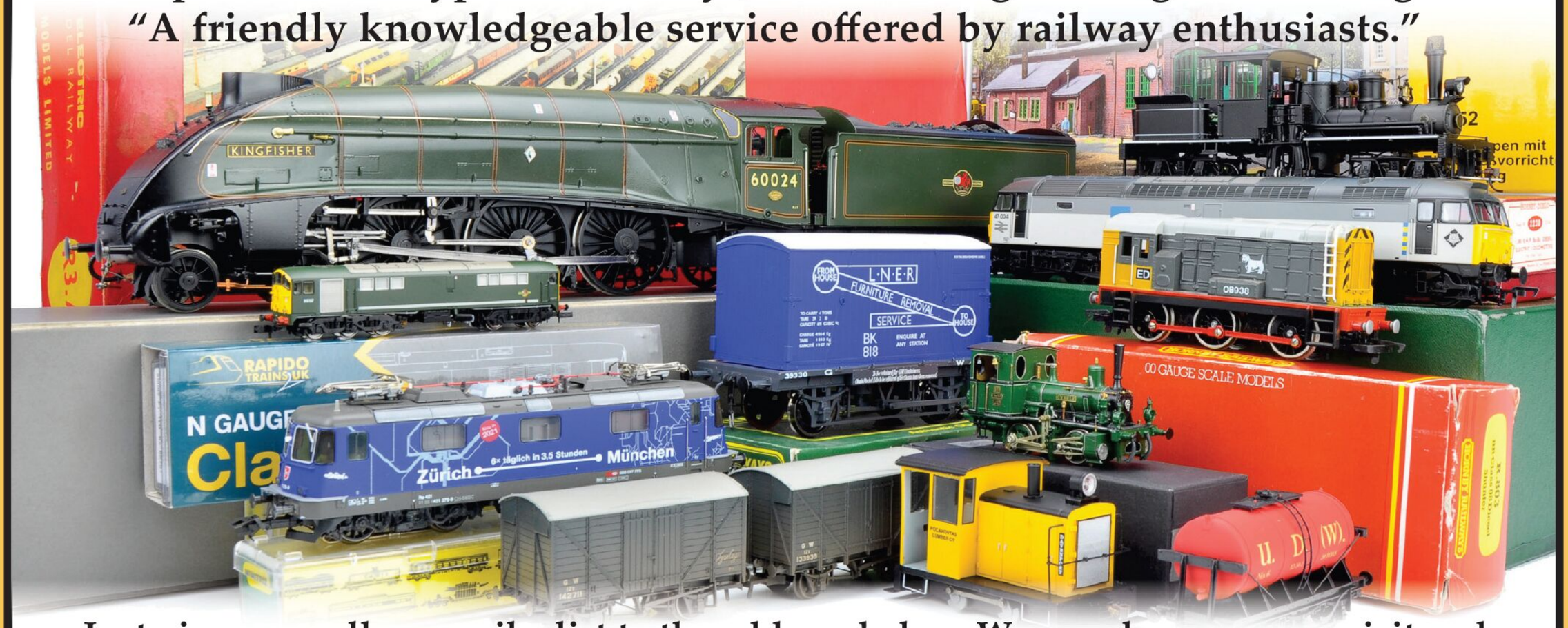

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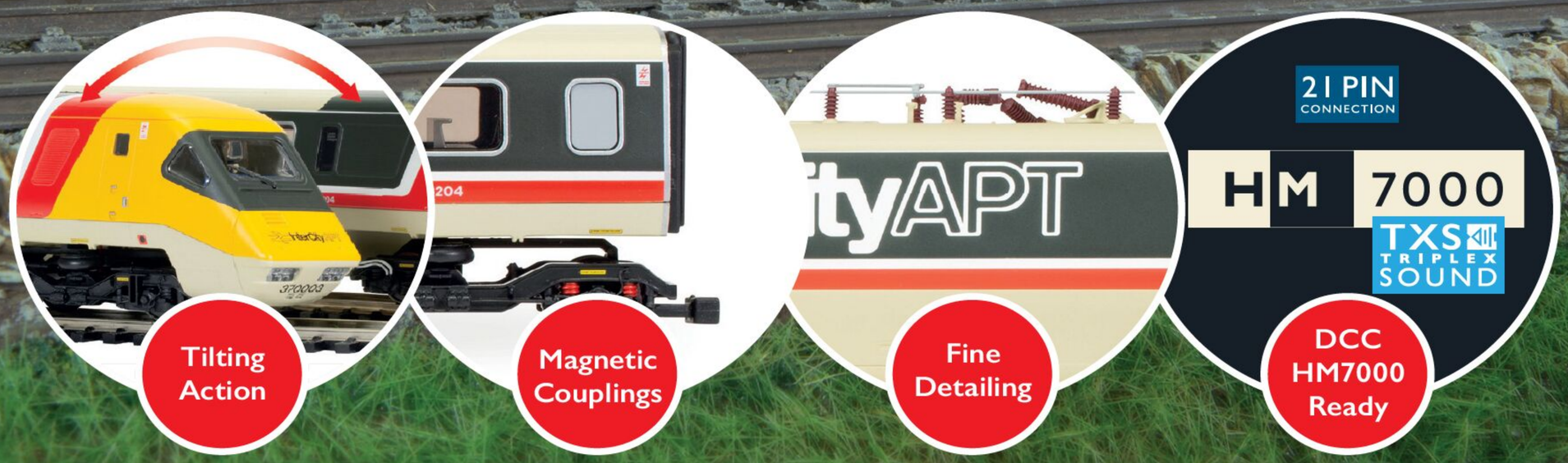

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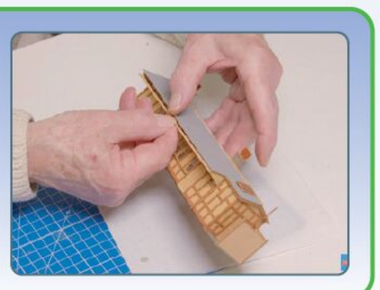

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Welcome

Summer is the time for specialist shows

British O gauge has seen a proliferation of ready-to-run models in recent years, with the Adams B4 0-4-0T from Dapol being one of the latest releases.

I was 13 when I built my first O gauge model. Up to then my fledgling modelling activities had been exclusively OO, but the allure of the larger scale proved irresistible. I purchased a Parkside plastic kit for a North British Railway Jubilee coal wagon to satisfy my curiosity and had every intention that, once this model was built and painted, I would continue with my 4mm interests.

But that didn't happen. I was hooked, and soon my solitary wagon had become a rake of half a dozen, with thoughts then turning to a suitable locomotive with which to pull them – and even a small layout. As a newcomer to O gauge I found that a trip to Guildex (the annual show staged by the Gauge O Guild) was invaluable. Here under one roof was everything I needed to progress my burgeoning 7mm interest; inspirational layouts, extensive trade support and insightful modelling demonstrations. I've been an O gauge modeller ever since.

That first visit to Guildex was just over a quarter of a century ago. During the intervening years British O gauge modelling has seen something of a renaissance and it is no longer the sole preserve of the kit- and scratch-builder. A huge amount of proprietary support has become available in recent years, with ready-to-run locomotives and rolling stock from firms including Heljan, Minerva and Dapol (see the review of the firm's exquisite new Adams B4 0-4-0T on p694), together with a range of Setrack from Peco – all supplemented by a multitude of kits and accessories from numerous smaller suppliers.

There is certainly much to tempt today's modeller to take up O gauge, whether they are a newcomer to the hobby or making the switch from a different scale. The Guild recognises the role it can play by encouraging those who are starting out in 7mm and, accordingly, it has laid out plans for a novel feature at this year's Guildex event, which will be taking place in Stafford on 2 & 3 September. Over the course of the two days a team of modellers will take on the challenge of transforming a set of bare baseboards into a fully-finished O gauge layout. Utilising Peco trackwork, ready-to-run stock and laser-cut buildings, the initiative will demonstrate how building an O gauge system is just as achievable as one in OO or N. The proposed layout is presented as our 'Plan of the Month' on p648.

Guildex isn't the only specialist show that will be taking place this summer. The EM Gauge Society will be staging its next expoEM event in Wakefield on 19 & 20 August, where Graham Hudson's *West End Drift* (see p654) will be amongst the layouts in action; on the weekend of 9 & 10 September the Warwickshire Event Centre near Leamington Spa will be hosting The International N Gauge Show (TINGS); and the 009 Society will be celebrating its 50th anniversary at the Statfold Barn Railway on 16 & 17 September. Details of all these events can of course be found in our Societies & Clubs listings, which start on p707.

Craig Tiley Editor

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

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In both cases, please remember to include your full name, address and contact details with your correspondence.

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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

Ashdan Junction

Inspired by memories of the 1970s BR blue era, **BARRY PLATT** created this imagined West Midlands station where the emphasis is firmly on entertaining the viewing public at exhibitions.

During my spotting days as a 15-year-old boy my favourite locomotives were without doubt the Westerns. I spent many happy hours, venturing far afield to stations including Reading and Birmingham New Street, on the hunt for examples of these diesel-hydraulics. Coming from Warrington in the North West, these adventures often entailed long journeys – but they were always worth it!

At this time I did also have aspirations to build a model railway, but my funds did not allow it; there were also other interests on the horizon. However, 20 years down the line, and married with two children, I found myself with the available time and finances to attempt an exhibition layout.

The idea was to create a layout which was interesting to watch and operate, whilst also having a wide variety of traction – including my beloved Westerns. *Ashdan Sidings* was the result, this taking the form of an end-to-end layout with a busy freight yard and a traction depot. The name 'Ashdan' was derived from the names of two of my children: Ashley and Danielle. The layout proved quite popular, it being displayed at about 30 exhibitions and featuring in the November 1999 issue of RAILWAY MODELLER.

A continuous run

I decided I wanted to expand and improve on what I had learned building *Ashdan Sidings*. I set out to create a continuous run system with sidings so that I could run passenger trains as well as freight services. Various track plans were drawn out with the emphasis on viewing interest, operational potential and varied traction.

I settled on a double track main line running through a local station with a small yard feeding a main distribution depot and milk depot. (Unfortunately the

Photography by Steve Flint

Left
A Class 37 heads through the station with a rake of bogie tankers, having passed a Class 25 on an engineering train.

Right
A diverted working off the WCML with Peak 46 020 piloting a Class 87 on a passenger service composed of Mk.II stock.

Left
The premises of Platt's Dairy forms the backdrop to the station area. Suitable models of articulated lorries and milk floats reinforce the time period modelled.

model of the milk depot was damaged following a trip back from Perth in the back of the van and was replaced with a small fuelling point, as can be seen in the accompanying photos. However, I feel this change has enhanced the layout's operational value, so it all came good in the end!)

The layout was to be based in the West Midlands on the line between Worcester and Gloucester, with the local station being called Ashdan Town. Local passenger services would stop at the station and diverted West Coast Main Line trains would run through, whilst a wide variety of freight movements would arrive at and depart from Ashdan Sidings, which it is assumed is fed from a junction just out of sight from the main layout. The new layout was to be called 'Ashdan Junction'.

Baseboards and trackwork

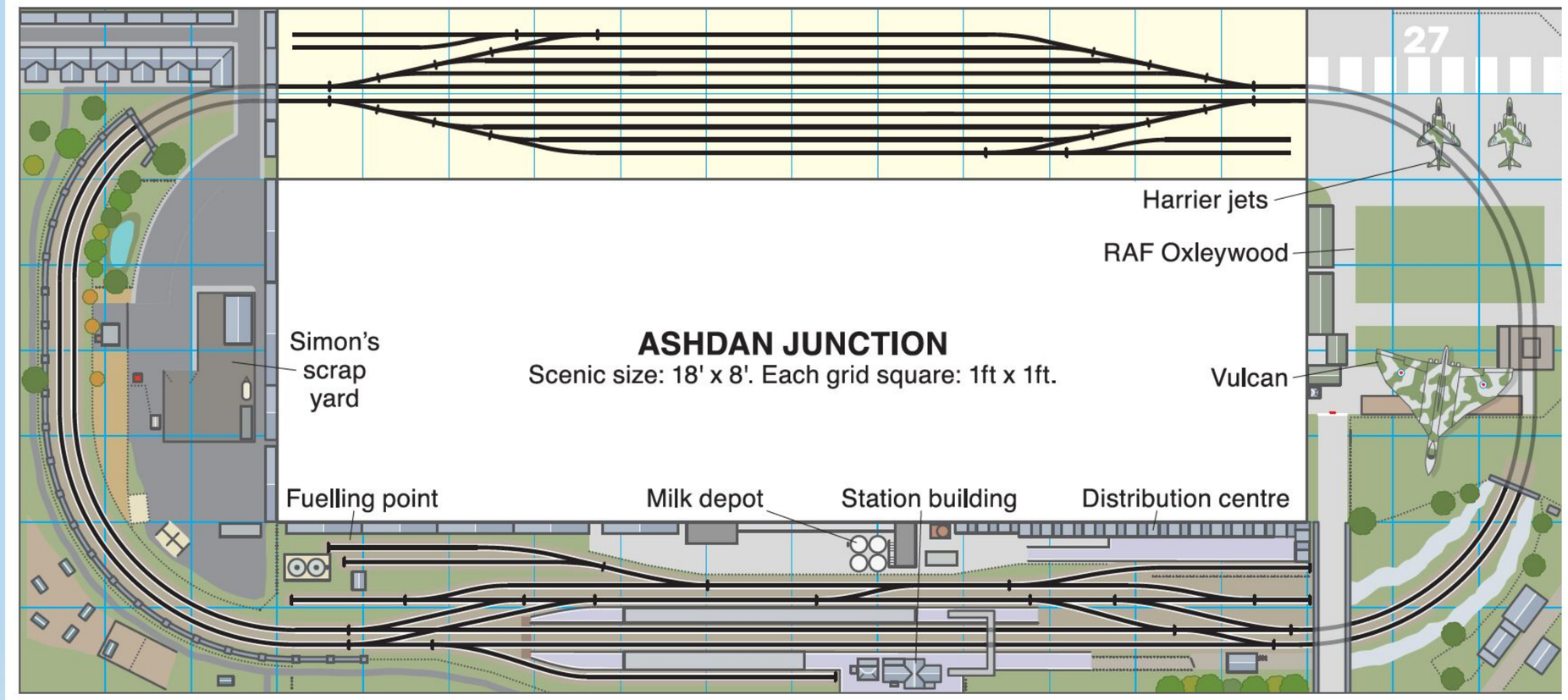
The baseboards were constructed using 11mm plywood surfaces atop framing of 3" x 1" timber, with the fold-up legs being built integral with the frames for ease of assembly at exhibitions. The backscenes were also made out of 11mm plywood for sturdiness and are removable to facilitate their renewal if required. There are 10 baseboards (six of 4' x 2' and four of 3' x 4'). Protective frames were made to fit each baseboard for transporting to exhibitions.

The trackwork (Peco Streamline code 100) was laid on ⅛" cork, which was ballasted with very fine granules and then weathered for realism.

Going digital

Initially the layout was going to be wired for 12V dc analogue control with Gaugemaster hand-held controllers. However, after seeing DCC sound-fitted locomotives demonstrated by Legomanbiffo at an exhibition, I became hooked on digital! At first I was unsure what system to purchase (there being so many options available) but following a conversation with Charlie Petty at DC Kits, I decided to invest in a Roco starter set with Multimaus controller.

I reworked the existing wiring, splitting the layout into power districts and installing an NCE CP6 Circuit Protector. I then purchased my first sound-fitted locomotive; a Bachmann Class 25. This model acted as



Below
A High Speed Train and Class 25 cross on the curve at the left-hand end of the layout, adjacent to which is Simon's scrap yard.

my guinea pig but thankfully everything worked OK following a few tweaks.

The Roco system and Multimaus handset worked very well, this allowing me to set CVs whilst being easy to use. (CVs are Configuration Variables, which are settings that can be adjusted by the user to customise the function characteristics on a decoder.) The only downside was that I couldn't read the CVs using the handset. I purchased a few more controllers (sourced online from split sets and not that expensive) and these worked very well for a few years, including at exhibitions. It was whilst doing these exhibitions that I had the opportunity to see what other DCC systems people were using and how they worked. This sent me in the direction of the Lenz LH100 system, which allowed me to read the CVs whilst offering greater operational potential – I purchased three more controllers for use with this system and I am still using them to date.

Operating to a schedule

Ashdan Junction is run to a schedule, which was written after trials at various shows and refined gradually until I was satisfied with it. The schedule maximises the layout's operational capacity and ensures that the layout remains busy for the viewing public as much as possible. I find the layout runs at its best with four operators, the schedule making it easier for the crew members to keep things moving. However, if during a show a member of the public wants to see a particular train, we will happily pause the schedule and run the requested model.

Broadly speaking the schedule consists of local passenger trains stopping at the station; various freight trains running through or entering the yard for locomotive and direction changes; the shunting of wagons to the distribution centre; and light engine movements to and from the fuelling point. All in all, with the wide variety of stock I possess, it can be a fun layout to operate.

Freight movements heading north from the imagined site of Ashdan Sidings first enter the yard, and then either have the loco run around and attach to the other end of the train, or have a change of traction, with the new loco coming off the fuelling point (its place being taken by the detached loco) with the train then leaving the way it came in to continue heading north. Southbound workings either run into the yard if the loco is to be swapped, or just run through the station without stopping.

The regular local passenger service is operated by Class 117 and 122 DMUs; the 122s occasionally terminate and wait in the bay platform before reversing. In addition, a Class 128 Diesel Parcels Unit stops at the bay

Above
The station bay is served by DMUs operating local passenger services.

Top left
English Electric BR Class 08 diesel shunter 08 021 pauses between duties. The station retains much of its steam-era architecture.

Below
A few locomotives did carry TOPS numbers with green livery, such as 40 106, pictured here on a van train.

Top
A High Speed Train powers through Ashdan Town station as a Western departs with a rake of Covhop wagons.

Above
A Class 56 and a Western diesel-hydraulic – in contrasting external conditions – stand at the diesel fuelling point.

platform for mail deliveries and collections. Main line passenger trains pass through Ashdan Town when diverted off the WCML, with motive power usually taking the form of a Class 87 electric locomotive and Mk.II stock being piloted by a Class 50. Diverted Western Region main line trains also pass through with a Western and Mk.I stock. With *Ashdan Junction* being set in 1976, one of the newly introduced Inter-City 125 High Speed Trains sometimes also passes through on its way to Bristol, it being assumed that track maintenance has dictated the route change.

Locomotives and rolling stock

BR blue ruled the rails in 1976. This was also the last year in the operational lives of the Westerns, whilst it also saw the first of the HSTs and Romanian-built Class 56 locomotives. The stock on the layout is quite varied and includes examples of classes 08, 20, 24, 25, 31, 33, 37, 40, 45, 46, 47, 50 and 52, plus the aforementioned DMUs.

The block freights are composed of china clay wagons, Covhops, 16-ton mineral wagons, Merry-Go-Round hoppers, 60' Carflats (loaded with brand new Mk.I Ford Fiestas) and 100-ton oil tankers to name just a few. This provides a wide variety of freight traffic, hauled by equally varied traction. There is even the sad sight of three withdrawn Westerns being towed by a Class 47 to Swindon for cutting up.

All the locos are sound-fitted, whilst all stock has been weathered for greater realism. If I close my eyes I can be transported right back to 1976 – all that's missing is the smell of the diesel fumes!

1970s cameos

In my opinion a layout's presentation and scenic treatment are just as important as the trains that run on it. I have tried to recreate the world as it appeared in 1976 as best as I can, but with a little bit of modeller's licence. My intention was to take viewers back to this time and for them to feel as if they are actually there; feedback from exhibitions I have attended suggests that I have managed to achieve this.

Visitors like to look at the scenery whilst watching the trains go by, so I have created several dioramas with stories attached to them. One is Simon's scrap yard, Simon being my son-in-law who has a passion for cars; however, the business modelled has a reputation for some rather underhand tactics! Consequently, Simon can be seen being arrested by my daughter Danielle

Left
In this overall view down the full length of the scenic frontage, a Class 47 is charged with taking withdrawn Westerns to their fate, whilst alongside to the left stands a brace of Class 20s. To the right a Class 37 heads a train of bogie tankers.

Below
The four Olympus engines roar as a Vulcan bomber takes off from RAF Oxleywood… or so it appears. The model is from a 1/72 scale kit. The two Harriers can be seen in the background.

Right
The RAF base occupies the boards at the right-hand end of the layout and disguises the 180° curve to the fiddle yard.

(who in reality is a police officer and married to Simon). Being the 1970s, detectives Regan and Carter (from TV's *The Sweeney*) have turned up and are stood near their Ford Granada Ghia.

The far side of the layout is RAF Oxleywood where a squadron of Vulcan bombers is based. My personal tribute to the last flying Vulcan (XH558) can be seen taking off whilst a pair of Harrier jets stand ready for any possible threats. This part of the layout does create a lot of interest from former air and ground crew who worked on Vulcans. My special thanks to one such person, Ron Boxall, who helped me to create this scene accurately.

On reflection

Ashdan Junction was created largely from my imagination and, although I built the majority of it by myself, it wouldn't be the finished article that it is without the help and guidance of many people. This hobby I think is unique in that the traders you buy from often become friends; I've met some wonderful people, all with the common goal to help individuals improve their modelling.

There are several traders who gave me much support whilst I was building the layout. These include Dave from Ten Commandments and John from Green Scene, whilst Jeremy from Digitrains and Fiona from DCC Supplies gave much advice when needed for using

Above
D1068 *Western Reliance* suffers the indignity of hauling a coal train – a far cry from the express passenger services that the class was intended for originally.

digital control. All the stock was weathered by Steve at Grimy Times and signage was supplied by Alan at Sankey Scenics – all these people went above and beyond and I regard them as friends, such is the camaraderie in this hobby.

The layout wouldn't be able to perform at exhibitions without my exhibition team, which is quite a family affair: my sons Ashley and Adam, daughter Danielle and son-in-law Simon. Adam was responsible for the building and painting of the Vulcan and Harrier models, all with the liveries researched so that they are correct for the era. As I have said, I have met some great people through this hobby who have become firm friends. These include Neil Woodbine and Sue Farmer who also help to operate the layout at exhibitions. They have several small layouts themselves and I also help them at shows.

The biggest thank you has to go to my wife Sharon, who has always been supportive of my hobby and sometimes helps out at exhibitions as well.

20hp Simplex *Druid*

DAVID MALTON *describes this small narrow gauge diesel locomotive which once formed part of the operational fleet on the now-closed 2' gauge Abbey Light Railway in Yorkshire. The accompanying drawings are reproduced at 7mm scale.*

Photographs and drawings by the author

For over 10 years I have been constructing and exhibiting a model of the Abbey Light Railway in O-14 (see RM June 2015 and November 2019).

The ALR was a small 2' gauge railway owned by Peter Lowe, a retired lecturer at Kitson College in Leeds and run by a small band of volunteers including my father and I. One of the first locos I built for the layout was No.6 *Druid*, a modified 20hp Simplex diesel that was the mainstay of operations on the railway.

It was built in 1941 (Works No. 8644), served its time in industry with the Ministry of Defence amongst others, then entered preservation at the Creekmoor Light Railway in Dorset. Here it gained its identity and the distinctive nameplate fabricated from steel strip. (I met an ex-CLR volunteer at a show once who told me that he made the nameplate and it was named after BR Warship D815, which carried the same name.)

When Creekmoor closed, *Druid* was sold back into industrial use and wound up at Hemingbrough clay pit in Humberside, from where it was eventually made surplus and acquired for use on the ALR by Peter Lowe.

When it came to making *Druid* work again it became clear the original engine, cab and bonnets were beyond use. It was decided to make it more suited to ALR passenger operations with a (relatively) roomy cab, a new engine with the luxury of electric start, headlights and electric train supply (which was never used). It also received the obligatory air compressor and equipment for loco and train air braking for passenger haulage and an air whistle from a Class 08 shunter.

The body was made from whatever material was available at the time, rather than following any pre-meditated design, but it ended up with some styling cues from steam and early internal combustion locomotives such as the chimney and the round spectacles in the cab.

Originally it was painted in Penrhyn Quarry-style lined black but was later repainted into a more eye-catching blue livery inspired by the Darjeeling Himalayan Railway, which is how it is best known. When the ALR closed in 2012 *Druid* initially went to the Welsh Highland Heritage Railway but it has since moved to a private railway in South Wales, where it is currently running in a smart dark green livery.

Druid **is pictured during its time as a mainstay of the operational fleet on the Abbey Light Railway in Yorkshire. Note the train air braking pipes and the air whistle – the latter from a Class 08 diesel shunter.**

In model form

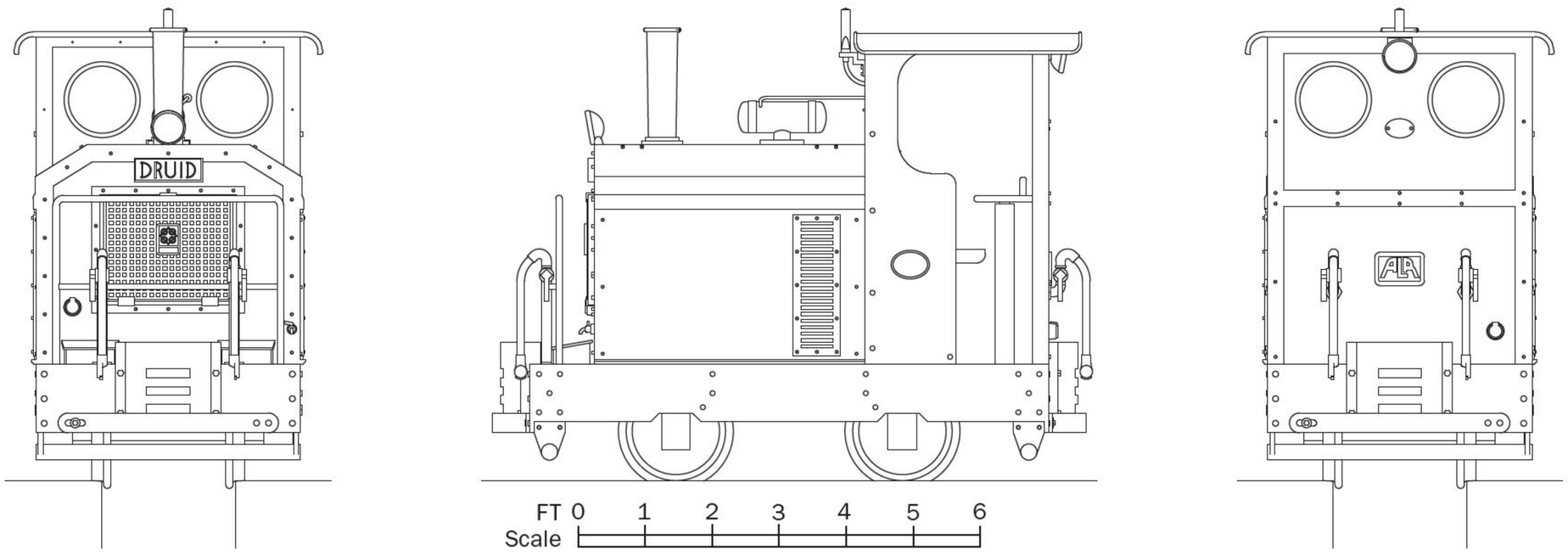
My first model of *Druid* was made from plasticard with custom etched brass details and the chassis from a Nigel Lawton WWI Simplex kit. It was the first loco I scratch-built for the layout, but over the subsequent years my modelling standards have slowly improved, which left it looking a bit basic in detail compared to more recent projects.

When the mechanism finally gave up (I hadn't done a great job of putting it together in the first place!) I made the decision to consign the model to the display case intact and build a completely new replacement. A new mechanism was acquired, this time supplied as a ready-to-run unit from Locos 'n' Stuff and, although simple in design, it is an excellent runner.

I undertook the design process over a number of evenings, using the app Shapr3D on my iPad. When I first built *Druid* the ALR was still operating and I was able to take measurements from the real one. Fortunately, I still have

The nameplate was first fitted to the locomotive when it entered preservation at the Creekmoor Light Railway in Dorset.

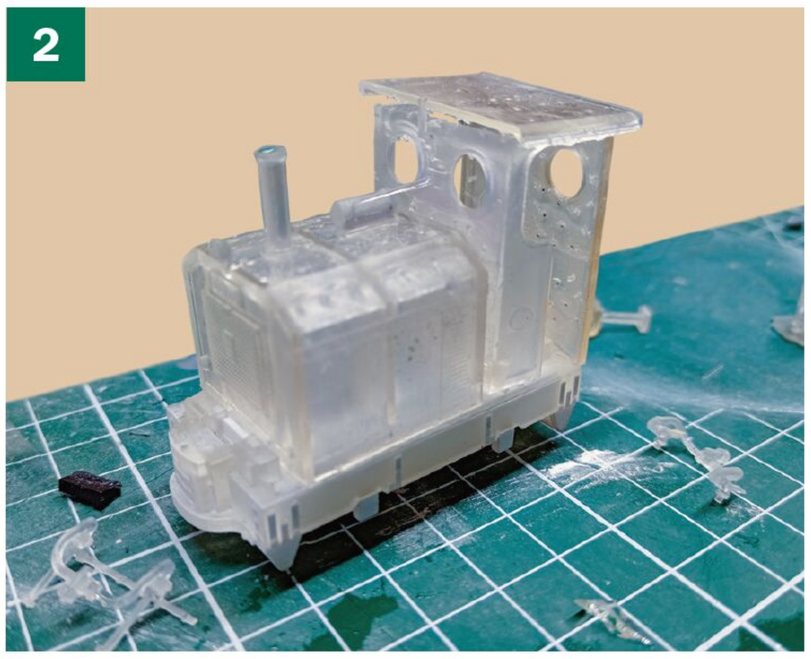
A programme of bodywork renewal after the locomotive arrived at the ALR led to this rather spacious (in 2' gauge terms at least) cab being created.



my notes and a good collection of reference photographs that I accumulated.

The model was designed in several separate pieces, allowing the parts to be orientated on the printer for best results. I used my own Elegoo Mars 2 3D printer, using Elegoo clear resin with the settings recommended by other users collated on the Elegoo website. I was surprised how well it managed some of the small details that I had included in the design, although it took a few attempts to perfect and then a few more to correct a detail mistake I noticed I'd made.

A 3D CAD model of the locomotive was drawn up using the Shapr app on an iPad. It was designed as a combination of parts to optimise the printing.



The parts were printed using Elegoo clear resin on an Elegoo Mars 2 3D printer. A trial assembly took place prior to cleaning the parts up fully.

Painting and finishing

The model was painted with enamel paints by hand after a coat of grey had first been applied. This was completed before attaching the cab rear sheet and roof, to allow access to the interior for painting and fitting of a driver figure.

The transfers for the lining and the ALR logos were made for me by Sven Van der Hart of Tramfabriek from artwork I had sent him, created using the 2D drawing produced from the Computer Aided Design artwork as an underlay. As such they fitted the loco perfectly, which demonstrates another advantage of CAD and 3D-printing as a modelling medium. Couplings were fitted, along with a couple of large steel nuts inside the bonnet to increase traction.

The 3D-printed components were then primed (black for the chassis and grey for the superstructure) prior to final detailing and painting.

Now in its distinctive blue livery and mounted on its four-wheel chassis, the model awaits the final livery details including ALR lettering.

At its exhibition debut, it turned out my new model of *Druid* was now one of the best performers in the collection. It is only matched by *Odin*, my other Simplex that uses the same chassis (see RM December 2017 for more information about this locomotive). The pair can successfully top-and-tail the passenger train, which was sometimes the prototypical mode of operation on the ALR, especially in busy periods. *Druid* also looks as good as the rest of my loco collection and can now take the limelight on the layout, as befitting one of the mainstays and most recognisable locos of the Abbey Light Railway.

The completed model is seen heading a passenger service on the author's 0-14 layout based on the Abbey Light Railway.

Supplier information

Elegoo
www.elegoo.com

Locos 'n' Stuff
Mark Clark
email:
borsig1958@gmail.com
Tel: 01634 575 081
(before 8pm)
www.locosnstuff.com

Tramfabriek
www.tramfabriek.co.uk

Project of the Month

A Peppercorn K1 in N

With models of these Eastern Region Moguls not yet available ready-to-run in N gauge, **IAN CAIRNS** *set about creating his own by combining a 3D-printed locomotive body with a proprietary chassis and tender.*

Photography by the author

A view of the completed K1 2-6-0 model which forms the subject of this article. It is presented as No.62041, which the author recorded seeing at Darlington shed in 1965.

Although the Peppercorn K1 2-6-0 locomotives only enjoyed a short working life of barely 18 years, they are regarded as a very successful design.

Early development work undertaken by the then LNER Chief Mechanical Engineer, Edward Thompson, resulted in the rebuilding of a single Gresley Class K4 from three cylinders to a two-cylinder prototype that eventually became Class K1/1.

When A H Peppercorn assumed the position as the company's CME, he modified the design of the prototype K1/1 resulting in a new, two-cylinder 2-6-0 class of locomotives that became Class K1. 70 new locomotives of this type were built by the North British Locomotive Company and, although it was an LNER design, the first locos were not delivered until 1949 to the newly nationalised British Railways. This batch of locomotives was given the numbers 62001-70 and the prototype Class K1/1 became 61997.

The external appearance of the K1 locomotives looks very similar to the physically larger (and arguably more well-known and glamorous) LNER Class B1 4-6-0s which were classified 5MT by BR. The K1 was classified 5P6F and interestingly, despite the longer boiler of the B1, the tractive effort of the K1 was 20% higher.

By the mid-1960s, the K1 locomotives were allocated to the Eastern and North Eastern regions of British Railways and their primary shed locations included Doncaster, Darlington, Gateshead and York. I always liked the clean lines of the class and I regard them as one of the unsung heroes of medium distance freight trains operating right up to the end of steam on the North Eastern Region. One K1, No.62005, has been preserved.

The subject of my model, No.62041, was built in 1949 and was allocated to Stockton and Thornaby until transferring to Darlington shed in 1959. It moved

No.62041 climbs the bank just north of West Hartlepool with one of the two daily dolomite trains from Thrislington to the Steetley magnesite works at Hartlepool on 30 December 1966. These Covhop wagons have been produced ready-to-run in N gauge by Graham Farish (Bachmann).
Photo: Rail-Online

No.62041 is pictured fresh from overhaul at Darlington Works in September 1964.
Photo: Colour-Rail

to West Hartlepool in 1966 and it was withdrawn from there in 1967. My records show that I saw it at Darlington shed in 1965.

The model

I saw many K1s during my spotting days in the 1960s so when an N gauge 3D-printed body became available from the Shapeways shop of Newman Miniatures (Shapeways is an online platform where 3D prints from other modellers' designs can be purchased) I seized the opportunity to add one to my roster. My N gauge steam/diesel transition era layout (*Ferryhill*, see RM June 2023) is set in the North East of England and therefore a K1 made for a very apt addition.

The 3D-printed locomotive body is designed to fit the chassis from a Graham Farish (by Bachmann) Maunsell N Class 2-6-0.

Tender options

There are several possible tender body and chassis options to consider. The choice of tender type will determine the changes (if any) required to the wiring of the locomotive chassis, so I did this first. The K1s were fitted with the LNER Group Standard 4,200-gallon capacity tender. This tender had an unequal wheelbase (7' 3" + 6' 3") and utilised 3' 9" diameter disc wheels.

Tender body

N gauge R-T-R models that use a suitable LNER 4,200-gallon tender include the Dapol Class B17/4, and the B1 and J39 (flat-sided tender) from Graham Farish. Atso-Cad Models also produces a suitable 3D print of an LNER 4,200-gallon Group Standard tender that is available through Shapeways. I decided to choose the Atso-Cad version due to availability and because the style and finish would more closely match the 3D-printed loco body (for example, using the same size brass handrails on both the loco and tender bodies).

Tender chassis

The B17/4, B1, and J39 tenders are fitted with tender drive systems so are not particularly applicable, or cost-effective, for use with the K1 if using the N Class 2-6-0 chassis. However, if an inexpensive example, or just a tender top, can be obtained on the second-hand market, it may be worth investigating.

The easy option is to fit a tender top to the N Class tender chassis. The disadvantage of this approach is that, although the overall length of the N Class tender chassis closely matches the LNER 4,200-gallon tender, the N Class tender chassis has a different wheelbase (6' 6" + 6' 6") and is fitted with 4' diameter spoked wheels. However, it is the easiest option, although some minor fettling may be required to fit the chosen tender top.

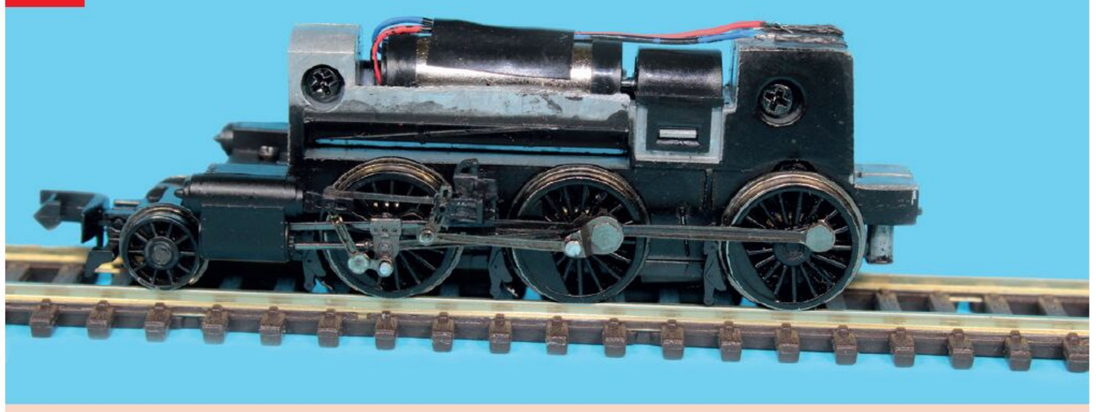
The Atso-Cad 3D-printed tender top is designed to fit on a Graham Farish LNER V2 4,200-gallon tender chassis which has both the correct wheelbase and nicely blackened disc wheels. Furthermore, I had a spare V2 tender in my spares box! So, it was an easy decision for me to use this chassis.

I used a Graham Farish drawbar for an LNER B1/J39 available from Farish 'N' Spares (ref.372-609T) that provides a realistic loco cab-to-tender gap. This drawbar has 10.2mm hole centres and allows the engine to traverse the Peco second radius curves on my layout.

Here is where I encountered a problem. The V2 tender is an older design and is fitted with power pick-ups using wipers on each wheel and transmits power to the loco via the drawbar. However, these wiper contacts add a considerable amount of drag to the wheels on the tender to the point that the performance of the N Class locomotive chassis is significantly impacted. (In the N Class tender chassis, power is picked up via the wheel bearings so there is no appreciable impact on loco performance.)

After some consideration, I therefore decided to remove the wiper contacts from the V2 tender chassis which resulted in a more free-wheeling chassis. As the locomotive was not now going to be receiving any power from the tender, I also decided to replace the rear driving wheel axle on the locomotive (the one with the traction tyre) with a standard driving wheel. This component (ref.F7293-103-02) is available from the Bachmann online spares department and

The 3D-printed tender body shown fitted to the repurposed Graham Farish Gresley V2 tender chassis. Note the plasticard fitted inside the coal space and the separate handrails.



The Graham Farish N Class locomotive chassis, pictured after minor modifications had been made as described in the text. The chassis of the K1 and N were quite similar: the K1 had 3' 2" diameter pony wheels and 5' 2" driving wheels with a wheel spacing of 8' 11" + 7' 6" + 8' 9", whilst the N had 3' 1" diameter pony wheels and 5' 6" driving wheels with a wheel spacing of 8' 10" + 7' 3" + 8' 3".

enables the locomotive to pick up power from all six driving wheels.

Although the weight of the 3D-printed tender top is very light, no additional weight is required in the tender because the V2 tender chassis includes a metal sub-structure that provides adequate stability.

The tender is shown in photo 1 prior to receiving a final coat of primer. Note that the wheelbase of the tender chassis is unequal. A piece of white plasticard has been added to support the coal load.

Locomotive chassis

Only minor modifications are required to the chassis of the N Class locomotive. The loco as purchased is DCC ready and comes with a six-pin DCC decoder socket in the tender. As my layout runs on DC (analogue) control and the tender was being replaced by a 3D print, the entire tender of the N Class could be disconnected from the locomotive and stored in the spares box.

Disconnecting the tender was a simple matter of cutting through and shortening the two wires that normally pass the power from the DCC printed circuit board in the tender back to the loco, and then soldering the wires from the coreless motor to each side of the split chassis. Before soldering, I made sure that the wires were connected to the correct sides so that the locomotive ran in the same direction as my other locos when power was applied (photo 2).

After ensuring that the modified locomotive chassis performed satisfactorily, I started work on the 3D-printed body.

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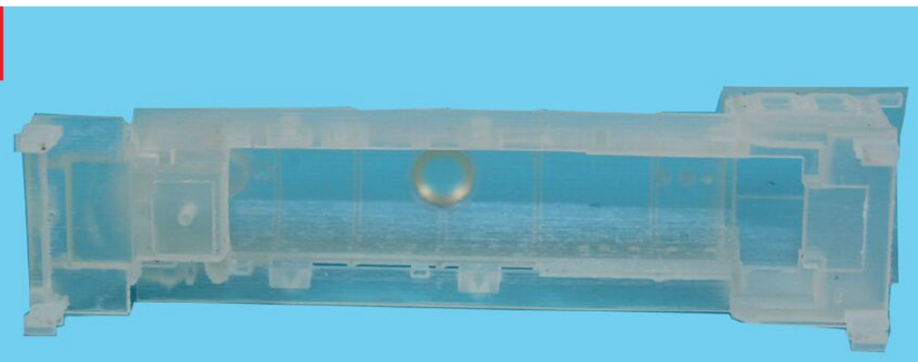

A view of the 3D-printed K1 locomotive body as supplied by Shapeways. It has been printed in a clear resin material.

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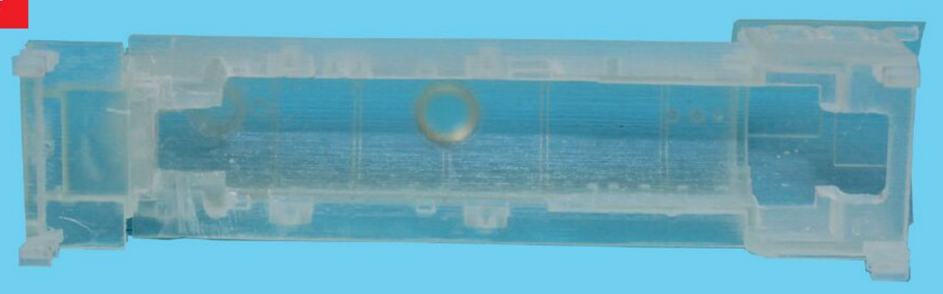


Comparison between this view and the previous photo shows the material that has been removed from the smokebox and cab areas, which was necessary for the body to fit the N Class chassis.

Locomotive body

After test fitting the loco body to the chassis it became immediately obvious that the body was sitting too high because of interfering material within the 3D print. For the locomotive body to sit at the correct height, material needed to be removed from the 3D print at both the smokebox end and the cab end. This is best illustrated by referring to photo 3 (before) and photo 4 (after material removal).

Because 3D print material is very brittle, I proceeded with caution during this step. I started by drilling small holes around the perimeter of the areas to be removed using a pin-chuck and then cut through the material with a sharp modelling knife. The edges where I had made the rough cuts were then cleaned up using a file.

On the rear of the N Class chassis there are two small 'pips' that the cab sits upon (the front of the loco sitting on the cylinders). I only removed the minimum material to get the body to sit correctly on the chassis so that it was a snug push-fit.

The material removed at the smokebox end contained the hole for the chassis retaining screw so this was no longer available. As I will describe later, I added a small amount of lead sheet to the smokebox that projects slightly back into the boiler area. I was able to insert a small machine screw through the original hole in the N Class chassis/cylinder block and tap into the lead sheet to retain the locomotive body on the chassis.

Finally, a small plastic bracket had to be removed from the top of the N Class valve gear to allow the body to fit in the correct position.

Preparing the 3D-printed parts

To prepare the 3D-printed parts for painting and detailing, I first used a kitchen cream cleaner and a toothbrush to remove any deposits left over from the printing process and then washed the parts thoroughly in warm water.

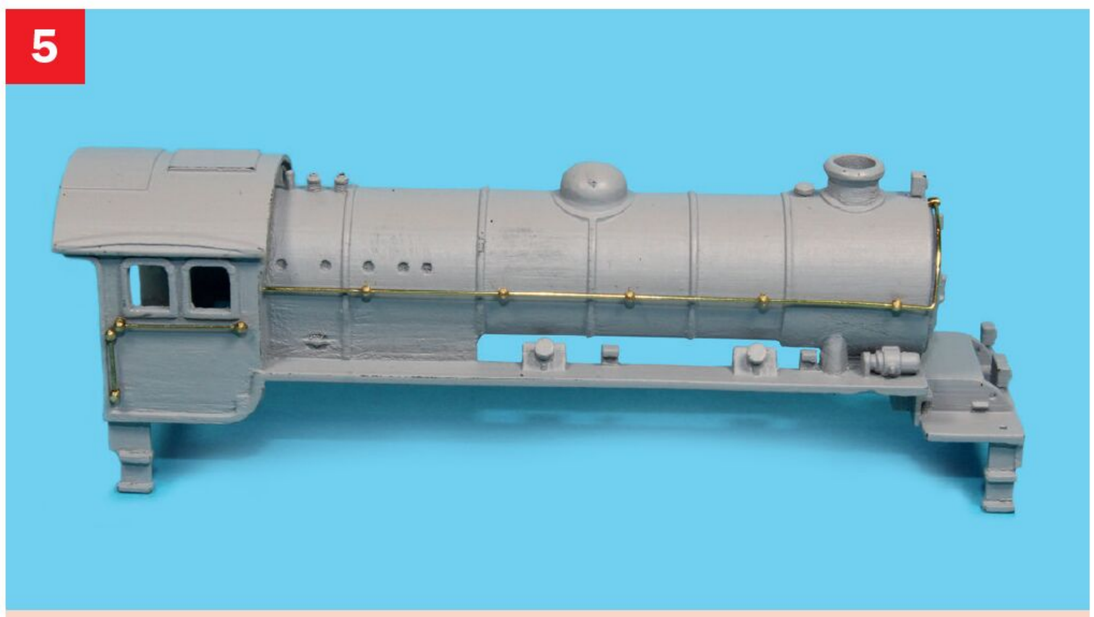
Removing the print lines in preparation for final painting is usually the single most time-consuming part of any 3D print project. I used sanding sticks to start removing the print lines, followed by a thin coat of primer before sanding again. I repeated this process several times to ensure a smooth finish prior to final painting.

The loco body only weighs 4g and there is very little space to add additional weight. I did manage to add some lead sheet to the cab roof, top of the boiler, and the smokebox – which increased the weight to 9g. (The total weight of the locomotive body and chassis together is 39g.)

Painting and detailing

Upon completion of this work, I added handrails using parts from N Brass Locos (ref.23280 and 23281) before giving the loco and tender bodies a final coat of primer. The holes for the handrail knobs were pre-drilled in the 3D print which made installing the handrails much easier. Holes were also pre-drilled to accept

5



The K1 body after initial preparatory work had been undertaken and grey primer applied. Brass handrail knobs and wire handrails have also been fitted.

6

After receiving a black topcoat, and with the bufferbeams painted red, lining and lettering was added using a selection of products from the Fox Transfers range.

locomotive buffers of the modeller's choice (as 3D-printed buffers can be very fragile).

The K1 boiler is a snug fit around the motor and any of the handrail knobs projecting through the 3D print would have caused a problem. The N Brass Locos handrail knobs have a 3mm long projection so I trimmed these to about half the original length, which was still sufficient to allow the knob to be glued in position without impinging on the motor.

Photo 5 shows the locomotive body before the final clean-up, coating with an etch primer (to avoid the final paint coat peeling or rubbing off from the brass parts), and painting black.

The locomotive, tender, and tender chassis were given a coat of Humbrol acrylic satin black (ref.AD6085) from an aerosol spray can and the bufferbeams were painted red (photo 6).

All of the decals came from Fox Transfers: cabside numbers (ref. FRH2008/60B), smokebox number (ref.FRH2099/059), BR late crest (ref.FRH2002), mixed traffic lining (ref.FRH2075/1REV), boiler bands (ref.FRH2075/6), and overhead electrical warning flashes (ref. FRH2020).

The 3D-printed body has boiler bands that are quite defined; this made the final positioning of the boiler band decals slightly fiddly as the decals kept wanting to slide off either side of the printed bands. However, with care, the boiler bands were positioned satisfactorily.

LNER-pattern buffers came from The 2mm Scale Association (ref.3-505), vacuum pipes from a Peco Collett Goods 0-6-0 (ref.30007B/C), and loco lamps from Modelu (ref.2065-148).

I removed the 3D-printed safety valves and replaced them with brass ones from my spares box before adding cab glazing and a loco crew. Finally, a coal load was added to the tender to finish the detailing work. The completed locomotive is shown in photo 7.

Summary

I am very pleased with the outcome of this project. The locomotive performs very well and it will easily pull nine Graham Farish Mk.I coaches around my layout.

However, if I were to do this project again, I would consider fitting the Atso-Cad 3D-printed tender top to the N Class tender chassis – despite the aforementioned inaccuracies with this method. The advantages would be to eliminate any wiring changes, retention of the tender wheel bearing pick-ups and locomotive traction tyres, and maintaining the DCC ready feature of the loco and tender combination. This approach would have made for a simpler project overall. That said, I am delighted to now have an example of these Peppercorn machines in my collection.

7

The locomotive was completed with the addition of headlamps, crew figures, coal load and replacement brass safety valves.

The finished model heads a fitted freight on the author's North Eastern Region layout *Ferryhill*, which was described in the June 2023 edition of RAILWAY MODELLER.

Supplier information

Shapeways/Newman Miniatures
www.shapeways.com/shops/newman-miniatures

Shapeways/Atso-Cad Models
www.shapeways.com/shops/atso-cadmodels

Bachmann spare parts
www.bachmann-spares.co.uk

Farish 'N' Spares
Tel: 01287 633 036
www.farishnspares.co.uk

N Brass Locos
Tel: 01384 250 478
www.nbrasslocos.co.uk

The 2mm Scale Association (membership required)
www.2mm.org.uk

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

Modelu
Tel: 07887 803 737
www.modelu3d.co.uk

References

LNER Encyclopedia
www.lner.info/locos/K/k1thompson.php

BRDatabase
www.brdatabase.info

Plan of the Month

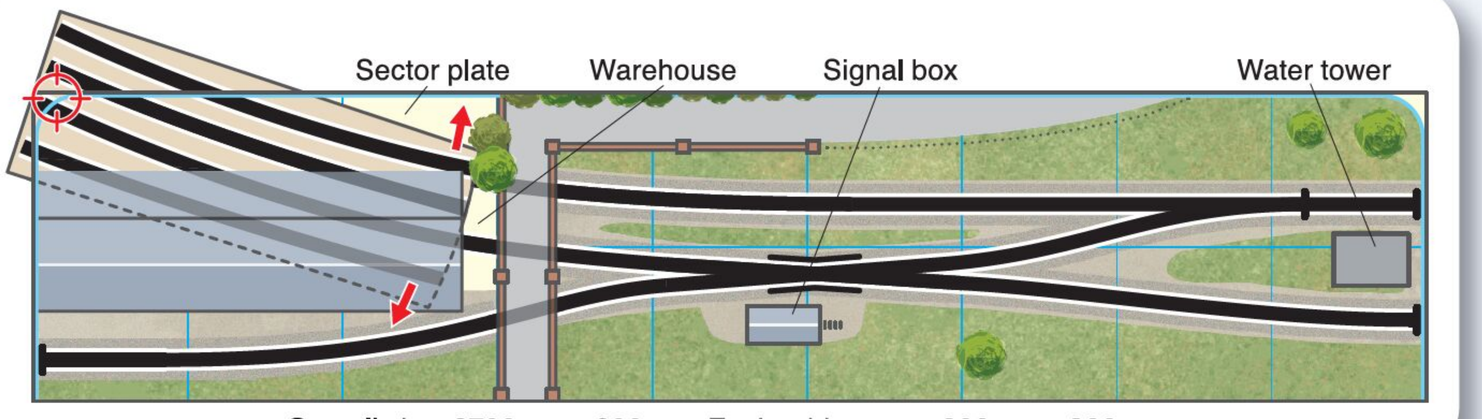
A layout in a weekend?

This is the challenge that a team of modelmakers will be taking on at this year's Guildex event, which is being held at the Stafford County Showground on 2 & 3 September. The Gauge O Guild's **BRIAN MALYON** *explains what visitors can expect to see.*

Is it possible to build a working end-to-end O gauge layout during the course of a single weekend? In collaboration with Peco and other model railway companies, the Gauge O Guild intends to show visitors to this year's Guildex show that it is possible to do exactly that.

There are still many modellers who believe that constructing an O gauge layout requires a huge amount of space, lots of money and plenty of time. Many also believe that, in the main, 7mm modelling still requires dependence upon kit- or scratch-building methods.

Therefore, on the weekend of 2 & 3 September 2023, at Stafford County Showground, a team of modellers will be using off-the-shelf components to show how a modest end-to-end layout can be created fairly easily – and relatively quickly.



Overall size: 2700mm x 600mm. Each grid square: 300mm x 300mm.

A compact freight scheme

The project layout will be an adaptation of the plan for *Bankfield Road*, which featured in the Gauge O Guild publication *Small Layouts Volume 3* and also appeared in the October 2018 issue of RAILWAY MODELLER.

Measuring roughly 9' x 2', the design has been kept as small as possible to provide an example of what can be accommodated within a modest space around the home, or in a garden shed.

Although the track plan is very basic, with a double slip one of only two items of pointwork on the scenic section, the freight-only scheme provides plenty of shunting potential to maintain operational interest. It will also provide an ideal setting for the many small steam and diesel locomotives that are now available ready-to-run in O gauge, together with items of freight stock.

It is intended that there will be a warehouse-style building on the left-hand side of the layout that will disguise the fiddle yard situated behind. This building will also provide a backdrop to the siding that runs along the front of the layout on this side. The other two buildings included on the accompanying plan are expected to take the form of a water tower and signal box.

The scenic treatment is intended to be flexible to enable modellers to adjust the setting and era to suit their own requirements, whether that be pre-Grouping steam or early BR blue diesels.

How it's being made

The layout will be formed of two baseboards, which are being supplied ready-assembled by White Rose Modelworks. These will each measure 1,350mm x 600mm.

Peco Streamline bullhead Code 124 trackwork items will be used, comprising a double slip (ref.SL-E790BH), left-hand point (ref.SL-E792BH) and lengths of plain flexible track (ref.SL-700BH). For the structures, including the warehouse, bridge, water tower and sections of retaining wall, it is planned to use products from the LCut Creative range of laser-cut wooden kits. The signal box will take the form of one of the Peco Lineside kits; either the ground level signal box (ref.LK-709) or signal box with brick base (ref.LK-715).

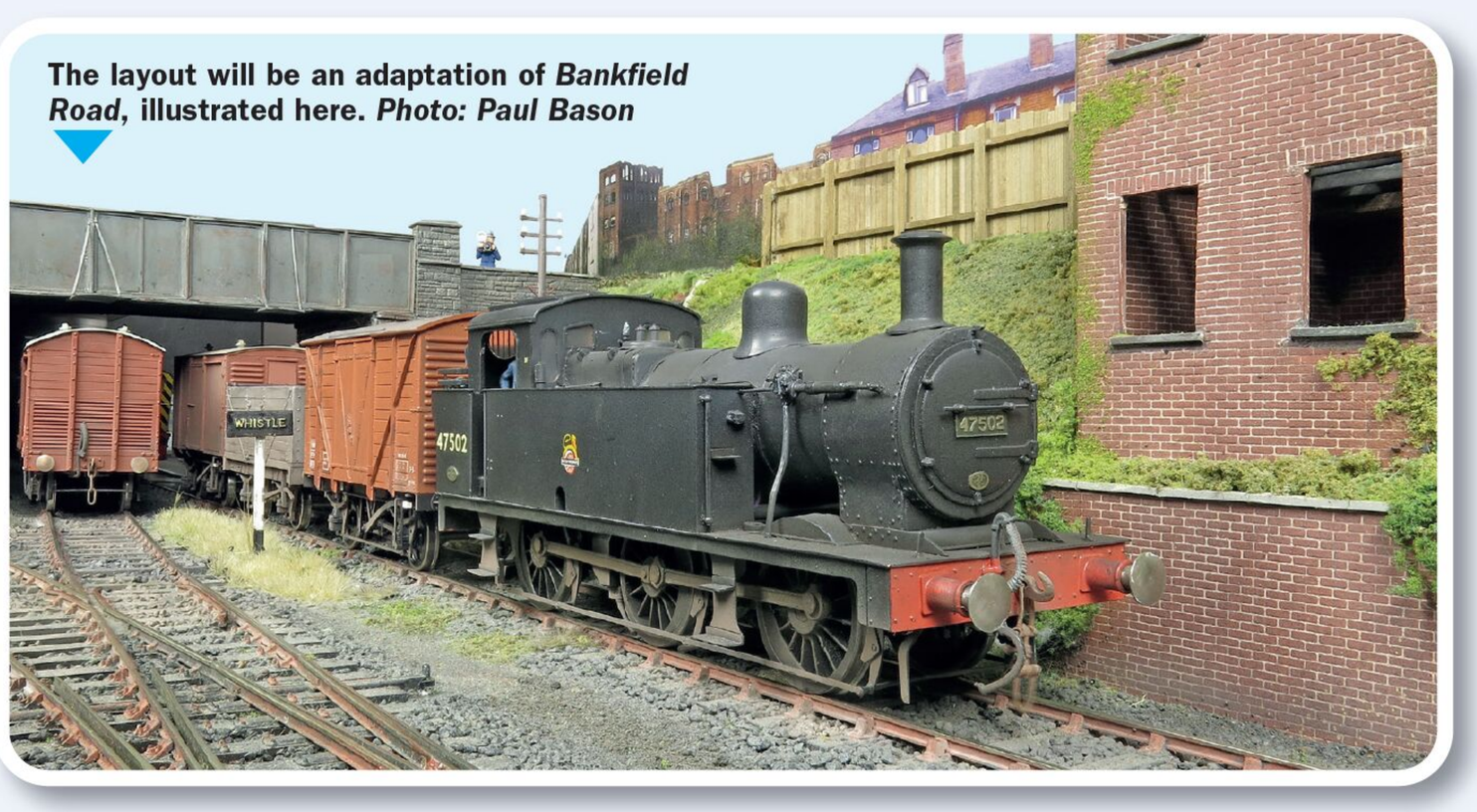
The layout will feature a curved backscene to help disguise the corners, whilst the frontage will be framed with a proscenium arch style of presentation.

See it for yourself

The layout build team is set to comprise Nigel Smith, Neil Podbery, Paul Bambrick and Thomas Hoy.

Visitors attending Guildex will be able to see the layout being built live over the course of the two days (see Societies & Clubs for more details) whilst it is planned that aspects of the construction will be available via live streaming on the Guild website. It is also planned that the finished layout will be exhibited at shows after Guildex.

Will the team succeed in having trains running by the end of the exhibition on the Sunday afternoon? Visit the show or tune in online to find out!



The layout will be an adaptation of *Bankfield Road*, illustrated here. *Photo: Paul Bason*

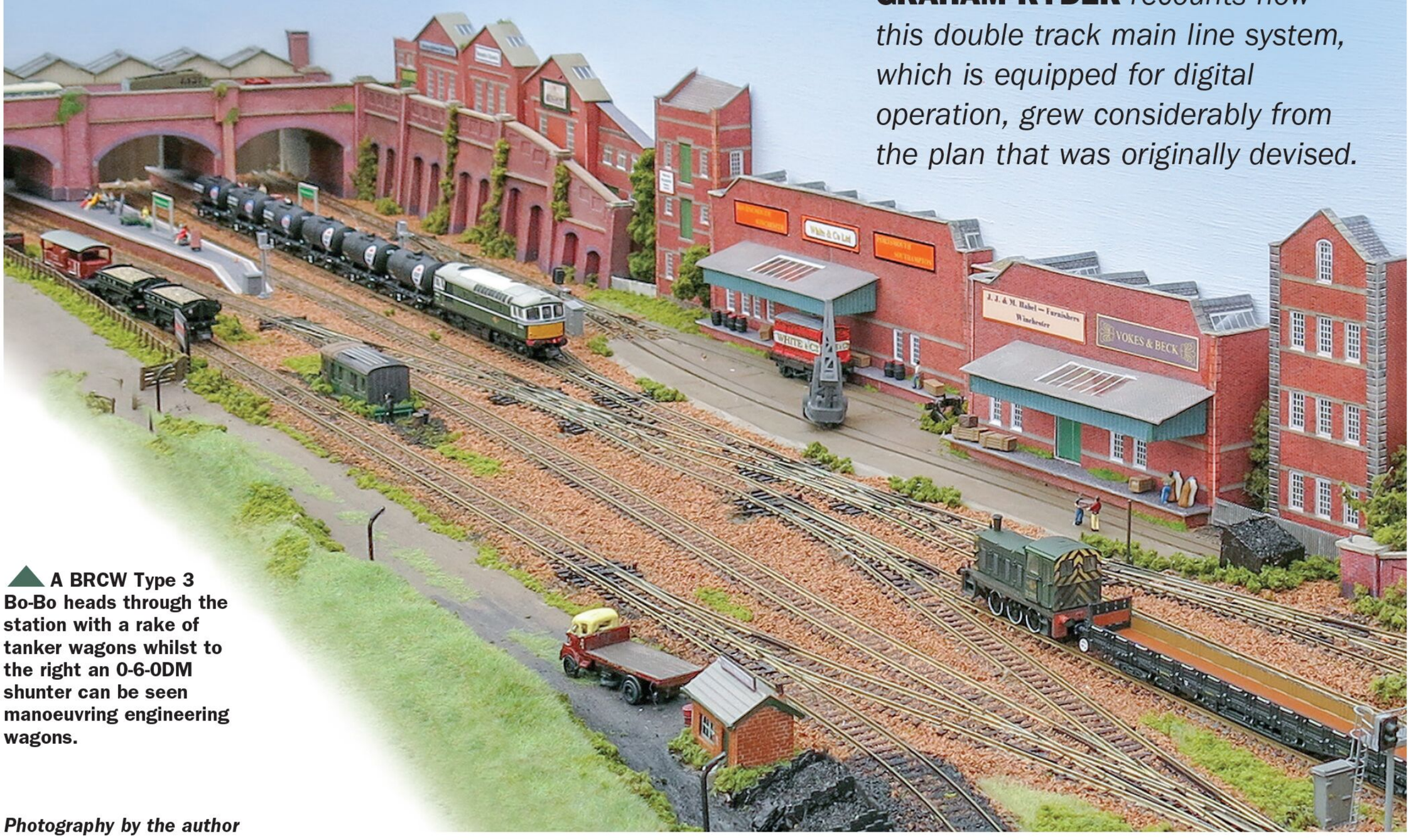
GUILDEX

Guildex 2023 will be taking place at Stafford County Showground on the weekend of 2 & 3 September 2023. For more information, including opening times and admission prices, go to: www.gaugeoguild.com

1960s BR Southern Region in N

Wykeham Junction

GRAHAM RYDER *recounts how this double track main line system, which is equipped for digital operation, grew considerably from the plan that was originally devised.*



A BRCW Type 3 Bo-Bo heads through the station with a rake of tanker wagons whilst to the right an 0-6-0DM shunter can be seen manoeuvring engineering wagons.

Photography by the author

Often, from nowhere, memories of childhood spring to mind; those magic moments that form our lives. For several years in the 1950s, which seems like yesterday, whilst at primary school in Plumstead (Woolwich), South East London, we made several trips to London, usually by bus on the number 53 or 54. With my best friend, his mum and mine, we travelled to Holborn to visit Gamage's Department Store. The reason for this pilgrimage was to see the retailer's annual Christmas model railway, which was huge. As I slowly walked the length of the layout I would dream of one day having a model railway of my own.

In 1969 our family home moved to Hampshire. Until this time my experience of Winchester was as a destination for day trips from London to see aunties, uncles, and cousins. Occasionally we would see ex-London & South Western Railway B4s Nos.30096 or 30102 shunting in the goods yard where my grandfather had been a coalman and, previously to that, a porter. At that time the station was still 'Winchester City' to differentiate it from the Western Region 'Winchester Chesil'.

I certainly enjoyed seeing the big Bulleid Pacifics steaming through the station, or passing me as I sat on the grass bank at the foot crossing to the north of the city.

A plan is formed

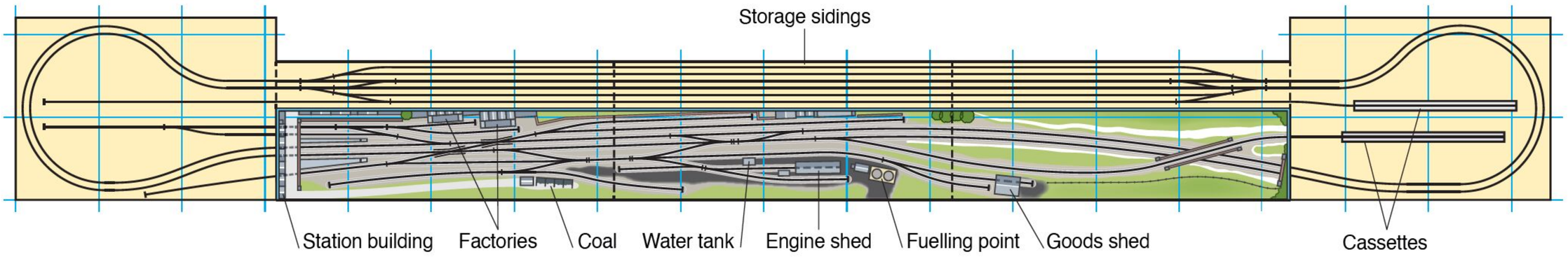
Many years later, as I neared retirement, the idea of a model railway took shape on scraps of paper. These led, eventually, to a full-size sketched plan on wallpaper lining paper, with photocopied Peco templates tacked down (which were lifted and repositioned as the idea developed).

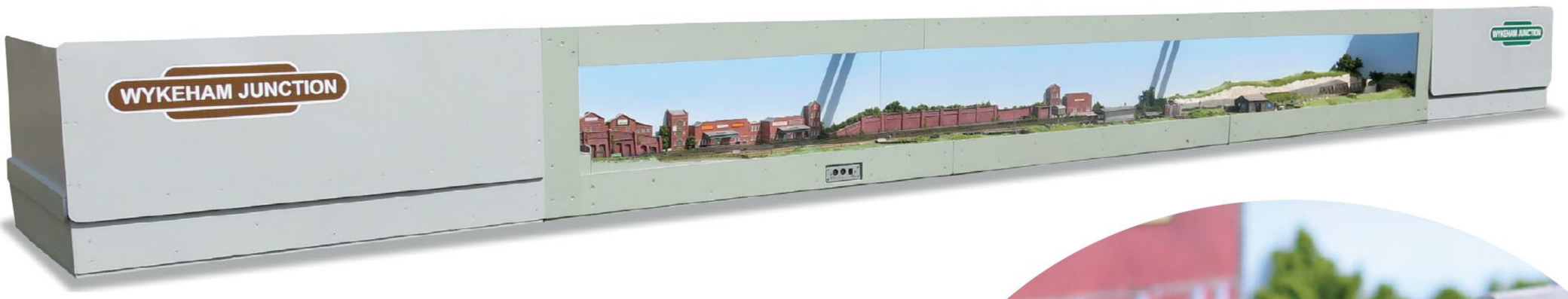
I was attracted to the idea of a fictitious location somewhere in Hampshire, with main line and branch services. I wanted lots of operational variation and interest. One guiding influence was the late Iain Rice's book *An Approach to Model Railway Design*. In his section entitled *'Bitsa' Stations*, he makes a convincing case for showing only the end of the platforms as all the action takes place in the station throat. By adopting this idea, my plan for what would become *Wykeham Junction* made full use of the limited space I had available.

Ex-LSWR Drummond M7 0-4-4T No.30253 has its bunker filled with coal in the shed yard. The locomotive is a ready-to-run model manufactured by Dapol.

WYKEHAM JUNCTION

Overall dimensions including storage yards: 5.54m x 0.6m. Each grid square = 30cm x 30cm.





My great-grandfather (Thomas Green) was the first LSWR station master at Clapham Junction and with various other family connections to the Southern Region, it was inevitable that I should be a Southern man at heart. However, in my trainspotting days, Paddington was not too far from my home in London and my cousin Geoff, in south Wales, had walked me round the scrap lines at Barry where many ex-GWR locos lay rusting, so it was inevitable that I would also develop an interest in the Great Western – not to mention the fact that my initials are 'GWR'!

A layout for exhibition use

The premise for *Wykeham Junction* is that it is a Southern Region main line in Hampshire that has connections to the Western Region. (The Western Region operated the Didcot, Newbury and Southampton Railway which ran through Hampshire, so this scenario is quite plausible.)

The layout is set in the years from 1960 to 1965, when the transition away from steam to diesel etc. was well underway, which enables me to run an interesting mixture of trains. Typical Hampshire traffic flows would have been the normal service trains, (main and branch line), Pullmans, cement, oil, petrol, coal, engineer's trains, milk, parcels and general goods etc. The decision to build this layout coincided with the emergence of an increasing number of high quality ready-to-run N gauge models depicting locomotives and rolling stock typical of the Western and Southern Regions of British Railways.

▲ The layout is presented with exhibition display in mind and includes integral lighting. The end fascias disguise the non-scenic loops that connect with the fiddle yard along the rear.

1960s diesel motive power on shed in the form of BRCW Type 3 Bo-Bo D6539 (Dapol) and 0-6-0DM shunter D2383 (Graham Farish by Bachmann).

Individual modellers bring different interests and skills to the hobby. I confess to being a modeller who enjoys the construction, with running the layout a lesser priority. To make the operational aspect more fulfilling, I decided that *Wykeham Junction* would be an exhibition layout; this gave a purpose whilst providing some fun in the process.

Following conversations with my modelling friend Steve Davies who has been to many exhibitions over the years, I developed fairly set ideas on what makes, or detracts from, a good exhibition layout. With *Wykeham Junction* I set out to put some of those ideals into practice. These include ensuring that the model is high enough to allow near eye-level viewing for visitors, but not so high that young modellers cannot see the layout; a difficult balance. In addition, as some halls can be rather dark, I decided that a lighting board would be built in, which would also serve to frame the layout and

▲ Bulleid Merchant Navy Pacific No.35028 *Clan Line* on a Pullman service passes Maunsell N Class 2-6-0 No.31811 on a local train.

Western Region motive power in the form of a Hymek at the head of a passenger working.

focus the attention on what has been created.

Baseboard construction

The baseboards were built using traditional methods. The trestle supports were reworked after I realised that I could not erect the layout single-handed.

The intention was to have four boards in all, then Steve remarked that there was no engine shed, so before continuing any further, an extra four-foot long board was inserted. This created space for the engine shed and also allowed trains to run 'through the landscape', which was a vast improvement to the operation and look of the layout. The model was now extended to 5.9 x 0.6m (19' 6" x 2' 2").

It was Steve who also pointed out that the planned fiddle yard was too small. Therefore the baseboards were enlarged and the track plan adjusted accordingly, which resulted in a much larger (and improved) fiddle yard, whilst alleviating a potential bottleneck that had been identified. These changes also gave me a complete double track circuit, which was far better and should have been my first choice.

Digital control

Digital Command Control (DCC), a new technique for me, was to be built in from the start. However, I decided that it would only be used to control the locos. This in itself was a challenge because often the models proved to be quite

Many of the structures on the layout are card kits from the Metcalfe Models range, including the low-relief warehouses that run along the backscene.

Bulleid's unorthodox Q1 0-6-0 design was introduced during WWII in accordance with restrictions on available materials. No.33005 is seen here with a van train.

A milk float is in the process of being loaded with milk churns as a diesel railcar passes on the branch.

delicate, with each one having its own unique way to access the decoder socket. Some were professionally fitted as there was no socket, notably the M7 0-4-4T and Ivatt 2-6-2T (both Dapol), and the Class 03 diesel shunter (Graham Farish).

I had heard tales about changing the frog polarity on pointwork to improve running characteristics. I tried a few experiments, sought advice and it seemed the way to go. With that decided I set to work on the points on the layout, for which the Peco Electrofrog slips, crossings and three-way points were supplied pre-wired.

Remembering this is N gauge, I found that the 'throw' of the tiebars on the Peco pointwork was shorter than that required to allow the SEEP (PM-1) motors I was using to change the frog polarity reliably. My answer was to disconnect the wires for changing polarity on the SEEP motors and instead link each frog to a Gaugemaster Autofrog. (Although by this time, the slips and three-ways had already been re-motored and rewired with DCC Concepts Cobalt Classic motors, which, with their built-in switches, provided a way of changing the polarity successfully.) This arrangement left me with two separate systems for point operation on the layout, which was not ideal, but at least it all works.

This workmen's store was modelled using an N gauge grounded body that was 3D-printed on request by Isinglass Models.

A large control panel was built with a schematic track plan, created using acrylic sheet and coloured Dymo custom label maker tape, with bi-colour LEDs indicating which way the point blades were set, all operated with toggle switches.

The locos are operated with a Lenz DCC system obtained from A&H Models, leaving switches to operate the points.

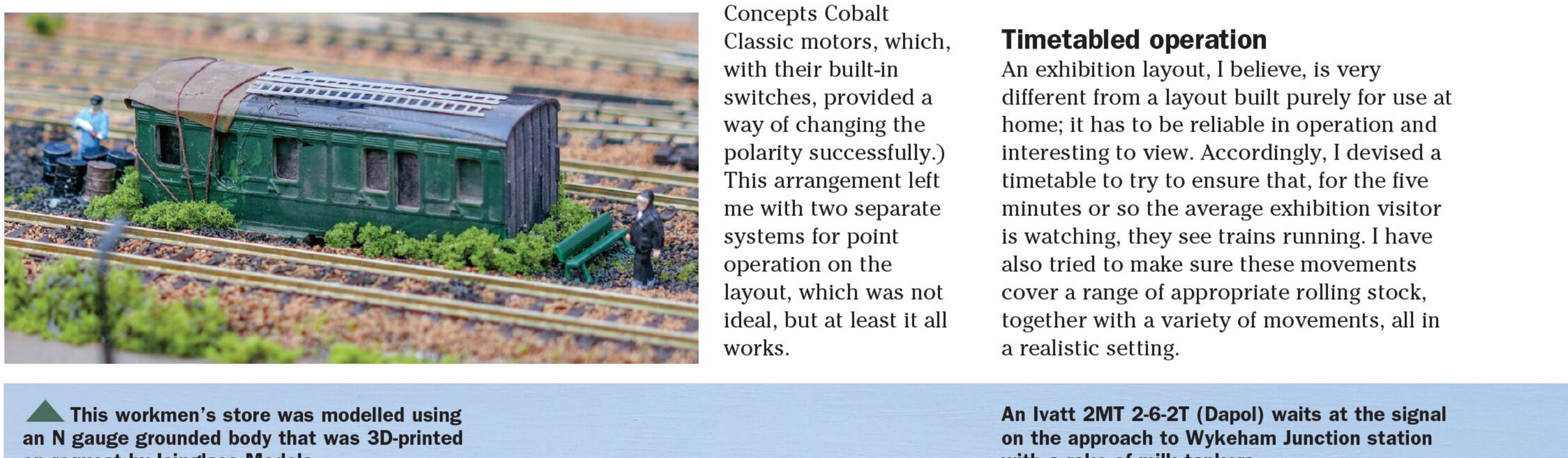
The point switches are mounted on a central control panel, the setting up of which required an awful lot of wiring. Initially, however, it didn't work properly, so it was dismantled, redesigned, and rebuilt with Heathcote circuit boards. The rebuild took about a year, but was more than worthwhile – it also proved the value of a multi-meter! The task was made easier as, right from the early days of the layout, I maintained a folder detailing all the wiring. This shows the purpose and route of each wire. It's not foolproof, but any wiring records are better than none. Incidentally, I found that a useful addition to my tool box was an electronic label printer; this proved invaluable for identifying terminals, wires, etc. on all parts of the layout and control panel.

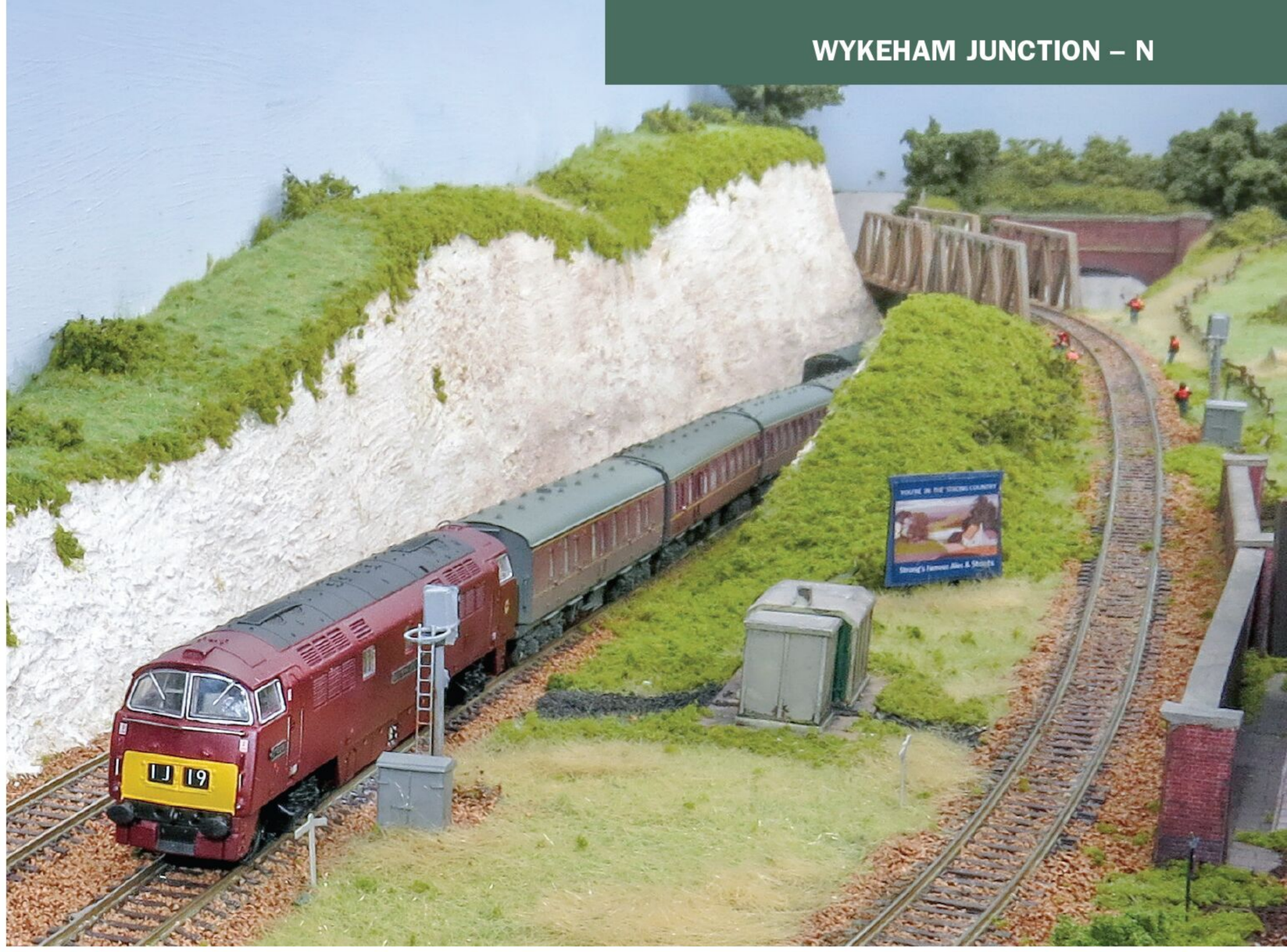
With potentially up to 25 locos on the layout, it seemed to me that my one transformer set-up might be insufficient. Therefore I decided to split the layout into two 'districts' and install a second transformer, with one for the northbound lines and the other for the southbound lines.

Timetabled operation

An exhibition layout, I believe, is very different from a layout built purely for use at home; it has to be reliable in operation and interesting to view. Accordingly, I devised a timetable to try to ensure that, for the five minutes or so the average exhibition visitor is watching, they see trains running. I have also tried to make sure these movements cover a range of appropriate rolling stock, together with a variety of movements, all in a realistic setting.

An Ivatt 2MT 2-6-2T (Dapol) waits at the signal on the approach to Wykeham Junction station with a rake of milk tankers.





A Western diesel-hydraulic approaches the station on the main line, having just passed under the girder bridge carrying the branch.

Scenic details

I have tried to create a believable Hampshire setting for the trains to run through, typified by the chalk cutting and red brick buildings. Heavily 'kit-bashed' Metcalfe card kits feature, plus some resin models. I thoroughly enjoyed modifying the card kits as it proved to be a quick, easy, and economical way of creating the townscape that I wanted. Many of the buildings carry period company names from 1960s Winchester, ink-jet printed onto photo paper, with the coal yard recording my maternal grandfather's employers.

Some signals (Berko and CR Signals products) have been installed to create interest. Some signals are equipped with a Heathcote Electronics four-aspect Multiple Aspect Sequencer (MAS), which automatically takes the signal through the complete sequence; brilliant!

A diesel railcar heads across the bridge spanning the main line, having just passed a permanent way gang undertaking track repairs.

I wanted to create a scene using a grounded coach serving as a workmen's store, but no suitable model could be found. Then Isinglass Models advertised a 3D-printed LSWR Hearse in 4mm. Andy at Isinglass agreed to produce an N gauge version; the resultant cameo works well and was very satisfying to create.

Dust is the enemy of fine scenic details on layouts. I am fortunate that my boards can be stored on end which enables me to slip a large wheelie bin liner over them like a glove; simple.

Ready to go on show

In the future I can foresee the possibility of extending the layout by adding another four-foot board. This would enable me to redesign the track layout for the branch, making it more prototypical, and provide yet more landscape for the trains to run through.

Recently, Steve, who has helped me throughout the creation of *Wykeham Junction*, remarked that the layout had been under construction for 12 years, which was quite a surprising realisation. The project has not been without its frustrations at times, but there has been a lot of fun along the way too. Having returned to railway modelling after a long break it seemed there was a lot to learn, but these challenges have been overcome and certainly many jobs were so much simpler with two people working on them, so my thanks to Steve for all his invaluable help.

All that's missing is the opportunity to take the layout to an exhibition. In the meantime, further detailing and improvements continue…

A winning competition entry in 4mm

West End Drift

GRAHAM HUDSON *describes how he captured the essence of the former coal industry in the North East of England with this cameo of a drift mine colliery complex, modelled in EM gauge. It features a working loading screen facility, under which trains of hopper wagons are filled before despatch to main line exchange sidings.*

Photography by Steve Flint or as credited

Like many other members of the EM Gauge Society, I never expected to see ready-to-lay EM gauge points become available. However, in 2018 it was revealed that the Society had commissioned Peco to manufacture wooden sleeper bullhead items of trackwork, comprising left- and right-hand points to B6 geometry, together with lengths of flexible plain track.

It was clear to me that the Board of the EMGS should be supported by as many members as possible building new layouts using these products. I wasted no time buying the first two on the day they became available. I had these set up for testing within hours and immediately decided that a layout was feasible. Two baseboard kits (with integral backscene boards inset by 10cm) were ordered from Tim Horn. I settled on a size of 1m by 0.5m for each (having checked I could get such boards in my car).

Northumberland inspiration

I opted to try to represent the coal industry which had been such a vital part of the economy of the North East where I now reside.

My research had by now revealed that toward the west end of the Northumberland coalfield the coal measures were close enough to the surface to be worked by drift mining; in fact there had been several such small mines within a few miles of my house.

A series of sketches were made to establish what could be fitted into the available space and, once I had settled on one, three further turnouts were ordered.

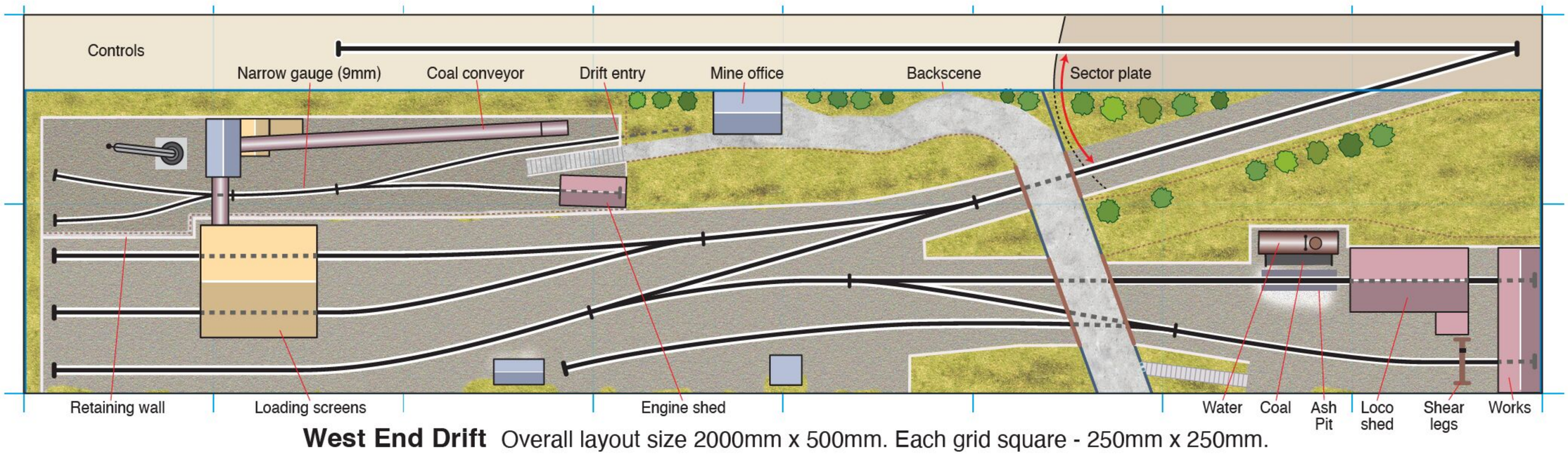
The plan was developed to include one drift entrance and a set of screens where wagons could be loaded. It was essential to allow for this to be seen to happen when the layout was operated. I decided that I would like to include a short section of narrow gauge as well with the track disappearing down into the drift.

By now the EM Gauge Society board had announced the launch of the 'Chairman's Challenge' – a competition for layouts built only using the new trackwork. I registered the layout as soon as I could and set to work.

Baseboards, track and wiring

The baseboard kits duly arrived and they were soon assembled, although not before I had cut an opening in one of the backscene boards to allow a swivelling sector plate to

NCB Andrew Barclay 0-4-0ST No.5 (a Hattons model converted to EM) draws a loaded rake of hoppers out from the screens.



West End Drift Overall layout size 2000mm x 500mm. Each grid square - 250mm x 250mm.

connect the visible scenic part of the layout with the hidden siding. The corners where the backscene boards met were radiused and the whole backscene covered in cartridge paper before being given a basic painted sky. (Painted landforms would have to be added once the three-dimensional landscape was in place.)

The track was laid on 3mm foam, of the type sold for use as an underlay for laminate flooring. This is rather firmer than most foams and it was consistent in thickness and easily fixed with PVA. (I would not hesitate to use this material again in future, although I found that any sound deadening properties were lost once ballasting was completed.) I usually ballast as I lay track and tried this approach again. However, I found that the depth of the sleepers was too great for this to be completely successful so a second application was made once the glue holding the track and first layer had fully dried.

Point control was to be by wire-in-tube with the necessary tubes fixed into trenches cut in the foam as soon as the exact locations of the tiebars had been determined.

The layout was wired for 12V dc analogue control with isolating sections provided to allow several locos to be on view at any time. These sections are controlled by two switch panels, which were made to fit in the rather narrow space behind the backscene.

The operating wires for the manual point control were routed through holes drilled in double pole slide switches which controlled polarity: each wire was fitted with a fine brass tube collar either side of the switch toggle and these were soldered in place and adjusted to ensure that the throw of the switch was just sufficient to throw the blades of the points fully.

Creating the buildings

As the screens building was to enclose the workings of the loading mechanism, it was important to build this at an early stage to ensure I could make it work. Again, I opted for a mechanical linkage but many people watching the operation have assumed that I used a servo.

Worsdell N10 0-6-2T No.69109 stands outside the small NCB locomotive shed. The water tank was inspired by examples of old Lancashire boilers as used at real collieries.

The building was made using some of the materials from two Ratio kits for a coaling tower (ref.547). The hopper part was enlarged to almost fill the top half of the building as I intended to use the hopper wagons that were once so familiar in the North East. The two kits provided enough girders to form the frame of the building with Wills brick sheets used to complete the walls. The roof was hinged to allow refilling of the hopper. I decided that a working

NCB Robert Stephenson & Hawthorns 0-4-0ST No.13 was built from a High Level kit. Many of the structures on the layout were made using materials from the Wills range.

From this angle the pivoting single road sector plate can just be seen through the left-hand bridge. EM Gauge Society track was used.

conveyor belt was beyond my skills in 4mm scale, but a short section of conveyor belt can be seen emerging from the drift and entering a long sloping elevator rendered in corrugated asbestos and iron.

The loading hopper has a simple sliding shutter attached to a bar that extends through one of the buildings and out to the control handle behind the backscene. This is disguised as pipework where it crosses the narrow gauge track. Care was taken to ensure that the shutter ran smoothly in a track that was designed to prevent fine coal dust contaminating the moving parts and causing them to jam – I did not want to find myself suddenly unable to stop the flow of coal!

Other buildings are mainly from Wills materials, as are the retaining walls and bridge abutments. These include an office/baths building; this isn't permanently fixed in place and can be removed if the mine's loco refuses to come back out of the gloom. The National Coal Board loco shed with inspection and ash pits occupies the foreground in front of the sector plate, whilst adjacent to it are a set of shear legs and a low relief workshop into which the tracks disappear. The water tank is inspired by several examples at real collieries where old Lancashire boilers were put to use.

Scenery and layout lighting

The landforms were made from 50mm thick insulation foam carved and shaped to suit. It was given a coating of plaster bandage to cover gaps and joins and then painted with a pale soil colour. Static grass was added and then the model was passed over to my wife for her to paint the distant hills and trees. This is the third time she has painted a backscene for me and I am extremely grateful for her help and skills because I could not achieve anything like it. She also made the drape that hides the trestles which support the layout. Scenic details could then be added and some trees planted to help disguise where the track goes off scene. A bridge carrying the road to the colliery helps to hide this exit, although from some angles this is not a complete success.

The layout has an integral lighting rig with mains LED striplights concealed behind the name board. This is positioned in line with the front of the baseboards and provides plenty of light for viewers, and for the operators who have to cope with magnetic three-link couplings that are fitted to all the stock. The basis of the uprights and top frame of the rig are 20mm square aluminium tubing. The cable from the striplights is concealed inside one of the uprights.

Locomotives and rolling stock

At present there are five NCB steam locos and one diesel for the standard gauge, and one diesel and one battery-electric for the narrow gauge. The steam locos include a High Level kit for a Robert Stephenson & Hawthorns 0-4-0ST, a Hawthorn Leslie 0-6-0ST from the same source, a converted

Scratch-built NCB Hudswell Clarke 0-6-0T No.28 stands outside the shed with NCB 0-4-0ST No.13 alongside. *Photo by the author*

Hattons Barclay 0-4-0ST, a Hunslet Austerity 0-6-0ST from an NB Models body mounted on an RT Models chassis, and a scratch-built Hudswell Clarke 0-6-0T. The 0-4-0 diesel-hydraulic is from a Craftsman kit.

All the aforementioned locos feature either compensation or full springing which ensures reliable collection of current. It is assumed that exchange sidings and waste tips etc. are off scene so the layout can be operated using only the NCB locos, but in practice BR locos do appear too.

Coal wagons come from a wide range of manufacturers including Hornby, Dapol, Parkside, Slater's, Bradwell and 51L, together with a few that have been made from scratch.

The narrow gauge diesel (a 3D-printed body on a Graham Farish N gauge chassis) is based on a Hudswell Clarke prototype.

A winning entry

After a successful trial at the North East & Borders EMGS Workshop Wise event in 2021, the layout was invited to appear at ExpoEM in May 2022 where it was judged as the winning entry in the 'Chairman's Challenge' competition.

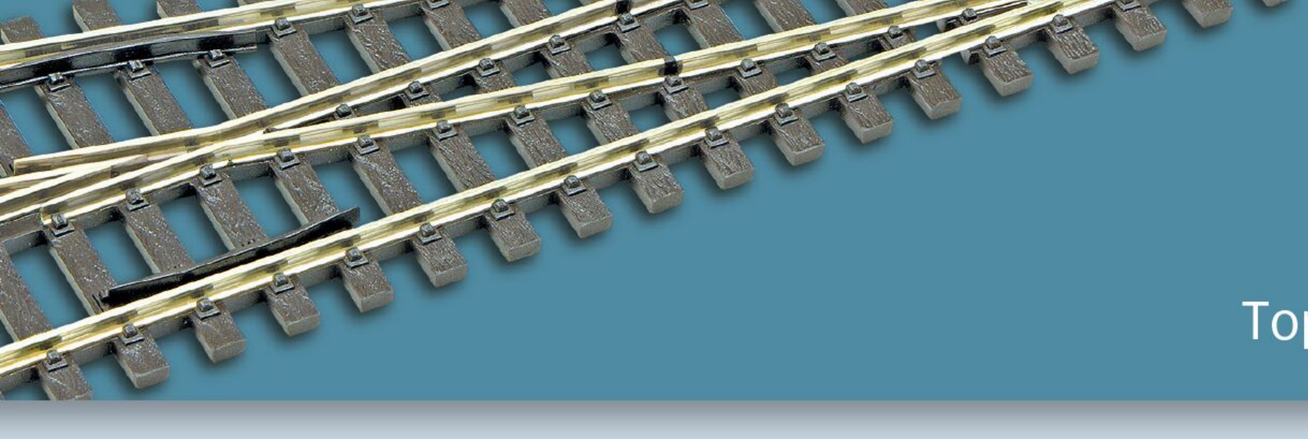
A wide variety of hopper wagon designs can be seen on the layout; no fewer than four different types are in evidence here. Several are now available in ready-to-run form.

A second view of the Worsdell N10 0-6-2T, here drawing loaded hoppers away from the screens. Directly above is the mine office.

Useful links

EM Gauge Society
www.emgs.org

Tim Horn Baseboards
Email: tim@timhorn.co.uk
9C Millers Close, Fakenham, Norfolk NR21 8NW



Talking Points

Topical issues from the world of model railways

The OO9 Society at 50!

This year marks half a century for this established organisation, which promotes the modelling of small scale narrow gauge railways. Here Society Chairman Julian Evison reflects on the history of the scale and looks at what OO9 has to offer today's modellers.

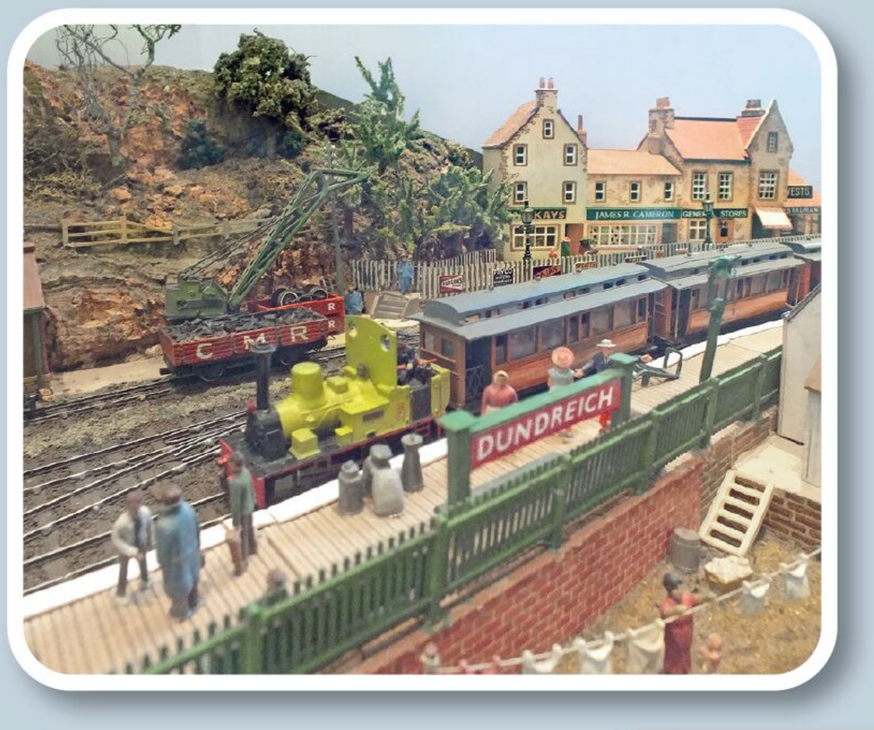
Photography as credited

The earliest mention that our Society has found of what we now regard as OO9 modelling is from a 1932 edition of *Model Railway News*. In that issue was a report on a Lynton & Barnstaple-inspired layout by Jim Hoyland, a member of Wimbledon Model Railway Club. This was apparently to 3.5mm scale, although exact details of the model are unclear.

Probably the first well-known modeller in what would later be known as OO9 was P D Hancock, with his famous *Craig & Mertonford Railway* in the 1950s, although we do have items in our heritage collection from less well-known modellers in the same period. Also in the 1950s, the preservation of the Talyllyn Railway, and shortly after the Festiniog Railway, led to increased interest in modelling narrow gauge prototypes, and a group at the TR built an oval layout broadly depicting Dolgoch Falls station. Slightly later in 1962, Don Boreham penned the now classic book *Narrow Gauge Modelling*, which became a manual or template for many to later follow, focusing on scratch-building techniques.

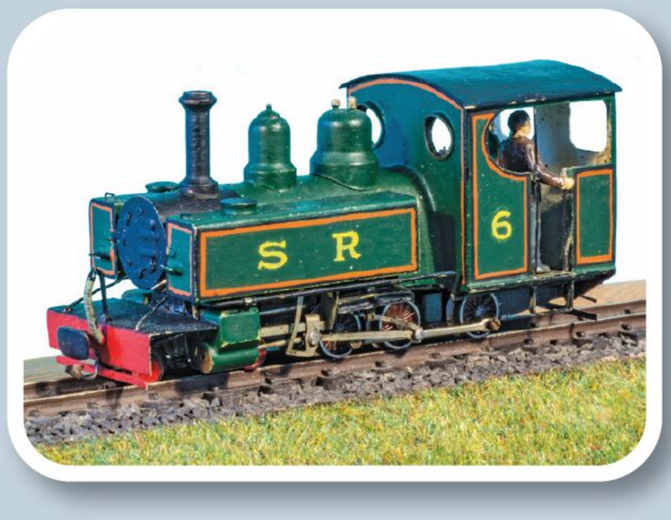
The big enabler for the development of OO9 came when motor and mechanism technology became small enough for use inside N gauge loco bodies. The first commercially produced ready-to-run N gauge models were launched by Arnold at the Nuremberg Toy Fair in 1962, whilst in 1963 the Egger company launched its mostly freelance Egger-bahn HOe range; the ready-to-run range expanded to cover basic designs for eight locos, seven coaches and 14 wagons. These models were widely used by UK-based narrow gauge modellers.

Tim Couling's *Clyre Valley Railway* exemplifies much of what attracts modellers to working in 009. This freelance Cornish system was described in the April 2020 edition of RM. *Photo: Craig Tiley*



Once part of P D Hancock's *Craig & Mertonford Railway* dating from the 1950s, Dundreich station is now in the custody of Edinburgh & Lothians Miniature Railway Society. *Photo: Malcolm Macleod*

Jouef launched its well-known HOe Decauville loco design, wagons and track in 1966. This was the very first ready-to-run loco sold with 'OO9 scale' on the packaging, albeit that the model was actually rather too large… In the late 1950s, K's produced a range of castings for various Festiniog and Lynton & Barnstaple vehicles, believed to be the first widely available kits for OO9. Then at the end of 1965, the Festiniog Railway marketed kits by George E Mellor (GEM) for the Welsh Highland Railway Baldwin 4-6-0 (No.590) to sit on an N gauge Minitrix 0-6-0 chassis, and the so-called 'Prince' kit (actually based on *Welsh Pony*) that used the Minitrains Baldwin chassis. These kits widened the appeal of OO9.



David Mander built this Baldwin 4-6-0T in 1964 using an N gauge Arnold chassis for his Stronachlachar Railway (see RM July 1970). *Photo: Andrew Burnham*

This advert from the April 1974 issue of RAILWAY MODELLER shows the early 009 kits that were sold by the Festiniog Railway.

History of the OO9 Society

We can trace the formation of the OO9 Society to an advert placed in RAILWAY MODELLER in September 1973 by a gentleman named Mike Higgins. A total of 15 modellers responded and the Society was formed, initially as a postal organisation; three are still active members today. From the very beginning the OO9 Society has covered far more than its titular gauge; it now sees itself as broadly covering scales ranging from 3mm:ft to 5mm:ft and gauges from 6mm to 12mm, but all are welcome!

By November 1973 the first Newsletter had been produced and shortly after the first of a long (and continuing) line of kits for members was produced. By September 1974 the membership totalled 162.

It was decided to hold the first Society exhibition in September 1975, this taking place in Birmingham. This was followed by annual exhibitions in places like Nuneaton, Leeds, Luton and Wetherby, but the growth of the Society meant that the single exhibition was eventually replaced by Area Group exhibitions and open days, such was the interest and demand. Happily area group open days remain a very important and much-appreciated aspect of the Society. Area groups have come and gone over the years (there was briefly a South Atlantic group!) and there are now about 30 recognised by the Society which are integral to the social fabric of OO9 modelling.

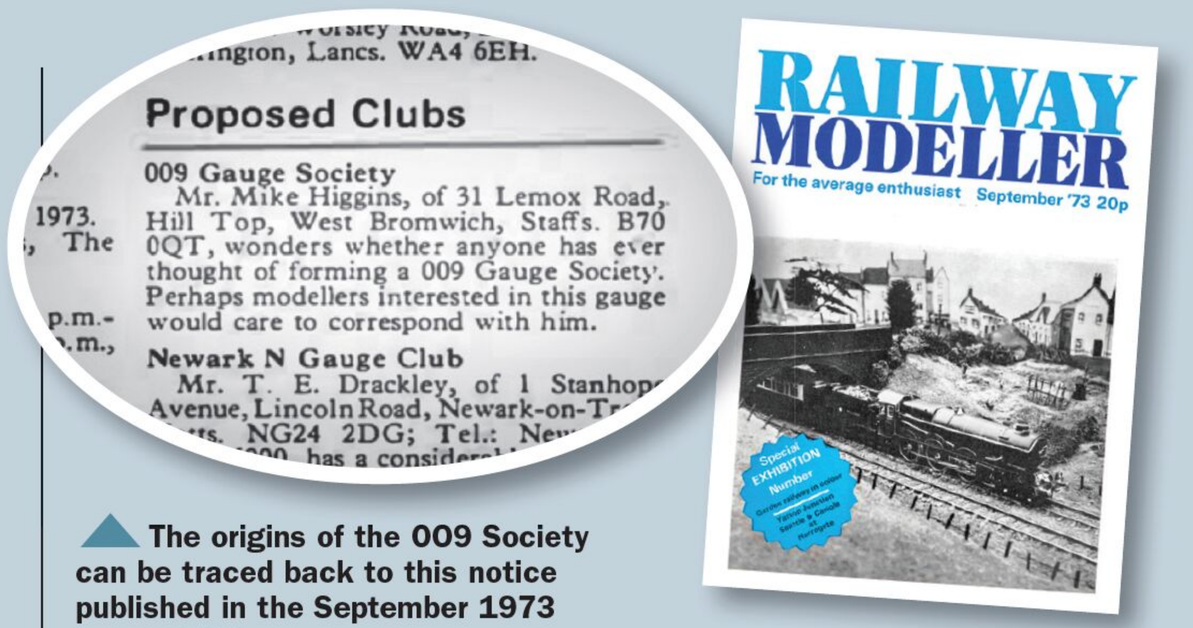
Another early innovation was a second-hand sales organisation which started in 1976, supplying many members with exactly what they needed while also acting as a useful 'recycling scheme' for those with surplus stock. This has flourished over the years.

The first edition of the *OO9 Handbook* appeared in November 1989, after a long gestation period. We are now on to our third edition, but the purpose remains the same; to give modellers the information to capture the unique aspects of narrow gauge railways which make them different to standard gauge. However, the OO9 Society has always been a broad church and there is room for both those who favour a relaxed approach and those who wish to model with great precision.

The Society celebrated its 21st anniversary with a visit to the Welshpool & Llanfair Light Railway where 120 places were booked and a special train chartered. The 40th anniversary was celebrated in 2013 with a big convention, based on the North American model, at Kegworth.

2020 saw a huge challenge to the Society as the pandemic arrived – a difficult time for everyone across the world. It was reported that railway modellers were amongst the most content in the following months as they just got on with modelling. Happily the Society's website had just been revamped and plans were rapidly developed and implemented to create the online shop that we have today, so Society sales were able to continue, only pausing for two months while stringent lockdown rules were in place. We also realised that Zoom removed the constraints of geography and Special Interest Groups developed as a result.

This has brought us to our 50th anniversary in 2023 with the Society continuing to grow year-by-year and well placed to meet the challenges of the future.



The origins of the 009 Society can be traced back to this notice published in the September 1973 issue of RM.

Paul Windle is a renowned exponent of 009 modelling. This is a scene on his *Roth Valley Tramway* (see RM April 1998). *Photo: Steve Flint*

The current OO9 scene

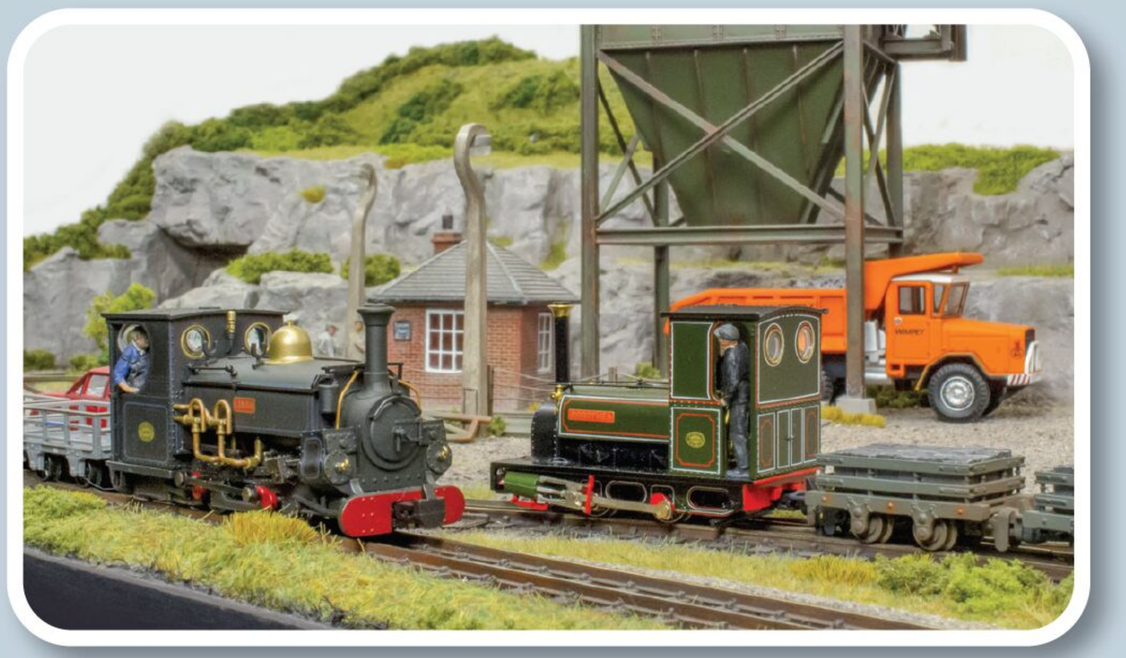
If, just 10 years ago, you had predicted the sudden growth we have seen of ready-to-run OO9 models of UK prototypes, it would have been dismissed as fanciful. HOe and HOm models of continental prototypes from companies such as Bemo, Liliput and Roco have long been available, but the UK was different.

Recent offerings from Peco, Bachmann, Kato and Heljan have opened the door to many to the charms of narrow gauge modelling. Narrow gauge prototypes frequently offer short trains and sharp curves which naturally fit with the constraints nearly all of us modellers have to face.

These R-T-R models are exquisite and have been supplemented by an explosion of 3D-printed models of locomotives on modified chassis, such as those produced by Fourdees, together with bodies that are ready for painting and placing on chassis like the ubiquitous Kato ref.11-109.

However, this does not mean that the older ways of enjoying small scale narrow gauge modelling are redundant. Plenty of modellers get much satisfaction from building or adapting plastic kits from

The Heljan Lynton & Barnstaple 2-6-2T and Peco L&B coaches were the first British-outline ready-to-run releases for 009. *Photo: Craig Tiley*



A pair of Bachmann ready-to-run Hunslets on Twmos Bayliss' compact scheme *Cefn Bryn Carreg* (see RM May 2023). *Photo: Twmos Bayliss*

The Small England 0-4-0ST+T was released R-T-R by Kato/Peco in 2021, whilst the Peco 'bug boxes' arrived in 2020. *Photo: Callum Willcox*

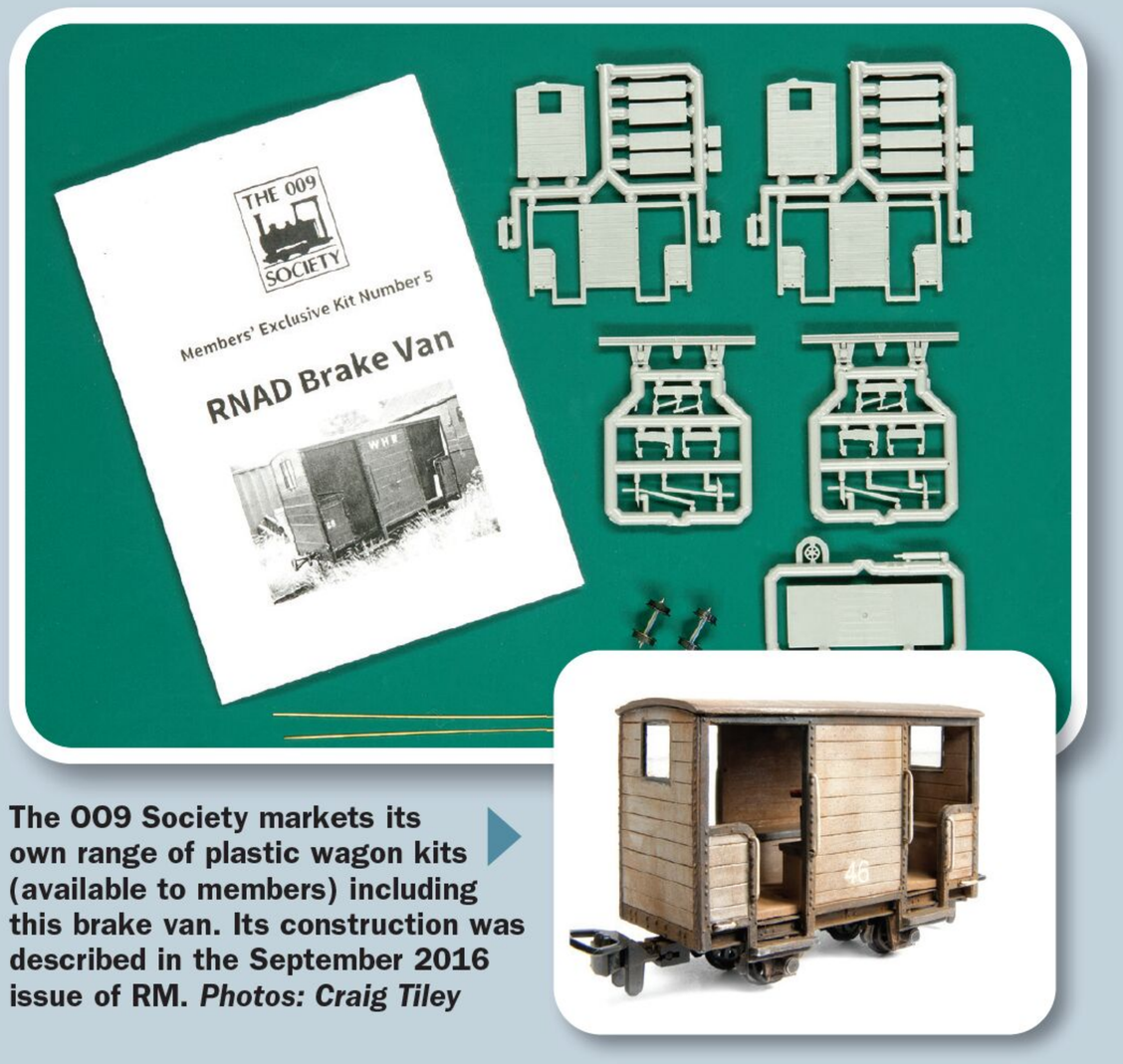
This 3D-printed Bagnall-style body kit from Fourdees is designed to sit atop the Kato/Peco Small England mechanism. *Photo: Callum Willcox*

specialist suppliers such as Dundas Models, Chivers and N-Drive Productions (plus the Society's own range), or building their own freelance designs in plasticard or brass. One of the characteristics that sets narrow gauge modelling apart from standard gauge modelling is that there is much wider licence and acceptance of freelance railways, locomotives and rolling stock. This spirit permeates everything that the Society does and makes sure that models of narrow gauge railways are not just models of standard gauge railways with the rails set closer together.

Benefits of joining the OO9 Society

There are considerable benefits to joining any scale modelling society. Both for the newcomer and for the experienced modeller, the OO9 Society offers a place for like-minded modellers to learn from each other and to benefit from each other's company. More tangible benefits include a monthly full-colour 24-page newsletter (*OO9 News*), access to Area Groups and access to the Society's online shop of kits and second-hand goods, plus the online archive of back numbers of *OO9 News*. Membership is currently priced at just £23.00 per year.

Monthly newsletters are just one of the benefits that members receive when joining the 009 Society.



The 009 Society markets its own range of plastic wagon kits (available to members) including this brake van. Its construction was described in the September 2016 issue of RM. *Photos: Craig Tiley*

50th anniversary celebration

The Society's 50th anniversary is being celebrated in a number of ways, but the main event will be held at the Statfold Barn Railway in Staffordshire on 16 & 17 September. There will be full-size narrow gauge engines in steam giving rides, as well as a gala dinner for members, but the main focus will be on a large exhibition of more than 50 layouts covering the scales represented by the Society. If you want to get an idea of the breadth and depth of small scale narrow gauge modelling, this is truly the place to do it. Tickets for members (valid for both the Saturday and Sunday) are available from the Society website (see below). Tickets for the general public for the Sunday (only) are available from:
www.statfold.com/009society

The impressive collection of narrow gauge locomotives will be on display at Statfold during the Society's event. *Photo: Chris Rogers*

I would like to acknowledge help in writing this article from Garry Whiting (one of the 'First Fifteen') and Stuart Taylor, Archivist and Editor, respectively, of the Society.

The 009 Society

To find out more about the 009 Society, including how to join as a member and forthcoming events, go to:
www.009society.com

Requiem for Penyffrydd Station

Modelling, words and photography: **RICHARD HOLDER**

When I built my first OO9 exhibition layout, *The Clydach Railway* (see RAILWAY MODELLER November 2010), I wanted to create an attractive scenic layout with gradients, two stations and plenty of activity. The big design compromise was the length of each station platform, which could only accommodate a loco and up to four bogie coaches.

Following this I built *Wantage* (RM September 2013), *Launceston* (RM May 2017) and *Woodbury Wharf* (RM August 2019), but I always longed for a layout with a station that could accommodate long trains with eight or even 12 bogie coaches, hauled by my larger locomotives. My inspiration has always been the magnificent trains that run on the Ffestiniog and Welsh Highland Railways in North Wales.

Establishing a plan

I embarked upon this latest project with this aim in mind, with design work undertaken using AnyRail software with help from my friend David Cooke. I met David when exhibiting *Clydach* at Chatham in 2016. In recent years David has helped me exhibit all of my layouts around the country, and it has been during those exhibition weekends away that the plan for *Penyffrydd Station* gradually took shape and it became a joint effort.

The scene represents the next station up the valley from the estuary area depicted on my coastal-themed *Clydach* layout. The whole layout was sized to fit in a space of 9' x 6'. It was rectangular and accommodated in a spare bedroom at home. Four scenic boards formed the front and sides, with the narrower fiddle yard bridging the back. Two of the scenic boards measured 4' x 2' 6" and the other two were 4' 6" long and 2' wide. It was designed to break down into five sections so it could be dismantled and taken to exhibitions.

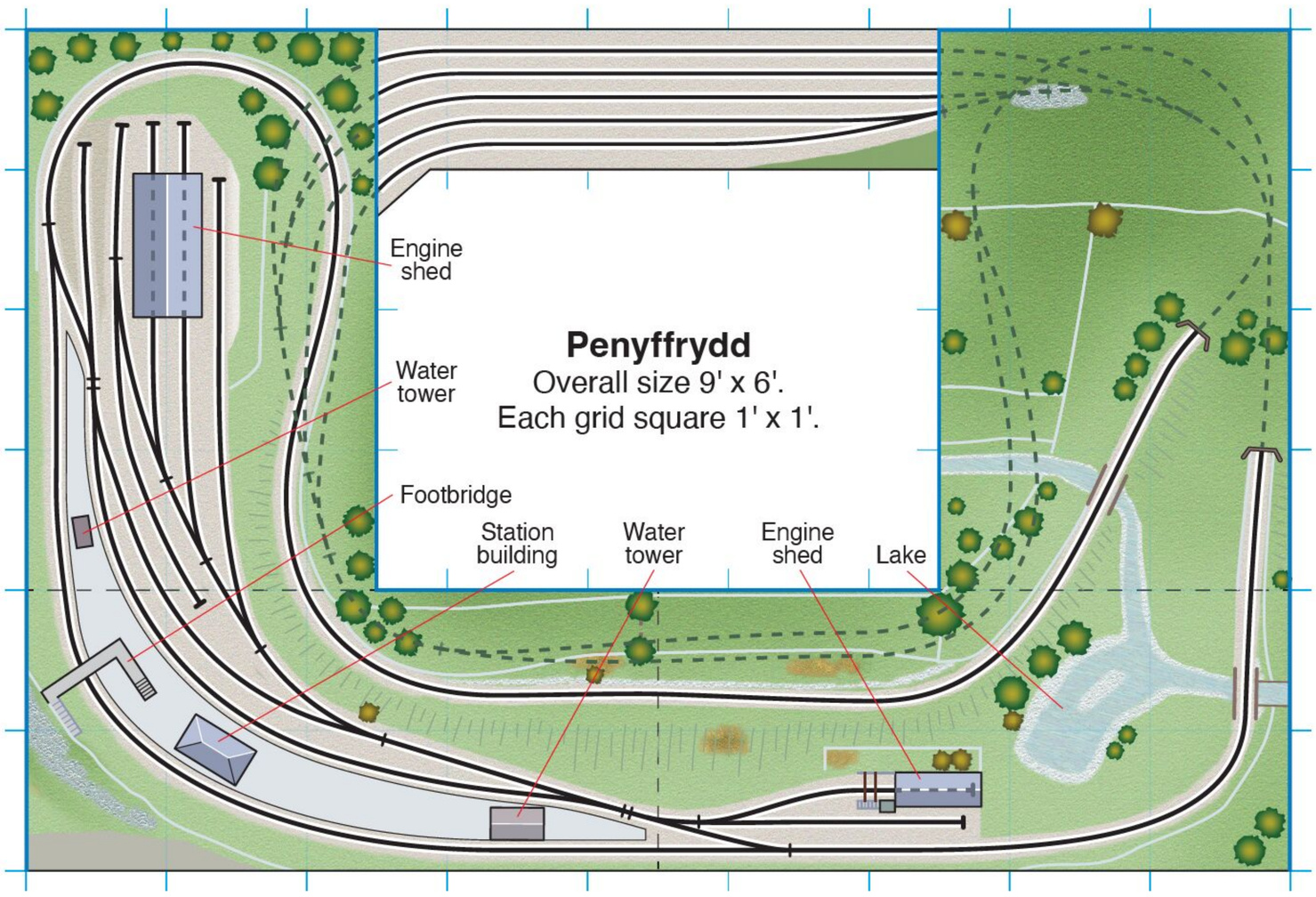
▲ A general view of the station. The footbridge and water tower have been adapted from ancient Dapol kits.

Michael Portillo is recording a piece to camera as *Linda* hauls a train of Ffestiniog coaches into the island platform at Penyffrydd.

Garratt *Jacob George* was scratch-built by Paul Windle and detailed, painted and lined by the author. It is assisted by a repainted Stängl HOe Austrian 2095 diesel as it emerges from the top tunnel and starts the descent to the station.

Challenges encountered

Building the new layout presented certain challenges. I particularly wanted a station with a long island platform as well as sweeping curves and changes of gradient. I also always like to include plenty of activity and interest – especially on layouts built for exhibitions – so some of the track (including most of the tighter bends) was hidden under the scenery. However, these areas needed to remain accessible for routine maintenance if required.



It was also important that the gradients were not so steep that the long trains struggled up the inclines, but we wanted to achieve a clear difference in levels to make the terrain interesting. The station area was designed on the level, with the track climbing at one end and descending at the other. The fiddle yard was the lowest level on the layout and there was a height difference of approximately 140mm between this part and where the track was at its highest. (The station was approximately 70mm higher than the fiddle yard.) The gradients varied between 2% and 3% and were formed using Woodland Scenics Subterrain materials.

Construction, track and wiring

By the end of 2019 I had already constructed two of the baseboards and modified two others (recycled from an earlier layout). I had installed the Woodland Scenics Subterrain gradients and laid the Peco OO9 'main line' flexible track.

I then wired up the layout and installed all the point motors (David having already suggested where all the section breaks should be as well as providing a wiring diagram). There were 22 points in total and most of these were the latest 'main line' Peco items. I used Peco solenoid motors with auxiliary switches attached (for changing the frog polarity) for all the hidden pointwork. On the visible areas I used MTB MP1 slow-action point motors, purchased from DCC Train Automation. I was introduced to these switched motors by fellow OO9 Society member Adrian Ponting; they have proved to be very reliable and easy to install.

After all the electrical work was completed the trackwork was thoroughly tested.

Scenic effects

The work on the scenery started during the first period of Government lockdown in March 2020. With exhibitions and many shops closed, I had to use materials that I already had or could obtain online. Instead of using the techniques that I had employed on my more recent exhibition layouts, I reverted to tried and tested basic methods using materials I had at home. For example, much of the landform was built up using interwoven strips of cereal packet cardboard fixed in place using a hot glue gun. This was then covered with torn-up newspaper attached with wallpaper paste.

The static grass was a mixture of Green Scene and WWScenics products. Trees were constructed using Woodland Scenics items with a few specimens bought ready-made from The Model Tree Shop and 4D Models.

An overview of the whole layout before all the backscenes were added.

The yellow Hudswell Badger diesel was built from an RT Models kit. Three of these locos are preserved at the Statfold Barn Railway in Staffordshire. *Lucy* has been created by adapting and repainting a Bachmann Thomas & Friends™ model of *Rheneas*. The Mallet *Goliath* was scratch-built and runs on an Arnold chassis. The buildings are all Bachmann Scenecraft items which have been weathered and detailed.

This loco was built using some parts from a Golden Arrow whitemetal kit for the pioneering K1 Garratt with additional scratch-built parts. It runs on two Fleischmann 0-4-0 chassis.

Fiji is not a true-to-scale model of the loco that is based at the Statfold Barn Railway, but it did make an attractive addition to the motive power fleet for the layout. The engine is often paired with *Harrogate*, an RT Models kit that runs on the same chassis.

▲ *Linda* and *Blanche*, both constructed from Dundas Models kits which run on N-Drive chassis, start the climb from the station with a rake of Ffestiniog coaching stock.

Other ground cover, bushes, weeds, flowers, gorse bushes etc. came from a wide variety of manufacturers. I made a real effort to use as many different tones and textures as possible to try to create a natural look.

The dry-stone walls were obtained from Ten Commandments. These were cast in plaster and had to be broken into sections to follow the landscape. Any gaps were filled with household filler and textured before painting.

Rock faces were also created using household filler. Screwed-up kitchen foil was pressed into the wet filler until it set hard to create texture. The foil was then removed before the rock faces were painted.

The small lake area and streams were created using the same technique that I used when I built the estuary on *Clydach*. The base was Artex, stippled with a 1" paintbrush to get the ripple effect, before painting and then covering with several coats of outdoor high-gloss varnish. The waterfalls were made using clear sealant, paint and varnish following the methods shown by Kathy Millatt on her YouTube videos.

Buildings and backscene

I added just three buildings on the layout. The large engine shed was built from a laser-cut kit produced by LCUT Creative. I added extra texture to the model using Redutex sheets and then weathered it. The small engine shed was a Bachmann 'ready-to-plant' resin product, but I repainted and weathered parts of it. The station building was scratch-built using Wills plastic sheets. It was based on, but not an exact scale model of, the rebuilt structure at Waunfawr station on the Welsh Highland Railway.

Photographic backscenes were added to all the scenic sections. These were sourced from the ID Backscenes range and are widely available online and in many retail outlets.

▼ *Harrogate* pulls into the station. The loco is an RT Models kit and runs on a Graham Farish diesel chassis with Backwoods Miniatures valve gear. The station building was scratch-built using Wills materials and was based on the structure at Waunfawr station on the Welsh Highland Railway.

Analogue control

All the individual track sections were controlled by my ancient H&M analogue 'walkabout' controllers; the same that I use on *Clydach*. These give amazing slow running and have built-in momentum and brake features. One of these units controlled the track that descended from the station to the fiddle yard, past a small lake and waterfalls and through a lower tunnel. The second covered the route that climbed from the other end of the station, running along the back of the front two boards on an embankment and then curving and entering the top tunnel. This track then descended under the scenery to end up at the fiddle yard at the rear.

The station area and the five individual tracks in the fiddle yard could be switched to either of the controllers, or isolated. A third controller could be added for use in the fiddle yard and on the hidden tracks if required. The usual operating position was in the centre of the layout.

The future

I thoroughly enjoyed building *Penyffrydd*, particularly the creation of the scenery, which is the area of the hobby that gives me the most satisfaction. I also find building and detailing locos and rolling stock very rewarding, with several new items being added to my existing collection for use on *Penyffrydd*. (Incidentally, I am still on the lookout for more Garratt locomotives and can't help but feel that a ready-to-run NG/G16 would be very popular with many OO9 modellers.)

Building the layout became a wonderful project during a time when so many other activities were suspended. I would have loved to do more to enhance the layout: many more trees could have been constructed and 'planted' and it would have been nice to add signals and other details. However, sadly it was necessary to dismantle the layout when my wife and I moved house recently – it not being possible to accommodate the layout in our new home.

I have salvaged the structures, trees, walling and other scenic items and a significant amount of track and pointwork. The plan is to create a new station layout with a similar track plan, adapted to suit the space I now have available.

Lessons learned

I have learned so much from building *Penyffrydd* and there are things that I would

certainly do differently on the rebuild. This includes using new baseboards throughout rather than recycling old ones; avoiding having tracks that cross board joints at various levels; and avoiding creating board joints where the track is running at an angle to the board edge and on a curve!

Having the control area in the centre of the layout also meant that it was necessary to crawl under the baseboards for each running session. As I get older, I realise that a time will come when scrambling around on the floor will not be so easy, so any new layout will be constructed with the boards around the outside of the room with easy access to the central area from the doorway without 'ducking and diving'.

My thanks to David for all his help with the planning of the layout, designing the electrical circuits and the laying of some of the track. Thanks also to my wife Linda for being supportive and encouraging, enabling me to spend so much time on this amazing hobby of ours.

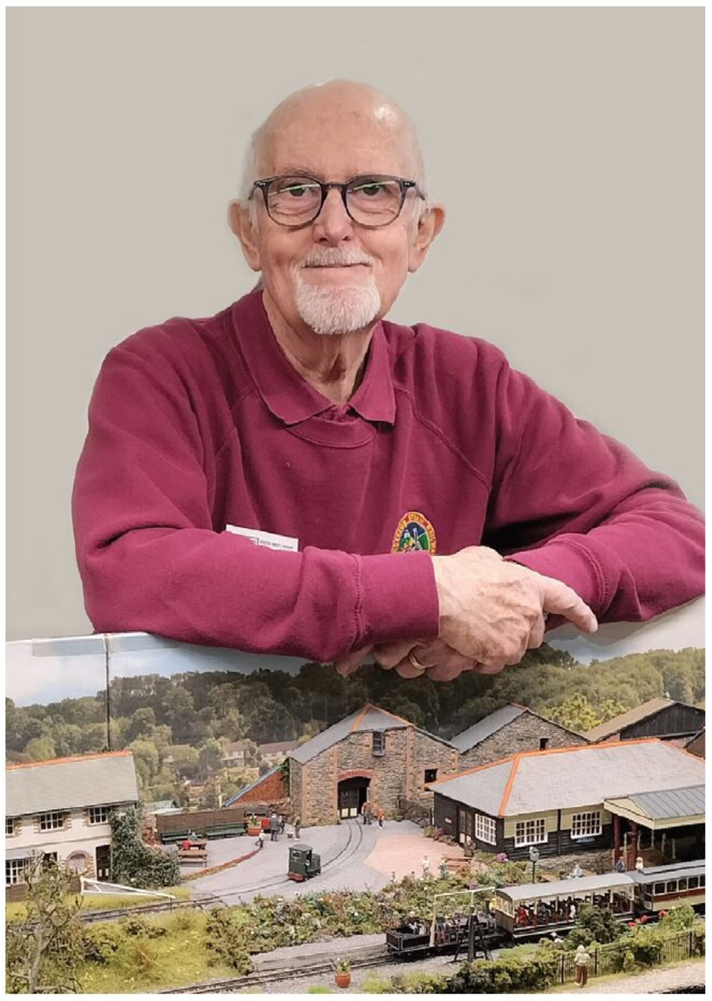
I have already started building the replacement home layout. David has again assisted me at the design and planning stage and I hope to share the finished model with readers in a future issue.

A good time to go 009!

There has been a huge upsurge in 009 narrow gauge modelling in recent years with the releases of ready-to-run locomotives and rolling stock from manufacturers including Heljan, Peco and Bachmann. There has arguably been no better time to step into the narrow gauge world in 4mm scale. For modellers who are tempted to do just that, I thoroughly recommend joining the 009 Society. The area groups, second-hand sales service and monthly magazine provide a great source of inspiration and help to anyone starting out. To find out more go to: **www.009society.com**

More information, photos and videos of *Penyffrydd* and my other 009 layouts can be found at: **www.richardholder.org.uk**

Darjeeling Himalayan Railway D Class Beyer Peacock Garratt *Oliver Jack*, in unison with *Canopus*, climb away from the station with a full train of Welsh Highland Railway coaches.



The author pictured with another of his 009 layouts, this one based on the Launceston Steam Railway (RM May 2017).

Red Garratt *Edward Douglas* climbs past the lake as it approaches Penyffrydd. This loco was built using the Golden Arrow kit for the K1 and runs on two N-Drive chassis.

Whatever happened to ...

Wedmore

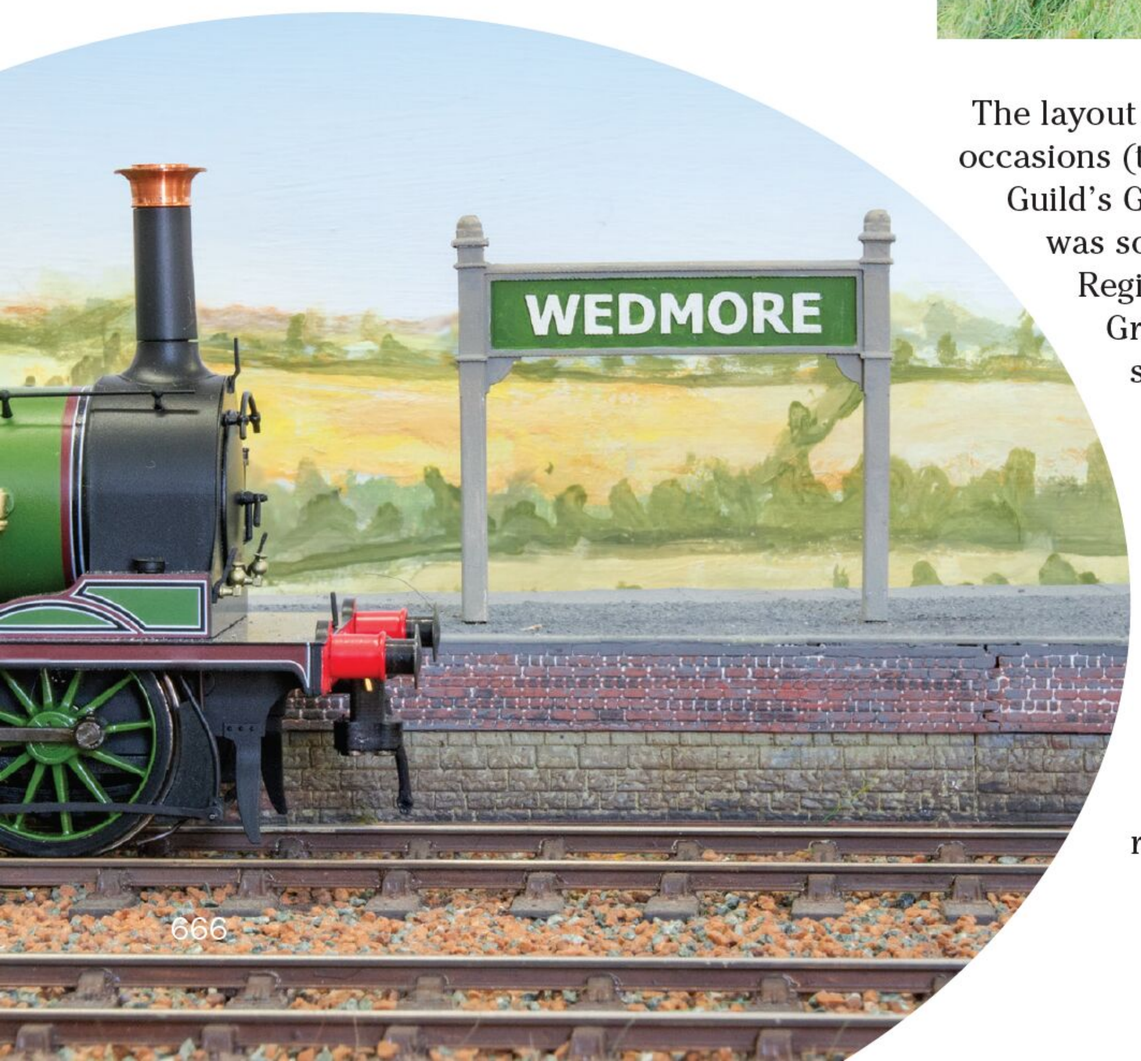
Originally built by Trevor Gibson and described in the April 1994 issue of RM, this 7mm scale branch terminus will be making a return to Guildex after 23 years following its refurbishment by members of the **EXETER GAUGE O GROUP**.

Photography by Craig Tiley

The small Somerset village of Wedmore was chosen by Trevor Gibson as the terminus of an imagined Somerset & Dorset Joint Railway branch.

Built in 1985, the layout originally measured 12' x 2' (plus fiddle yard). However an additional 4' board was subsequently constructed, bringing the length of the scenic section up to 16'. The new board extended the running line beyond the bridge and included the level crossing and crossing keeper's cottage.

Set in 1959 after the S&D routes had become part of BR Western Region, the layout was operated with a collection of BR Midland Region stock, plus a token ex-GWR 0-6-0PT. However, as the 1994 article explained, Trevor embarked upon a gradual programme of work to back-date the layout to 1914 condition.



The layout was exhibited on only nine occasions (the last being the Gauge O Guild's Guildex event in 2000) before it was sold to a gentleman in Lyme Regis. Trevor retained his pre-Grouping S&DJR locomotives and stock and went on to create a depiction of Bridgwater station (as featured in the October 2019 and January 2023 issues of RAILWAY MODELLER).

A Stroudley 'Terrier' 0-6-0T brings a short goods into the platform. Note the green and cream colouring of the station structures.

A chance discovery

Wedmore languished in a garage for 20 years until it was discovered by the late Graham Bean, who will be remembered by many readers as the organiser of past model railway exhibitions at Thorncombe.

The layout was in a very poor state but Graham rescued it with the intention of refurbishing it and then returning it to the exhibition circuit (with the help of members from the Exeter Gauge O Group).

Following the sudden passing of Graham in April 2020 (see obituary, RM June that year), the layout was then acquired by the group from Graham's widow, Sheila.

Refurbishment of the layout began in mid-2022, with various members involved with the work. This included replacing all the

wiring, with a new control panel made to enable the layout to be operated in 12V dc analogue mode or with Digital Command Control, to suit different members' preferences.

A new four-road sector plate was also made to replace the original cassette fiddle yard arrangement used for off-scene train storage. In addition, all signals were repaired and returned to working order.

All scenery was refurbished using modern materials – such as static grass fibres to revive the areas of ground cover. The original backscene was repainted with oil paints by Kevin Cartwright, this following as close as possible the original artwork – including a depiction of Glastonbury Tor in the far distance.

The signal box is to a typical Somerset & Dorset design, with a wooden cabin atop a stone base. The model features full interior detailing.

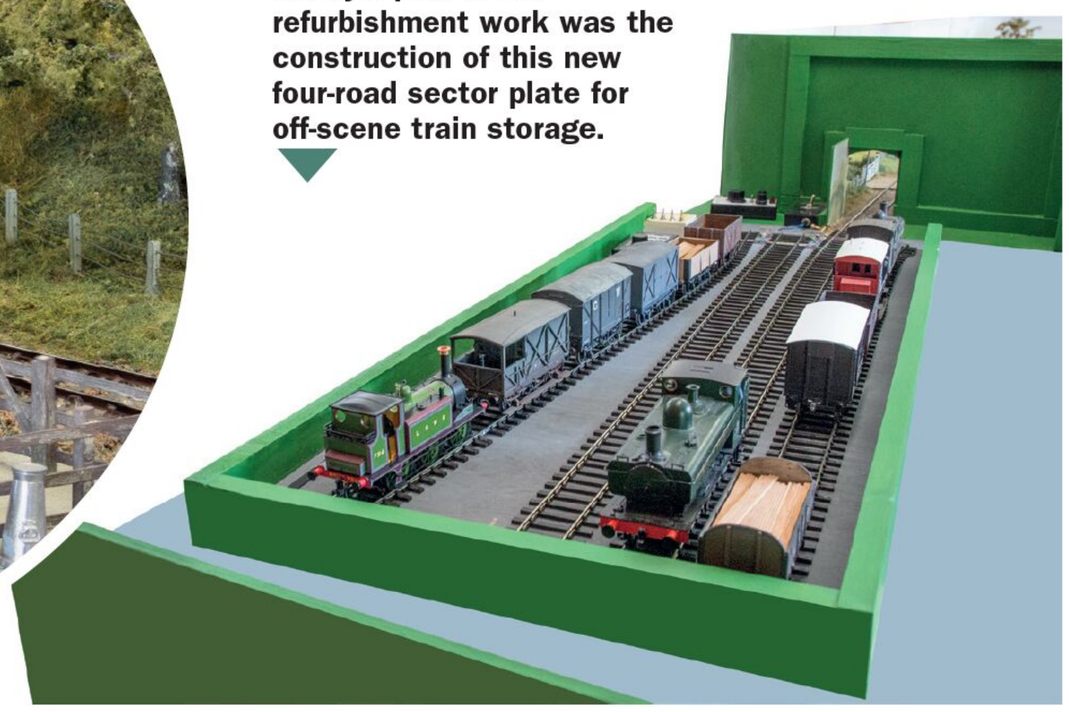
Return to Guildex

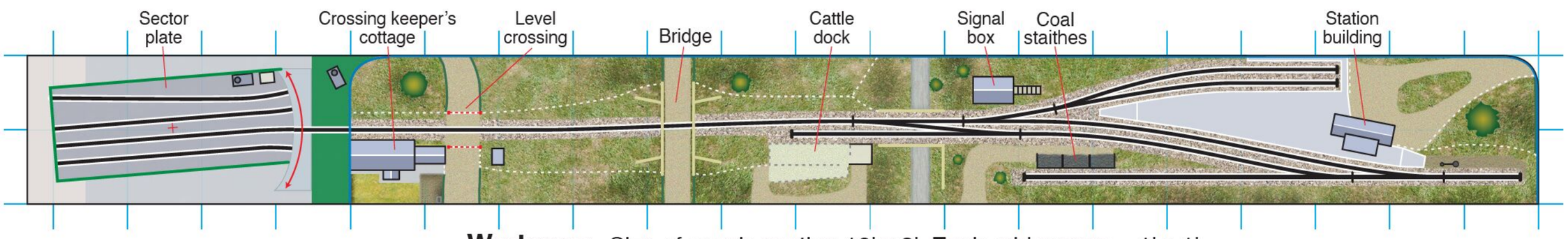
With work to restore the layout to its former glory at an advanced stage, in June this year it was displayed at the group's exhibition in Whimple (where the accompanying photos were taken). This provided an ideal opportunity for the layout to be tested thoroughly and for any issues to be addressed.

Some minor tasks remained to be completed at this time, including restoring the level crossing gates to working condition, and building a lighting gantry. However, these tasks are due to be completed ahead of the layout's return to Guildex in September (see panel, below), which will signal the official return to the limelight of this characterful model.

The layout's original builder imagined that market days would have provided the busiest days at the station, with the facilities provided for local farmers including this brick-built cattle dock.

A major part of the refurbishment work was the construction of this new four-road sector plate for off-scene train storage.





Wedmore Size of scenic section 16' x 2'. Each grid square = 1' x 1'.

The level crossing forms part of the extra scenic board, which the layout builder added to the original 12' scenic length.

GUILDEX

Guildex 2023 will be taking place at Stafford County Showground on 2 & 3 September 2023. For more information, including opening times and admission prices, go to: **www.gaugeoguild.com**

To find out more about the Exeter Gauge O Group go to: **www.exeter-gog.net**

A diorama project for Warley 2023

Creating a river bridge in O

Warley Model Railway Club's **ANDY HUDSON** *is in the process of building a working 7mm scale diorama for display at the organisation's annual show at the NEC in Birmingham later this year. Here he explains how he set about constructing the river bridge that will become one of the model's key scenic features.*

Recent Warley National Model Railway Exhibitions have demonstrated that modelling displays are a very effective way to help encourage people to visit our club stand, where they can then learn more about the club's activities and objectives, together with the benefits of joining as a member.

With this in mind, I decided to embark upon a project to create a new O gauge model that could be displayed on the Warley MRC stand at this year's event, which is taking place at the NEC on the weekend of 25 & 26 November.

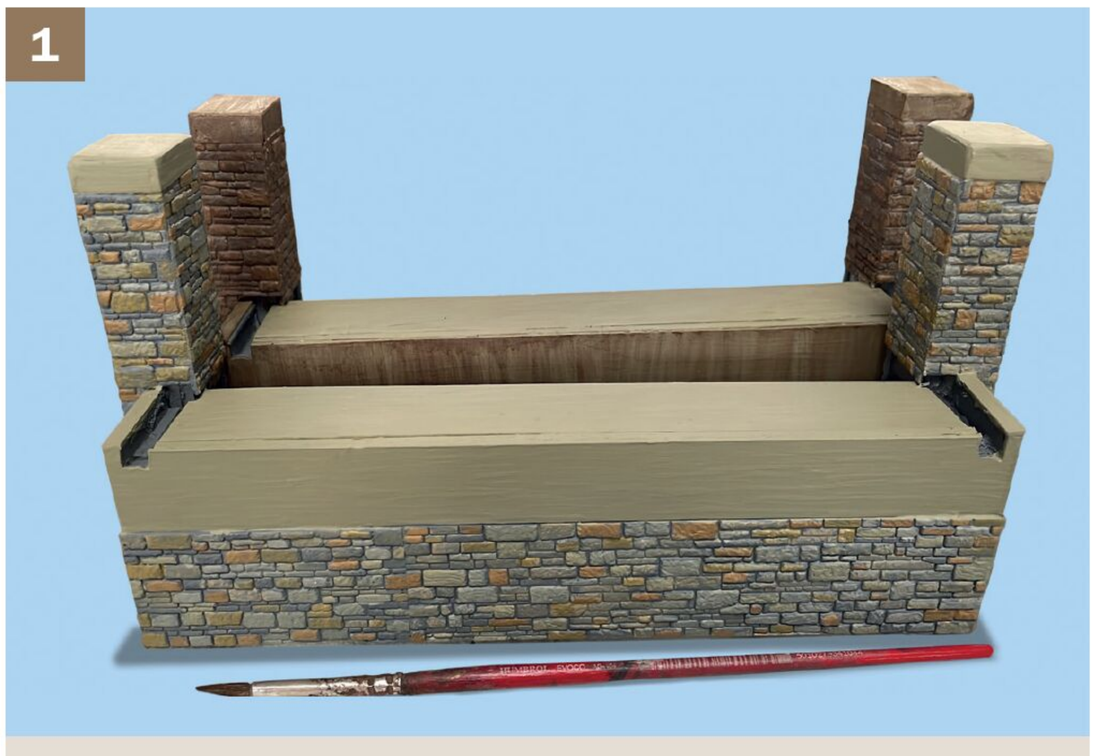
The working diorama, which is currently under construction, measures 14' long by 2' deep and is formed of four baseboards. Running end-to-end between two fiddle yards, the scheme will depict a rationalised passenger route that has been reduced from double track to a single line. When on display, models of single diesel railcars will provide movement, these operating on an automated shuttle system.

Key scenic features will include a caravan park, river bridge, signal box, station and goods shed. It is the construction of the river bridge that forms the focus of this first article: in contradiction to the usual convention, I tackled this before starting work on the baseboards.

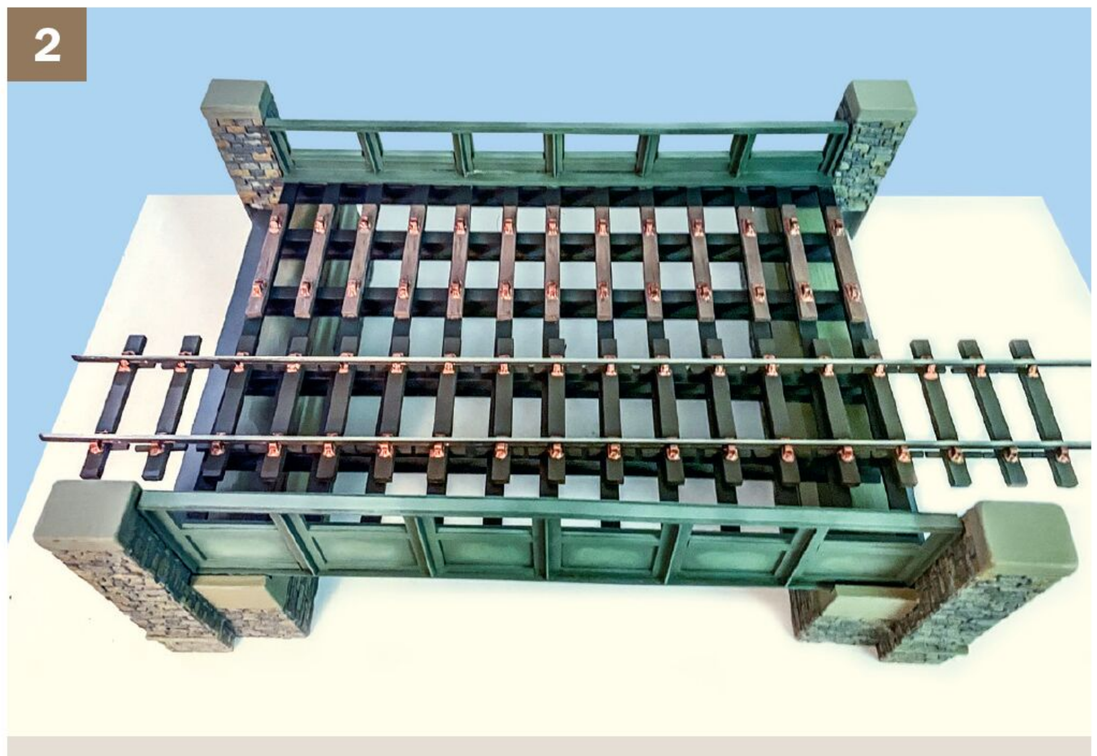
Bridge abutments

I made a start by constructing the stone abutments (photo 1), for which I used some scrap white foamboard to form the basic shapes, assembled with simple butt joints and corner tabs to add strength. The basic parts were then covered using Slater's embossed Cotswold Stone sheet. The individual stones were picked out using various Tamiya acrylic colours, with Humbrol enamel washes used to pick out the mortar lines; this gave the stonework a suitable aged and weathered appearance. (Incidentally, I used Humbrol matt varnish after each stage of painting to seal the work and protect it from being disturbed by subsequent paint applications and washes.)

▲ **Class 33 Bo-Bo 33 012 (a Heljan model) rumbles over the completed bridge with a passenger service.** ***All photos by the author***



The stone abutments were formed of foamboard and clad with embossed styrene sheet.



The bridge sides were formed of styrene, with Evergreen I-beam section used for the deck girders.

Bridge sides and deck

The next step was to build the parts for the main span of the bridge (photo 2). This would be modelled carrying double track, with the rearmost of the two lines being disused.

A combination of sheet styrene and Evergreen strip was used to create the bridge sides, with I-beam section used for the longitudinal girders that support the trackwork.

Something you see on the real railway but not often replicated on models is a bridge deck with open girders, with the top surfaces of the girders supporting the rails and sleepers. This is what I chose to recreate on the model.

The bridge sides were primed using grey Tamiya acrylic paint followed by pre- and post-shading with an airbrush (a technique that I covered in more detail in the January 2022 issue). After applying a top coat of light green, I used the Tamiya range of weathering master powders for the final finish. When applying weathering I find what works best is to do a bit and then leave it, before coming back with a fresh eye and doing a bit more, until eventually this results in a level of dirt build-up that I am happy with.

Baseboards

With the main parts of the bridge structure complete, I now had the key measurements with which I could establish the trackbed height, which in turn enabled me to design the baseboards and draw up a cutting list for my local timber merchant.

I used 12mm ply for the baseboard framework with 6mm ply for the tops. I probably could have paid slightly less for the wood if I had purchased it from one of the larger DIY stores, but I find my local timber merchant cuts the wood very accurately and it doesn't charge for this service. Once I got the wood home the next job was to glue and pin the parts together using Gorilla PVA glue. The boards were all built and left on a level surface to allow the glue to dry overnight, this ensuring that everything stayed square.

A raised trackbed

With the baseboards assembled, I moved on to constructing the raised trackbed. The river bridge location was marked and the first of the trackbed supports were glued and screwed in place, the screws serving only to hold the timbers while the glue dried (photo 3).

The bridge parts were then positioned on the baseboard temporarily so that the trackbed surface could be added on the left side of the bridge (photo 4). The trackbed surface on the right-hand side of the bridge was then added.

Embankments

The embankments for the raised sections of trackbed on either side of the bridge were formed from insulation foam, carved to shape and then glued in place with PVA. I used WWScenics Fibre Mould to smooth out the surfaces and blend everything together. Once dry I then used brown paint to cover the white of the plaster, followed by an application of Woodland Scenics Fine Turf Soil and various static grass fibres (photo 5).

River bed

For the river bed, I used a mixture of WWScenics medium and large grade red stone, along with a small quantity of sand (this being readily obtainable from

Trackbed supports were formed of plywood, with the height determined by the abutments.

The left-hand section of raised trackbed was added first, with the bridge parts placed *in situ*.

A variety of materials and scatters were used to form the surfaces of the embankments and river bed.

The ends of the river bed were dammed with wood to enable the resin water effect to be added.

DIY retailers). These materials were all secured down in much the same way as you would glue down ballast granules: I used a 1:1 mix of water and PVA, with a small drop of washing-up liquid to break the surface tension.

The water pipes were made using cut-down pipettes and scraps of plasticard. The reeds were glued in place with superglue, along with the old dumped washing machine. The fisherman is a 3D-printed figure from the Modelu range, which I painted myself.

The fencing was also added at this stage, for which the posts are wooden barbecue skewers that have been chopped to size and glued into place.

Water

To prepare the river bed for adding the water (photo 6) I first dammed off each side of the baseboard. In the past I have used Woodland Scenics Realistic Water but for this, I thought I'd try WWScenics Deep Cast Water. This is supplied in two bottles (one being the resin, the other the hardener), the contents being mixed 2:1 with the wood stirrer provided. This mixture was then added to the river bed allowing it to self-level. This was left for several days to dry, during which I avoided the urge to touch it! I found that the surface hardened quite quickly, but the resin underneath took a lot longer to harden completely.

With the bridge finished and the trackbed in place (photo 7), attention turned to other parts of the diorama, aspects of which will be described in the issues leading up the Warley show in November.

A view of the finished bridge *in situ*, which provides a glimpse of the working diorama that is still currently under construction. The model depicts a former double track route that has been singled.

Further information

WWScenics
www.wwscenics.com

Warley 2023
www.thewarleyshow.co.uk

Through the Railway Room Door

Kilmington Junction

The need for an indoor hobby led **JOHN MELLOWS** *to revive his childhood passion for model railways. This large OO gauge system is the result, which is equipped for digital control and makes extensive use of card structure kits.*

Photography by Steve Flint

A GWR streamlined diesel railcar (a Dapol model) makes the short journey between the two branch termini.

I have always been interested in railways, the steam era in particular, and have many fond memories of travelling by train in my childhood as my parents did not drive. Many of these journeys encompassed the railways in and around North Norfolk and it is pleasing to see that there are still steam trains that run on preserved lines in this part of the country – these including the North Norfolk Railway.

My early interest flowed into model railways and my first train set was a Hornby Dublo three-rail system which I seem to recall took me at least two years to save up for. Gradually the layout increased and I remember undertaking the conversion to two-rail and the exciting introduction of flexible track!

A hobby in retirement

As I moved into adulthood railway modelling took a back seat. However, many years later, and following retirement and a move to Devon in 2010, I realised that as well as gardening and horse riding I needed an indoor hobby.

Now living in close proximity to the headquarters of Peco in Beer, with its model shop, together with Buffers Model Railways near Axminster, this ensured that a revived interest in railway modelling could be fulfilled.

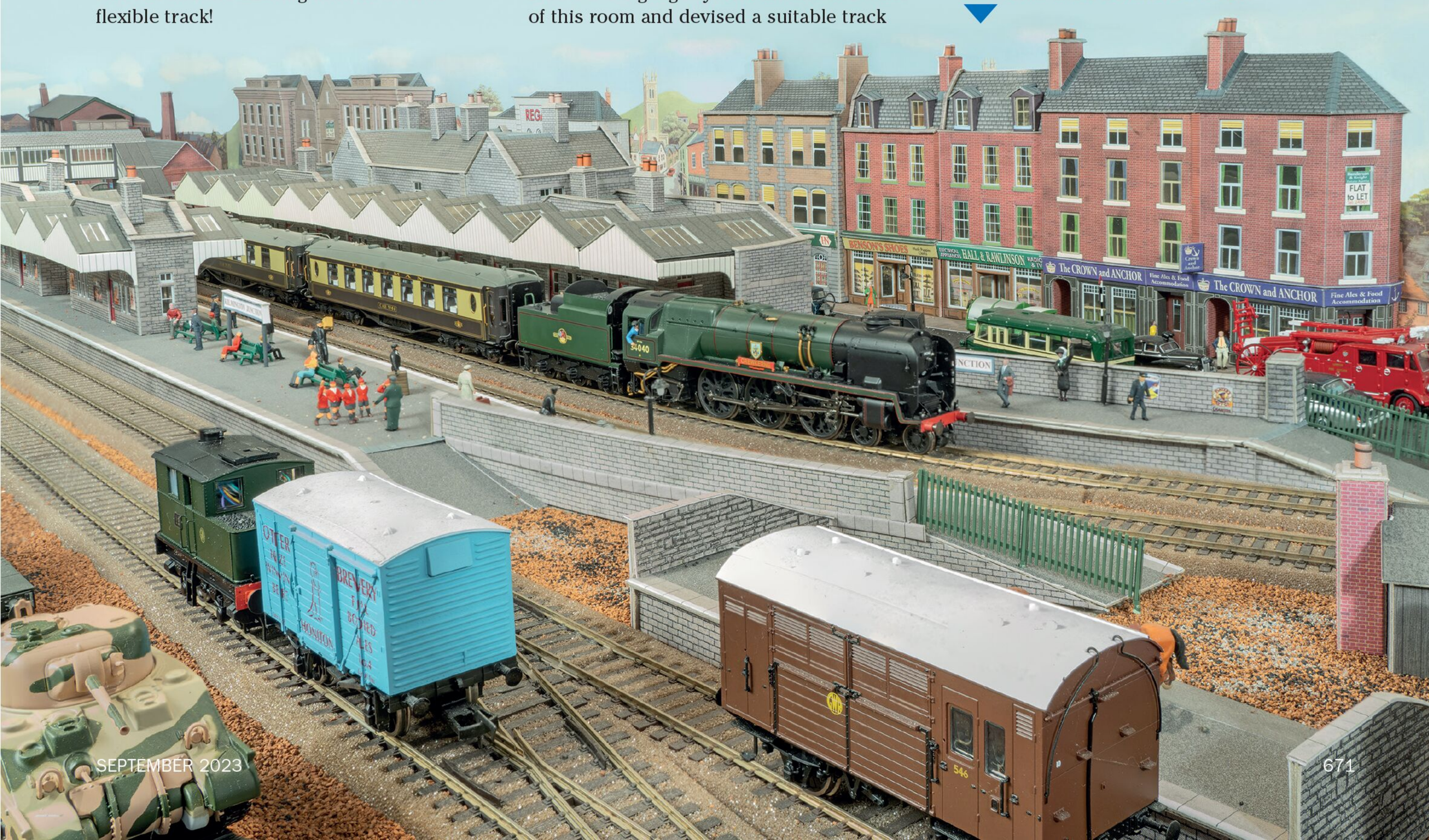
A dedicated railway room was available for me to construct a model railway system, with a space measuring 12' x 10'. I decided to create a OO gauge system around the walls of this room and devised a suitable track layout using a combination of instinct and trial and error (plenty of the latter).

I wanted to create as much operational interest as possible by having a good number of sidings, an elevated branch line with two separate stations, a small branch to a large farm and a narrow gauge line to a quarry (modelled in OO9). I also included a main line station with multiple platforms and a locomotive depot.

Trackwork and digital control

The trackwork was laid using items from the Peco Streamline code 75 range with live frog

The layout hosts a wide variety of locomotives, including rebuilt Bulleid light Pacific No.34040 *Crewkerne* and a Sentinel 0-4-0VBT.



Amongst the 'celebrity' models that see action on the layout is Stephenson's *Rocket*, seen with c.1930s replica L&M coaches in tow.

pointwork. Peco foam underlay was used with loose granules added between running lines where required.

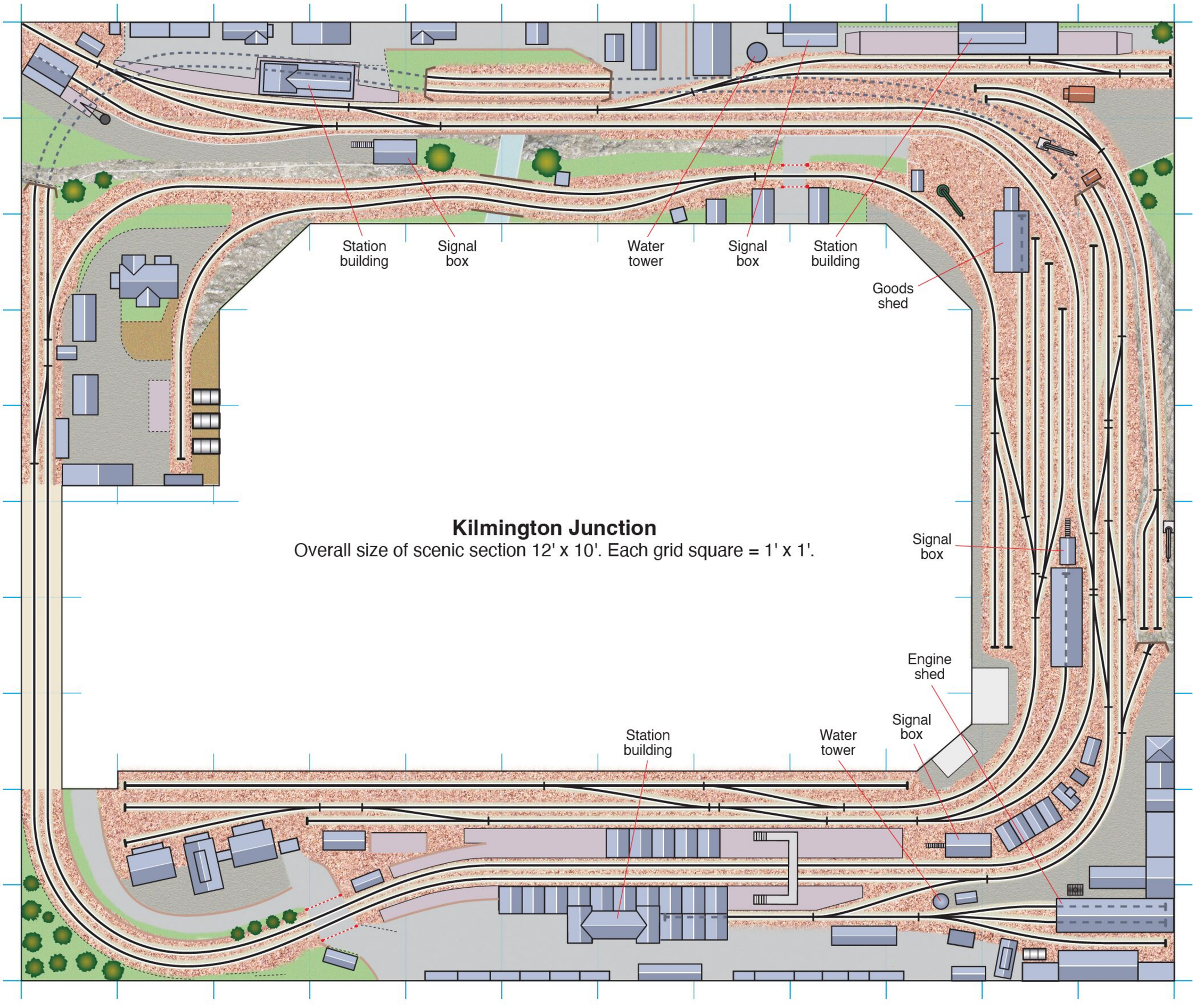
I opted for digital control as this simplified the wiring enormously and enabled me to have plenty of locomotives on the track at the same time without the need for isolating switches. I did quickly find, however, that trying to run any more than two trains simultaneously isn't practical, and even with just two, one of these needs to be set for continuous running – otherwise it gets difficult to cope!

On reflection, however, I wish that I had not used DCC for point control as I find this arrangement is in practice quite fiddly to use. Traditional analogue operation with a bank of lever switches would, I think, have been much more satisfactory.

Varied motive power

The locomotives that I use on the layout portray a wide variety of prototypes, with models from a number of ready-to-run manufacturers. Most are GWR-outline and include a large Prairie (Hornby), '7200' 2-8-2T (Hornby), '8750' 0-6-0PT (Bachmann) and a '1361' 0-6-0ST (Kernow). These are joined by some celebrities including BR Standard 8P No.71000 *Duke of Gloucester*, A4 Pacific No.4468 *Mallard*, A3 Pacific No.4472 *Flying Scotsman*, and Stephenson's *Rocket*; these are all by Hornby and were purchased simply because I like them!

Although it is steam traction that is very much to the fore on the layout, there are a



Kilmington Junction
Overall size of scenic section 12' x 10'. Each grid square = 1' x 1'.

Metcalfe Models card kits have been used for most of the structures on the layout, including this cluster of warehouses.

few examples of diesel traction, such as a streamlined GWR railcar (Dapol), an AC Cars railbus (Heljan) and a model of the prototype *Deltic* (Bachmann). The latter was purchased because my father-in-law was one of the principal designers who worked on the real locomotive.

Flexible operation

Passenger trains are run, more often than not, around the continuous double track main line circuit, apart from those to the elevated branch line stations, for which shuttle services are usually employed using an autotrain or one of the diesel railcars. My main interest when operating the layout, however, lies with creating long freight trains; these take the form of a coal train of weathered mineral wagons, a military supply train mainly using Warwell wagons, and other mixed goods trains. The incorporation of many sidings has given ample scope for shunting.

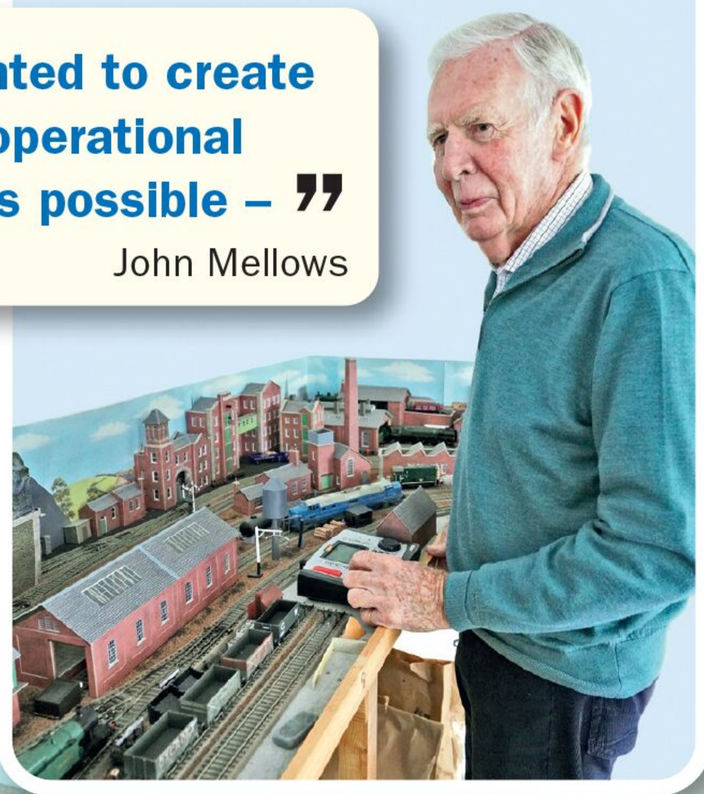
I have never attempted to devise a method of computer control or simulated timetable operation for the layout, preferring instead to run the trains as the mood takes me at the time.

Scenic aspects

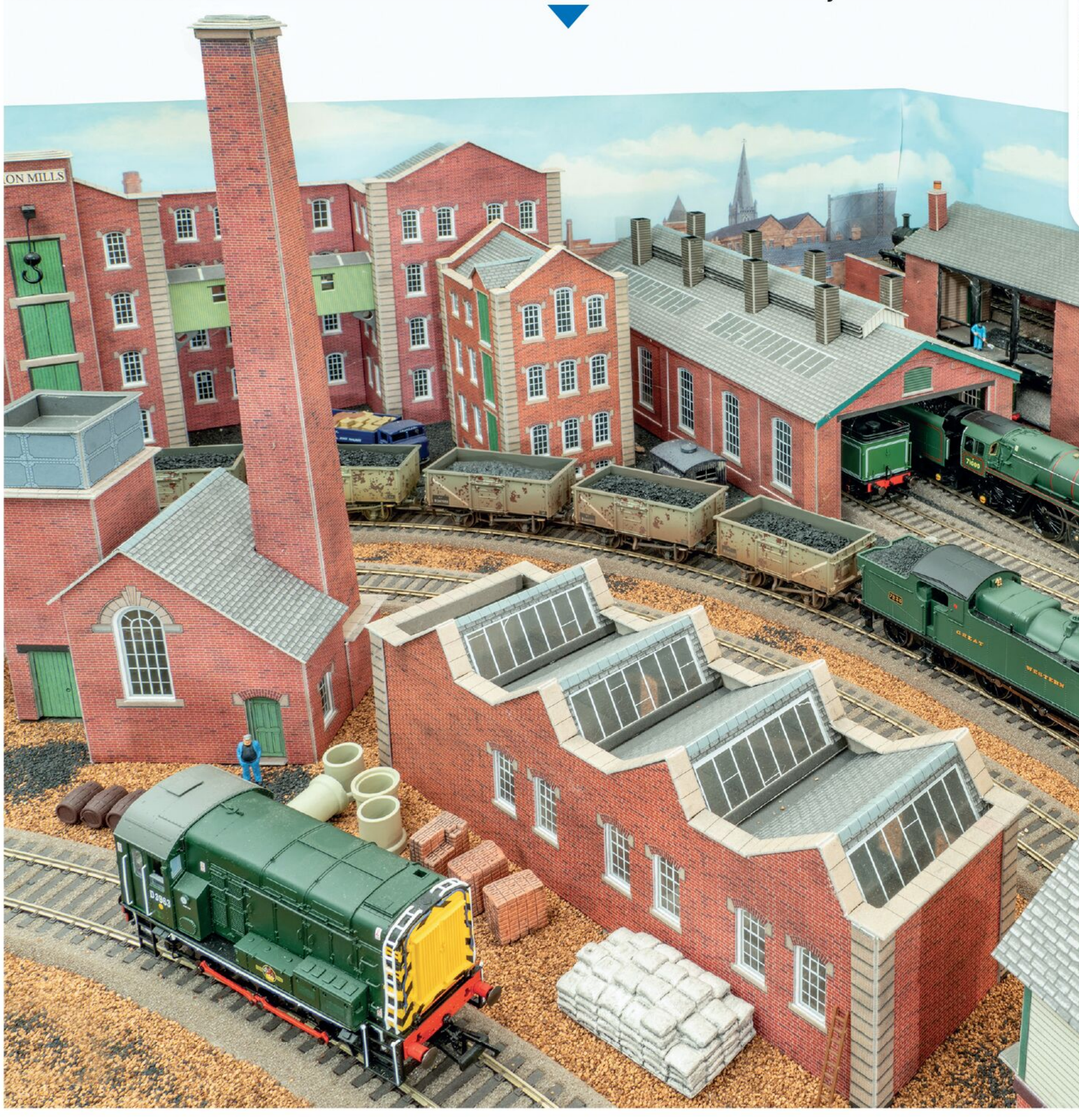
I enjoyed creating the scenery, modelling a wide variety of cameos including a brewery, church, farm, high street, quarry, timber yard, petrol station and a canal in addition to various railway scenes.

“ – I wanted to create as much operational interest as possible – ”

John Mellows



Unique Riddles BR Standard 8P Pacific No.71000 *Duke of Gloucester* stands on shed as a GWR ‘7200’ 2-8-2T runs by with a coal train.



The inclined section of line links the lower level with the upper level branch termini. Note the elevated narrow gauge system.

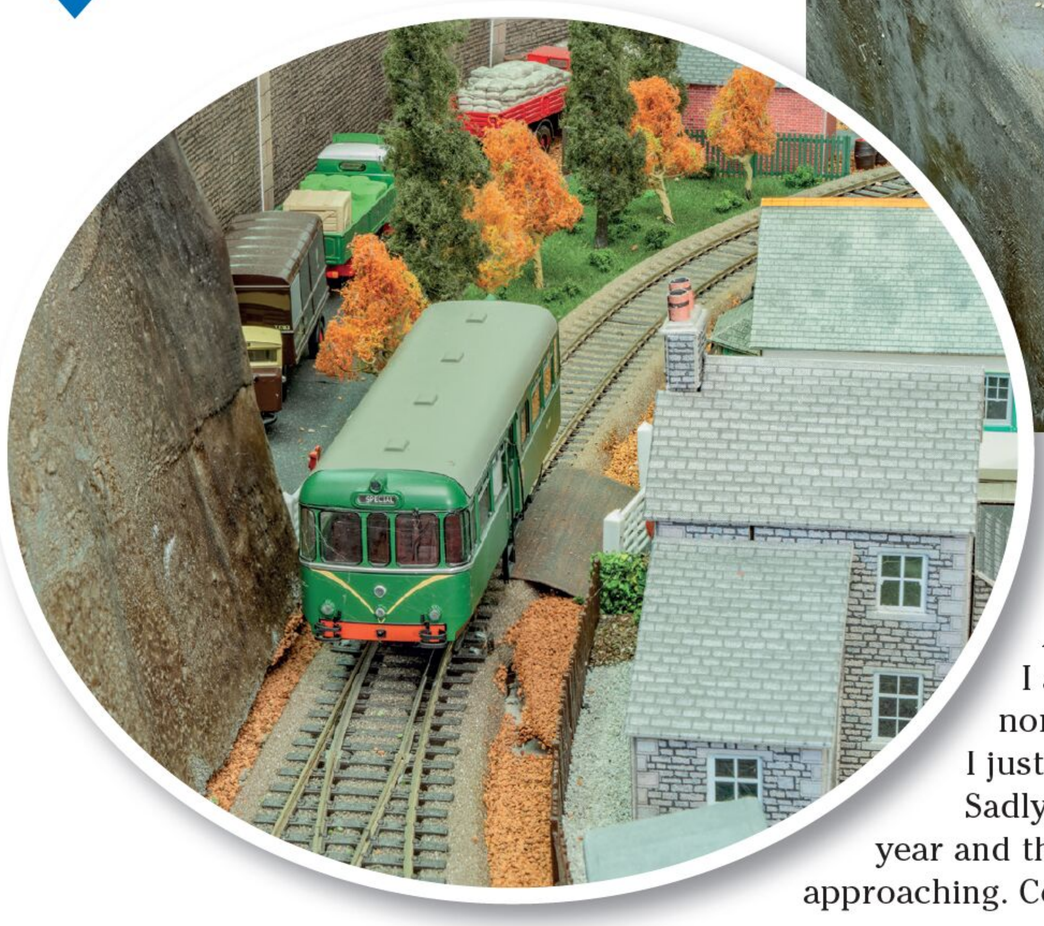
GWR ‘8750’ 0-6-0PT No.6757 waits with an Autocoach at one of the branch stations as No.5154 descends to the main level.

Extensive use was made of card kits for the structures on the layout; these are mainly from the Metcalfe Models range but there are examples from other manufacturers including Superquick (for the goods shed at the branch terminus, for example).

Having an interest in classic cars, naturally the layout is well populated with many different types of road vehicles, mainly from the Oxford Diecast range. People are also well represented in the various locations including groups of school children on the main line platforms, road workers and other figures that provide life to the various aforementioned cameos.

Backscenes (printed sheets from the Peco range) were chosen to give background views without necessarily fitting exactly with the foreground.

An AC Cars railbus (Heljan) rattles along the section of single line on the lower level.



A move to O gauge?

My greatest pleasure came from building the layout. Although I enjoy authenticity, I am neither a rivet counter nor a timetable enthusiast – I just do what pleases me.

Sadly my wife passed away last year and the time to downsize is approaching. Consequently the layout is now going to be dismantled and sold, but hopefully one day I will start a new project. Space permitting, my ambition is to have a go at O gauge next time – although this will almost certainly be equipped with analogue point motors!

Amongst the numerous card kits on the layout is a venerable Superquick goods shed, visible in the background of this view.

Examples of GWR six-coupled motive power in the form of large Prairie 2-6-2T No.5154 (top) and '1361' 0-6-0ST No.1364 (bottom).

North from Dentdale – Part 1

Mallerstang Junction

IAN NUTTALL *embarks upon the third and final phase of his grand Settle & Carlisle-inspired empire in 4mm scale. He begins this month with the planning and baseboard construction.*

Photography by the author except where stated

Having committed all of my modelling time for three years to complete Dent station (RM Cup Winner 2018 – see March issue that year) I took a break from layout building to concentrate on developing a comprehensive loco, coach and wagon fleet, progress on which has been documented frequently in RAILWAY MODELLER during the past few years.

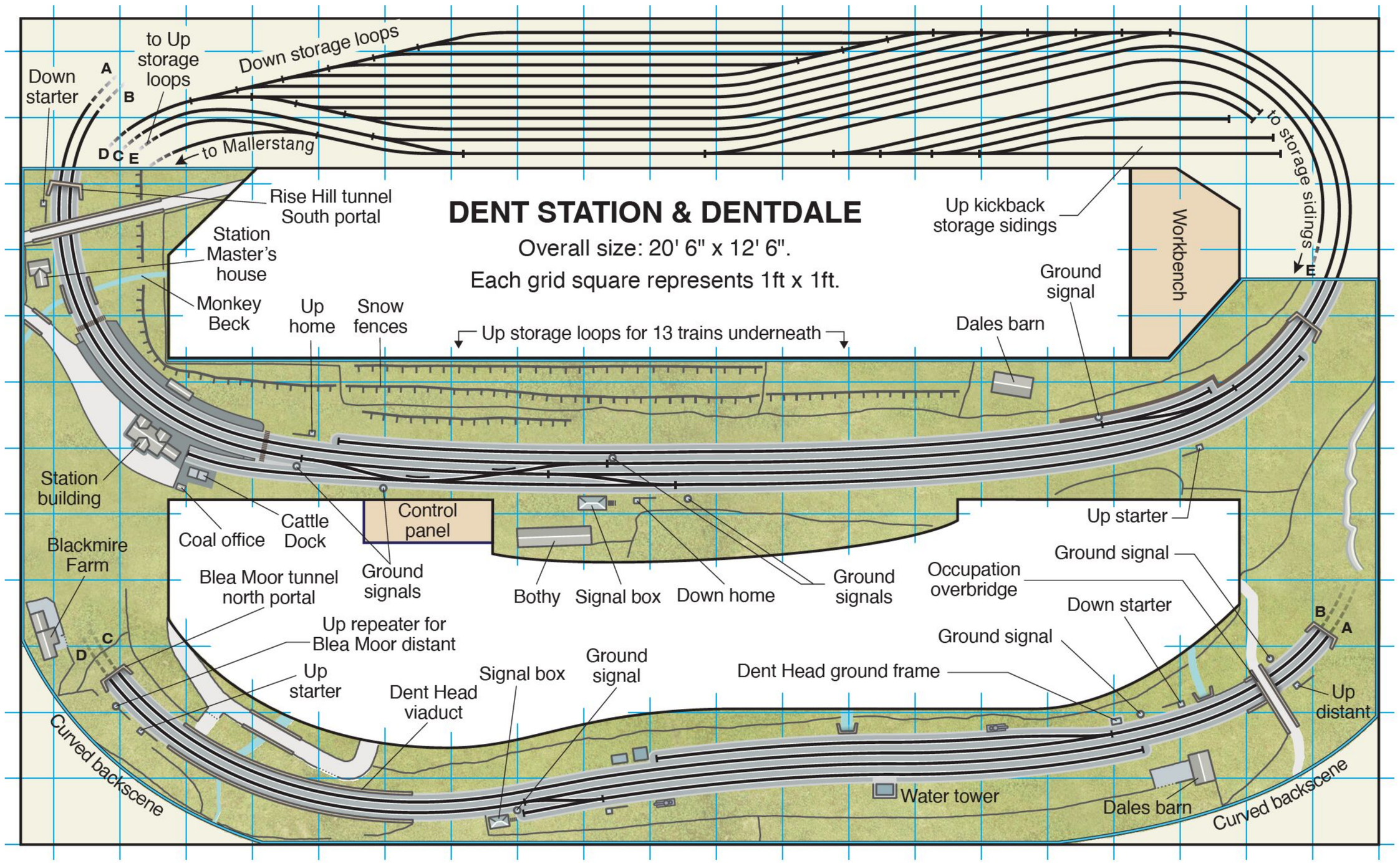
Undoubtedly construction of these provided pleasure, fulfilment and a sense of purpose, and I now have over twice the number of locos compared to the number of trains I run, my wagon total is at 750 and there are 30 coaches available. But time was moving on, so I needed to consider my third, and final, scenic section, which was to become Mallerstang Junction. To me the name 'Mallerstang' is so evocative of the more rugged nature of the North Pennines, and refers to an area just south of Kirkby Stephen, and is steeped in history.

At the time that ideas were put forward for a Midland Railway direct line joining Leeds to Carlisle, other proposals were banded about hoping to dip into, or piggyback onto, this grand scheme. One such was to extend the North Eastern Railway's Richmond Branch further up Swaledale before tunnelling under Mallerstang Edge and joining the S&C just south of Kirkby Stephen; I estimate around the site of Pendragon Castle, another characterful name. (I wonder if this is the source of the choice of title prolific Midland/LMS/S&C author, the late David Jenkinson, gave to his book publishing company?) A more than significant tunnel would be involved, I suspect a bit longer than Blea Moor, albeit only single bore… no problem then. Also a long, curving viaduct would be

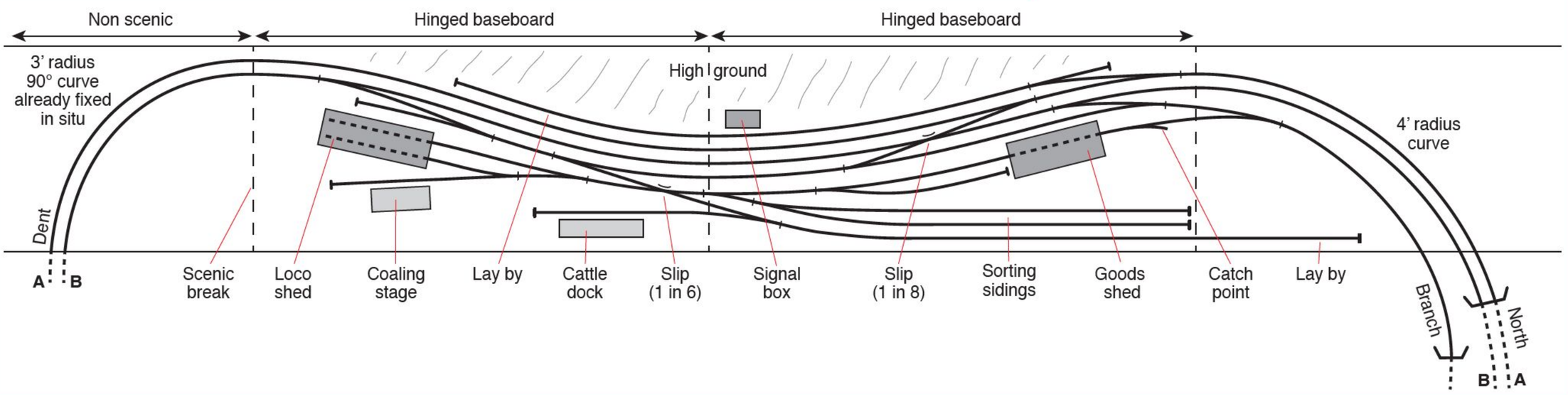
Hughes 2-6-0 No.2850 (a Wills body with scratch-built chassis and Hambling's wheels) runs through Dent station and under Coal Road Bridge on the approach to Rise Hill Tunnel. After the tunnel there is a short non-scenic section before the line connects with the new Mallerstang Junction section of the layout. ***Photo: Steve Flint***

In this c.1966 view Stanier 5MT 4-6-0 No.44883 heads south past Mallerstang signal box with a fitted freight. In reality there was never a junction at Mallerstang, although there were formerly lay-by sidings on the Up and Down sides – traces of which can be seen here with the space between the Up line and the signal box. ***Photo: Rail-Online***

Dentdale and Dent station (phases 1 & 2)



Mallerstang Junction (phase 3) – proposed track plan



required to cross the valley floor and the infant River Eden. However the Midland was a huge operation, with a great deal of financial clout, so it is not completely 'pie in the sky', especially if it gave them a foothold to the lucrative minerals in the north east. This is my justification for the creation of Mallerstang Junction.

My 'last grand project'

Mentioning David Jenkinson, one or two kind folk have compared my S&C modelling adventure with his. Well, we have both tried to promote the wonderful line and share our experiences with fellow modellers, but there the comparison ends. His work was ground-breaking, and his literary output phenomenal; I am merely one of thousands who have benefited as a result of his, and other LMS Society stalwarts', fastidious, accurately presented volumes of research. This will no doubt be my 'last grand project' – building by hand doesn't produce results overnight – but then David Jenkinson probably thought that when he began his 'Little Long Drag', only to diversify into 7mm scale. I only wish I had that amount of room at my disposal, but I do appreciate I do have more than many, and count myself fortunate.

Planning

It made sense to map out a 'wish list' of requirements/facilities, and decide on a pecking order in case all could not be accommodated. After considerable thought I settled on the following, listed here in order of priority:

i) *Maintain an authentic Midland Railway track layout.* The S&C, along with other Midland Railway main lines, had strict guidelines when it came to track plans. First, and foremost, facing points should be avoided at all cost. There were but four between Settle Junction and Petteril Junction in Carlisle, comprising two goods loops at Blea Moor, although they were only added in 1943 as a wartime necessity; one at the north end of Appleby station for the connection leading round to Appleby East and the Stainmore line; and one at Long Meg to give quicker access to the sidings for the frequent anhydrite traffic, thus avoiding blocking the main line – again this was a later addition. Secondly, the Midland was much keener on utilising single slips in preference to double slips.

ii) *Sweeping curves throughout the scene.* The two double entry main line tracks into Mallerstang from the rest of my system were, for practical reasons, at the rear of the

A true 'blast from the past', but one which shows the proposed location of Mallerstang Junction, and the original MR signal box; mine will, of necessity, be larger to accommodate the extra levers involved. I am indebted to fellow RAILWAY MODELLER reader, and kindred spirit, Robert Powell who kindly sent me the photos he took using his first ever lineside pass... he turned 21 in late spring 1966... on the S&C. Thus you can witness, first hand, the local terrain around my junction which reveals the falling land to the nascent River Eden, the gap needed to be bridged by the single track viaduct, and the significant lump of Pennine Fell which will require a tunnel, and will not be short, although it is feasible, to my mind. *Photo: Robert Powell/Author's collection*

baseboard. If I joined them with straight track, not only would the outcome be more akin to a train set, but it wouldn't allow me to build in any depth to the scenery to achieve that all-important 'rails in the fells' look. Neither would it enable me to incorporate strengthening ribs to give stability to my hinged baseboards. I'd used sweeping curves on both my Dent and Dentdale sections, albeit in different ways. I was particularly pleased with both outcomes as the railway seemed to sit naturally in its setting.

iii) *A junction.* Whilst constructing Dent and Dentdale I had thought ahead and built in a rising trackbed, all fully wired up and ready to go, to provide a branch entering Mallerstang Junction from the north east. Hence this element was a 'must have' which would provide significant, added operational interest.

iv) *Interchange goods facilities including an MR goods shed, and cattle dock.* Where a branch meets a main line, sidings are required to interchange stock from one to the other. I was also conscious that I still had around 100 wagons stored safely away waiting their moment of glory, although more likely mundanity trundling round on a pick-up goods. Either way I was keen to offer more freight storage, including lay-by sidings which I had found so useful on Dent and Dentdale. Backing a slower train into a refuge to give a more prestigious service priority has proved highly satisfying. It is remarkable how you warm to certain aspects of a layout; for me this is one.

Whilst the region hasn't a high density of population (quite the opposite in fact) it is rich in agriculture, thus justifying the presence of an ex-MR goods shed (on a loop of course, as were all on the S&C main line – Hawes, on the Wensleydale branch being the exception) and cattle pens, which were very prominent even at minor outposts such as Dent.

v) *Small loco depot.* I have many spare locos; the chance to display some on the layout and thus ring the changes was too good an opportunity to miss. A turntable would have been marvellous, but I had to draw the line somewhere, so hoped to include a short two-road shed of Midland design, plus a small, manually operated, coaling stage. This would provide room for four locos, all suitable for freight trains; however, you won't spot a Jubilee here I'm afraid.

vi) *Station â la Garsdale*. I've always found Garsdale such a pleasant location (albeit not as spectacular as Dent) but I'm never averse to spending a quiet hour there, and I even contributed to the statue on the Up platform of faithful dog Ruswarp, the S&C's own Greyfriars Bobby. The prospect of an island platform with its awning was indeed attractive. However the more I looked at it the more I realised it would dominate too much, restrict the other facilities and adversely affect my proposed 3D element of terrain. There were also physical limitations to my site which I shall now consider.

Limitations

Whilst my shed is 20' long, and I had a minimum width of 2' 6" available throughout, I was restricted in several ways with what I could do; it wasn't quite a blank canvas:

i) I have already alluded to the entry tracks being at the back of the board. At the Dent station end these were 3' radius 90° curves

With space in my shed at a premium I constructed each hinged baseboard where it will reside, only I have to remember that it will be flipped over 180° eventually. This means that measurements for clearances lengthways are the same, but those at the front will become those at the back; ah, the fun we have! I had pre-planned where the wiring runs would be so have drilled 12mm holes appropriately.

In this view the second grid of 6mm birch ply framing has been formed and glued to the board surface under pressure using PVA. Keen-eyed readers will spot that I don't use the valued bound RAILWAY MODELLERS for such a mundane task. The old ice cream tubs contain lead weights and are very heavy. This tried and tested approach results in a very solid structure.

off stage from the Coal Road Bridge and Rise Hill Tunnel. They were already at my minimum working radius, and preferably kept out of view. At the branch junction end the two main lines were on an approximately 4' radius curve, which provided some flexibility.

ii) Underneath, with only 4cm clearance, were nine storage loops and nine kick-back dead end sidings; valuable storage space for just over half the trains on my layout. The less than ideal headroom was due to me maintaining a 1 in 100 ruling gradient on the visible part of my layout, although I have gone as steep as 1 in 75 on one or two hidden sections. This has allowed me to run reasonably long trains (my return empty 'Limey' has 43 wagons, for example). However only having 4cm to play with prevents using Tortoise motors or similar, so I had to consider alternatives – more of this in another instalment.

iii) With the certainty of needing to access the storage tracks beneath, I had no option but to include hinged baseboards, covering the central 12' at least; I did this as two 6' sections.

iv) The topography between the Coal Road Bridge of Dent station, on rising ground, and that of the first part of Mallerstang Junction, on falling ground, was clearly incompatible, and couldn't really be resolved. So I left a 20cm gap and began Mallerstang as a totally independent, unrelated scene. I knew that on complex layouts such as mine there would be issues along the way; this was one.

v) There were two transverse pieces of 9mm ply providing support underneath each proposed hinged section; hence I had to be very careful where I placed my baseboard framing; more issues. In my keenness to include as much hidden storage as possible (and I still need more!) and also minimum gradients, I had significant challenges ahead. Had I made a rod for my own back?

Baseboards

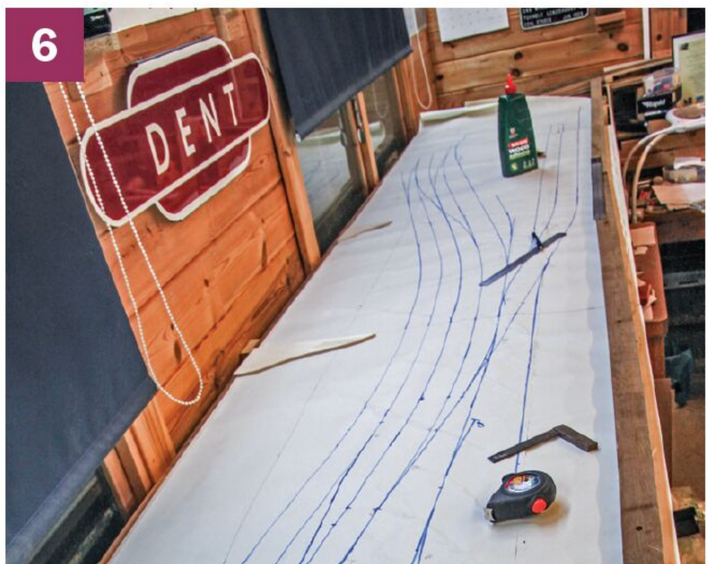
These are the very bedrock of all layouts; stint in this aspect and you may well regret it later. As my layout is, most definitely, permanent I have tended to go with the 'belt and braces' approach regarding my baseboards for both Dent and Dentdale. The frames for the baseboards hosting the storage sidings below Mallerstang Junction are 6" x 2" timbers – surplus from when my log cabin was erected in 2009. They would take my weight and not even blink.

So I had a secure core, but my mind was on the two main hinged sections required, and the fact that the framing could only have a depth of 4cm. These boards would also need to be lifted via the hinges at the top of the backscene, so I required relative lightness without a tendency to warp. I opted for 6mm birch ply; this is far from cheap, but is of proven quality. Using my maths background I calculated that from two 8' x 4' sheets I could create both 6' x 2' 6" baseboards, their backscenes and many a 36mm strip which I could form into interlocking grids of 9" x 9" minimum to 12" x 12" maximum and make a stable under-board framing. As mentioned earlier these need transverse gaps to accommodate the ply cross members already *in situ* providing support. (The accompanying photos illustrate this more clearly.) The baseboards were L-shaped, the backscene forming the shorter arm of the 'L'. I beefed each backscene up with a frame of 2" x 1" as it would need to absorb a reasonable amount of pressure where raised… belt and braces to the fore; no point in taking a risk.

Here is the first hinged board, with its full complement of framing. Note the two transverse channels at around the one-third and two-thirds marks. They are to accommodate the framing of the storage sidings below. The obvious gaps along the top edge, to become the front once *in situ*, will be where the multi-pin D-connectors will be mounted; more on these in the future.

I was given many lengths of well seasoned 2" x 1" timber, so have used some as framing to give the backscene the added strength it will need. On the left you may spot the 2" x 1" overlapping the ply by 6mm; this is to allow it to sit well on the back baseboard edge.

Although looking bulky the completed hinged section proved surprisingly straightforward to manoeuvre. The patches of matt black correspond with the areas of the storage sidings below where there are IRDOT-2 train detectors. (If you leave the wood natural the IRDOT always thinks there is a train present; paint the board matt black and it doesn't; simples!)



My roll of lining paper has been transferred from the conservatory floor to the layout – a chance to see how it looks *in situ*, and maybe spot any major gaffe I have made.

This shows how the backscene is mounted, via three hinges per board, to another length of seasoned 2" x 1" timber screwed securely to the wall of my shed. I needed more stability to prevent the 90° junction between the backscene and baseboard flexing too much. At other joints I used the ply gussets for the embankments to provide this. Here I required a touch of ingenuity so have incorporated a minor road overbridge, which will eventually give access to the goods yard, to achieve the same goal. You may spot that the trackwork drawing is taped with masking tape to a temporary base – some cheap 4mm ply – to make it far more convenient to build the track itself; but more of that in the next chapter.

Track plan

Armed with my list of requirements, I sketched several potential options for the basic layout. All these confirmed that, quite simply, a station wasn't possible and that the next station south, Garsdale, already blessed with a branch platform, could be used for the purpose of branch passenger services connecting with main line trains.

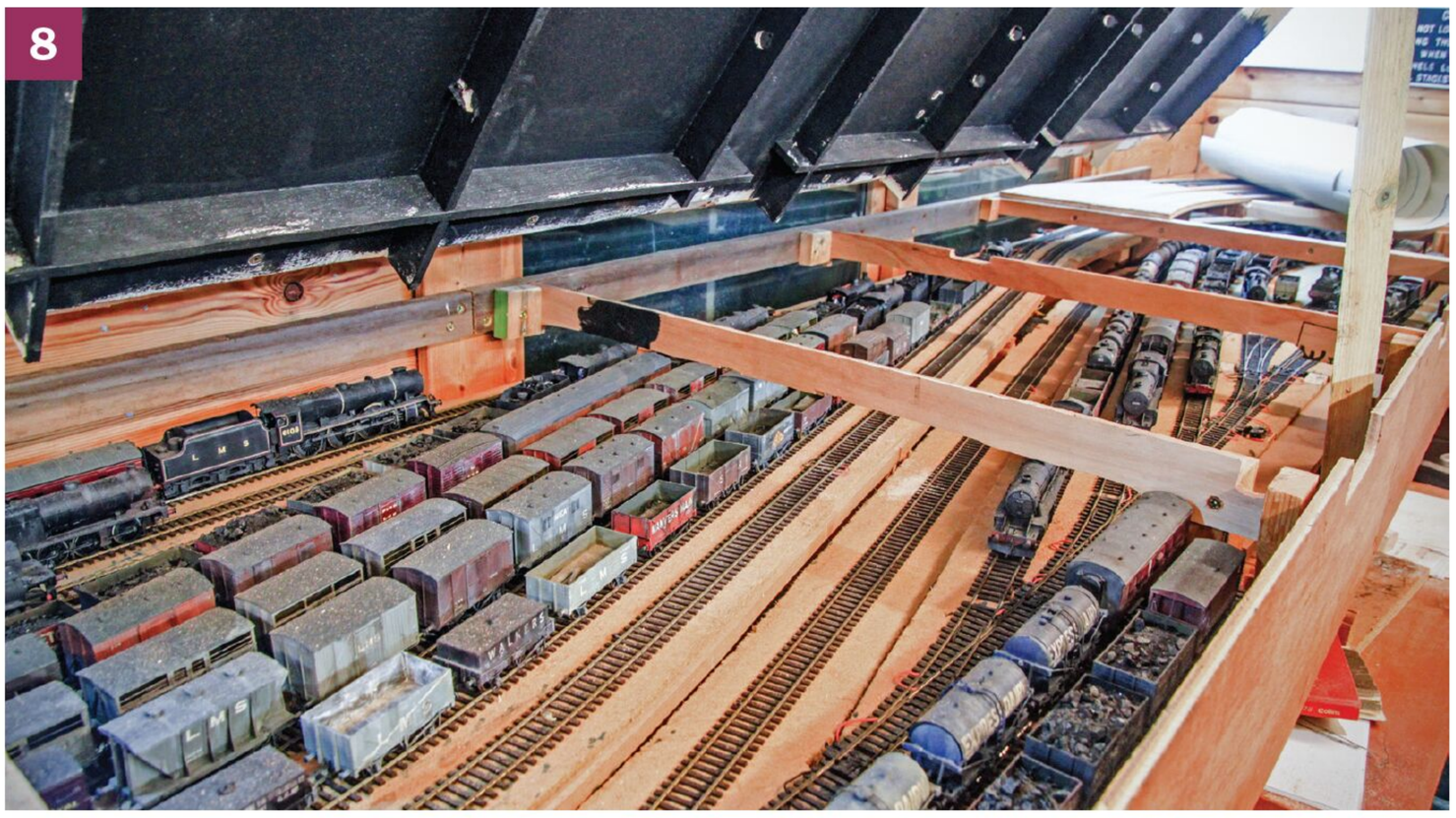
I was desperate to drag the main line in from the back of the baseboard as much as I could, yet still avoid the rest seeming cramped. By doing this I have achieved several goals:

i) Large radius, sweeping curves help to promote a more finescale effect.

ii) The space created at the rear gives ample space for both a long lay-by siding (25-30 wagons) and a grass embankment enhancing the 3D effect.

iii) Ply gussets creating this embankment provide extra, much needed, stability for the L-shaped baseboard.

iv) Traditionally, the goods shed is on a loop connected to both main lines via trailing points, and usually a single slip. I used this approach to give access to the interchange sidings and Up lay-by, but created the loop for the goods shed off the branch, protected by a catch point.



And this is why I need the Mallerstang Junction baseboards to hinge. Whilst it has made construction far more complex and intricate, wiring should prove a far more comfortable proposition.

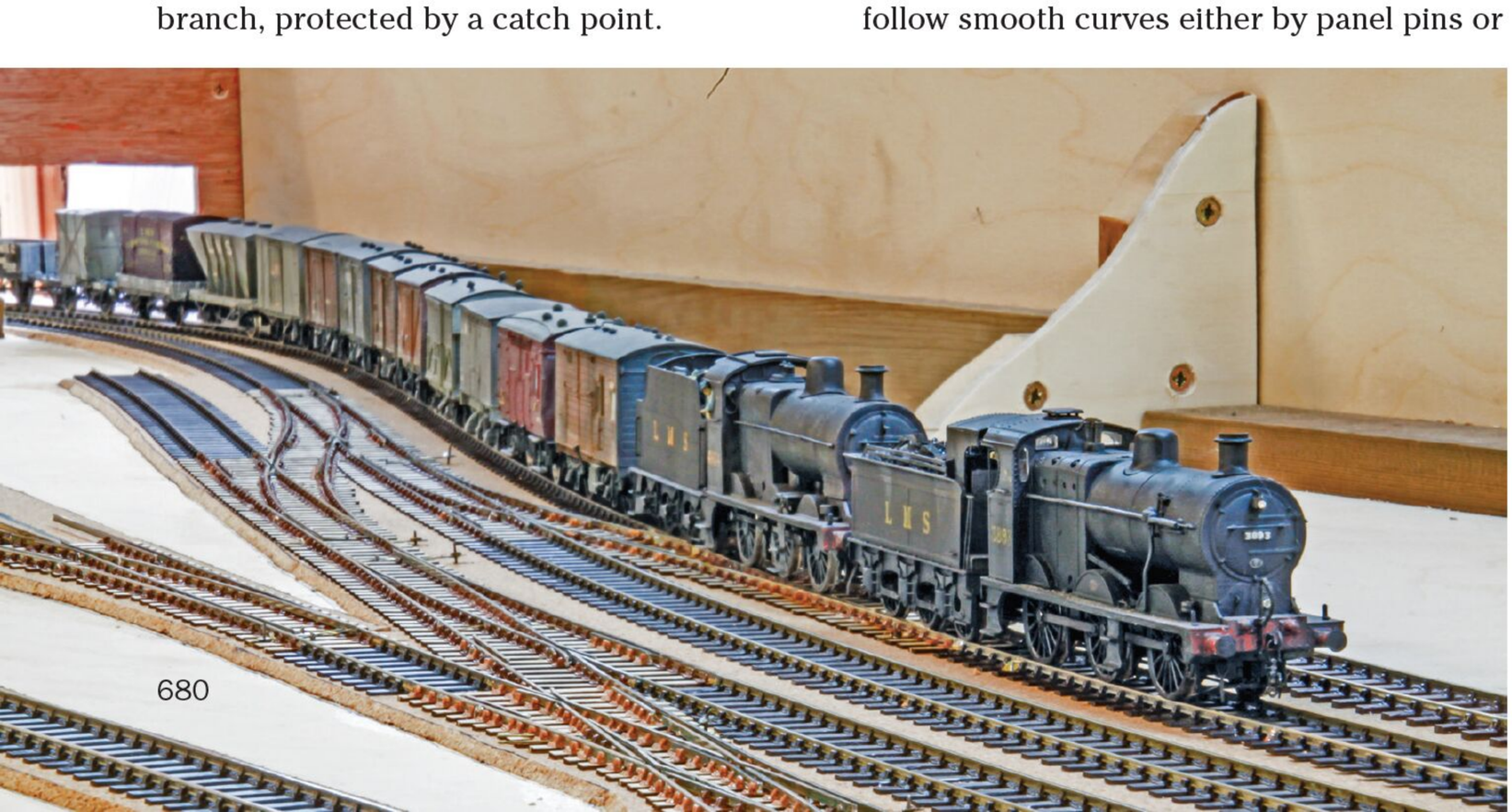
Mapping out the plan

I used a roll of wallpaper lining paper laid out on the floor of my conservatory (there being hardly any floor space available in my shed!) to draw out my chosen potential plan full size. I had three further aids. Firstly many photocopies of the C&L points I intended to use; that is B6/7/8 for the points with 1 in 6 and 1 in 8 for the single slips, the latter being for the main line. Secondly an 8' length of ¾" x ¼" ramin, readily available from DIY outlets. Used thinner edge down it flexes easily and can be held in place to follow smooth curves either by panel pins or lead weights. On this occasion I chose the latter to avoid upsetting the domestic authorities… Finally I have a full set of Tracksetta curve templates available, up to a maximum of 60" radius.

And with the second hinged board in place, having just undergone 'clearance tests', track laying can now commence. In the far corner is the fixed 3' radius curve in what will remain a non-scenic area; it leads under the Coal Road Bridge and into Dent station.

Using these three aids together, and being very conscious of the various baseboard joints, I was able to map out everything full size and create a master plan including all the aspects I had hoped to feature, except for a station.

I was under way, and could see the way ahead. It would involve many hours of work, and no doubt some angst, but I was buoyed by the possibilities. I could now look at building pointwork, and considering electrics, which I will discuss in the next instalment.



A glimpse of things to come, with tracklaying completed and test running under way on the new Mallerstang Junction section. This stage of the project will be described in part two, which will be published in a forthcoming issue.

RAILWAY MODELLING *Explored*

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

THIS MONTH • **A waterside scheme in OO** • **Using the Hornby HM7000 system**

Dury's Gap – keeping it simple

Building a new layout doesn't have to be an expensive or complicated task, as proven here by **CHRIS FORD** *with this small waterside shunting scheme in OO. It was built using a combination of recycled materials, existing models and straightforward methods – all in a bid to keep things simple.*

Photography by the author

Anyone who knows me well will testify that I am not spendthrift when it comes to modelling. For me, part of the fun comes from making something from nothing and recycling where possible. So it is with layouts.

Morton Stanley, an earlier 7mm narrow gauge project of mine (RM April 2017) had been retired from the exhibition circuit and was languishing in a corner of my modelling room. I decided to recover the baseboard for a new project, first removing the buildings for safe storage, and then stripping off the ground cover to give me a clean 45" x 12" board with an attached fiddle yard. Now it was simply a case of deciding what to do with it…

The sheds were scratch-built from styrene and Wills sheet, whilst the water tower behind was made with parts from a Wills Vari-Girder kit.

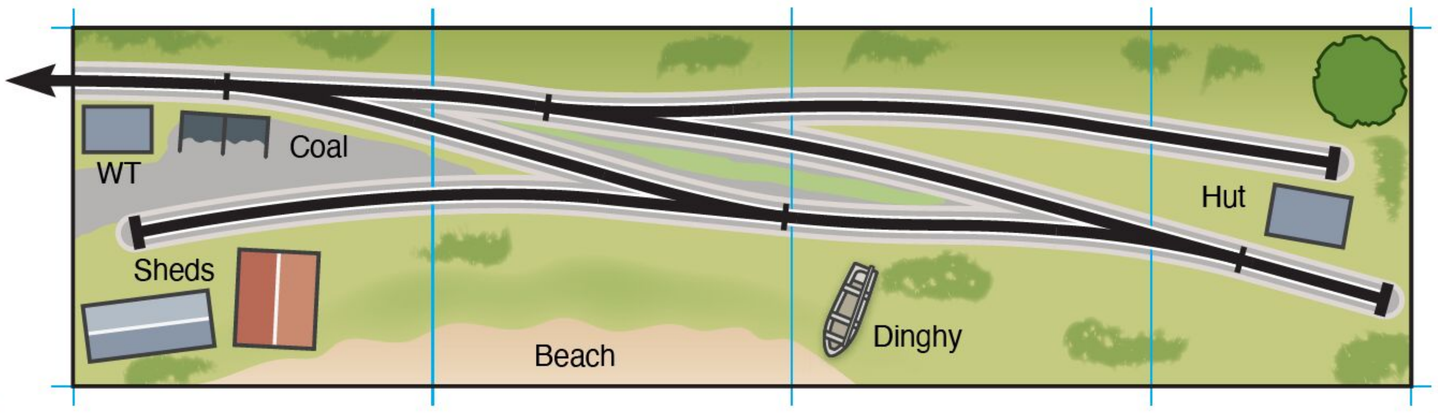
A venerable Mainline Class 03 potters about with a couple of wagons. The dilapidated timberwork on the shore was inspired by the remaining timbers at Rye Harbour.

On the Sussex coast

I am an inveterate collector of unmade vintage OO gauge wagon kits – the type often found in rummage trays on club stands

DURY'S GAP

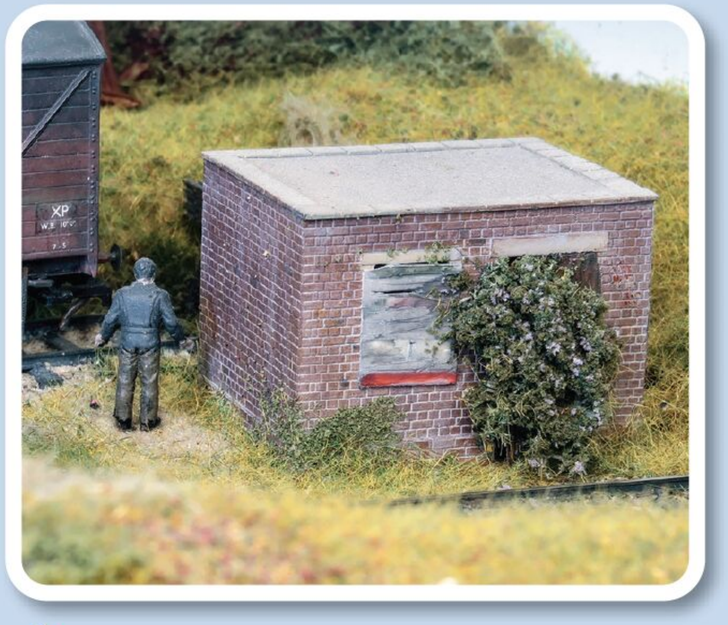
Overall scenic dimensions: 3' 9" x 1' 0". Each grid square = 1ft x 1ft.



at exhibitions. These are usually inexpensive and fun to either build as intended, alter, upgrade or just to use as a source of spare parts. A small quantity of such models I had made up in late 1950s/early 1960s condition, but without a home. Therefore the former *Morton Stanley* baseboard gently morphed into a small freight-only coastal terminus in 4mm scale.

The inspiration for this was a pair of lines on the Sussex coast: the Newhaven West Quay tramway and the Rye Harbour branch. The former is well served with photographs and featured ex-London Brighton & South Coast Railway Stroudley 'Terriers' hauling some pretty decrepit wagonry, much of which didn't appear to leave the line.

In contrast, the Rye Harbour branch is something of a mysterious beast and suffers from being almost ignored by enthusiasts, and although it followed a similar *modus operandi* to the West Quay, there is scant information available. These then were my templates. The layout's name draws from a hamlet just east of Rye, though this was spelt with a 'J'; I changed this letter to a 'D' as a nod to the late singer and poet Ian Dury.



The brick building is the toilet block from a Peco station building kit (ref.LK-12). The wall at the other end has been replaced with plain plastic and finished as though in cement render.

Board, track and points

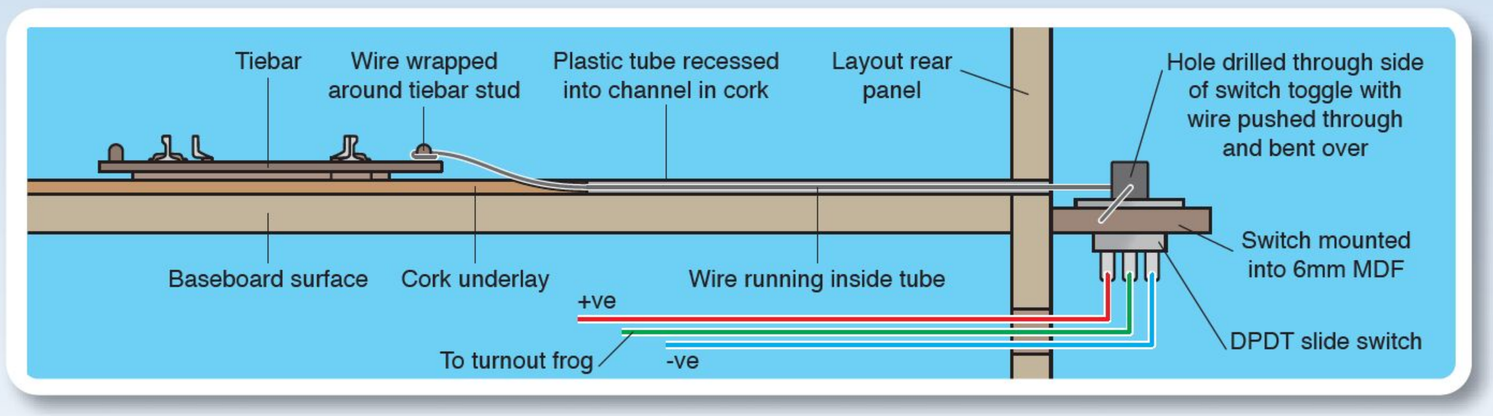
The baseboard is as previously described; a simple inverted tray made from 6mm MDF. The track was a bit of an experiment comprising four small radius code 75 points, a length of Peco code 75 bullhead, and a little infill with some plain code 75 with the sleepers spread out. This was all ballasted in the traditional manner using loose N gauge chippings (fixed in place with an application of diluted PVA) after first painting the track with a dirty mix of brown and grey acrylics.

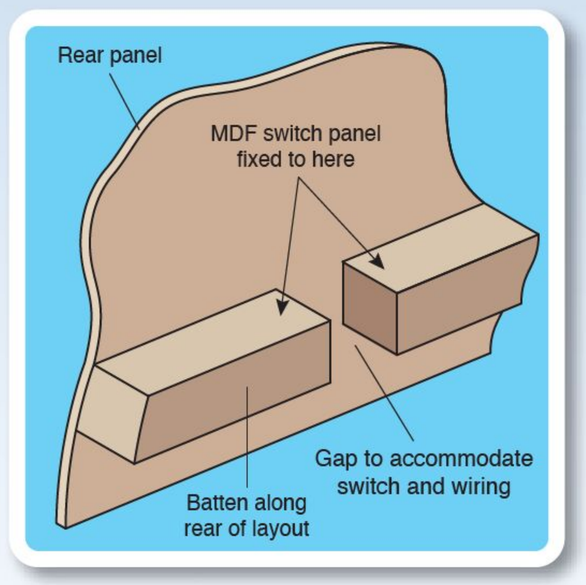
For the point control I employed my tried and trusted method of mechanical wire-in-tube linkages for the tiebar operation, coupled to small DPDT (Double-Pole-Double-Throw) slide switches to assist with the polarity change. The accompanying diagrams (below) illustrate this arrangement.

Fiddle yard requirements for a small layout like this are very modest; a board just 18" long is ample, with a cassette arrangement being perhaps the simplest. However, I have just laid a single line of plain track and place the items of stock on and off by hand, which is even simpler still. A further alternative would be a sector plate with two or three roads.

Simple scenery

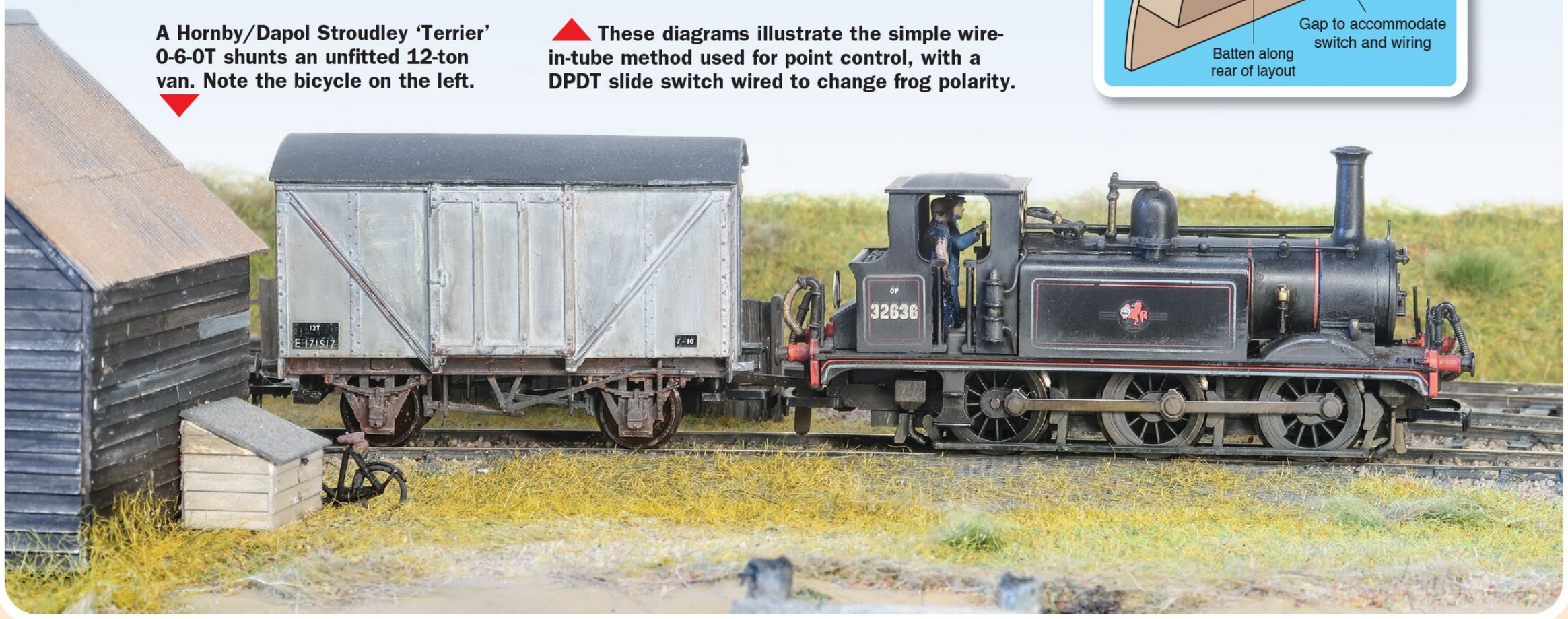
The scenery and ground cover; such that it is, was created using card formers overlaid with paper towel soaked in glue, which was then sealed with tester pot emulsion. This was





These diagrams illustrate the simple wire-in-tube method used for point control, with a DPDT slide switch wired to change frog polarity.

A Hornby/Dapol Stroudley 'Terrier' 0-6-0T shunts an unfitted 12-ton van. Note the bicycle on the left.



then topped with my first go at using static grass with a small Noch puffer bottle.

Small areas of foliage were built up with various foam scatter materials to add more texture, whilst beach sand was added nearer the estuary bank. The dilapidated timberwork on the shore was fabricated using wooden lollipop sticks which had first been suitably distressed using a razor saw and soaked in thinned paint. These were inspired by the timbers which remain at the actual Rye Harbour.

At the outset of this project a passenger service was planned to use ex-LBSCR (or ex-South Eastern & Chatham Railway) compartment coaches… well, one coach anyway. Two packs of Dart Castings concrete platform supports were duly purchased, but reality kicked in; there just wasn't the room on the board for this feature and they were consigned to the 'one day' drawer. Consequently *Dury's Gap* became a freight-only scheme.

Small locomotive types are ideal for this compact layout scheme – none more so than this ex-SECR Wainwright P Class 0-6-0T, as produced in OO by Hattons.

The abandoned wooden dinghy was created from an altered 1:72 scale Zvezda medieval lifeboat plastic kit, which has been suitably weathered and bedded into the scenery.

Structures

The structures on the layout are a rather mixed bunch and don't reference the prototype influences in the slightest. The small brick building is the toilet block from a Peco station building kit which has had the end wall replaced with plain plastic and finished as though in cement render. The wooden dinghy is an altered Zvesda medieval lifeboat kit. The two sheds at the left-hand end are not Sussex residents at all but are based on a grouping of buildings at Orford in Suffolk that I photographed a couple of years ago. Both are modelled closely on the prototypes using Wills sheet and window units with various scraps of plastic sheet for detailing.

The fencing and the coal bins are again from the Wills range, whilst the water tower is a real bodge but is in fact based on a real example at Hunston on the Selsey Tramway. The construction is plastic with the unusual box at the foot from sheets of distressed plastic, the uprights from Evergreen strip and the water tank from panels sourced from a Wills Vari-Girder pack (ref.SS57). It must be said that I've produced more water tanks from this set of parts than I'm ever likely to make actual girders!

Locomotives and stock

The location of the layout makes it fall under the auspices of the Eastern Section of the Southern Region, formerly the ex-SECR. This somewhat narrows the options for appropriate stock and apart from the usual freelancing that we all indulge in from time to time, the locomotive stud is quite workaday. Initially the fleet numbered just two: a first-generation Dapol/Hornby 'Terrier' which I had upgraded and which is imagined to have been sent over from Brighton to work the short goods train, whilst the second was an ancient Mainline Class 03, which although it looks unlikely at first, actually resided at Ashford so is more at home than the Stroudley 0-6-0T.

The release of the diminutive Wainwright P Class 0-6-0T from Hattons provided a third locomotive and representative of the former SECR. This is just about as perfect a piece of motive power as you could wish for and looks very much at home on the line. I do occasionally use larger locomotives, including an ex-SECR H Class 0-4-4T (Hornby), which just clears the headshunt point blades, but somehow doesn't look quite right. I also have a Bachmann ex-SECR C Class 0-6-0 which, although it would probably be the ideal loco for the real line had it existed, can only potter on with a few wagons, push them into the front siding and scuttle off again – it being too long for the headshunt.

The wagons are a motley bunch and represent kit makers past and present together with a couple of ready-to-run upgrades. All have been heavily weathered to suit the end of steam period.

An ideal photo backdrop

Dury's Gap has been a lot of fun to put together and also makes for a great photo backdrop. It has been to a couple of exhibitions; these have been one-day events owing to the limited operational scope of the layout.

Its suitability as a photo backdrop angle means that this layout may hang around a while longer than its predecessor, bits of which still lurk under the scenery. It would be perfect for a Folkestone R1 0-6-0T, should one appear ready-to-run in the future…

"– Part of the fun comes from making something from nothing and recycling where possible –"

Chris Ford

An introduction to Hornby HM7000 Bluetooth digital control

CALLUM WILLCOX *gets to grips with this recently released locomotive digital control and sound system, which utilises Bluetooth connectivity to enable the operation of models from a smartphone.*

Photography by the author

When it comes to digital control I consider myself to be something of a novice, and despite having dabbled with various systems, I remain very much a traditional 12V dc analogue modeller. However, my continuing curiosity with DCC was piqued recently when Hornby delivered items for its new HM7000 Bluetooth digital control and sound system. Plans for this system were first revealed as part of the firm's 2023 product announcements (see news, RM February 2023).

Unlike a conventional DCC set-up, which uses at its heart a central 'command station' (such as you get with a Hornby Select or Elite unit), the new HM7000 system uses an app on a smartphone to manage and send digital commands. These commands are transmitted to the decoder of the chosen locomotive from the phone using Bluetooth connectivity (rather than through the rails as with a conventional DCC system).

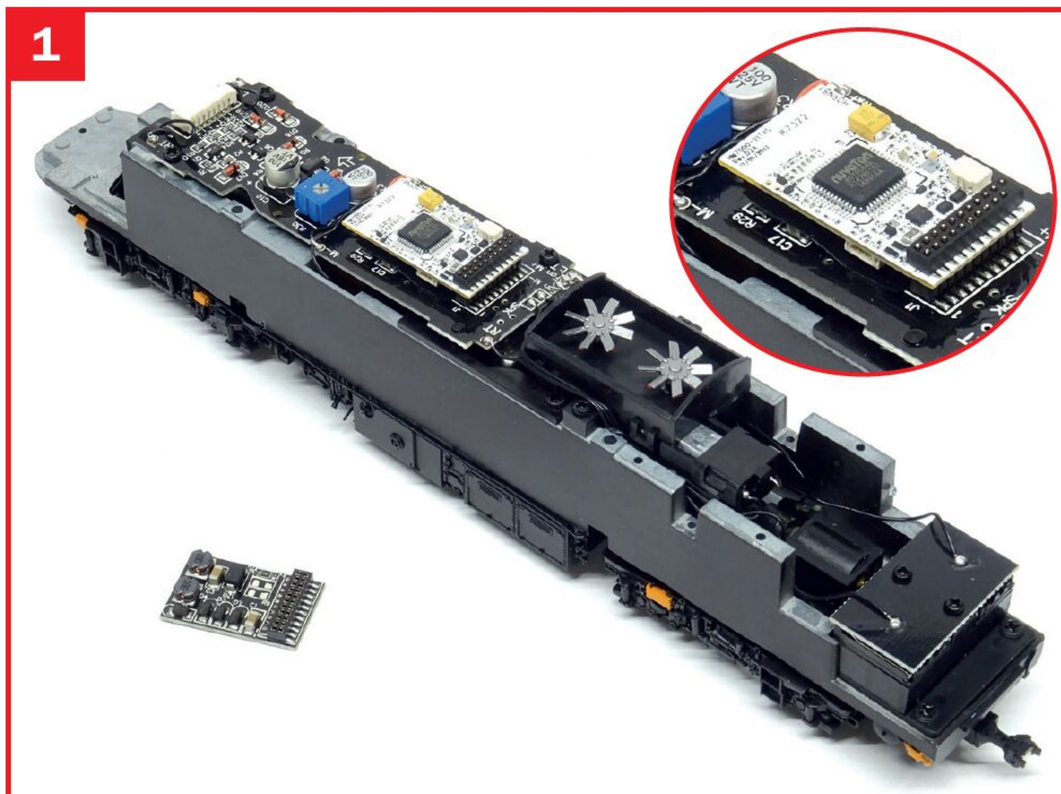
In effect, each locomotive fitted with a Bluetooth-enabled HM7000 chip becomes a unique 'device', which can be 'paired' with the user's phone. Multiple devices – in our case locomotives – can be paired to a single phone, which in turn can be selected and controlled via the app's screen displays.

In this article I will cover the basic aspects of the new Hornby system, demonstrating the steps involved with setting up the app on a smartphone, installing sound profiles, and exploring some of the functions that are available.

A Hornby OO gauge High Speed Train – equipped with an HM7000 decoder – being operated using a smartphone with the HM DCC app.

Further details about the HM7000 system, together with information about the range of products and accessories available, can be found on the manufacturer's website (see end panel).

Preparing the HM7000 hardware

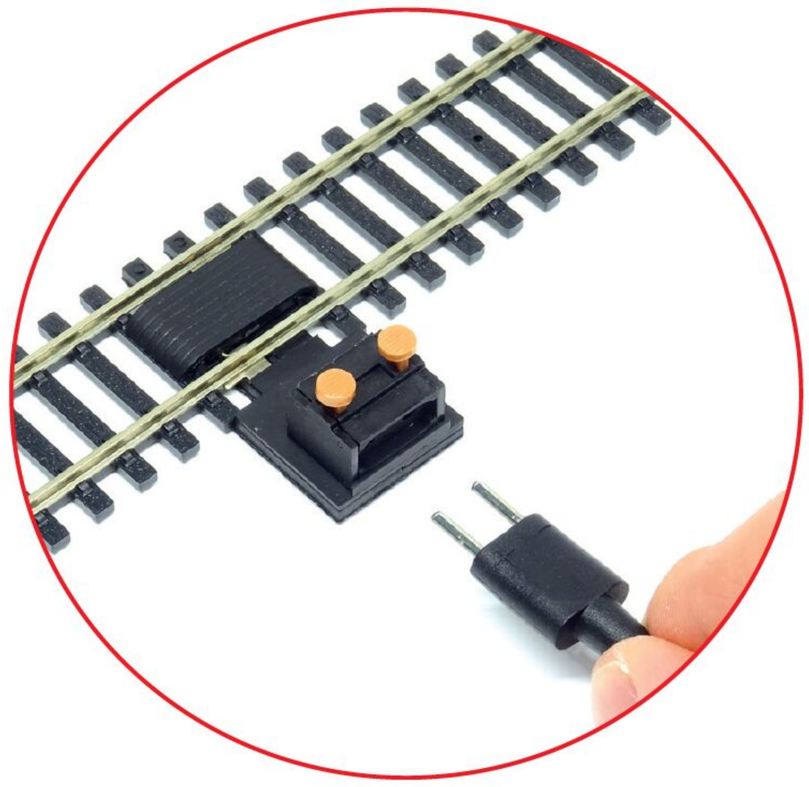


The initial setting-up of the system begins with the fitting of an HM7000 decoder into your locomotive of choice. Here a 21-pin HM7000-21TXS sound decoder (ref.R7322) is shown fitted to a Midland Pullman (British Rail Class 43 HST) power car; like many current releases, this example features a pre-fitted speaker system for ease of sound installation (for further details about this particular model see reviews, RM May 2023). Fitting the chip is the same as for a conventional decoder – simply remove the blanking plate and plug the decoder into the pre-wired socket.

A selection of the hardware available for HM7000 including a mains transformer, decoders, a power bank and fret of speaker enclosures.

2

Power for the locomotive is supplied through the rails via a 15V ac mains transformer (ref.R7337) – as illustrated here. Alternatively, this task can also be performed using a standard DCC 'command station' – such as a Select or Elite unit – allowing the user to utilise the transformer/booster provision in these existing units. With the tracks powered, the decoder-fitted locomotive can be placed on the rails ready for the HM DCC app to connect.



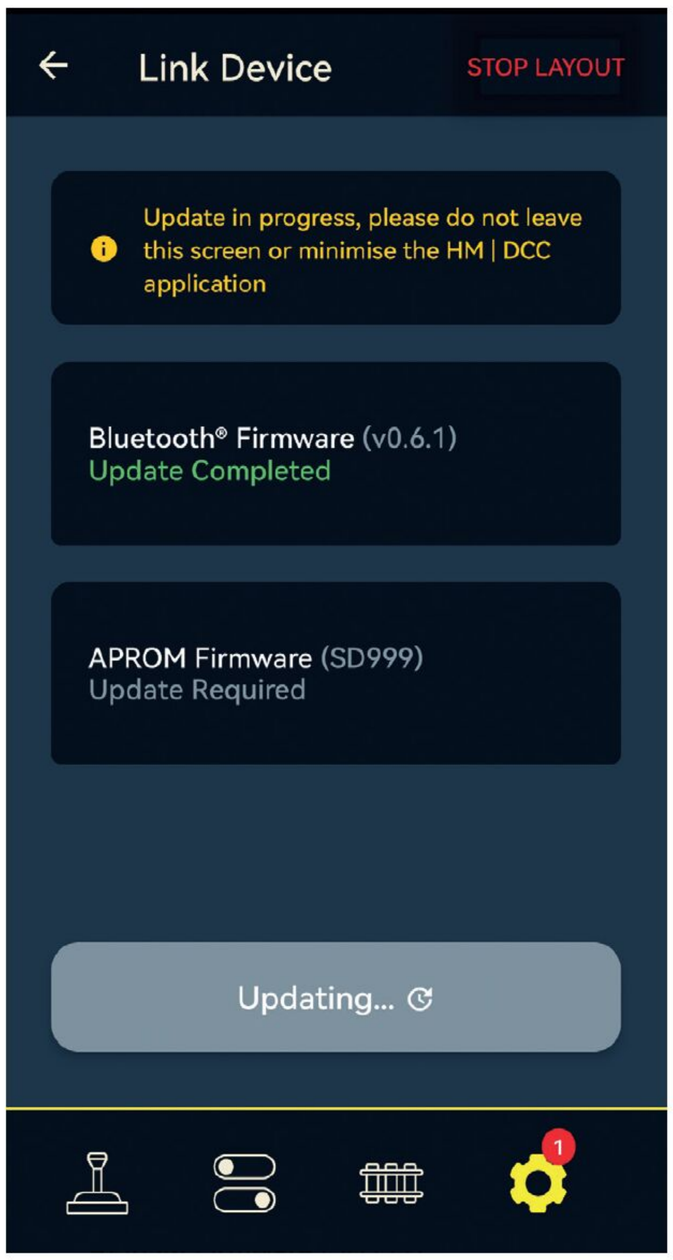
Connecting your device

3

A

Downloading the HM DCC app onto a device can be achieved by either scanning the provided QR code with a compatible Android, iOS smartphone or tablet; or by searching 'HM DCC' in the app store. Once the download is complete, the application can be opened with the necessary permissions enabled and Bluetooth active. A hornby.com account is required to use the application, which can be created in a matter of minutes via the Hornby website. Alternatively, for users who already have a Hornby account, it is just a case of using the same details to log in to the app. Once logged in, a prompt appears to 'Link Device'. After tapping the 'Start Scan' option and waiting for the scan to complete, active decoders are listed under the 'Scan Results' section. Selecting the desired decoder allows the device linking process to be completed (A); there may be a prompt to update the decoder during this process – this can take a few minutes to complete (B). After the update is finished, the decoder needs to be 'power-cycled' by removing the locomotive from the track for five seconds (a longer period is required if the model is fitted with a power bank).

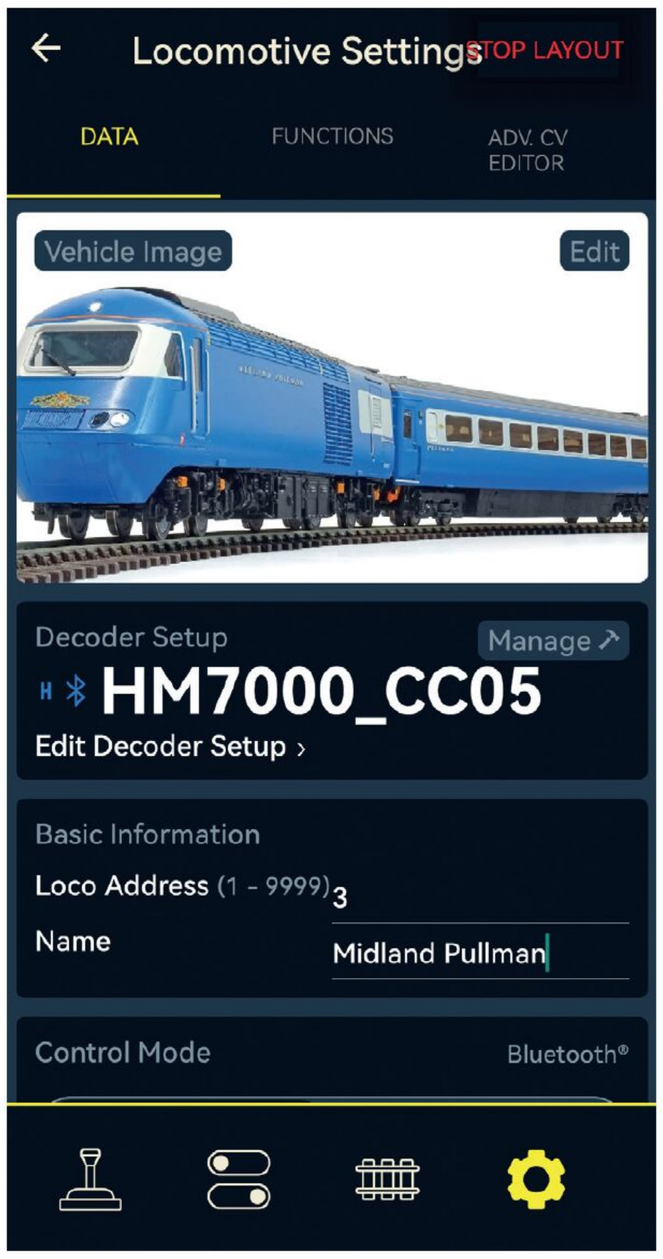
B



Personalising your locomotive

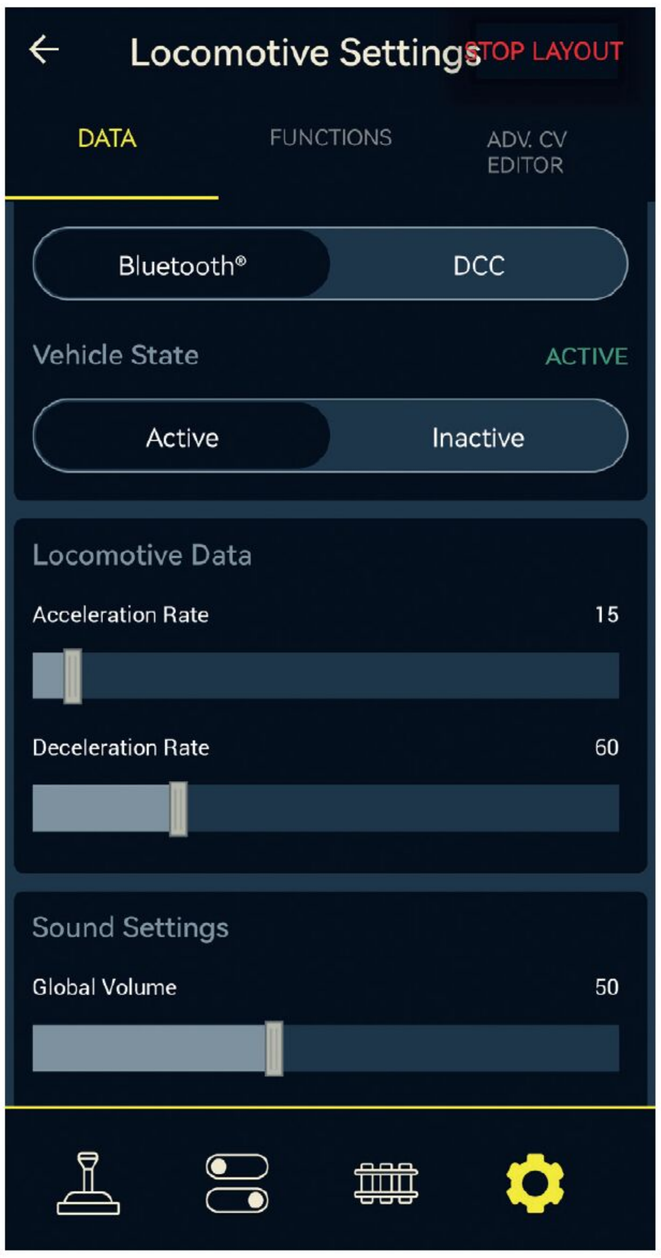
4

The HM DCC app provides users with the option to personalise and adjust the settings of the model. To do this, select the locomotive and tap 'Locomotive Settings'. Here basic information can be changed such as the loco address, whilst a name can also be assigned to the model, and it is even possible to import an image of the model to use as its profile avatar.



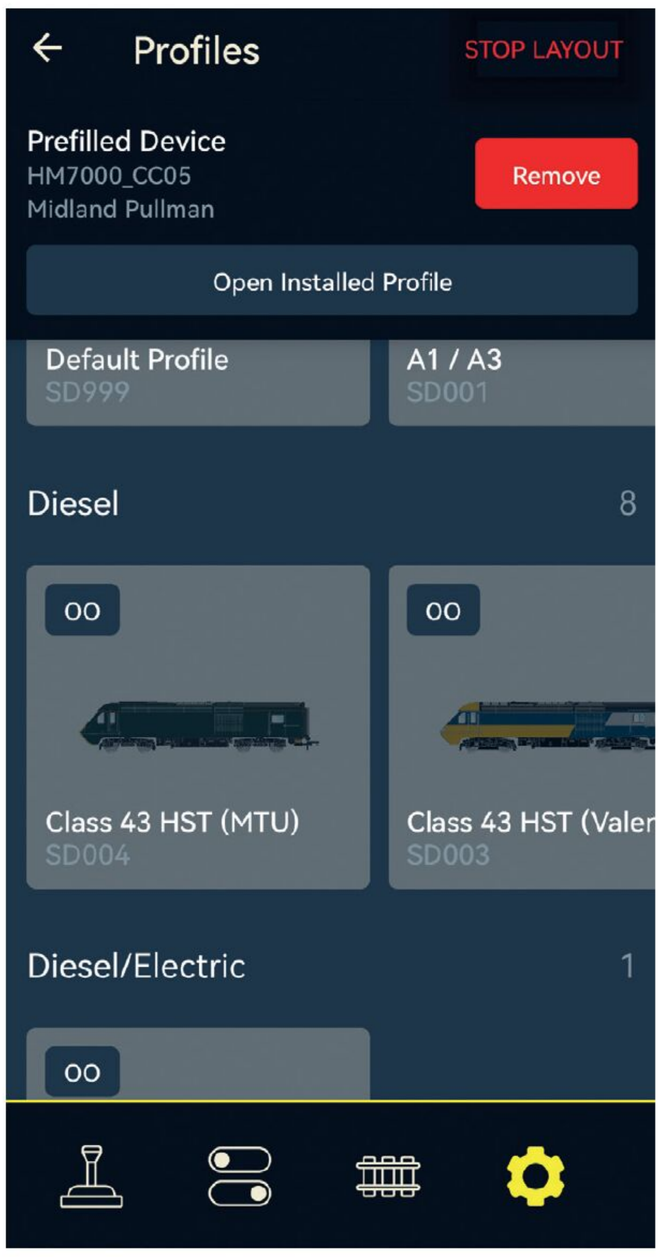
Personalising your locomotive (cont.)

5 **Scrolling further down the same screen from the previous step gives the option to alter the Control Modes. When connected to the HM DCC app, this will automatically be set to Bluetooth mode; switching this option to DCC will allow the decoder to be operated via a DCC controller, if desired. 'Vehicle State' can also be switched between 'active' and 'inactive' – setting to 'inactive' will remove the locomotive from the control screen, but it will remain stored in the app's virtual 'Engine Shed', where it can be re-activated at any time. Locomotive acceleration/deceleration rates and the global sound volume can also be adjusted via the three slide bars displayed on this screen.**

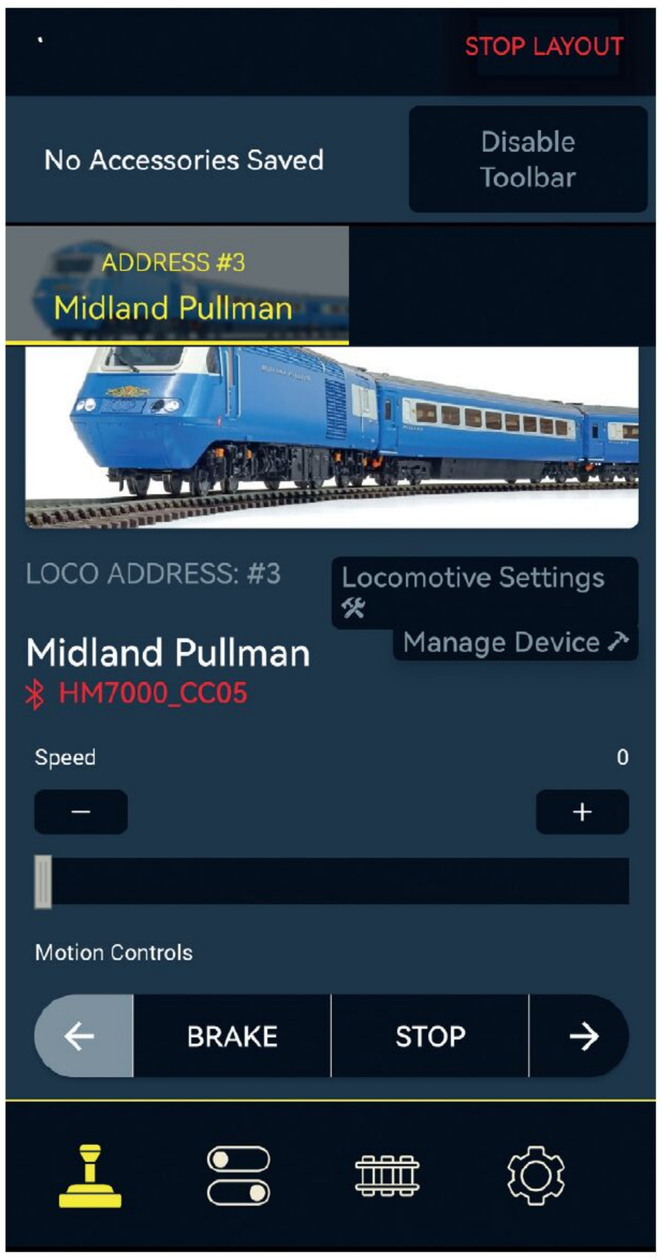


Sound and functionality

6 **One of the standout features of the HM7000 system is the TXS Triplex Sound. This allows the user to download locomotive sound projects from an extensive library of files for free; each locomotive file has been recorded by the Hornby technical team to meet 16-bit recording standards – equivalent to CD audio quality. Files can be loaded onto the sound decoders via the smartphone app by selecting the desired sound project under the 'Browse Profiles' menu within the 'Function Maps' category under 'Locomotive Settings' – in this case Class 43 HST (MTU). Loading of the sound profile onto the locomotive decoder can take up to 30 minutes.**



7 **The speed of the locomotive is controlled by the main slidebar; this takes into account the aforementioned acceleration/deceleration rates set in the 'Locomotive Settings' menu. The direction of travel is controlled by the two arrows under 'Motion Controls'. The 'Brake' option allows the user to slow the train to a stop, although this function operates while the button is pressed, with the train returning to its pre-set speed when the button is released. To bring the train to a complete and sudden stop with a single button tap, there is the 'Stop' option.**



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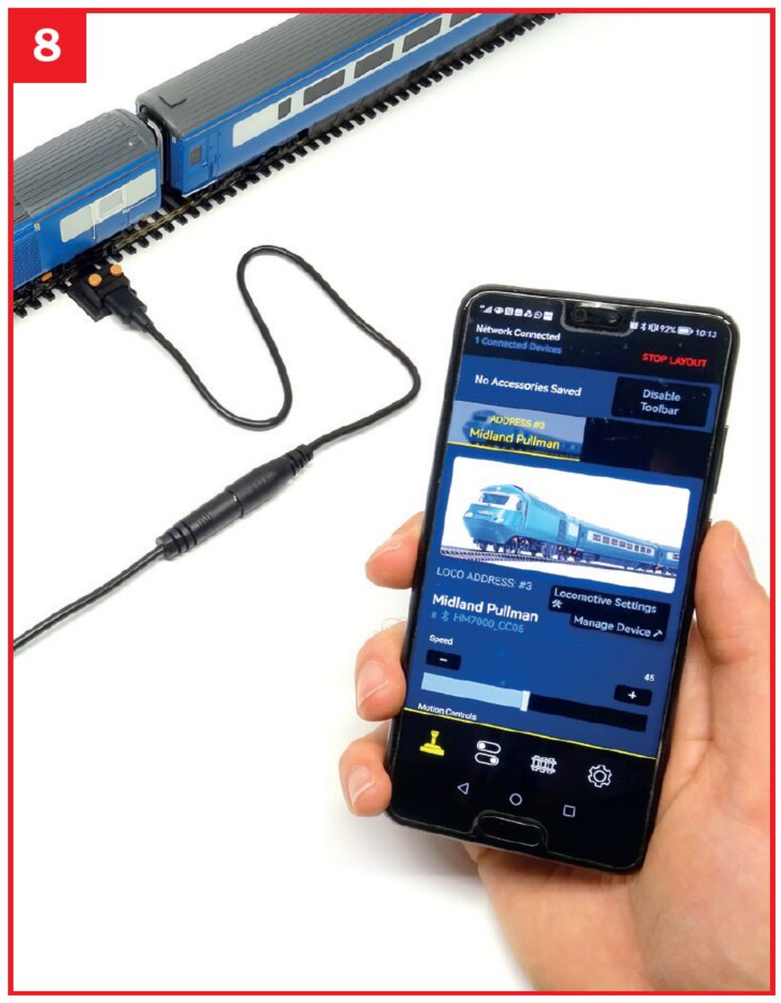
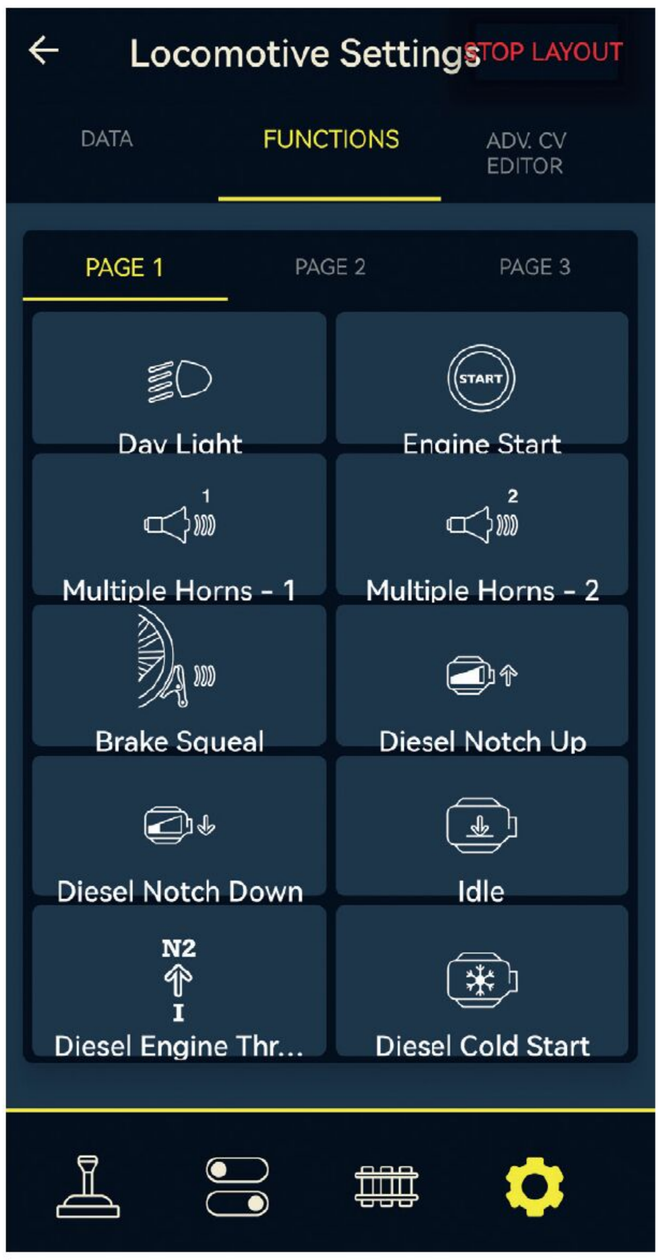


The sound decoders incorporate three individual channels, enabling three sound functions to be played simultaneously, e.g. engine, horn, flange squeal etc., in addition to lighting and other operational functions – such as fans. These can be selected under the 'Function Control' menu.

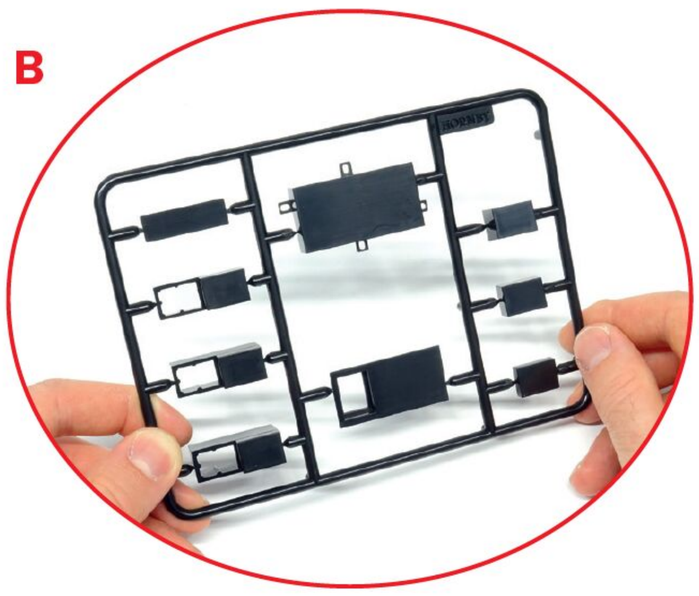


9

A

Each TXS Triplex Sound decoder is supplied with a 15mm x 11mm 'sugar cube' speaker – suitable for models without speakers factory-fitted – with a 'solder free' plug system implemented for connection to the decoder (A). A sprue comprising several speaker enclosures is also provided, these giving the modeller plenty of scope for fitting, depending on space (B).

B



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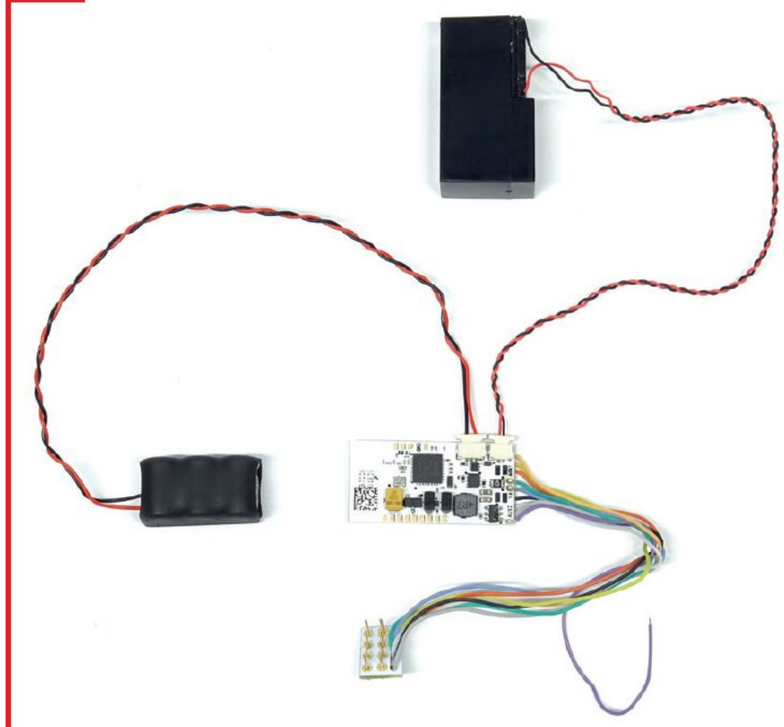
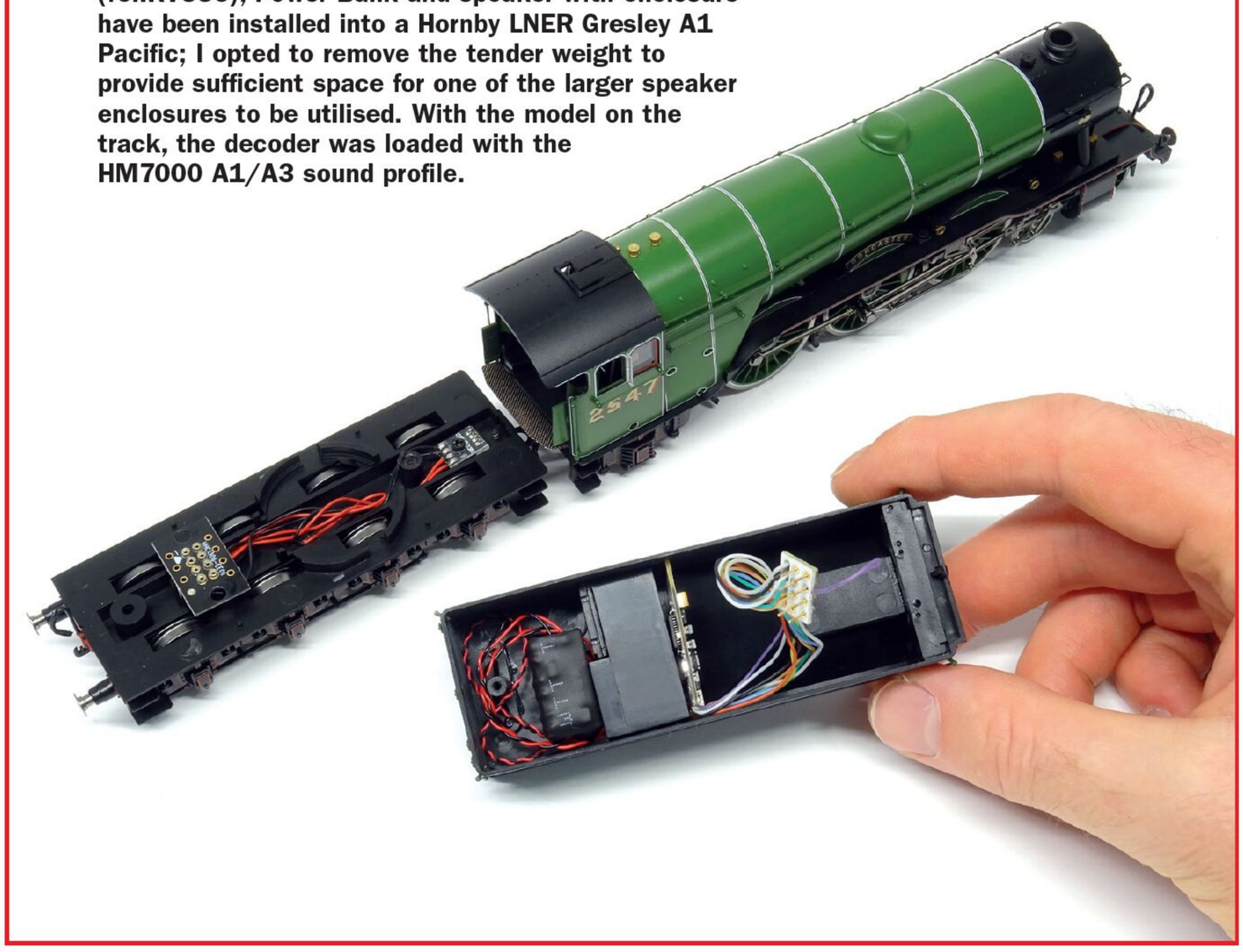


Additional accessories include a 'Stay Alive' Power Bank (ref.7377) to provide a few seconds of power to the decoder if the supply is interrupted (*above*). Like the speakers, these can be added to the decoder via its own unique socket (this being a slightly different size to avoid confusion).

11

Here an eight-pin HM7000-8TXS sound decoder (ref.R7336), Power Bank and speaker with enclosure have been installed into a Hornby LNER Gresley A1 Pacific; I opted to remove the tender weight to provide sufficient space for one of the larger speaker enclosures to be utilised. With the model on the track, the decoder was loaded with the HM7000 A1/A3 sound profile.



In conclusion

Given my limited experience of digital control, I found the HM DCC app to be surprisingly user-friendly and any modellers who are familiar with using a smartphone should find the setting-up to be quite straightforward. I did find that some aspects of the software were more intuitive than others, but the system certainly offers plenty of potential and is worthy of further exploration.

We do understand, however, that HM7000 is not suitable for use on layouts operated with 12V dc analogue control (despite this being indicated on the packaging). Furthermore, whilst there is nothing to stop the decoders (eight-pin, 21-pin and Next18 options are available), together with the speakers and power packs, from being fitted to models produced by other manufacturers, care should be taken to ensure that there is sufficient room for the components in the intended model.

Overall, HM7000 is certainly a novel approach to model railway control; I await further developments with interest.

Manufacturer information

Hornby Hobbies Ltd
Westwood, Margate, Kent CT9 4JX
www.hornby.com

Price information

Ref.R7322 –
HM7000-21TXS: Bluetooth® & DCC Sound Decoder – £69.99

Ref.R7336 –
HM7000-8TXS: Bluetooth® & DCC Sound Decoder – £64.99

Ref.R7337 –
15V~4 Amp Transformer (UK) + 15V Power Supply Adaptor Bundle – £59.99

Ref.R7377 –
HM7070 - Power Bank – £15.99

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.

Building a kit not necessarily cheaper than ready-to-run

A Bachmann ready-to-run model of A1 No.60157 *Great Eastern*.

A model of A1 No.60129 *Guy Mannering* built from a DJH kit.

I was particularly interested to read the Comment by Richard Bardsley in the August RM.

I agree with most of what Richard wrote, but where I 'disagree' is with regard to his comment that, "...you can be pretty certain that a kit will be cheaper than an R-T-R offering...". I assume Richard must be referring to plastic rolling stock kits because that's definitely not the case with locomotive kits.

As an example, I've enclosed a couple of shots of Peppercorn A1 models. One is a Bachmann R-T-R offering (No.60157) and the other is from a DJH kit (No.60129), built by myself and painted by Geoff Haynes. Based on my 'back of an envelope' calculations, the cost of building the kit (complete, including motor and wheels) is over twice that of the R-T-R equivalent. Yes, I had the enjoyment of building it, but the professional paint job (including weathering) adds even more to the cost.

I am not claiming that the one I built is better (though the Bachmann one certainly has several anomalies – it purports to represent a loco built with roller bearings, so should have only one lubricator and round outer bearings to the keeps on the Cartazzi truck and tender axleboxes). It is more 'personal', however.

Where there is no R-T-R loco available, then kit-building or scratch-building becomes a necessity; which either means building it oneself or commissioning the model from someone else. I've enclosed a shot of a Gresley K2 2-6-0, built by me from a Nu-Cast kit and painted by Geoff Haynes. What chance for an R-T-R K2? Unlikely, but who would have thought we'd have so many offerings of late (as Richard highlights)?

Finally, may I also offer a piece of constructive criticism? I have a particular bee in my bonnet regarding 'prototype accuracy' (I only ever model an actual prototype), and this is especially so with mechanical signalling. I have seen a number of examples of questionable signalling in recent issues of RM; these have led me to wonder whether some modellers do not look at prototype images any more?

I know mechanical signalling has almost disappeared from the national network, but there are countless books to study. I am not advocating always modelling a prototype (most don't have enough room, anyway, even for modest locations), but at least follow 'prototype practice', through observation.

TONY WRIGHT

K2 2-6-0 No.61759, built from a Nu-Cast kit. *All photos: Tony Wright*

Models of early diesel and electric locomotives in TT:120

Given the coverage of TT:120 in recent issues of RM, I thought readers may be interested to see my TT:120 model of the prototype EM1 1600V dc electric locomotive *Tommy* (*above*).

The body and bogie frames are 3D-printed items purchased from Shapeways, with a Halling motor and scratch-built chassis parts. The pantographs are from an old Berliner Bahnen loco, whilst the lining is actually a 4mm set from Fox Transfers as there is nothing suitable at the moment for 1:120 scale. The numbers and names are from Railtec and are to the correct scale, however.

I have also completed a model based on LMS diesel No.10000 (*below*), whilst also on the TT:120 workbench are a Co-Bo, Hymek and various steam locos including a B12, N2 and J50.

GARRY HALL

Large scale modelling *is* possible on a small budget

I write with reference to Callum Willcox's article in the August RM titled *Coaches for a garden railway – on a budget*, and specifically the line that reads, "modelling in a larger scale often means a larger price tag". I made two 16mm scale balcony coaches from card, the biggest expense being the kit-built bogies, which cost about £20.00 per coach if my memory serves me correctly. Large scale modelling doesn't have to be expensive. Indeed, I wouldn't be modelling in 16mm if it was!

BRIAN TORRENS

The pair of 16mm bogie coaches that Brian Torrens made largely from card.

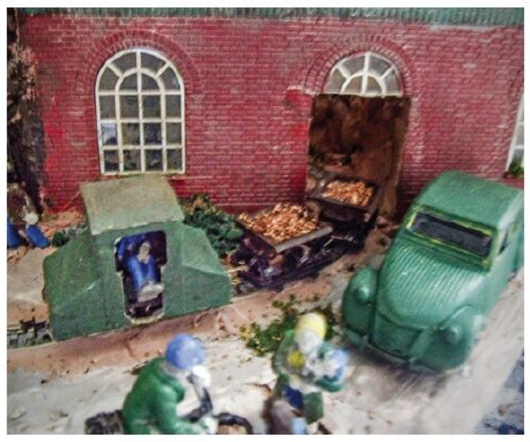
5.5mm scale offers plenty of potential

I was interested to read about the 60th anniversary of 5.5mm scale modelling on p576 in the August issue of RAILWAY MODELLER.

One particular advantage of 5.5mm:ft scale is that its scale ratio of 1:55 is very close to the 1:56 used by military modellers. There is a vast range of building kits and accessories for the latter that can be utilised by railway modellers. It is one of the reasons why I started modelling in 5.5mm.

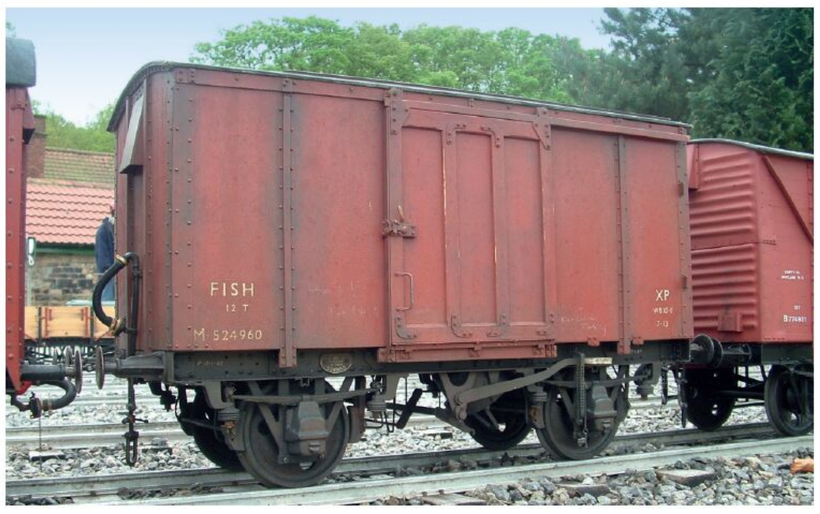
It is a pity that GEM did not progress with its plans for 3' gauge models running on 16.5mm gauge as this scale and gauge combination is now attracting more interest. My own interest was for metre gauge, but I feel that track being slightly under gauge is less noticeable than track being too wide – as is found with some models in 009 and 0-16.5. With so many different gauges, obviously there has to be some compromise, but some compromises work better than others.

I also have an interest in minimum gauge, having modelled 15" or 40cm gauge prototypes in various scales. In 5.5mm:ft scale I use Z gauge track (6.5mm gauge) as this is far closer than using 9mm gauge (N). I built a small working layout in 5.5mm scale using Z gauge track a few years ago, which can be seen in the accompanying photo.



SIMON DAWSON

The story of Three Aitch – a founder's recollections



I am the Doug Hewson to which Ian Nuttall referred in his article in the July issue (*The Three Aitch Influence*).

The company was started whilst I was working for the Engineers Department at Grimsby Docks, where I had a small shelf in my office with some O gauge wagons on display. When my friend Vernon Hart came into the office one day, he saw the wagons and this prompted a discussion about whether it would be possible to mould the parts in plastic, following which he suggested we explore the idea as a collaborative venture. To get started I borrowed some money and we brought in a third partner, Barry Herbert. We all had surnames beginning with 'H', hence the company name 3H Mouldings (pronounced 'aitch', not 'h-aitch').

We purchased a Manumold plastic injection moulding machine to manufacture the main wagon components and bought in other fittings such as the three-link couplings. We made quite a range of O gauge models including a seven-plank open wagon with end doors and a Midland Railway eight-ton van.

Vernon and I worked all the hours we could in his garage to get the business up and running. Quite early on, however, we bought out Barry's share of the business, so from then on it was 2H mouldings, but we kept the 3H name anyway! After about three years Vernon decided that he wanted to move on to other things so it was at this stage that his part of the business was taken on by Roy Jackson of *Retford* fame, who was also a good friend of mine.

It was Roy who persuaded me that we should make the 4mm 20-ton coke hopper kit, which was the first wagon mould of ours that was made by diesinking. The coke hoppers never were a good seller but Roy wanted them for his *Gainsborough Central* layout!

There was one occasion when I remember taking a call from the respected authority on railway wagons and author, Peter Tatlow, who informed me that our six-plank wagon was 'almost' perfect. When I asked him what was wrong with it, he replied that I had missed a nut off the solebar! I went away and doctored the mould and then sent him corrected parts – with the missing nut added!

Eventually my wife and I decided to sell the business and it was taken on by a gentleman who used to sell us the MGW wheelsets for our kits.

Since then my interests have moved on to modelling wagons in 5" gauge, including writing a book on the subject titled *Building 5" gauge wagons*. The accompanying photos show examples of the models I have constructed (a 12T fish van on the left and a 13T Lowfit on the right).

DOUG HEWSON

More on Ratio signals

Further to Owen Edis' letter in the June issue, I thought that the attached photo of the Ratio LNWR pattern semaphore signals that I have built for my 00 gauge layout *Bishopsmead* (RM Sept 2013) might be of interest to him, and maybe other readers as well.

I originally built the LMS versions of these signals for the layout in 1990, but after 30 years in use the plastic was becoming rather brittle so it was time for replacements. *Bishopsmead* is presumed to be ex-LNWR, so that company's signals were appropriate.

The handrails have been fabricated from brass wire and fitted into holes I drilled in the platform. From memory, I think that before assembling the kit I used the platform as a template to form the handrail to shape and then drilled the post holes. When the platform had been installed I glued the posts in place and then touch soldered the rail to the posts. But you do need to be quick with the iron!

As for the smaller details, a good photo is very helpful. The operating wires are based on the Hornby Dublo principle; this avoids the problem of constructing working cranks, which are in place as non-working items to disguise the subterfuge.

I have to say that these signal kits are excellent, having built a number of examples from the range over the years. However, the single doll signals shown in the photo do have etched brass ladders rather than the plastic ones provided in the kit.

I built the base to hold the signals whilst the paint dried and to keep the finished models safe until they can be installed on the layout. Operation is by the Ratio method and is very successful. It lasted for the 30 years for the original signals!

TED OLNEY

Snippets...

Minimum radius for Rapido SECR six-wheel brake?

I recently purchased one of the 00 gauge South Eastern & Chatham Railway six-wheel brake vans by Rapido Trains UK, as reviewed in the August issue of RAILWAY MODELLER. My layout uses Peco Streamline code 100 track and points – with the exception of two Setrack curved points that I had to use due to limited space. I have found that, as there is no side play in the centre axle, the model does not negotiate the small inner radii of the curved Setrack points. Is there a recommended minimum radius for these models?

JOHN WHELLER

[Ed. Rapido Trains UK has confirmed to us that these models were tested successfully through code 100 Setrack points. The manufacturer advises that it is possible there is an issue with the wheel back-to-backs on Mr Wheller's model and has offered to investigate this further.]

Bulleid restaurant cars sought in OO

Does anyone know of any models that are available in OO for the Bulleid Dia.2663 Tavern Kitchen Car and Dia.2664 Tavern Trailer Car? I have made several enquiries without success and I was wondering if any readers may be able to offer any advice on this matter?

JOHN HOWARD

[Ed. We don't believe that these vehicles have ever been available in ready-to-run form, but Comet Models 4mm scale kits for both vehicles are listed by Wizard Models: ***www.wizardmodels.ltd***

Scotsman and The Broons

I was interested to read the two letters in the August edition regarding Elgin Model Railway Club's layout *Glebe Street* which appeared the previous month (see RM July).

To answer Ernie Taylor's question, the 'unusual load' was indeed an N gauge model of *Flying Scotsman.* It was lent to us for this year's Model Rail Scotland show to celebrate the centenary year of *Flying Scotsman*; exhibitors were invited to display models of the locomotive on their layouts, and this was our contribution.

Regarding Alan Norris' letter, he is totally correct with the connection he made beween the name of the layout and 'The Broons', which indeed was the inspiration. However, the geography had to be stretched a bit as they lived in Auchenshoogle, 'somewhere in Scotland' – the *Sunday Post* was published in Dundee and the layout is based in Glasgow! At some stage we would hope to add models of the characters to the layout, but it's a very large family.

ANDREW ALLARDYCE

SECR Maunsell D1 Class 4-4-0 New in OO from Rails of Sheffield

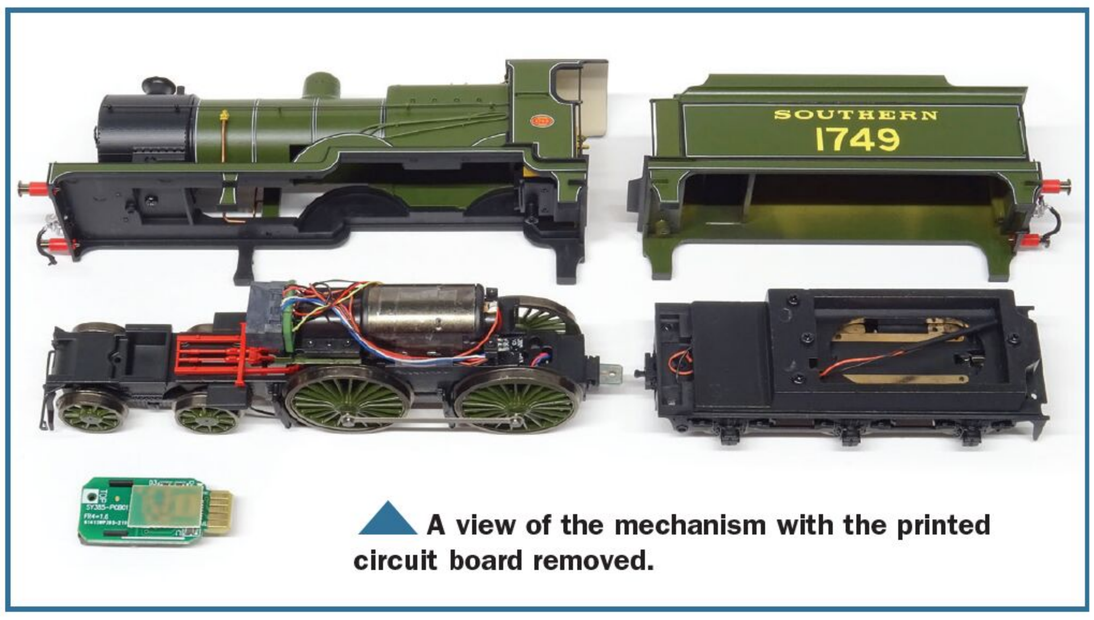
First announced in the news pages of our April 2022 issue, the project initiated by Rails of Sheffield and the Chirk-based manufacturer Dapol to create ready-to-run models of the Maunsell D1 Class 4-4-0 has come to fruition. This latest OO exclusive is a natural follow-up to the retailer's Wainwright D Class 4-4-0 (see review, RM August 2021), also produced by Dapol in conjunction with the retailers Rails and Locomotion Models.

Supplied DCC ready or DCC sound-fitted, six versions have been produced; No.735 in SECR grey; No.1749 in Southern Railway lined Maunsell olive green; No.1741 (with top feed) also in lined Maunsell olive green; No.31487 in BR plain black with 'sunshine' lettering; No.31741 in BR lined black with early emblems; and No.31246 in BR lined black with late crests.

Our sample in detail

For review we received a sample of No.1749 in Southern lined Maunsell olive green. Originally outshopped as No.749 by the Vulcan Foundry in 1903, this locomotive was one of the first batch of 10 Wainwright Ds to be selected for rebuilding by Beyer, Peacock & Co. in 1921. Following the 1923 Grouping the locomotive was renumbered to No.1749 under SR ownership. It received its BR number (31749) in 1948, spending time at Stewarts Lane, Redhill and Bricklayers Arms during its BR career, before being withdrawn in November 1961 – one of the last three examples in service.

First impressions are very positive, with the Maunsell olive green livery exhibiting a notable richness and neat application throughout; the tone and shade well matched between the metal and plastic components. The elaborate black and white lining has all been applied with real finesse, with no noticeable fuzziness or bleed. Various items of pipework, together with the safety valves and whistle are picked out in metallic brass or copper colours.



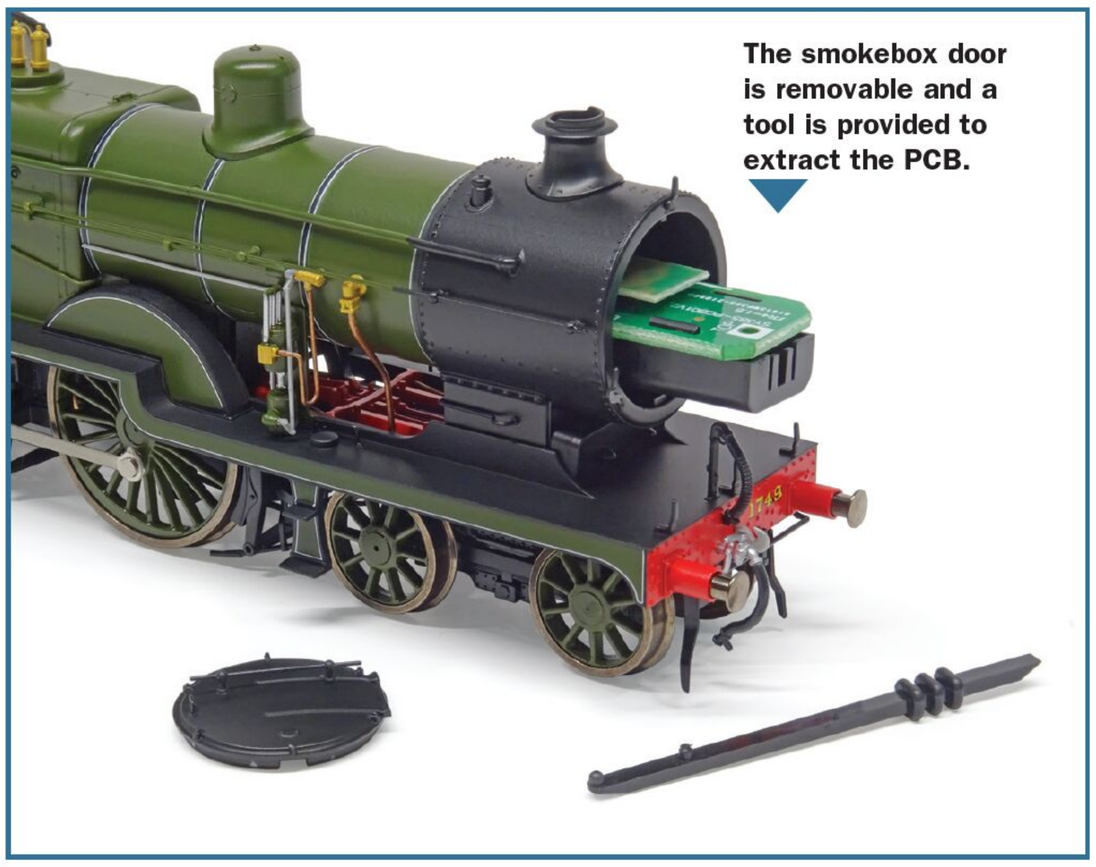
▲ A view of the mechanism with the printed circuit board removed.

The red-backed cabside numberplates are applied crisply and legibly, along with clean renditions of pale yellow serif lettering and numbers which are applied to the tender and front bufferbeam.

The construction of the model takes the form of die-cast metal for the wheels, chassis and boiler, with moulded plastic parts utilised for the running plate (which includes the splashers and cab as part of the same moulding), smokebox door, boiler details and tender body. Handrails (with the exception of the grab rails on the tender footplate) are metal wire, whilst the fixed tender fallplate is etched and the metal buffer heads are sprung. The convincing plastic moulded coal load is removable, revealing the prototypical flat tank top.

Details appropriate to this particular locomotive include – but are not limited to – original D frames, Ross pop safety valves, boiler side injector feeds, plated-over top feed (located on the sides of the dome), and original smokebox with snifting valves. However, the smokebox door tooling appears to incorporate a BR shedcode plate, which is incorrect for the period this model depicts.

Cab backhead detail is very impressive with fittings picked out in appropriate colours, extending to the printed dials on the gauges. The compact and open nature of the cab also means that the effective firebox glow feature is clearly visible. Also worthy of note is the representation of



The smokebox door is removable and a tool is provided to extract the PCB.

the inside motion, present in between the frames, which is clearly visible under the boiler and from the underside of the loco, picked out in red. Cab windows are glazed, with the frames neatly picked out in brass.

The model is supplied with all details (including vacuum pipes, plus locomotive and tender brake rigging), save for the optional steam heat pipes and front guard irons which are supplied in an accessory bag – all of which have been fitted here for photography. A cross-member for the bogie is also provided to swap out the factory-fitted NEM pocket with its slimline tension-lock coupling, if desired. A tool for the smokebox door and pull-out PCB is also present.

Mechanism and performance

Mechanically, the model appears to share the same chassis and mechanism as the Wainwright D Class, with a five-pole motor housed in the boiler/firebox area driving the front coupled axle, with electrical pick-up from all driving and tender wheels. The locomotive and tender are connected together with a push-fit coupling that has been designed to provide a reduced gap on straight track, whilst allowing the model to negotiate second radius curves.

A slide-out PCB with 'Next18' interface is located inside the smokebox and accessed via the removable door. A 'clip fit' speaker mount for a 'sugar cube' can be found on the underside of the PCB; however, there is also provision for housing a bass reflex speaker inside the tender – factory sound-fitted models have two speakers as standard. The model is equipped with a flickering firebox glow which operates when power is applied under analogue control; it is understood that this feature is synchronised with sound on factory-fitted DCC sound versions. Additionally, the firebox flicker corresponds with function F4, which imitates a round of coal being fired. This sequence starts with the sound of the firebox doors opening, followed by the flicker effect activating, along with the sound of shovelling coal; when deactivated, shovelling will stop and the firebox door will be heard to close, at the same time as the flicker extinguishes.

Body removal is straightforward, requiring the removal of two screws; one located to the front of the bogie and the second situated to the right (if looking down the boiler from the cab) between the rear drivers – it is worth noting that the PCB must be removed before attempting this. Removal of the tender body requires four screws at each corner to be removed.

Weighing 253g (the tender accounts for 74g of this), on test the model proved to be a smooth and quiet performer through the speed ranges. Our sample hauled six Pullman cars on the level, although it could manage only two cars on the 1 in 48 gradients of the Peco loft layout. Maybe alternative wheelsets with traction tyres (as supplied with the D Class) could be considered for future releases?

2P or not 2P...

Haulage issues aside, the Sheffield-based retailer and Dapol have once again delivered another impressive exclusive project, joining the likes of the Stroudley Terrier 0-6-0T (Reviews, RM July 2020) and aforementioned Wainwright D Class 4-4-0 – both of a notable Southern Region flavour.

Midland fans will be forgiven for thinking that at a glance this model (much like the prototype) may appear similar to another prolific 4-4-0 design.

Alas there are currently no plans for this said class, but following last month's announcement of the retailer's new Railway Icons brand in partnership with Locomotion Models (News, RM August 2023) could such a prototype form the subject of a future exclusive? Only time will tell...

The tender contains a convincing coal load.

VINTAGE VIEW Maunsell D1 Class 4-4-0

D1 No.1509 in the approximate condition depicted by our sample: with boiler side injector feeds (but no plates on the dome) and in Southern lined Maunsell green. The location is thought to be London Victoria. *Photo: Colour-Rail*

Prototype information

After Richard Maunsell took the reins from Harry Wainwright as CME of the SECR in 1913, he worked on a series of new locomotives which were intended for a long service life. This involved the conversion and upgrade of 11 E Class locomotives, resulting in the E1 Class. This proved very successful and led directly to the conversion of 21 D Class members to form the D1 Class between 1921 and 1927. Though arguably not as elegant as the D Class, the D1 – equipped with a larger boiler, a Belpaire firebox and longer travel valves – displayed a considerable haulage and power increase over its predecessors.

Initially allocated to Ashford shed, the class was to be found all over the South Eastern Division from London to the south. 20 remained in traffic upon Nationalisation, with the last examples withdrawn during 1961. None survived into preservation.

Sample loaned by

RAILS OF SHEFFIELD,
21-29 Chesterfield Rd, Heeley,
Sheffield S8 0RL.
www.railsofsheffield.com

PRICE
Ref.4S-028-002 (DCC ready) –
£199.95

Accurascale British Rail Class 37/0

00

Accurascale has received more stocks of its suite of English Electric Type 3/ British Rail Class 37 diesel locomotives in 00. First outlined in our January 2020 issue, the tooling covers examples of the 37/0, 37/4 and 37/6 sub-classes – catering for their introduction into BR traffic, through subsequent in-service modifications, as well as the more recent adaptations for current operation on the national network. Following our review of the 37/4 sub-class in the June 2023 issue, we take a closer look at the 37/0 – which broadly covers class members in their 'as built' form (with a few detail exceptions).

Our sample in detail

For review we received 37 051 presented in Railfreight Metals triple grey. The real locomotive – one of the machines built at Vulcan Foundry – was originally numbered D6751 when new in August 1962, receiving its TOPS number in February 1974. It received its Railfreight Metals livery at Doncaster Works in March 1989, keeping it until mid-1994, when the locomotive became part of the Mainline fleet. This places the model firmly between these dates, though it appears to have lost its Scottish 'car-style' headlight towards the end of this period.

Details appropriate to 37 051 during this period of operation included, but are not limited to: original windscreens (with 'as built' cab layout) and fuel tank configuration, plated bodyside water filler and associated steps (one left unplated), late EE cantrail grilles, intermediate single-riveted roof with boiler exhaust and large cab roof vent. The split headcode nose ends with plated headcode boxes each sport original nose grilles, Scottish 'car-style' headlights, cut-away bufferbeam cowlings and oval buffers – which are metal and sprung.

Separate details supplied for the modeller to fit if desired include (but are not limited to) screw-link couplings, bufferbeam pipes (yellow air pipes, red air brake pipes, vacuum pipes, and engine control air pipes), multiple working cables, and guard irons. The suitability of some of these details will be dependent upon layout curvature and fitting will require the removal of the tension-lock couplings. Etched stainless steel BR double arrows and Motherwell hammer & anvil motifs are also supplied.

Two versions of the three-piece snowplough are also supplied; one as a single moulding – designed to clip over the NEM tension-lock coupling – and the other in three parts, fitting directly to the bufferbeam. Four snowplough mounting brackets are also provided; these fit in place of the centre section of the three-part plough, allowing for the option to depict the prototype during times of operation when the ploughs were removed. No information on the latter was given as part of the covering paperwork, leading to some initial confusion. However, we have been advised that the manufacturer intends to revise this for future production runs.

The Railfreight Metals triple grey colour scheme exhibits a very high standard of finish and is adorned with numerous small printed details, including crisp renditions of the overhead warning flashes and dials on the fuel tank gauges. Cab interior fittings have been picked out in appropriate colours, while the bulkhead is adorned with a wealth of finely painted or printed details, including the safety notices and wiring looms. Separation between the main colours on the body is simply excellent.

Mechanism and performance

The model shares the same mechanism as that seen on our previous sample, comprising a centrally mounted twin-flywheel fitted five-pole motor (equipped with a PowerPack capacitor) providing drive to all axles, with current collected from all wheels. A printed circuit board sits atop the chassis casting, equipped with a 21-pin decoder interface, access to which is via a removable roof section held in place with magnets.

Lighting functions include directional, cab (including control desk), and engine room lighting, in addition to the aforementioned Scottish 'car-style' headlight; however, for 12V dc users a limited range of lighting functions can be controlled via a bank of switches mounted on the DCC socket blanking plate.

Factory sound-fitted models are equipped with an ESU LokSound V5 sound decoder, incorporating no fewer than 28 control, light and sound functions. The sounds are emitted though a dual-speaker system, comprising a 15 x 11mm 'sugar cube' and bass reflex speaker with dimensions of 55 x 24 x 8mm; the latter is only installed on factory sound-fitted examples. Sound quality is quite simply outstanding – it has to be heard to be believed!

Sample supplied by

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

PRICE
Ref.ACC231137051DCC
– £259.99

British Rail Class 08 from Hornby

TT:120

Hornby has tapped into the nostalgia market with the arrival of its first TT:120 scale diesel locomotive – the ubiquitous British Rail Class 08. The model is the first in the fledgling Hornby TT:120 range to pay homage to its Tri-ang Railways heritage – with the English Electric shunter having first appeared in the 1959 Tri-ang TT catalogue. However, this all-new model owes nothing to its forefather – with the design closely mirroring that of the firm's current 00 model.

The initial release covers three versions, all supplied DCC ready, comprising 08 489 in post-TOPS BR blue (ref.TT3001M); 08 623 in DB Schenker red (ref.TT3002M); and 08 818 in GBRf blue & orange (ref.TT3003M).

Our sample in detail

For review we received 08 489 in post-TOPS BR blue. Constructed at Horwich Works and entering service as D3604, the locomotive was allocated to the Western Region from new in 1958, gaining its TOPS number in March 1974. 08 489 was withdrawn from service in September 2008 at Bescot and was cut up by T J Thomson of Stockton in June of 2009.

The model consists of a cast metal chassis, with moulded plastic utilised for the body parts which are detailed with separately fitted plastic components. Buffer heads are metal, but not sprung, though these were not fitted level on our sample. Grabrails are moulded with the exception of those on the bonnet, which are formed from a durable fine plastic; this material is also used for much of the separately fitted pipework detail, as well as the whistle – the latter picked out in a brass colour.

The model features a full-depth cab, furnished with a representation of the centre control consoles and handbrake wheel, which are moulded in black plastic. The cabside windows and roof ventilator – the latter being part of the body moulding – are posed in various open positions. Windscreen wipers are part of the glazing moulding. (These are neatly picked out in black – giving the impression of separately fitted parts.)

Separate details supplied for the purchaser to fit (all of which have been fitted here for photography) include vacuum and air pipes, as well as decorative screw couplings; the latter appear to be a tad over-scale in the eyes of the reviewer. As with previous models in the TT:120 range, European-style couplings are fitted as standard – mounted in a pivoting NEM pocket. (It is also the first locomotive currently in the range to have couplings at both ends!)

Livery application has on the whole been completed to a high standard, with clean breaks between the main body colours, though there is some variation between the shades of yellow. The plethora of wasp stripes have been well executed, with minimal paint bleed. Side rods are picked out in yellow, though the same can't be said for the crankpin heads, which would certainly benefit from a splash of colour. The British Rail double arrows are applied crisply, as are the cabside data panels and overhead warning flashes. Particularly impressive are the finely printed fuel gauge (complete with dial reading), and 'SERVICE FUEL OIL TOP VALVE' markings atop the left side of the bonnet.

Supplied for 12V dc use, a six-pin decoder socket is located atop the motor for those wishing to equip the model for digital operation. There is no specific provision for DCC sound; however, there appears to be sufficient space behind the radiator for a small 'sugar cube' speaker.

Performance under 12V dc control proved to be quiet and smooth in both directions through the speed ranges, including a modest slow speed crawl that befits the shunting pedigree of the real machines.

More small locomotives please!

Whilst Gresley Pacifics may have the grandeur, little locomotives like this encapsulate the true spirit of TT:120 as a scale, opening up the potential for even smaller layout designs – suited for depicting a branch line or industrial scenes. Harking once more back to the Tri-ang range, could we see Hornby revive the classic 3F 'Jinty' 0-6-0T – the locomotive which launched the original Tri-ang Railways TT range in 1957?

Mechanism and performance

Separating the body from the chassis is straightforward, requiring only the removal of four screws, which are located at each corner of the chassis – it is worth noting that the optional air tanks must be unclipped to provide access to the front two screws. The model is equipped with a centrally mounted three-pole motor with flywheel, which is housed within the bonnet with drive to the centre coupled axle. Current is collected from all driving wheels via wiper pick-ups. All axles feature brass bearings.

Sample supplied by

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

PRICE
Ref.TT3001M – £136.99

Dapol London & South Western Railway B4 0-4-0T

Dapol retailers have received stocks of the manufacturer's all-new London & South Western Railway B4 0-4-0T in 7mm scale, plans for which were first announced during the second Gauge 0 Guild Virtual Show (see news, RM May 2021). The model follows the production of the manufacturer's 00 version, which was reviewed in the pages of our September 2018 issue.

Six versions of the model are being produced in all, with tooling catering for prototype-specific details, such as four cab types, two different boilers and two patterns of chimney, as well as other detail variations between prototypes such as water injectors and buffers.

The initial releases comprise: No.96 *Normandy* in black with 'sunshine' lettering, as preserved (ref.7S-018-001); No.90 *Caen* in Southampton Docks lined brown (ref.7S-018-002); No.88 in Southern black (ref.7S-018-003); No.30084 in BR black with the early emblems (ref.7S-018-004); No.30096 in BR black with the late crests (ref.7S-018-005); and No.91 in LSWR lined green (ref.7S-018-006). Each version is available either DCC ready, DCC fitted (with a Dapol Imperium 21-pin decoder) or DCC sound-fitted (with a Zimo MX 644D decoder).

Brief history

The B4s were designed by Locomotive Superintendent William Adams for shunting, principally on the dockside lines at the extensive port of Southampton. In all 20 were built 'in house' at Nine Elms works, near Vauxhall in south-west London, between 1891 and 1893. Under the tenure of the next LSWR Chief Mechanical Engineer, Dugald Drummond, a further five were built in 1908, originally classified K14 but later altered to conform with the better-known designation. Of the 25, the 14 that plied Southampton Docks were named after the three principal Channel Islands plus towns and provinces in France; two were the later Drummond K14 design, eventually reclassified B4 due to their similarities.

Displaced from their usual haunts by the USA tanks post-war, all passed into British Railways ownership, but withdrawals soon began apace – with 11 sold on to industrial users during 1948/49 and the last two members being withdrawn from BR traffic in October 1963. Two examples – Nos.30096 and 30102 (*Normandy* and *Granville* respectively) – are preserved.

One of the two surviving B4s, No.96 *Normandy*, is engaged in shunting duties at Horsted Keynes on the Bluebell Railway on 6 July 2003, shortly before it was withdrawn for overhaul. *Photo: Dave Bowles*

Our sample in detail

The sample loaned to us for this review is presented as surviving example No.96 (BR No.30096) *Normandy* – one of the second batch of the class constructed in 1893. Finished in black with 'sunshine' lettering, the model to all intents and purposes depicts the locomotive in its current preserved form at the Bluebell Railway, with Adams boiler and open-side cab; the livery being applied in 1994 to commemorate the 50th anniversary of D-Day at Southampton Docks. The model is supplied in a stout cardboard box, inside of which the locomotive itself is slotted within a substantial polystyrene insert, attached to a clear acrylic display base.

Construction of the B4 comprises a die-cast running plate, chassis and wheels, with superstructure parts moulded in plastic; this extensive use of metal no doubt contributes to the model's impressive overall weight of 735g – despite its somewhat diminutive size! Other metal fittings include the majority of handrails and sprung buffer heads. Coupling hooks are also sprung, albeit quite firmly, complete with functional three-links.

The model is supplied with all details factory-fitted, save for the front centre bufferbeam lamp iron and vacuum pipe which are supplied in a small accessory bag for the purchaser to fit; if fitted, the latter must be removed in order not to obstruct the hinged smokebox door which provides access to the pull-out printed circuit board.

The body tooling bristles with fine separately fitted details; most notable are the fine depictions of lubricators, clack valves and sanding gear rodding either side of the smokebox. The distinctive curves of the open-side cab have been particularly well captured, complete with supporting struts formed from metal; note the notch in the back-plate on the fireman's side for the handbrake handle. The glazing within the central 'porthole' spectacle plates is set within the cab mouldings (a possible first for a British-outline ready-to-run model) – making for a commendably flush fit both inside and out.

The cab interior however is the real showstopper, with this feature fully

Dapol re-tooled Drummond M7 0-4-4T

Also received for review from the manufacturer was a sample of the latest London & South Western Railway M7 0-4-4T in N. First reviewed in our February 2006 issue, the model has since received a re-tool – now featuring a die-cast chassis, as well as digital options.

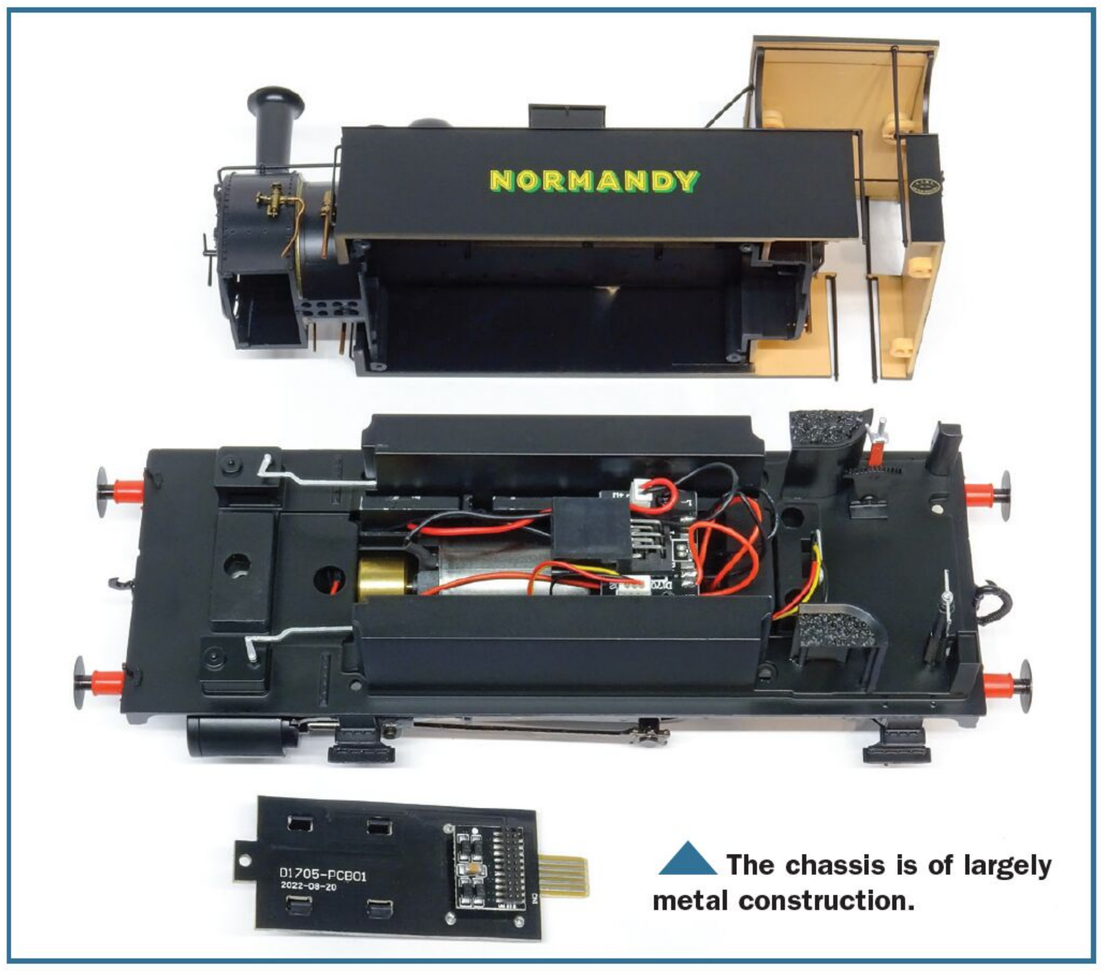
Several versions have been announced, all depicting the short-frame versions of the class: No.35 in LSWR lined green, No.245 in LSWR lined green with SWR lettering, No.37 in Southern Railway lined green, No.246 in SR black, No.30038 in British Railways lined Malachite green, No.30248 in lined black with 'BRITISH RAILWAYS' lettering, No.30673 in BR lined black with early emblems and No.30245 in BR lined black with late crests.

Our sample in detail

Unfortunately, upon removal from its packaging the model transformed into an 0-4-3T, with one of the wheels on the leading bogie wheelset becoming detached from the axle; it appears to be a split axle design. Efforts to reattach the wheel and its half axle

appreciated courtesy of the removable cab roof (held in place by two small magnets). The backhead fittings are simply exquisite, all picked out in appropriate colours; particularly impressive are the ultra-fine valve handwheels which are complemented by a convincing oily brass finish – so much so they give the impression they can be turned! All that it is missing is a suitable locomotive crew – though the removable cab roof will certainly assist with their installation.

The black colour scheme exhibits a pleasing finish throughout, with no noticeable variation in colour between metal and plastic components. Application of the Bulleid 'sunshine' lettering with its characteristic bold lined yellow typeface and green shading is clean and crisp, as is the printing of the LSWR builder's plates – which are fully legible. The aforementioned brass paintwork is also used to great effect on many of the boiler fittings, as well as the strap at the joint between the rear of the smokebox and the boiler cladding.



▲ **The chassis is of largely metal construction.**

Mechanism and performance

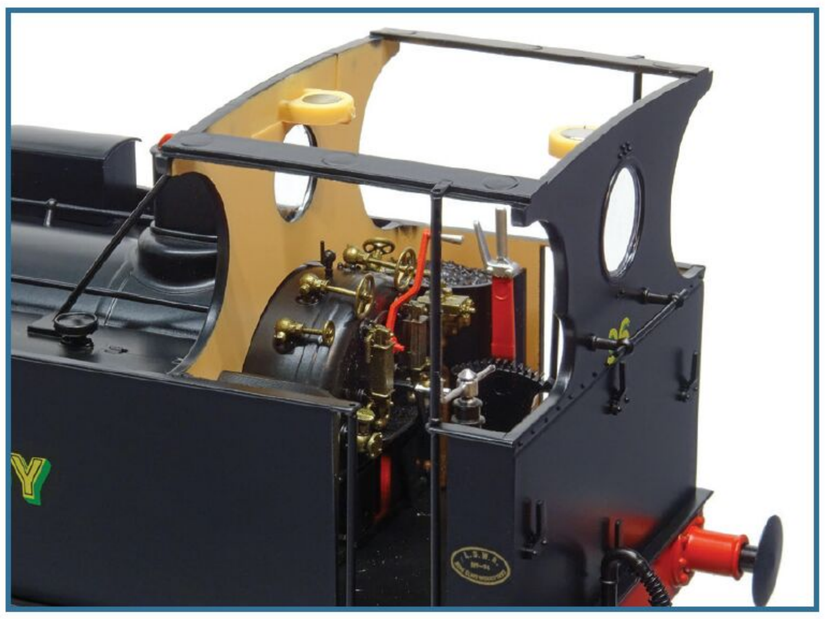
The centrally mounted motor with brass flywheel – concealed within the boiler/side tanks – drives the rear coupled axle, with current collected from all wheels via sprung brass plunger pick-ups. All axles are fitted with brass bearings; the front axle having been engineered with both a degree of 'rock' and lateral movement to aid smooth operation on uneven trackwork. Under 12V dc control we found the model to be extremely smooth and quiet in operation, with good slow speed performance.

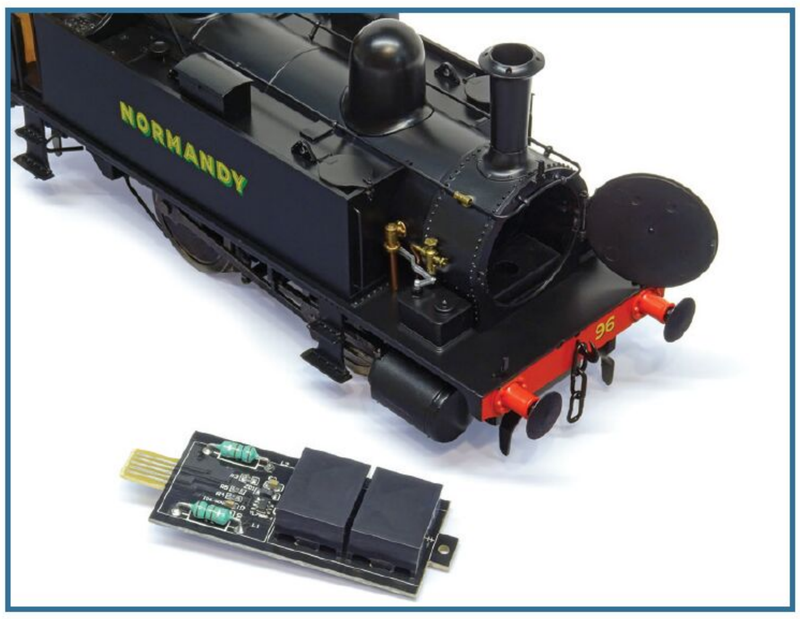
No specifications are given for the removal of the body; however, this is achieved with the removal of six screws; two located behind the front steps (next to the slidebars), and four under the cab – it's worth noting that the PCB must be removed before attempting this. Removal of the body is not required for fitting a decoder, or for equipping with DCC sound; a 21-pin decoder socket is located on a slide-out PCB housed inside the smokebox, accessed via the hinged smokebox door. The accompanying literature mentions a PCB tool – as provided with other Dapol models with this set-up – for ease of access, but this was absent from our sample.

Two speaker housings are located on the underside of the PCB, each a clip-fit and sized to accept a 'sugar cube' speaker. The model is also equipped with a flickering firebox glow which operates when power is applied under analogue control; it is understood that this feature is synchronised with sound on factory-fitted DCC sound versions.

Like nothing B4...

Dapol has done an exceptional job of capturing the look and charm of these characterful machines. With no shortage of suitable goods vehicles to complement these models – such as the LSWR Dia.1410 covered van from Kernow Model Rail Centre (see reviews, RM December 2022) – the B4 is sure to be another welcome addition to the fast-expanding line of O gauge items produced by Dapol. We can certainly see these locomotives being the catalyst for many O gauge layouts, whether this be a small industrial model, a larger dockside scheme, or a depiction of Guildford roundhouse...





Sample loaned by

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

PRICE
Ref.7S-018-001 – £251.51

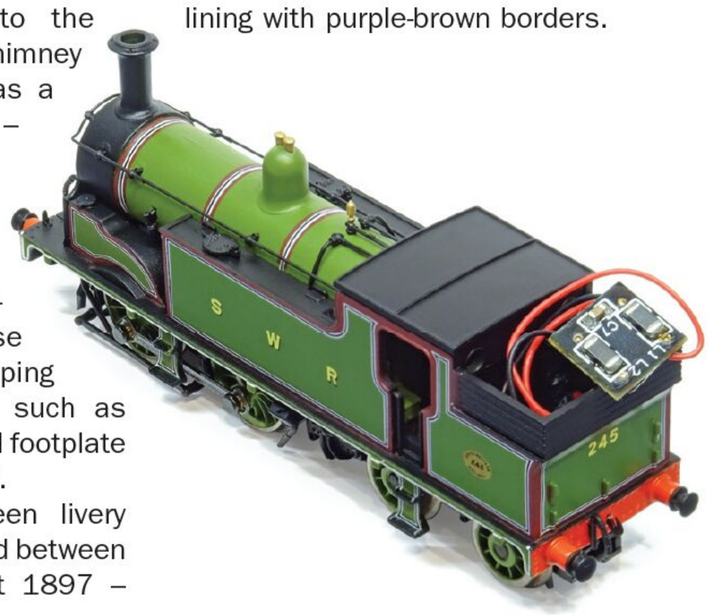
proved unsuccessful, resulting in us being unable to test its running characteristics. (The wheel has been fitted loosely for photography.)

A notable 'nose-down' stance was observed, with the entire locomotive body sloping toward the front end – even when on rails. This ride height issue is believed to be the result of the brass contacts on the bogie lifting the footplate; Dapol has issued a guide on how this can be adjusted via its website.

When first announced in the news pages of our May 2021 issue, it was advised the re-tool was to have no provision for DCC. However, Dapol has managed to make the model 'DCC friendly' with the integration of a pull-out PCB within the bunker – allowing for a suitable 'micro' decoder to be hard-wired in its place – while DCC fitted examples are also available.

Notable enhancements to the body tooling include refined chimney and boiler fittings, as well as a revised smokebox area – though it should be noted that the latter has been tooled with mouldings for a BR smokebox number and shed plate, as well as side-mounted lamp irons; these make it unsuitable for Grouping and pre-Grouping examples, such as this model. Cab backhead and footplate details are also more defined.

The Drummond lined green livery with SWR lettering – as applied between December 1895 and August 1897 – has been completed to a high standard. Particularly commendable is the crisp application of the fine black & white lining with purple-brown borders.



A selection of alternative knuckle couplings – including a pair of Easi-fit magnetic couplings – and decorative screw-links are supplied for the modeller to fit if desired. Also provided is an hexagonal connecting rod nut spanner.

Sample loaned by

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

PRICE
Ref.2S-016-006 – £105.75

New GWR and Southern wagons from Rapido Trains UK

The Diagram AA20 Toad brake van and Loriot Y wagon will provide the basis for the forthcoming *Titfield Thunderbolt* train from Rapido UK...

Rapido Trains UK has taken stock of its latest Great Western Railway wagons in 00 – the Diagram AA20 Toad brake van and Diagram G39 Loriot Y machinery truck. Plans for both models were first revealed in our May 2021 issue, with the tooling having been developed initially for the manufacturer's forthcoming range of commemorative models celebrating the 70th anniversary of the much-loved Ealing comedy film *The Titfield Thunderbolt*.

A total of 354 of the Dia.AA20 20-ton goods brake vans were built under five Lots between 1934 and 1943. At 24' in length (with a 16' wheelbase) these vans were one of the most numerous designs in the GWR 'AA' series, which comprised 23 types of post-1888 built brake vans, dubbed 'Toad'. The vehicles had a long service career, with many being repurposed for departmental use – enabling them to remain in service well into the 1980s. Several examples have been preserved.

In addition to W68740 which forms part of the commemorative *Titfield Thunderbolt* train packs, 10 versions form the initial release; No.114765, lettered 'HEREFORD BARTON' in GW grey; No.68777 lettered 'NEWTON ABBOT' in GW grey; No.68784 lettered 'EAST DEPOT' in GW grey; Nos.17295 and 68764 with small GWR branding; No.68868 lettered 'LEAMINGTON' in WR grey with BR number; W114751 lettered 'WORCESTER R.U.' in BR grey; W114764 lettered 'YEOVIL PEN MILL R.U.' in BR grey; DW17247 in Departmental WR grey; and DW17244 in Engineer's yellow with ZXO TOPS code. A special edition model has also been produced exclusively for Coleford-based retailer Derails, presented as No.17282, sporting fictional 'LYDNEY JUNCTION' lettering in GW grey.

Rapido UK has also taken the opportunity to produce the Diagram G39 Loriot Y of which only two were built, designed principally for carrying engineering excavators. The first – No.41989, constructed in 1937 – found fame when it starred in *The Titfield Thunderbolt*, where it was pressed into service to carry Dan's house; it is believed to have been scrapped not long after the filming in 1952. The second, No.41990 of 1939, remained in traffic until at least 1990 at Radyr Engineers Yard. After moving to Bescot, it was condemned in 1994 and earmarked for scrapping, when it was saved at the final hour for preservation; the wagon now resides at the Severn Valley Railway.

The models are predominantly injection-moulded assemblies, detailed with etched or fine plastic components. The Toad tips the scales at 45g, the Loriot Y at 26g; the weight of the latter can no doubt be improved with a suitable load. Buffers are plastic and not sprung. The extremely free-rolling wheelsets are metal, fitted within metal bearings. Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor – the mounting points for which are removable if you wish to fit alternative aftermarket couplings.

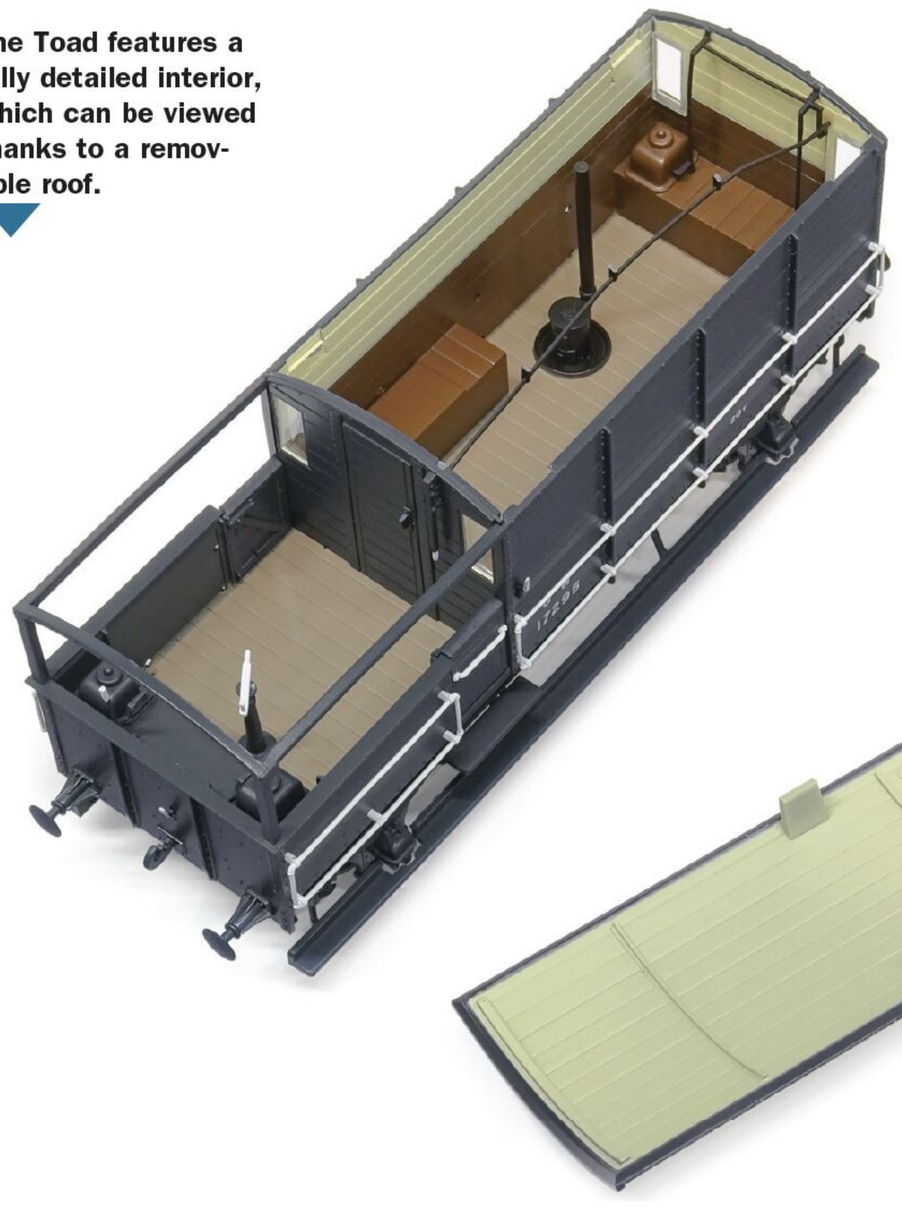
Detailing on both models is exquisite throughout, with each vehicle featuring its own *tour de force*. For the Loriot Y this has to be the full rendition of the braking apparatus – which is visible between the solebars at either end – and the tie-down points which are fabricated from etched metal and fully posable, allowing for the prototypical application of chains or ropes for harnessing a load.

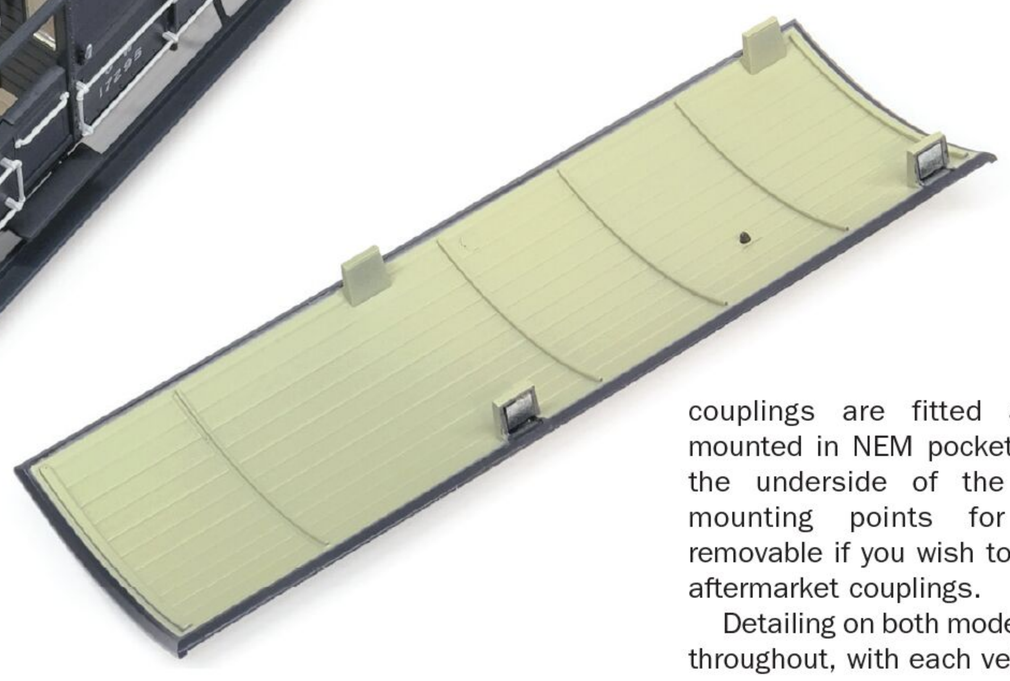
The Toad – as with the firm's recent SECR 20-ton six-wheel brake van (see reviews, RM August 2023) – features a removable roof, allowing for the fully detailed verandah and interior to be appreciated in full. Rapido has refined the functionality of this feature with the integration of magnet contacts, thus eliminating the necessity of breaking and reforming a bond. Fixtures and fittings include fine representations of the handbrake wheel, stove, desk and lockers. Most impressive is the sanding apparatus, complete with separately fitted actuating levers and rodding – part of which runs the full length of the compartment roof! Also worthy of note are the crisp renditions of the compartment and verandah doors which are fully furnished both inside and out; the latter also appear to have been separately fitted.

The livery application as ever is to a high standard, with a pleasing richness to the GWR colour scheme, extending to the chocolate and cream interior of the Toad, with the floor planks picked out in a natural wood colour. Lettering, running numbers and markings are clean and crisp. This is particularly

GWR lettering on the Loriot Y is faithfully replicated.

The Toad features a fully detailed interior, which can be viewed thanks to a removable roof.





evident on the Loriot Y with its ornate white tare and 'EMPTY TO SWINDON' markings; most impressive are the warning notices on the frames, which read 'WHERE POSSIBLE THIS VEHICLE MUST BE MARSHALLED IN THE REAR OF THE TRAIN & GREAT CARE TAKEN IN SHUNTING'.

Quite simply, Rapido has knocked the ball out of the park with these characterful GWR prototypes. We look forward to seeing both models play a starring role in the forthcoming *Titfield Thunderbolt* train packs in due course.

SR eight-plank open wagons

Also from all-new tooling are the Southern Railway eight-plank open wagons in 00 – plans for which were first announced in our August 2022 issue.

The Rapido tooling suite caters for two Railway Clearing House designs: the initial Diagram 1379 type with 9' wheelbase – of which 7,950 were built between 1926 and 1933, making them the SR's most numerous wagons – and later Dia.1400 examples built from 1935-37 with a 10' wheelbase. No fewer than 31 versions have been produced for the initial release, covering SR brown (both pre- and post-1936), BR grey, SR brown with BR lettering (all with different running numbers) and departmental liveries. For review we received samples of Dia.1379 No.31372 (ref.940004) in pre-1936 SR brown, and Dia.1400 S10953 (ref.940028) in SR brown with BR lettering.

The models are predominantly injection-moulded assemblies, tipping the scales at 31g and 32g. Detail differences such as the metal disc and split-spoked wheelsets no doubt account for this 1g difference – these

The interiors of the SR wagons even feature irregular planks.

are extremely free-rolling, fitted within metal bearings. Detail fittings – such as the door striker plates and brake shaft – are fabricated from metal, while buffer heads are plastic (the latter not sprung). Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor – the mounting points for which are removable, held in place by single screws. (It is worth noting that these screws also hold the wagon body to the chassis.)

The wagon bodies are finely moulded with crisp representations of the vertical metal stanchions and diagonal bracing, together with the door framing and latches. Worthy of note is the wealth of bolt detail throughout, which even includes representations of the bolt shafts. The internal planking detail has been picked out in a natural wood colour with a notable matt finish; a particularly nice feature is the irregular floor planking (complete with bolt detail).

Below the solebars, the two styles of brake gear (Morton and 'Freighter') exhibit a commendable level of delicacy, with very fine brake levers, together with brake shoes that are set in line with the wheel treads.

As with previous models from the manufacturer, the SR brown colour scheme is presented with a smooth satin finish. Lettering, running numbers and tare markings are clean and crisp, with details such as the brake handles on the BR example neatly picked out in white. The printing of the smaller details is also first class: particularly the ornate builder's plates on the solebars of the SR example which are legible under a glass. Also worthy of note are the cast numberplates which exhibit a pleasing three-dimensional appearance (the 'R' of SR suitably absent on the BR model).

Having been used all over the SR system – including the Isle of Wight – and further afield, the wagons will make a suitable combination with many locomotives, especially Rapido's forthcoming LBSCR E1 0-6-0T.

Samples supplied by

RAPIDO TRAINS UK LTD,
Unit 3, Clinton Business Centre,
Staplehurst, Kent TN12 0QF.
www.rapidotrains.co.uk

PRICES
Dia.AA20 Toad brake van – £39.95 each
Dia.G39 Loriot Y machinery truck – £39.95 each
Dia.1379 Eight-plank open – £32.95 each
Dia.1400 Eight-plank open – £32.95 each

West Highland laser-cut kits in 00

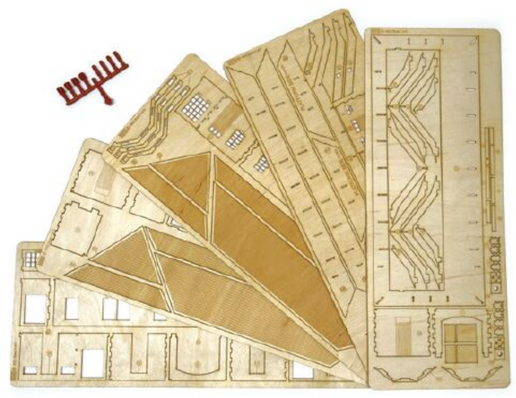
Peco has delivered to retailers its latest selection of new laser-cut wooden structure kits in 4mm, details of which were revealed in our April 2023 issue.

The trio of West Highland station buildings are based on those at Arisaig on the West Highland Railway Extension between Fort William and Mallaig, this being the westernmost station on the national network (for further details see the Plan of the Month article published in the July 2016 issue).

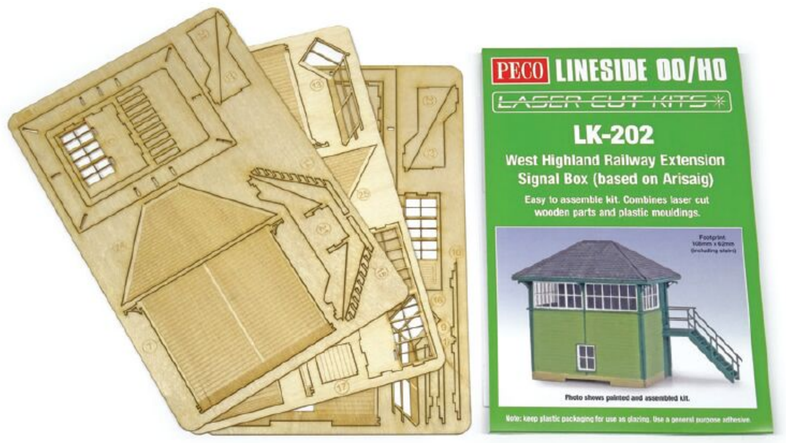
Manufactured largely in laser-cut wood, the kits comprise a signal box (ref.LK-202) with a footprint measuring 108mm × 62mm, a station building (ref.LK-203) measuring 226mm × 93mm including canopy, and a platform shelter (ref.LK-204) with a footprint of 71mm × 25mm.

Supplied with illustrated step-by-step instructions, components are cut into 0.8mm laser ply – with details such as wooden planking, bricks, roof tiles and window frames finely engraved during the laser-cutting process.

Chimney pots moulded in plastic are included where appropriate, whilst the recyclable clear plastic packaging (now made using recycled Post Consumer Waste recovered from beaches and river banks) can be used for glazing.

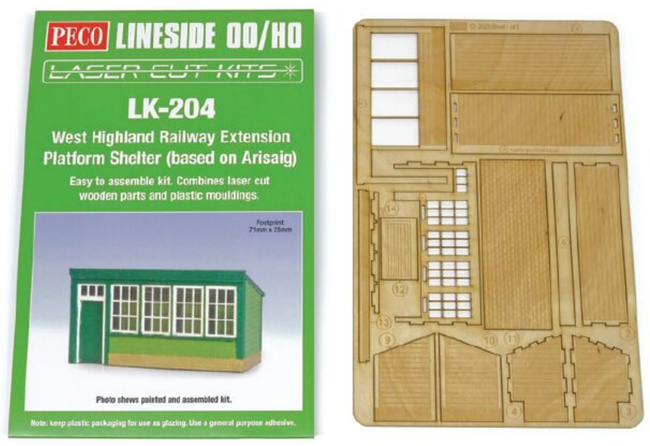


West Highland station building (ref.LK-203).



West Highland signal box (ref.LK-202).

West Highland platform shelter (ref.LK-204).



Samples supplied by

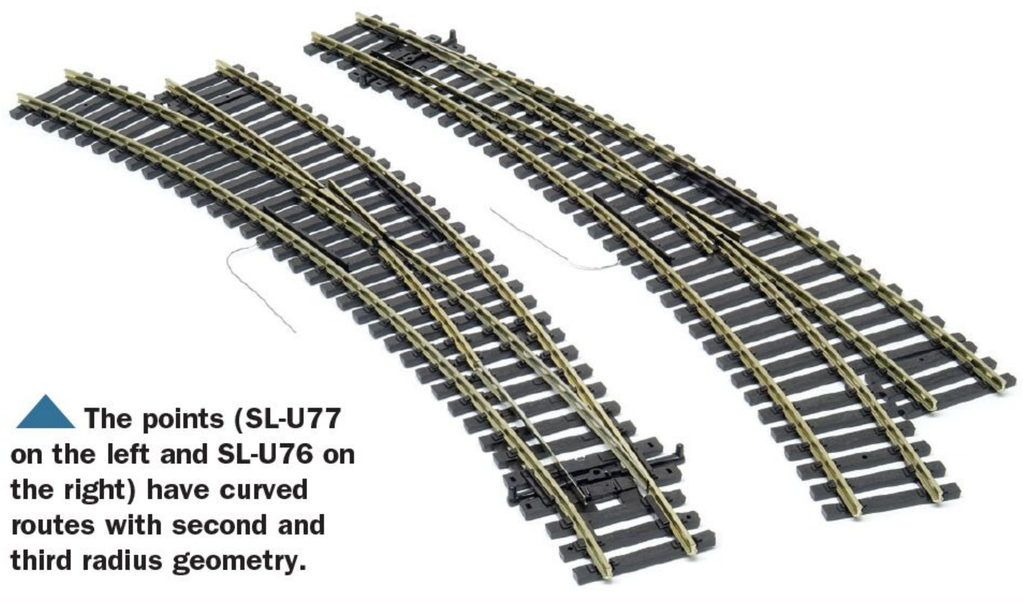
PECO
Underleys, Beer, Seaton,
Devon
EX12 3NA
www.peco-uk.com

PRICES
Ref.LK-202 – £23.95.
Ref.LK-203 – £26.95.
Ref.LK-204 – £15.95.

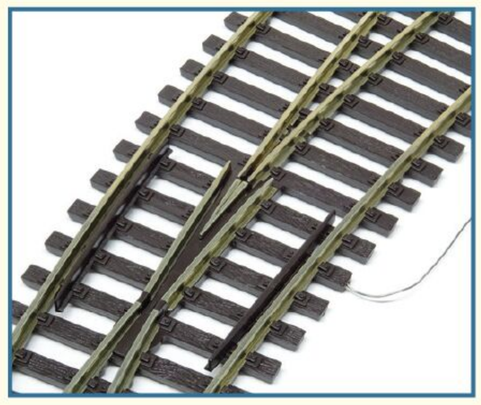
Streamline code 100 small radius curved points in 00

New to the code 100 Streamline range are left-hand (ref.SL-U77) and right-hand (ref.SL-U76) small radius curved points. The designs match the geometry of the existing Setrack insulated frog items (ST-244 and ST-245); measuring 168mm in length and with curved routes of 438mm (second) and 505mm (third) radius, providing modellers with greater layout planning potential. (The standard Streamline curved points have a minimum inside radius of 762mm.)

Both items utilise nickel silver rail with wooden-style sleepers moulded in plastic, while the points are equipped with Unifrogs. (The points are supplied with wires attached for frog polarity switching if using in 'live' frog mode.) The point blades are formed of pressed parts and are hinged mid-way along their length, whilst the tiebar is sprung and equipped with a central hole and spigots at each end for installing a means of remote operation – with a below-baseboard or surface-mounted motor.



The points (SL-U77 on the left and SL-U76 on the right) have curved routes with second and third radius geometry.



Samples supplied by

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

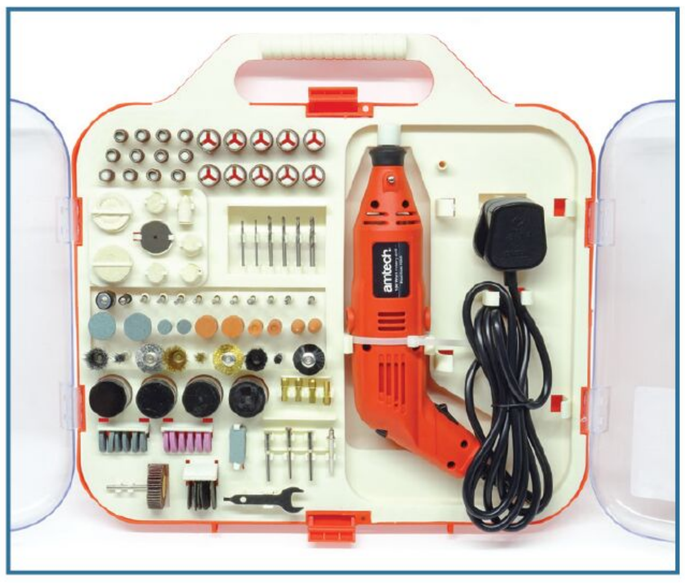
PRICE
£25.95 each.

New modelling tools from Golden Valley Hobbies

Multi Scale

Golden Valley Hobbies now stocks a wide range of tools and accessories from the DIY tool manufacturer Amtech.

Amongst several items received for review is a 162-piece mini rotary drill & bit set (ref.AM-F2830). Supplied in a sturdy carrying case the set comprises: a 130W electric mini drill; six drill bits; eight diamond bits; two rotary burrs; flap wheel; nine mounted brushes; 63 sanding discs; 12 grinder wheels; wrench; five fibreglass cut off wheels; 22 sanding drums; two sanding shanks; four mandrel bits; eight polishing wheels; four collets; dressing stone; two polishing compounds; and ten grinder wheels with shanks – priced £49.99.



The hands-free multi-lens head magnifier complete with built-in LED light (ref.AM-S2912) is a useful tool for modellers conducting close-up work for long periods. The headset is equipped with a set of five interchangeable lenses – which utilise a simple click and release system – with an optical magnification power of 1X, 1.5X, 2X, 2.5X, and 3.5X, whilst the battery-powered LED light offers the user better illumination when working in situations with poor lighting (such as underneath baseboards). Priced £19.99, the set is also supplied with an additional elasticated head strap, lens cloth and three AAA batteries.

The magnetic telescopic pick-up tool with LED (ref.AM-S2200), is ideal for locating and retrieving screws or other small metal objects that often find their way to the floor during modelling projects. Also available is the magnetic tray (ref.AM-S5300), which provides safe storage for those small metal parts that often get misplaced. Both items are priced £3.99 each.

Finally, released under the retailer's own brand label are track screws priced at £2.95 (ref.GVSCREWS6), and a magnetic screwdriver (ref.GVDRIVER) priced £4.95. Supplied in packs of 100, these 6mm long blackened self-tapping screws are designed to fit the provided securing holes in Peco trackwork, allowing for secure, yet reversible track fixing.

Samples loaned by

GOLDEN VALLEY HOBBIES
79 High St, Sandown
PO36 8AD

www.goldenvalleyhobbies.com

PRICES
See text

Latest commissions from Lancashire Mining Museum

00

The Lancashire Mining Museum has commissioned from Dapol a pair of 00 wagons in exclusive liveries, each limited to 100 models with profits going towards the running costs of the museum.

Both depict open wagons with a 10' wheelbase, each fitted with metal spoked wheelsets, removable coal loads and slimline tension-lock couplings, mounted in NEM pockets.

The first of these wagons is a seven-plank 12-ton vehicle in the livery of Point of Ayr Collieries Ltd, Talacre, with the running number 34, in red with white lettering; the second is a five-plank 12-ton example that bears the livery of The Rocher Colliery Company Ltd (Ashton Under Lyne), with the running number 92, and is finished in black with white lettering and markings.

Samples loaned by

LANCASHIRE MINING MUSEUM
Website:
lancashireminingmuseum.org

Orders for the wagons should be made in writing to:
Mr R Bruce, 16 Duke Street, Astley, Tyldesley, Manchester, M29 7GL.

PRICE
£15.00 each (+ £4.60 P&P).

New products from the PECO group of companies

Colonel Stephens-liveried Ffestiniog Railway 'bug box' coaches in 009

Following hot on the heels of the 1970s 'Cherry Red' liveried 'bug boxes' reviewed in last month's issue, the Devon-based manufacturer has delivered further examples of its Ffestiniog Railway four-wheel 'Small Birmingham' coaches in 009.

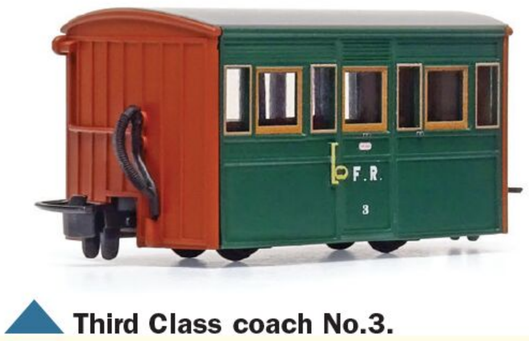
These three latest models are offered in Colonel Stephens green & red livery – a colour scheme adopted by the Ffestiniog and Welsh Highland railways during the 1930s, and currently carried by the prototypes depicted.

Pictured here are Third Class coach No.3 (ref. GR-557A), Third Class No.4 (ref.GR-557B), and finally 'Zoo Car' observation coach No.1 (ref.GR-562).

Printed details – including the white FR lettering and running numbers – are crisply applied; particularly worthy of note is the fine 'OBSERVATION CAR' lettering which adorns the centre door of the 'Zoo Car'.

As with previous releases, the coaches are fitted with the firm's usual detachable clip-fit ref.GR-102 couplings and pin-point wheelsets consisting of spoked plastic centres and axles with metal tyres. Roofs can be removed easily for the addition of suitable passenger figures.

These coaches are now available from Peco stockists, priced at £35.75 each.



▲ **Third Class coach No.3.**

▲ **Third Class coach No.4.**

▲ **Observation Coach No.1.**

Samples supplied by

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

PRICES
See text.

Please send news items and images to:
Peco Publications & Publicity Ltd,
Beer, Devon, EX12 3NA
Email: newsdesk@railwaymodeller.co.uk

NEWS FROM RAILWAY MODELLER

SEPTEMBER 2023

Lion on the loose: Rapido review sample arrives

A review sample of the Rapido Trains UK OO gauge model of Liverpool & Manchester Railway 0-4-2 *Lion* arrived at RAILWAY MODELLER as this issue was going to press.

The model depicts the famous 1838-built locomotive – best known for its starring role in the 1952 film *The Titfield Thunderbolt* – in its 1980 condition, as restored for its appearance at the Liverpool & Manchester Railway 150th anniversary celebrations at Rainhill that year. A full review will appear in the next issue.

In addition to the models of *Lion* in 1980 and 1930 condition (the latter depicting its earlier restoration for the L&MR centenary), Rapido is producing *Titfield Thunderbolt* train packs to mark the 70th anniversary of the film's 1953 release. However, the Titfield sets have been delayed at the factory awaiting decoders; updates will appear on the firm's website, newsletters and social media channels.

'Met' wagons

In response to requests from modellers, Rapido UK is to produce some wagons to run with its forthcoming model of Metropolitan Railway E Class 0-4-4T No.1 (which was announced in the May 2023 issue).

The 'Met' had several five-plank open wagons very similar to the Private Owner vehicles which the manufacturer is also developing. Two of these will therefore be offered in Metropolitan and London Transport grey liveries; also in the planned range of PO wagons are the liveries of Alfred Pratt and John J. Tims, both wagons being marked for returning to the Metropolitan Railway. These models will retail at £32.95 each and the order book for the PO wagons will close on 14 August – orders can be placed at the web address below.

Our review sample of *Lion* in 1980 condition.

CAD renders of five-plank wagons in Metropolitan Railway and London Transport liveries.

Production sample of the Hawksworth '1500' 0-6-0PT, finished as preserved No.1501 on the Severn Valley Railway.

More samples...

The firm has received samples of several more of its forthcoming models, including production samples of the Hawksworth '1500' 0-6-0 pannier tank and the London Midland & Scottish Railway Diagram 1666 open wagons, and engineering prototypes of the Great Western Railway Dia.V14 and V16 Mink A vans, Dia.O11 and O15 five-plank open wagons and Dia.Y4 banana vans.

For more details of the above models and to place orders, contact:

Rapido Trains UK
Tel: 0330 460 9496
www.rapidotrains.co.uk

Hornby all-new 'Black Five' takes shape in OO

An engineering prototype has been unveiled for the Stanier Class 5MT 4-6-0 being developed by Hornby for OO.

Announced by the manufacturer as part of its 2022 programme (see RM February 2022), the tooling suite for the 'Black Five' will cater for numerous detail differences across the 842-strong class.

The quartet of versions that are planned initially comprise No.5200 in LMS lined black livery, together with Nos.45157 *The Glasgow Highlander*, 44726 and Caprotti-fitted 44755 – all in BR black. For further information: **www.hornby.com**

A first engineering prototype of the Hornby Stanier Class 5MT 4-6-0 from all-new tooling. *Photo: Hornby*

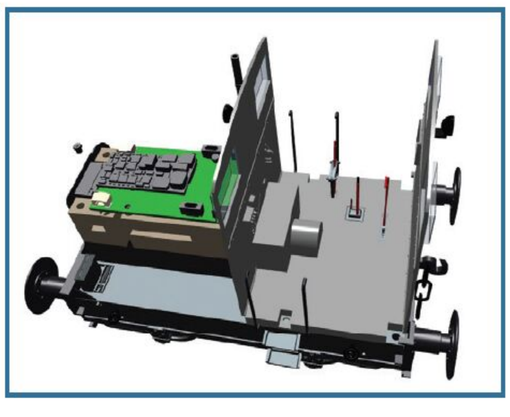
Heljan announces Ruston & Hornsby 48DS in O

Heljan is expanding its extensive range of O gauge locomotives with models of the diminutive Ruston & Hornsby 48DS, illustrated here with CAD artwork.

Of the five liveries that have been announced, there will be three with open cabs (lined green, BR Southern Region green as DS1169 and Express Dairies blue) and two with enclosed cabs (yellow with wasp stripes and dark green with the name *Sir William McAlpine*). Detail differences will include standard or deep bufferbeams and optional lifting rings.

Features are set to include a Next18 DCC decoder interface and a factory-fitted speaker in the radiator section, together with a five-pole motor and flywheel with super-low gearing.

The suggested retail price is £199.00 with first deliveries expected during the third quarter of 2024. For further details: **www.heljan.dk**



4mm Titfield signs and TT:120 accessories from Osborn's Models

Osborn's Models has released a small but essential 4mm scale detail to complement the Rapido 'Thunderbolt' models – Titfield station signs.

Produced under the retailer's Arch Laser brand, the laser-etched and engraved signs are available at £4.50 per pair (ref.ALOO003).

The firm has also produced two new road vehicles in the recently introduced TT:120 scale, also under the Arch Laser brand.

The first (ref.A3DTT070) depicts a Dennis D130 type fire engine, which was manufactured from 1978 to 1994. The other (ref.A3DTT091) is the firm's popular six-ton Ransomes & Rapier mobile crane, also available in OO and N, and now also rescaled to TT:120. The latter prototype was introduced in the 1930s and exported worldwide for use in locations such as railway goods yards and wharves.

Titfield station running-in board in 4mm scale.

The Dennis D130 fire engine in TT:120 scale.

Ransomes & Rapier mobile crane in TT:120.

Both fully finished and ready to plant, they retail at £18.95 and £17.95 respectively from:

Osborn's Models
7 Honestone Street, Bideford,
North Devon EX39 2DL
Tel: 01237 423453
www.osbornsmodels.com

Class 88 in OO and Class 87 in N by Dapol

Dapol is to produce the first ready-to-run model of the Class 88 electro-diesel, in OO gauge as an exclusive for retailer Rails of Sheffield.

The 10 Direct Rail Services Class 88s are dual-mode versions of the Class 68 diesel locomotives, both being built by Stadler and sharing approximately 70% of their components. Similarly, Dapol has already produced the Class 68 in OO, reviewed in the May 2017 issue of RAILWAY MODELLER.

Engineering prototypes of the Class 88 are already being evaluated at Dapol, and the model is expected to be released in the second quarter of next year. Four numbers and names will be offered: 88 001 *Revolution*, 88 003 *Genesis* and 88 007 *Electra*, all in DRS livery, and 88 010 *Aurora* in DRS Refrigerated Rail guise.

They will be priced at £199.95 for DCC ready versions, £249.95 with DCC fitted and £329.95 with DCC sound, the latter two with working pantographs. All can be pre-ordered with a £30.00 deposit from:

Rails of Sheffield
21-29 Chesterfield Rd,
Heeley,
Sheffield S8 0RL
Tel: 0114 255 1436
www.railsofsheffield.com

Livery artwork for OO gauge 88 001 *Revolution* in DRS livery and 88 010 *Aurora* in DRS Refrigerated Rail guise.

Livery artwork for N gauge 87 101 *Stephenson* in BR blue and 87 017 *Iron Duke* in InterCity Swallow livery.

N gauge 'Electric Scot'

Dapol has also announced a model of the Class 87 electric locomotive in N gauge. Introduced in 1973, this 36-strong class was the mainstay of express passenger services on the West Coast Main Line under BR and Virgin Trains for over 30 years until replaced by the Pendolinos in 2005.

Developed with the assistance of the 87 035 Group, which has preserved that example at Crewe Heritage Centre, the model will be tooled to accurately portray the locomotives from 1973 to the present day. Different front end and roof variations will be modelled, including the last locomotive in the class, 87 101 which was used to test a new thyristor power control system.

The following liveries and numbers are proposed: 87 031 *Hal o' the Wynd* in BR blue; 87 017 *Iron Duke* in InterCity Swallow guise; 87 035 *Robert Burns* in Virgin Trains livery; 87 022 in DRS blue; 87 101 *Stephenson* in BR blue; 87 002 *Royal Sovereign* in Caledonian Sleeper livery; and a twin pack with 87 006 *City of Glasgow* and 87 012 *Coeur de Lion*.

CADs of the model are currently being reviewed and it is expected to arrive in the third quarter of next year. Prices are £155.00 for DCC ready locomotives and £190.00 with DCC fitted, while the twin pack will retail at £300.00 in DCC ready format and £370.00 with DCC fitted.

Hawthorn Leslie liveries

Finally, Dapol has received the first shots of its OO gauge GWR Diagram N autocoach (announced in the May 2023 RAILWAY MODELLER) and decorated samples of its OO gauge Hawthorn Leslie 0-4-0 saddle tank (announced in the May 2022 RM).

Liveries on the Hawthorn Leslie are: No.4 *Asbestos* in green with yellow lining; *Henry* in black with red lining; *Invincible* in maroon with straw lining; No.56 in Port of London Authority blue with yellow lining; NCB blue with straw lining; *Faraday* in green; *Spider* in Black Park Colliery green; Newcastle Electric Supply No.13 with yellow chevrons; and *Wallaby* in Australian Iron & Steel Co. blue. Footplate of Kidderminster has likewise received a decorated sample of its exclusive model of *Marston, Thompson & Evershed Ltd. No.3*, preserved at the Foxfield Railway.

Dapol Ltd
Tel: 01691 774455
www.dapol.co.uk

Footplate
101 Comberton Hill,
Kidderminster,
DY10 1QH
Tel: 01562 750076
www.footplate.co.uk

Decorated sample of the exclusive Footplate version of the Dapol Hawthorn Leslie 0-4-0ST, *Marston Thompson & Evershed Ltd. No.3*, on the running plate of the real locomotive during recording of sounds for the model. *Photo: Footplate*

The latest news from the PECO group of companies

Ffestiniog Large Englands join the Kato/Peco range

Kato and Peco are to produce the Ffestiniog Railway Large England 0-4-0 saddle tank/tender locomotives ready-to-run in 009.

Derived from the existing tooling of the Kato/Peco Small England (reviewed in the December 2021 issue of RAILWAY MODELLER), the new model will incorporate disc instead of spoked wheels, and a larger tank moulding with the nameplate in a different position, to accurately replicate the bigger examples of the design.

Proposed names and liveries are *Welsh Pony* in brown, *Little Giant* in maroon and *Exmoor Pony* in Southern Railway green as a fictional Lynton & Barnstaple Railway model, together with another Small England, *Palmerston* in maroon.

Production is due to commence in October with delivery expected in January or February next year. The retail price is to be confirmed but is expected to be around £170.00.

Peco
Underleys, Beer, Seaton,
Devon EX12 3NA
Tel: 01297 21542
www.peco-uk.com

Pre-production sample of Large England *Welsh Pony*.

Renovated model railway exhibition opens at Pecorama

Opening the exhibition are (left to right) Abigail Miller, Hilary Arnold, Ben Arnold, Cherry Sargent, Michael Pritchard and Andrew Beard.

Ben Arnold and Michael Pritchard with part of the new timeline documenting the history of Peco.

The renovated model railway exhibition at Pecorama has been officially reopened, with the addition of a new timeline documenting the history of Peco.

The ribbon-cutting ceremony took place on 13 July, the 111th anniversary of the birth of the company's late founder Sydney Pritchard.

The entrance to the exhibition now houses a timeline illustrating significant milestones in the 78-year history of Peco, since Sydney Pritchard and his wife Claudine founded the Pritchard Patent Product Company in 1945.

Two new items in the exhibition are a OO gauge layout using the new range of Peco bullhead track, and a layout in the new TT:120 scale (currently still under construction).

Details of opening times can be found on the Pecorama website below.

Pecorama
Underleys, Beer,
Seaton, Devon EX12 3NA
Tel: 01297 21542
www.pecorama.co.uk

Four exclusive Rapido UK wagons for Derails

Forest of Dean-based retailer Derails has announced four more exclusive Rapido Trains UK OO gauge wagons, following the success of its AA20 Toad brake van lettered 'LYDNEY JUNCTION'.

The new models are all produced from the manufacturer's new Railway Clearing House 1907 design of seven-plank Private Owner wagon. Two are offered in the liveries of local coal merchants – the Dean Forest Coal Co. (ref.967223) and Cannop Colliery (ref.967222). The former traded from 1870 until 1935 and its wagons were photographed in the Cotswolds and South Wales, while the latter opened in 1910 and was one of the larger collieries in the forest, with its wagons recorded as far afield as Cornwall.

CAD renders of the Cannop Colliery and Dean Forest Coal Co. wagons.

The third wagon (ref.967239) is presented in the livery of Somerset Collieries of Radstock, a firm set up by Sir Frank Beauchamp in 1925 and owning several pits in the county. Of particular interest to modellers of the Somerset & Dorset Joint Railway, these wagons could be seen all over Somerset and were used for export traffic to Bristol.

The final wagon (ref.967283) is intended as the ideal gift, having a light-hearted inscription of 'Grumpy Old Bloke Colliery Co.' and 'Return empty to The Railway Room, Loftshire'.

All can be pre-ordered at £32.95 with free UK postage and delivery expected next year.

Pre-production livery artwork of the Somerset Collieries and 'Grumpy Old Bloke Colliery Co.' wagons.

Derails,
Unit 4, Unicorn House, Market Place, Coleford,
Gloucestershire GL16 8AA
Tel: 01594 835935
www.derails.co.uk

EXHIBITION FOCUS

Gauge O Guild exhibition at Stafford...

Stafford County Showground is to host two model railway exhibitions during September, with the first being Guildex 2023, presented by the Gauge O Guild on 2 & 3 September.

So far, 11 layouts in 7mm scale have been booked for the event, which will be held at the showground's Bingley Hall. They include *Wedmore*, which was featured on pages 666-667 of this issue, and *Glebe Street*, which appeared in the July issue.

As detailed on page 648, the show will feature a live layout build: the Gauge O Guild, in collaboration with Peco and other suppliers, will attempt to construct a 7mm scale exhibition layout in the course of the weekend, using off-the-shelf components.

There will also be four seminars, each one hour long, for visitors to learn new skills (details are to be confirmed) and demonstrations will include soldering, weathering, building coaches, and modelling a reduced radius curve.

To celebrate its 10th anniversary, modular laser-cut kit manufacturer LCut Creative is offering 10 £100 vouchers to advance ticket purchasers. Advance ticket numbers will be entered into a free prize draw.

For further details, including a list of the layouts, see Societies & Clubs on pages 707-710 or visit:
www.gaugeoguild.com

▲ *Glebe Street*, set in 1960s Glasgow and featured in the July issue of RAILWAY MODELLER, will appear at the Guildex 2023 show. *Photo: Steve Flint*

...followed by Stafford Railway Circle show

Three weeks after Guildex, on 23 & 24 September, Bingley Hall at Stafford County Showground will be the venue for the annual exhibition organised by the Stafford Railway Circle.

55 layouts are due to attend this show, including *Durston for Hemsby* (which appeared in the November 2022 RAILWAY MODELLER), *Framplington* (featured in the September 2020 issue), *Gravelly Oak* (RM January 2019), *Hillport Goods* (RM June 2023), *Whiteacres* (February 2015) and *Whiteoak Light Railway* (January 2012).

Making its last appearance at the show will be an award-winning 4mm scale model of Bewdley station on the Severn Valley line set in the 1960s. Constructed by members of the Wirral & North Wales Model Railway Group, it has been put up for sale and prospective purchasers can view it at the exhibition.

A free bus service will connect the venue with Stafford railway station, and miniature train rides will be offered. For more details, including a layout list, see Societies & Clubs or visit:
www.staffordrailwaycircle.org.uk

▲ This 4mm scale model of Bewdley, by the Wirral & North Wales Model Railway Group, will make its last appearance at the Stafford Railway Circle exhibition on 23 & 24 September. *Photo: Alisdair Macdonald*

Over 50 layouts for 009 Society 50th anniversary

To celebrate its 50th anniversary, the 009 Society is bringing together over 50 layouts for its exhibition at the narrow gauge preservation centre of Statfold Barn.

Scheduled for 16 & 17 September, it is believed to be the largest ever show of narrow gauge railway modelling within the range of scales covered by the society, including 009, H0e, H0m and 00n3. The 50 layouts will include *Cefn Bryn Carreg* (featured in the May 2023 issue of RAILWAY MODELLER), *Launceston Steam Railway* (which appeared in the May 2017 issue), *Slugworth* (May 2022), *Coleford* (May 2013), *Bottle Kiln Lane* (April 2014), *Sandy Shores* (June 2020) and *Shipmeadow* (May 2020).

Manufacturers of ready-to-run narrow gauge equipment such as Peco and Bachmann will be in attendance, along with the 009 Society sales stand, other specialist traders and railway societies.

As a further celebration of the anniversary, the society has commissioned a limited edition Lynton & Barnstaple Railway box van from Peco, carrying the group's logo and lettering relating to Statfold. It is hoped that the model will be on sale at the exhibition.

On the Statfold Barn Railway itself, two locomotives will be in steam on the extensive 2' gauge system, and the centre's large collection of narrow gauge engines will be on display.

The Saturday will be for 009 Society members only, while the Sunday will be open to the public. More details can be found and members' tickets booked at:
www.009society.com
Public tickets can be booked at:
www.statfold.com/009society

▲ *Launceston Steam Railway*, featured in the May 2017 RAILWAY MODELLER, will be on show at the 009 Society 50th anniversary exhibition. *Photo: Richard Holder*

▲ The limited edition 009 van commissioned from Peco to mark the 009 Society 50th anniversary.

Exclusive Revolution Class 313 units in N for Rails of Sheffield

Revolution Trains is producing two exclusive versions of its forthcoming N gauge Class 313 electric multiple unit for retailer Rails of Sheffield, together with two Arlington translator vehicles.

One of the three-car Class 313 models depicts unit 313 121 in Network Rail yellow, which was converted in 2013 as a test train for the new European Rail Traffic Management System. The other is finished in BR blue & grey livery as the class pioneer 313 201 (formerly 313 001) which was repainted in this guise in 2017 to commemorate over four decades of service, and which took part in the recent farewell railtour for the class. The model will replicate the all-grey doors (as opposed to the original blue & grey) which were required to meet modern accessibility regulations.

The third model will depict the two driving cars from the related Class 508 unit 508 207, Nos.64664 and 64707, which were converted into translator vehicles by Arlington of Eastleigh in 2014. Designated Set T7, painted in Arlington Fleet Group green livery, and named *Liwet* and *Labezerin* in 2016, they are used to attach GB Railfreight Class 66 diesels to multiple units fitted with Tightlock couplers, for delivery moves. Much like the prototypes, the models feature working Tightlock couplers at the cab ends and standard N gauge couplings, together with working directional red tail lights, at the non-cab ends.

The three-car units are available DCC ready at £269.95 and with DCC sound for £369.95, while the two-car T7 unpowered packs are £159.95. Delivery is expected in the first or second quarter of next year, and all can be pre-ordered now with a £30.00 deposit from:

Rails of Sheffield
21-29 Chesterfield Rd, Heeley,
Sheffield S8 0RL
Tel: 0114 255 1436
www.railsofsheffield.com

Order deadlines

The pre-order book for the Class 313s from Revolution will close at the end of September, with samples due to be on show at the International N Gauge Show in Warwickshire on 9 & 10 September.

BR blue & grey, Network SouthEast, Silverlink and Southern liveries will be offered, along with the very similar Class 314 units in two Scottish guises: original Strathclyde PTE orange & black, and Scotrail Saltire livery.

The discounted pre-production price direct from Revolution is £225.00 for DC silent models and £320.00 with DCC sound. Once pre-orders close the recommended retail price will be £270.00 for DC silent units. All models have Next18 decoder sockets and factory-fitted sound speakers.

The pre-order deadlines for several other Revolution projects are fast approaching: the N gauge FNA-D nuclear flask wagons on 30 September; the OO gauge 'Alcan' PCA wagons on 31 August; and the OO and N gauge BR Borail, YLA Mullet, YQA Parr and YQA Super Tench engineers' flat wagons on 30 September. Orders can be placed at:
www.revolutiontrains.com

Exclusive N gauge Revolution Class 313 units in BR blue & grey, Network Rail yellow and ex-Class 508 driving cars in Arlington Fleet Group green.

Exclusive Stephenson Clarke coal wagon for 7mm Scale Society

Minerva Model Railways is producing its forthcoming GWR Diagram N32 coal wagon in Stephenson Clarke livery as the first exclusive model for the 7mm Scale Society.

Stephenson Clarke was one of the largest coal merchants in Britain, and its wagons could be seen across the country. They were repainted after all Private Owner wagons were placed into a common pool during the Second World War, but weathered examples in the original guise could still be seen for many years afterwards.

The model is exclusive to fully paid-up members of the 7mm Scale Society, who can order as many as they wish, although only a limited number will be produced. The price is £62.50 each with postage at £5.50 per order, and delivery is expected towards the end of this year.

Orders must be placed via the Membership Secretary, and details can be found on the society forum – access to which costs £5.00 per annum. To join, email:
7mmscalesociety@btinternet.com

Souvenir wagons in three scales from Locomotion Models

Locomotion Models has released souvenir wagon models in OO, O and N gauges, produced by Dapol.

The OO gauge wagon – the fourth exclusive wagon in 4mm scale to be produced for the retailer – is a salt van with metal wheels and NEM coupling pockets, with 400 being produced and available at £17.50 each.

The N gauge hopper wagon, complete with load, also retails at £17.50 with 100 being produced. The O gauge seven-plank wagon, with three-link couplings, is priced at £55.00 with just 25 produced.

All three are inscribed 'Railway Museum Locomotion' with the running number 202324, and are marked 'To run between Shildon and York only'. They are available now from the on-site shop at the National Railway Museum or:

Locomotion Models
Locomotion, Shildon, County Durham DL4 2RE
Tel: 01904 685785
www.locomotionmodels.com

Shop News

Monk Bar Model Shop celebrates 60th anniversary

One of the oldest model shops in England, Monk Bar Model Shop in York, is celebrating its 60th anniversary in August.

Situated under Monk Bar, one of the city's stone gateways, the shop was established by John Normanton and his son Trevor in 1963.

John Masheder, who started working part-time in the shop that year while at college, later purchased the business, and today it is run by his son Andy.

A week of celebrations is planned to commence on Monday 21 August, with visits from suppliers (Peco, Hornby, Bachmann and others to be confirmed), demonstrations and special offers; further details can be found on the website below.

Located just two minutes from York Minster and less than 20 minutes from York railway station, the shop is open from 0900-1700 Monday to Saturday. Expanded to two floors since its opening, it stocks N, OO and O gauge items, scenic accessories, paints and modelling tools, in addition to diecast models, plastic kits and Scalextric.

Monk Bar Model Shop
Tel: 01904 659423
www.monkbarmodelshop.co.uk

Then... John Normanton, the original owner of Monk Bar Model Shop, behind the counter.

Now... the present-day Monk Bar Model Shop team. Left to right: Martin Balstow, Andy Masheder and Andy Gibbs.

'Harburn Halt' gets BR totem signs

Edinburgh model shop Harburn Hobbies has added BR Scottish Region light blue totem signs to its frontage, reading 'Harburn Halt'.

As reported in the November 2022 RAILWAY MODELLER, a new tram stop has been constructed next to the shop on Leith Walk, as part of an extension of the city's tramway network which opened to passengers at mid-day on Wednesday 7 June.

Although the station is actually titled McDonald Road, many of the shop's customers have nicknamed it 'Harburn Halt' – hence the new vinyl signs in the shop window.

The first horse-drawn tramway in Edinburgh was built in 1871, followed by a cable-worked system in 1888, copying the example in San Francisco. However, when the separate Burgh of Leith built an electric tramway in 1905, passengers had to change trams at the Edinburgh boundary in the middle of Leith Walk – a situation that was known as 'the Pilrig muddle' and lasted for almost 20 years. The last tram ran down Leith Walk on 16 November 1956, by which time Harburn had been in business for almost 20 years.

Harburn Hobbies Ltd
67 Elm Row,
Leith Walk,
Edinburgh EH7 4AQ
Tel: 0131 478 3233 or
0131 556 3233
www.harburnhobbies.co.uk

Edinburgh tram No.961 calls at McDonald Road *en route* from the airport to Newhaven, with Harburn Hobbies and its new 'Harburn Halt' signs in the background.

Preserved 'Black Five' joins Ellis Clark Trains fleet in O gauge

Ellis Clark Trains has added another preserved locomotive to its range of O gauge 'Black Five' 4-6-0s – No.45231 *The Sherwood Forester*.

Saved for preservation straight from BR service at the end of steam in 1968, No.45231 was initially based at Carnforth but subsequently spent many years at the Great Central Railway. Now part of the Locomotive Services Ltd fleet and active on the main line, it was recently used to record sound for the Ellis Clark Trains model.

The O gauge version of No.45231 will be a limited edition of only 50 pieces, available in DCC ready format (priced at £949.00) or with DCC sound (£1,175.00).

As reported last issue, the models are now in production and expected to arrive between November this year and February 2024 (No.45231 is anticipated in December or January). Orders can be placed with:

Ellis Clark Trains
Unit 2 Toller Court, Shortbank Road,
Skipton, North Yorkshire BD23 2HG
Tel: 01756 701451
www.ellisclarktrains.co.uk

Preserved Stanier 'Black Five' 4-6-0 No.45231 *The Sherwood Forester* at Fort William depot. The locomotive has received the name in preservation.
Photo: Craig Tiley

In brief

Dorking exhibition

Dorking & Horsham Model Railway Club is holding its autumn exhibition at The Ashcombe School, Dorking RH4 1LY on Saturday 30 September (1000-1700) and Sunday 1 October (1000-1600). More details can be found at:
www.dadmrc.co.uk
www.horshammrc.org.uk

Beacon-Rail 2023

Tring & District Model Railway Club will hold its annual Beacon-Rail exhibition on Saturday 23 September at Memorial Hall, Vicarage Road, Pitstone, Bedfordshire LU7 9EY (the venue will be signposted locally). Opening times are from 1015-1630. For more details:
Tel: 01525 850703
www.tringmrc.co.uk

New LNWRS book

The London & North Western Railway Society has published a new book, *Changing Engines*, documenting the transition from steam power to diesel and electric traction in the Birmingham and Rugby Districts of the London Midland Region in the 1960s. Retailing at £30.00 (£25.00 to society members) plus £3.00 postage, it can be ordered by emailing:
sales@lnwrs.org.uk

September auction

Collectables auctioneer Warwick & Warwick is to hold its next auction of toys, postcards and cigarette cards, including model railways, on Wednesday 20 September. The catalogue for the sale will be available at:
www.warwickandwarwick.com

Pen & Sword books

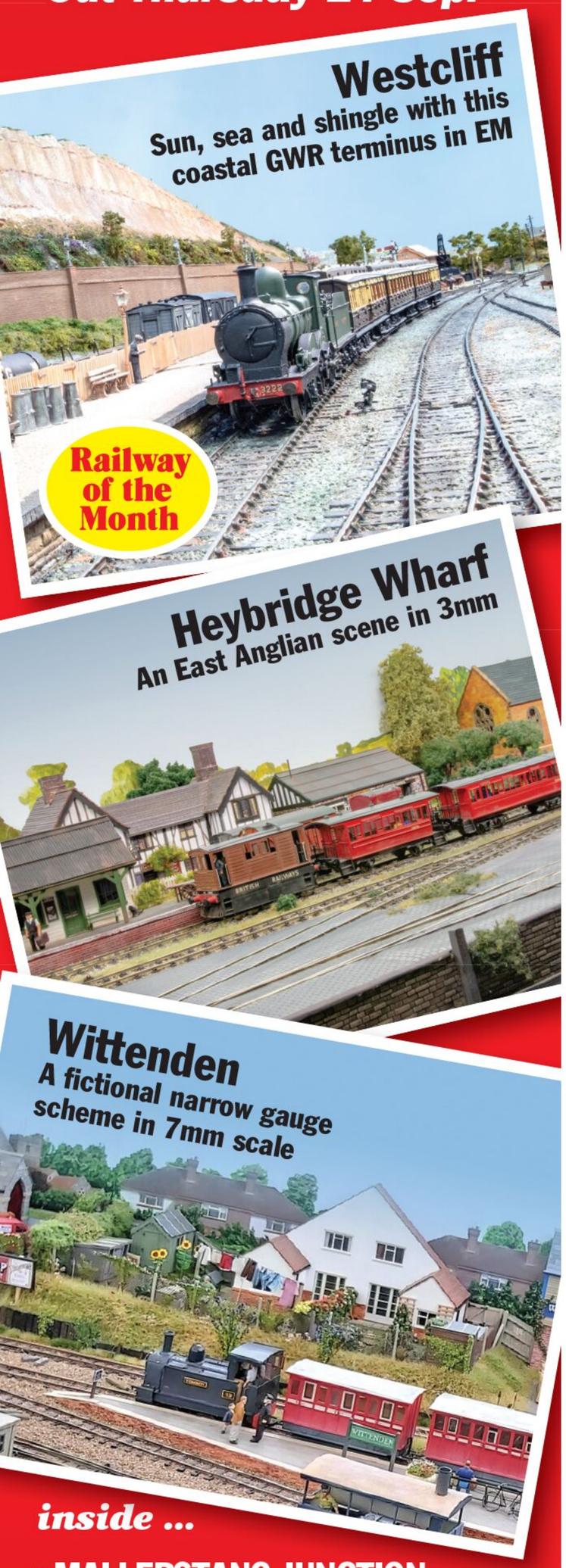
The latest book releases from Pen & Sword are *Constructing Buildings for Model Railways* by David Ashwood, and *Railways and Industry on the Brecon & Merthyr Railway* written by John Hodge and Ray Caston, the third in a trilogy covering the line from Merthyr to Pontsticill. To order, visit:
www.pen-and-sword.co.uk

Mermaid wagons back in stock

The OO gauge BR Mermaid ballast wagons by Flangeway (originally reviewed in the July 2015 RAILWAY MODELLER) are back in stock at Footplate of Kidderminster. The 14-ton side-tipping wagons are again available in BR black and 'Dutch' grey & yellow liveries. The relatively short-lived Gulf red guise, applied to BR engineering wagons in the 1960s, has also been added to the range. Three alternative running numbers are offered with each livery, priced at £27.95 each.
Footplate of Kidderminster
101 Comberton Hill
Kidderminster, DY10 1QH
www.flangeway.com

Coming next month

October 2023 – Out Thursday 14 Sep.



inside ...

- **MALLERSTANG JUNCTION**
  Ian Nuttall continues the construction of the third phase of his S&C empire
- **STRUCTURE MODELLING IN N**
  A grand hotel scratch-built from card
- **LONGWAITE**
  Through the railway room door with this loft-based LMS terminus in OO

plus all the regular features ....

Cut-down Peckett and flameproof Hudswell kits from Planet Industrials

A Peckett 'Greenhithe' 0-4-0ST with cut-down cab in OO, and a flameproof Huwood Hudswell diesel in OO9, are the subjects of the latest kits from Planet Industrials.

The 'Greenhithe' was a special design based on the Peckett W6 Class built in the late 1920s. The Planet kit provides etched and 3D-printed parts for the cab, replacement bufferbeam and shorter chimney, to fit the Hornby Class W4 Peckett 0-4-0ST (ideally, an example with the safety valves inside the lower dome is required). It is priced at £38.00 including UK delivery.

The Huwood Hudswell was the result of an alliance in 1948 between mining engineers Hugh Wood & Co. Ltd and locomotive builders Hudswell Clarke to design and construct a range of diesel locomotives for the modernising British coal industry.

The kit is the result of a similar collaboration between Planet Industrials and Narrow Planet, and represents a typical example of the smaller 68-horsepower 0-4-0, with a Gardner engine, conditioned exhaust and extensive flameproofing.

Consisting of etched nickel silver detail parts on a 3D-printed bodyshell, the model is designed to fit on a slightly modified Bachmann N gauge 'Percy' chassis. It is priced at £45.00 including UK delivery.

Both models are available exclusively through Light Railway Stores:

A cut-down Peckett 'Greenhithe' 0-4-0ST (*left*) with a full-height Peckett for comparison.

Planet Industrials/Narrow Planet Huwood Hudswell diesel in 009.

www.lightrailwaystores.co.uk

Planet Industrials can be contacted via its website: **www.planetindustrials.co.uk**

Dapol gunpowder van in N for Pennine Wagons

Pennine Wagons, an online mail order supplier of limited edition N gauge wagons, has received a new specially commissioned model from Dapol.

The steel-bodied gunpowder van is presented in the Private Owner livery of W.H. Wakefield & Co. Ltd of Milnthorpe. It is available at £15.00 each, or £40.00 for three (prices including postage & packing within the UK) from:

Pennine Wagons
34 Leith Court, Dewsbury, West Yorkshire WF12 0QP
Tel: 01924 459104 (1000 to 1600)
www.penninewagons.co.uk

Town and country items from Scale Model Scenery

Scale Model Scenery has released its latest selection of scenic and building details, with suitable items for urban or country layouts.

In the former category are a pack of 10 wooden ladders in OO (£3.99); a pack of two weathered industrial safety glazing sheets, also in OO (£3.25); a sheet of fine grey mesh, suitable for chain-link fencing in 7mm scale or larger (£1.49); and an A5 sheet of pre-weathered laser-cut terracotta roof tiles in TT:120 (£5.99).

For countryside scenes (all in OO), there are a pack of two galvanised circular cattle feeders (£4.99); strips of brambles (£7.29); thistle tufts (£3.49); and flowering gorse patches (£7.29). All can be ordered from:

Scale Model Scenery, Tel: 01530 456952 www.scalemodelscenery.co.uk

4mm scale wooden ladders from Scale Model Scenery.

Privatised trains no joke according to Ben Elton

Comedian Ben Elton recently dropped into the Blyth and Tyne Model Railway Club whilst filming the Channel 4 programme *The Great Railway Disaster* – a critique about the state of Britain's modern-day privatised railways.

During his visit Mr Elton used Bob Jones' 2mm finescale layout *Fence Houses* as a backdrop whilst he interviewed former British Railways manager Steve Shields and extolled the virtues of the UK's former nationalised railways, which used to operate main line services through the real Fence Houses station.

Bob said that a great day was had running the layout for the TV cameras and an opportunity to remind the world about the long-gone Leamside Line which was a main transport artery in its day. The programme was broadcast on 26 June. *Fence Houses* the model was featured in the July and August 2021 issues of RAILWAY MODELLER.

Bob Jones and Ben Elton with *Fence Houses*.

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.

NOVEMBER 2023 issue deadline: September 1st

LIVE EVENTS

Mondays-Saturdays until 2 September
CHESTER
Organiser: Chester Cathedral.
Venue: Chester Cathedral, St Werburgh St, Chester CH1 2DY.
Open: 1000-1700
Admission: £3.00, under 5s free.
Amenities: café.
Features: 'Making Tracks III' – *Milton Keynes Central* (OO) built by Pete Waterman and the Railnuts team.
Contact: 01244 500 959.
Website: www.chestercathedral.com

Saturday 12 August
BEER, Devon
Organiser: Pecorama.
Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1600
Admission: included in Pecorama entry prices (adults £12.95, children 4-17 £10.95, family x4 £44.95, under 4s and adults over 80 free).
Amenities: parking, refreshments, disabled access (hilly site, unsuitable for three-wheel mobility scooters).
Features: visitors are invited to operate Swiss HOm layout *The Andeer Line* (full instructions will be given).
Website: www.pecorama.co.uk

Saturday 12 August
BEXHILL-ON-SEA, East Sussex
Organiser: Bexhill Model Railway Club.
Venue: St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE.
Open: 1000-1700
Admission: adults £6.00, children £2.00, family £14.00.
Amenities: free parking, refreshments.
Features: layouts, sales stands.
Website: www.bexhillmrc.co.uk

Saturday 12 August
HEYWOOD, Lancashire
Organiser: Heywood Model Railway Group.
Venue: Unit 4 Park Works, River Street, Heywood OL10 4AB.
Open: 1000-1600
Admission: adults £2.00, accompanied children under 16 free, donations welcome.
Amenities: ample parking, disabled access, refreshments.
Features: open day with over 21 layouts in N, OO, O and G plus Hornby Dublo three-rail – bring your own stock. Club shop, trade stand.
Email: phil_evans@sky.com
Website: www.hmrg.net

Saturday 12 August
ROADE, Northampton
Organiser: Northampton & District Model Railway Club (sponsored by Bachmann).
Venue: Roade Village Hall, Bailey Brooks Road, Roade, Northampton NN7 2LS.
Open: 1000-1600
Admission: adults £6.00, Bachmann Collectors Club members £5.00, children free.
Amenities: on bus routes Northampton to Milton Keynes (X6/33), free parking, disabled access, free vintage bus rides, refreshments.
Features: exhibition in a railway village on the West Coast Main Line. All popular gauges (Z to G) with all layouts new to this show, demonstrations, traders, Bachmann display & Collectors Club stand.
Contact: Secretary Richard Deacon, 01604 890275.
Website: www.ndmrc.org

Saturday 12 & Sunday 13 August
LOUGHBOROUGH, Leicestershire
Organiser: Soar Valley Model Railway Club.
Venue: Loughborough Grammar School, Leicester Road, Loughborough LE11 2DU.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, children under 16 £5.00, family (2+3) £25.00.
Amenities: free parking, disabled access, refreshments.
Features: 40th anniversary show: *Ribblehead* (T), *Ilfracombe East* (OO9), *Barnwood*, *Brookfield*, *Burton on Trent*, *Hartley Poole Too*, *Newvadden Parkway*, *Oakwood Lane*, *Rockcliffe*, *St Ruth*, *Bregenbach im Schwarzald*, *Kleine Rundfahrt*, *Ishinaka* (all N), *Atherley Narrows*, *San Clemente*, *Wolfstatt* (all HO), *Canada Street*, *Glenmore Parva*, *Hackworth (Trafalgar Terrace)*, *Hillton TMD and MOD*, *Illie Town*, *Linwood Lane*, *Loughborough Midland*, *Myton*, *Smallwood*, *Southgate Park*, *Thorncliffe* (all OO), *Charnwood*, *Newchapel Junction*, *Wolf Lowe* (all O), demonstrations, trade stands.
Contact: Chris Challis, 01308 897539.
Website: www.railwells.com

Wednesday 16 August
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: 1000-1630
Admission: small charge (children to be accompanied please).
Amenities: ample free parking, bus route 28 from Taunton.
Features: open day with *Bath Green Park* and *Tamerig New* layouts.
Contact: Simon Ford, 07879 852736.
Website:
www.tauntonmodelrailwaygroup.co.uk
Facebook:
www.facebook.com/tauntonmodelrailwaygroup

Saturday 19 August
MILTON KEYNES, Buckinghamshire
Organiser: Silverfox DCC Model Railway Club.
Venue: Oakgrove Secondary School, Venturer Gate, Middleton, Milton Keynes MK10 9JQ.
Open: 1000-1600
Admission: adults £8.00, children under 16 free if accompanied by a paying adult.
Amenities: free parking, disabled access, refreshments.
Features: *Achalraj* (OO9), *Ashcombe* (N), *Baileys Wharf* (OO9), *Bankfield Road* (O), *Barway Sidings* (O), *Bradwell Road* (N), *Bucklebury Lane* (OO), *Catesby Sidings* (N), *Central Works* (O), *Cobra Canyon* (N), *Cyon Valley* (N), *Donnersbachkogel* (HO), *Dublingham Goods Yard* (OO), *East Quay* (OO), *Haversham Central* (N), *Kinross* (OO), *Kamiack Falls* (HO), *Kreuzweg* (Swiss HOm), *Linwood Lane* (OO), *Moos* (HO), *Quarry End* (OO9), *Roadwater* (EM), *Ruffles Road* (OO), *St Niklaus* (N), *Son of Foxborough* (N), *St Pankraz in Steiermark* (HO), *Tamcaster* (N), *Terra Profugus* (OO), *The Ninety Pence Layout* (N), *The Bedstead Flyer* (N), *Tigley Yard* (O), *Toot Hill* (HO), *Warmsley* (N), *Whaplode* (O), *Wilne Land Yard* (O), 16 traders.
Website: www.silverfoxdcc.co.uk

Saturday 19 & Sunday 20 August
CARNFORTH, Lancashire
Organiser: Carnforth Station Heritage Centre.
Venue: Carnforth Station Heritage Centre, Warton Road, Carnforth, Lancs LA5 9TR.
Open: 1000-1600 both days.
Admission: adults £3.00, children free.
Amenities: accessible throughout, refreshment room open.
Features: at least eight layouts plus trade stands.
Website: www.carnforthstation.co.uk

Saturday 19 & Sunday 20 August
CRICH, Derbyshire
Organiser: National Tramway Museum.
Venue: The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP.
Open: 1000-1700 both days.
Admission: adults £22.00, seniors (60+) £19.50, children (4-15) £14.00, family £49.50. Reduced rates for disabled visitors.
Amenities: free parking, disabled access, refreshments.
Features: model tram, bus and railway exhibition with eight layouts including a new 5¼" gauge demonstration layout, built at the museum, for the Robert Whetstone one-eighth scale model trams.
Contact: 01773 854321.
Website: www.tramway.co.uk

Saturday 19 & Sunday 20 August
GLASGOW
Organiser: G Scale Society.
Venue: 56 Stamperland Drive, Clarkston, Glasgow G76 8HF.
Open: 1330-1730 both days
Admission: £1.00 (children must be accompanied by an adult) – proceeds to charity.
Amenities: tea/coffee, home baking.
Features: garden railway open weekend.
Contact: Fraser Neilson, 0141 586 0955.
Email: cumbrae14@ntlworld.com

Saturday 19 & Sunday 20 August
INVERNESS, Scottish Highlands
Organiser: Inverness & District MRC.
Venue: Leonardo Hotel (formerly Jurys Inn), Millburn Road, Inverness IV2 3TR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, accompanied children £2.00, family (2+2) £10.00.
Amenities: ample parking, wheelchair access.
Features: eight layouts in O, OO and N, three trade stands.
Website: www.invernessmrc.org.uk

Saturday 19 & Sunday 20 August
MARKET BOSWORTH, Leicestershire
Organiser: The Battlefield Line Railway.
Venue: Market Bosworth Station, Station Road, Market Bosworth, CV13 0PF.
Open: 1030-1600 both days.
Admission: £4.00 per person (all accompanied children under 16 receive a free lunch box).
Amenities: free parking, easy access, hot and cold refreshments.
Features: *Martin Street* (O), *Cowley Yard* (7mm), *Snowy River Railroad* (On30), *Ella Road* (OO), *Marston Jabbett* (N), *Roofers Lane* (N), *Wheal Kist* (OO9), *North Rokeby* (OO & OO9), *Ashbridge* (OO), *Rush Green Colliery* (OO), vintage Tri-ang Railways & Minic Motorways, Thomas & Friends (G scale garden railway), trade and society stands, full-size trains running (extra fare payable).
Email: battlefieldline@outlook.com
Website: www.battlefieldline.co.uk

Saturday 19 & Sunday 20 August
PICKERING, North Yorkshire
Organiser: Scarborough & District Railway Modellers.
Venue: Memorial Hall, 34 Potter Hill, Pickering, YO18 8AA.
Open: Saturday 1000-1700
Sunday 1000-1530
Admission: £6.00, accompanied children free.
Amenities: Arriva bus X128 from Scarborough, Coastliner buses 840/843 from Malton station, North Yorkshire Moors Railway trains from Whitby, disabled access to all floors, hot and cold food.
Features: *Durham Street* (O), *Ravensthorpe* (O), *Millfield Yard* (OO), *Wardwood* (OO), *Possil Halt* (OO), *Arncliffe* (OO), Thomas (OO), *Shurikoya* (HO), *Trams R Back* (OO9), *Cwmbot-te* (OO9), *Coalhill West* (N), *Aldergrove* (N), demonstrations, trade stands.
Website: www.sdrmweb.co.uk

Saturday 19 & Sunday 20 August
WAKEFIELD, West Yorkshire
Organiser: EM Gauge Society.
Venue: Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield WF2 7EL.
Open: Saturday 1030-1700
Sunday 1000-1600
Admission: two-day ticket £11.00, members £9.00, accompanied under-14s free.
Amenities: venue within easy reach of M1 junction 39 and Wakefield station, on-site parking, level access.
Features: expoEM Summer show with *Blakey Rigg* (S), *Chatsworth Road* (S4), *Dewsbury GNR* (S4), *Kyle of MacAllan Locomotive Shed* (EM), *Sheepcroft* (EM), *Grimesthorpe* (EM/18mm gauge), *Hope-under-Dinmore* (EM), *Minimis* (EM), *Wepre Park* (EM), *West End Drift* (EM), demonstrations, trade stand and members' sales.
Email: exposummer@emgs.org
Website: www.emgs.org

Wednesday 23 August
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: 1000-1630
Admission: small charge (children to be accompanied please).
Amenities: ample free parking, bus route 28 from Taunton.
Features: open day with *Bath Green Park* and *Tamerig New* layouts.
Contact: Simon Ford, 07879 852736.
Website:
www.tauntonmodelrailwaygroup.co.uk
Facebook:
www.facebook.com/tauntonmodelrailwaygroup

Saturday 26 & Sunday 27 August
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last admission 1630).
Admission: adults £5.00, seniors/children £4.00, family (2+2) £12.00.
Amenities: not all of the building has disabled access.
Features: open day with O gauge East Coast Main Line layout in operation.
Contact: B Hodkinson, 01427 610475.

Email: gmrscontact@gmail.com
Website:
www.gainsboroughmodelrailway.co.uk

Saturday 26 & Sunday 27 August
HIGHBRIDGE, Somerset
Organiser: Burnham Model Railway Club.
Venue: King Alfred School, Burnham Way, Highbridge, Somerset TA9 3EE.
Open: 1000-1600
Admission: adults £6.00, children free.
Amenities: free parking, step-free access, light refreshments.
Features: *Chard Junction* (O), *Newvadden Parkway* (N), *Norton Vale* (OO), *Dairy Wharf* (OO), *Bishops Lydeard* (OO), *Wantage* (P4), *Woodbury Wharf* (OO9), *Extown & Winsbridge* (N), *Bradstock* (O), *Yeoford* (OO9) *Lizerpool* (OO), *Shobrooke Road* (OO), *Sharps Park* (OO), *Morella Light Railway* (OO9), *Morella Light Railway 2*, *Combe View* (OO, BDMRC work in progress), two demonstrations, traders.
Website: www.bdmrc.co.uk

Saturday 26 & Sunday 27 August
MACHYNLLETH, Powys
Organiser: Corris Railway Society.
Venue: Y Plas, Machynlleth.
Open: 1030-1630 both days
Admission: adults £4.00, children £2.00.
Amenities: parking nearby, refreshments.
Features: layouts in OO9, OOn30, 1:35 (18" gauge), O, 16mm live steam, Hornby Dublo three-rail and Tri-ang Big Big Trains, sales stands. Corris Railway in operation.
Website: www.corris.co.uk

Sunday 27 August
STALHAM, Norwich
Organiser: Broadland Model Railway Club.
Venue: Stalham Poppy Centre, Recreation Rd, Stalham, Norwich NR12 9BH.
Open: 1000-1530
Admission: adults £3.00, accompanied under 16s free.
Amenities: free parking, disabled access, refreshments, children's playground.
Features: open day with layouts including *Reeds Beck Waterworks* (OO9), *Todd Lane* (N), *Midford Yard* (N) and *Raven Hill* (O9), club sales, traders, loco doctor.
Website:
www.broadlandmodelrailwayclub.co.uk

Sunday 27 & Monday 28 August
WETHERINGSETT, Suffolk
Organisers: Mid-Suffolk Light Railway.
Venue: MSLR, Brockford Station, Wetheringsett, Stowmarket, Suffolk IP14 5PW.
Amenities: free parking, disabled access, refreshments.
Features: Model Mania & Hornby Collectors Club day featuring model trains, boats and other vehicles, and 'Tiny Flying Legends' model of IWM Duxford air show in 1:72.
Contact: site 01449 766899, office 01449 766874.
Website: www.mslr.org.uk

Monday 28 August
HARROGATE, North Yorkshire
Organiser: Harrogate Model Railway Group.
Venue: Constance Green Hall, St Aidan's School, Oatlands Drive, Harrogate, HG2 8JR.
Open: 1000-1600
Admission: adults £6.00, children £2.00, family (2+2) £12.00.
Amenities: free parking, disabled access, refreshments.
Features: layouts, displays, demonstrations and trade stands.
Email: contact-us@
harrogate-modelrailwaygroup.org.uk
Website:
www.harrogate-modelrailwaygroup.org.uk

Wednesday 30 August
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: 1000-1630
Admission: small charge (children to be accompanied please).
Amenities: ample free parking, bus route 28 from Taunton.
Features: open day with *Bath Green Park* and *Tamerig New* layouts.
Contact: Simon Ford, 07879 852736.
Website:
www.tauntonmodelrailwaygroup.co.uk
Facebook:
www.facebook.com/tauntonmodelrailway-group

Saturday 2 September
BRIDLINGTON, East Yorkshire
Organiser: Trainshed Bridlington Model Railway Group.
Venue: Emmanuel Church Hall, Cardigan Road, Bridlington YO15 3JT.
Open: 1000-1600
Admission: adults £5.00, accompanied under-16s free.
Amenities: street parking, disabled access, refreshments.
Features: up to 12 layouts including *Copper Wort* (OO), *Duncan's Mine* (HO), *St Cath's* (N), *Wayside* (USA N), *Coal Hill West* (N), *Altenburger* (HO), *Woodhill Goods* (O), *Low Quay* (OO), *Bottham* (OO9), *St Aidens Cross* (N), *Holgate* (N), trade stands.
Contact: David Harrison, 07811 254080.
Email: bridmodelrail@hotmail.co.uk
Website: www.bridmodelrail.org.uk

Saturday 2 September
SHERINGHAM, Norfolk
Organiser: Midland & Great Northern Joint Railway Society.
Venue: Sheringham High School, Holt Road, Sheringham NR26 8ND.
Open: 1000-1600
Admission: adults £5.00, children £2.00, family (2+2) £12.00.
Amenities: free parking including disabled, refreshments.
Features: layouts in various scales, demonstrations, trade stands.
Contact: 01692 404342.

Saturday 2 September
TADWORTH, Surrey
Organiser: North Downs Model Railway Circle.
Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE.
Open: 1000-1700
Admission: adults £6.00, under-16s £3.00, seniors/disabled £5.00.
Amenities: free parking, refreshments.
Features: 27 layouts in all major scales, trade stands.
Contact: Stuart Robinson, 07758 458827.
Email: stuart.robinson27@ntlworld.com
Website: www.ndmrc.info

Saturday 2 & Sunday 3 September
LIVERPOOL
Organiser: Liverpool Model Railway Society.
Venue: Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RE.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, accompanied children free.
Amenities: classic bus from Waterloo station to venue, free on-street parking, sandwiches, snacks, cakes and drinks.
Features: layouts including *New Sharon* (HO), Tinplate O, *Funville* (OO), *Ludlow* (N), *Leigh Bridge* (OO), *Eli Wood* (N), *Wormhill* (N), *Horncastle* (OO), *Blackmoor* (OO9), *Arun Quay* (O), *Newbury Mill* (OO), *Gladys St. Goods* (N), *Rethlow* (N), *Arcadia Pennsylvania* (O), *Wood Brook* (3mm), *Newhaven Harbour* (OO), trade stands.
Contact: 07376 576788.
Website: www.lmrs.org.uk

Saturday 2 & Sunday 3 September
STAFFORD
Organiser: Gauge O Guild.
Venue: Bingley Hall on Stafford County Showground, Weston Road, Stafford ST18 OBD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: Advance tickets: £10.00 for members, £15.00 non-members (one day), £15.00 members, £20.00 non-members (two days). Prices on the door £1.00 extra for one day and £2.00 for two days.
Amenities: parking, disabled access, refreshments.
Features: layouts including East Midlands test track (accommodating live steam), York O Gauge Group test track, *Blakecaster*, *Kimble*, *Wedmore*, *Dove Dale*, *Holcombe Brook*, *Mordant Street*, *Glebe Street*, *2nd Hand Yard*, *Grafty Green*, live layout build by Gauge O Guild, demonstrations, trade stands.
Contact: 01594 841856.
Website: www.gaugeoguild.com

Sunday 3 September
CHADWELL HEATH, Essex
Organiser: Ilford & West Essex MRC.
Venue: clubhouse, Station Road, Chadwell Heath RM6 4BU (entrance next to station).
Open: 1030-1600
Admission: free – train rides £1.00 per ride or £4.00 for all-day pass.
Amenities: access to venue is by a flight of stairs. Hot and cold drinks and snacks.
Features: club layouts in N, OO9, HO, OO and O, 7¼" gauge railway in grounds (usually steam-operated).
Website: www.iwemrc.org.uk

Saturday 9 September
BEER, Devon
Organiser: Pecorama.
Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1600
Admission: included in Pecorama entry prices (adults £12.95, children 4-17 £10.95, family x4 £44.95, under 4s and adults over 80 free).
Amenities: parking, refreshments, disabled access (hilly site, unsuitable for three-wheel mobility scooters).
Features: visitors are invited to operate Swiss HOm layout *The Andeer Line* (full instructions will be given).
Website: www.pecorama.co.uk

Saturday 9 September
COMBERTON, Cambridgeshire
Organiser: 31A (Cambridge) MRC.
Venue: Comberton Village College, West Street, Comberton, Cambridge, Cambridgeshire CB23 7DU.
Open: 1000-1600 (last admission 1530).
Admission: Adults £7.00, accompanied children £3.00, under 5s free (for parties with two or more children and at least one adult, one child will be admitted free). All children must be accompanied by an adult.
Amenities: large free car park, full disabled access, refreshments.
Features: *United Biscuits* (OO), *Oakgrove Central* (N), *Geeksville* (HO USA), *Obbekaer* (P87 Danish), *Little Histon* (OO), *Ambleton Vale* (N), *Dunnage Tramway* (O), *Gracetown Bank* (OO), *Botterill St. Yard* (O), *Crikey, it's a Shed* (HO EU), *Stodden Hundred Light Railway* (O), *Barway Sidings* (O), *Jiggerful Junction* (Hornby Dublo), demonstrations, society and trade stands.
Email: secretary@cambridge31a-mrc.org.uk
Website: www.cambridge31a-mrc.org.uk

Saturday 9 September
HEYWOOD, Lancashire
Organiser: Heywood Model Railway Group.
Venue: Unit 4 Park Works, River Street, Heywood OL10 4AB.
Open: 1000-1600
Admission: adults £2.00, accompanied children under 16 free, donations welcome.
Amenities: ample parking, disabled access, refreshments.
Features: open day with over 21 layouts in N, OO, O and G plus Hornby Dublo three-rail – bring your own stock. Club shop, trade stand.
Email: phil_evans@sky.com
Website: www.hmrg.net

Saturday 9 September
STOCKPORT, Greater Manchester
Organiser: Romiley Methodist Railway Modellers.
Venue: Romiley Methodist Church, 77 Stockport Road, Romiley, Stockport, Greater Manchester SK6 3AA.
Open: 1000-1600
Admission: by donation – proceeds will go to Action for Children.
Amenities: small venue – kindly leave the on-site parking for those with limited mobility. Romiley station and bus stops are only 400 metres from the church.
Features: family event with models including hands-on and 'drive it yourself' layouts.
Website: www.rmrmclub.com

Saturday 9 & Sunday 10 September
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: 1030-1630
Admission: small charge (children to be accompanied please).
Amenities: ample free parking, bus route 28 from Taunton, hot and cold refreshments available.
Features: open day with *Bath Green Park* and *Tamerig New* layouts, in conjunction with WSR 1940s Weekend.
Contact: Simon Ford, 07879 852736.
Website:
www.tauntonmodelrailwaygroup.co.uk
Facebook:
www.facebook.com/tauntonmodelrailway-group

Saturday 9 & Sunday 10 September
FAVERSHAM, Kent
Organiser: Faversham Model Railway Club.
Venue: The Abbey School, London Road (A2), Faversham, Kent ME13 8RZ.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £6.00, children £3.00 (cash only please), under 5s free.
Amenities: approximately 8 to 10 minute walk from Faversham station (Up side exit) free on-site parking, refreshments.
Features: *Bletchinghurst*, *Cannon Bay*, *Corkscrew Green*, *Edington*, *Elbow Lane*, *Hoppers End*, *Hythe*, *Lemanis Light Railway*, *Medway Quay*, *Oak Lane TMD*, *Roast Green Depot*, *Somewhere in France*, *Spring Bank*, *St Mellion*, *St Saviour Street*, Thomas Themed, *Upper Blackburn*, *Wrens Wood*, trade stands, Sittingbourne & Kemsley Light Railway Society.
Website: www.favershammrc.org.uk

Saturday 9 & Sunday 10 September
INTERNATIONAL N GAUGE SHOW
LEAMINGTON SPA, Warwickshire
Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, near Leamington Spa (on the junction of the A425/B4455, visitor car park CV31 1FE).
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £13.00, seniors £12.00, children (ages 5-14) £5.50.
Amenities: free parking, disabled facilities, restaurant and coffee shop.
Features: *A Nice Layout*, *Bear Creek*, *Brocolitia*, *Brookthorpe*, *Burdock*, *Craigillin*, *Culthwaite*, *Dentdale*, *Dorcross Bay*, *Fordon Hill*, *Hatch End*, *Jones of Taunton*, *Lisworth Bay*, *Little Haven TMD*, Lone Star Treble-O-Electric, *Market End*, *Neepsford Castle*, *New Millfields*, *Oberdorf/II*, *Peasenhall West TMD*, *Scarlington*, *Silverton*, *Singen*, *Sugar Creek*, *Vartanakert*, Vintage N Gauge, *Whartson Hall*, societies, manufacturers, trade stands.
Website: www.ngaugeshow.co.uk
Facebook: Meridienne Exhibitions Ltd

Saturday 9 & Sunday 10 September
LEIGH, Greater Manchester
Organiser: Leigh Model Railway Society.
Venue: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Leigh, Greater Manchester WN7 4JY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, children free.
Amenities: free parking, disabled access, café, raffle.
Features: *Falahill*, *Lily Lane*, *Dallam Sidings*, *Stamford East*, *Daleside TMD*, *Hogwarts*, *Akuno Station*, *Winter Scene* (all N), *Oulton*

TMD, *Hind-Leigh Yard*, *Ellesmere*, *Euxton Junction*, *Mikebiltom and Fredby Network Rail Depot*, *Wilson Road*, *Middleton Road*, *Clayton End Signalman*, *Carrowbeg*, 'kids drive it' layout including Thomas (all OO), *Moss End MPD*, *Dalry Road* (both O), *Bampton*, *Easingwold East* (both EM), *Hermannsweg*, *Red House Yard* (HO), *Much Llaughter Light Railway*, *Kitson Castle & Peckett Pier Light Railway* (O09), *Gresten* (HOe), Scalextric, demonstrations, displays, trade stands.
Contact: Andy Sawyer, 07926 595829.
Email: andysawmaker@hotmail.co.uk
Website: www.leighmodelrailwaysociety.wordpress.com/exhibition-2023/

Saturday 9 & Sunday 10 September
SWANSEA
Organiser: Swansea Railway Modellers Group.
Venue: Swansea LC, Oystermouth Road SA1 3ST.
Open: 1000-1600
Admission: adults £8.00, children £1.00 (under-16s must be accompanied by an adult).
Amenities: wheelchair-friendly venue, raffle.
Features: *Allerby* (O), *Overlord* (OO), *Graig Merthyr* (OO), *Thornbury Hill* (OO), *Box Station* (N), *Cwmfelin Parkway* (N), *Downton* (OO), *Models of Sodor* (OO/O09), *Pant* (O), *Ripple Road* (OO), *Nantgarw* (OO), *Graig Wen* (O), *Weobley Marsh* (OO), *New Mexico Railroad Museum* (HO/HOn3), *Common Road* (O), *South Wales Coal* (OO), *Ottobeck* (HO), demonstrations, trade and society stands.
Website: www.srmg.org.uk/2023-show

Sunday 10 September
BLYTHBURGH, Suffolk
Organiser: Halesworth to Southwold Narrow Gauge Railway CIO.
Venue: Blythburgh Station & Village Hall, London Road, Blythburgh, Suffolk IP19 9LQ.
Open: 1030-1600
Admission: free.
Amenities: free parking, disabled access, refreshments.
Features: model railways in a variety of scales, society stands, Orwell Models, 16mm live steam railway.
Contact: Richard Doe, 01502 471760.
Email: richarddother@yahoo.com
Website: www.halesworthtosouthwoldrailway.co.uk

Sunday 10 September
BURTON-ON-TRENT, Staffordshire
Organiser: Burton Railway Society.
Venue: Rolleston Scout Headquarters, Station Road, Rolleston-on-Dove, Burton-on-Trent DE13 9AB.
Open: 1000-1600
Admission: adults £5.00, under-14s free.
Amenities: free parking, refreshments.
Features: 14 exhibitors, trade stands.
Website: www.burtonrailwaysociety.co.uk

Saturday 16 September
BRENTWOOD, Essex
Organiser: Mid Essex Model Railway Club.
Venue: ACL Brentwood (Bishops Hill), Rayleigh Road, Hutton, Brentwood, Essex CM13 1BD.
Open: 1000-1700
Admission: adults £5.00, children £3.00, family (2+2) £15.00.
Amenities: small car park on site, refreshments, tombola.
Features: 44th annual exhibition with *Corru* (O09), *Dawcot* (OO), *Flint Hills* (N), *Gravesdown South* (OO), *Hillport Goods* (O), *Little Colne* (OO), *Lowe Street* (OO), *Maldon Mkt Hill* (OO), *Much Happening Little Doing* (O-16.5), *Nove Mesto* (TT:120), *Ruston Sidings* (OO), *St. Javoz* (HO), *The Blitz* (OO), *The Yard* (32mm), *Trowland* (S), *Top Yard* (EM), demonstrations, trade and society stands, club sales stall.
Contact: 07973 382916 or 07918 638034.
Website: www.midessexmrc.org

Saturday 16 September
CRAWLEY, West Sussex
Organiser: Seaboard Southern Model Railroad Group.
Venue: The Charis Centre, West Green Drive, Crawley, West Sussex RH11 7EL.
Open: 1000-1600
Admission: adults £7.00, NMRA members £6.00, accompanied under-16s free.
Amenities: ample parking, hot food, snacks and drinks available on site.
Features: *Stevens Point Servicing Point* (HO), *Santa Barbara* (N), *Oak Creek Brewery* (On30), *Kitwood Junction* (On30), *Minocqua Falls* (O), trade stands and club sales stand.
Email: secretary@seaboard-southern.org.uk
Website: www.seaboard-southern.org.uk

Saturday 16 September
LICHFIELD, Staffordshire
Organiser: Trent Valley Model Railway Society.
Venue: Lichfield Life Church, Netherstowe, Lichfield WS13 6TS.
Open: 1000-1630
Admission: adults £5.00, children £3.00, family (2+2) £13.00.
Amenities: parking, disabled access, refreshments.
Features: layouts, trade stands.
Website: www.tvmrs.org.uk

Saturday 16 September
NORTON-SUB-HAMDON, Somerset
Organiser: Hornby Railway Collectors Association – Yeovil & District Group.
Venue: Norton-sub-Hamdon Village Hall, Recreation Ground, New Road, Norton-sub-Hamdon TA14 6SF.
Open: 1030-1600
Admission: £5.00, accompanied children under 16 free.
Amenities: refreshments.
Features: vintage Hornby model railway exhibition celebrating the 160th anniversary of the birth of Frank Hornby, with Hornby Dublo two- and three-rail and vintage O gauge layouts (electric and clockwork), displays of Meccano products and Wrenn locomotives, trade stands.
Contact: John Harwood, 01935 474830.

Saturday 16 & Sunday 17 September
BALA, Gwynedd
Organiser: Bala Lake Railway Co.
Venue: Ysgol Godre'r Berwyn School, Ffrydan Road, Bala, Gwynedd LL23 7RU.
Open: 1000-1600
Admission: adults £6.00, concessions £5.00, BLR Society members £3.00, children (3-15 yrs old) £2.00 (one child 3-15 yrs old free per adult), children under 3 free.
Amenities: free parking, full disabled access, refreshments. Vintage bus connection from venue to Bala Lake Railway where an intensive train service will be running.
Features: layouts including *Llangollen* (N), *Llangollen to Corwen* (OO), *Millhouses* (N), *Boulder Falls* (N), *Drws-Y-Nant* (2mm Finescale), *34th and Vine* (HO), *Beaumont Ville* (OO), *Weaver Hill* (OO), *Gorsaf Maes-Y-Gof* (O-16.5), *Worthington Shed* (O), *Pentre* (16mm NG live steam), *Mikesbiltom and Fredby Depot* (OO), *Sandy Lane* (O and O9), *Chwarel Cwm Bach* (O09), *Tal-Y-Bont* (O-16.5), *Pentrefelin* (TT3), *Porth Gwynfor* (O09), *Llanfarthyn* (N), *Porth Penrhyn* (O09 and OO), *Port Dinorwic* (O09 and OO), *Tony's Forest* (O9), modular 16mm NG live steam layout, trade stands and societies.
Contact: 01678 540666.
Email: modelshow@bala-lake-railway.co.uk
Website: www.bala-lake-railway.co.uk/events/model-show/

Saturday 16 & Sunday 17 September
REDDITCH, Worcestershire
Organiser: Redditch Model Railway Club.
Venue: Trinity High School, Grove Street, Redditch Town Centre B98 8DS.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, accompanied under-16s free.
Amenities: venue off Access 1 on town centre ring road and 15 minutes drive from M42 Junction 2. Town centre bus and railway stations are a 10–15-minute walk (map on website). Half-hourly train service both days from Birmingham New Street. Large free car park, fully accessible venue, refreshments.
Features: 50th show with at least 15 layouts, demonstrations, sales stands.
Contact: 01527 540289.
Email: enquiry@redditch-mrc.com
Website: www.redditch-mrc.com

Saturday 16 & Sunday 17 September
STATFOLD BARN RAILWAY, Staffordshire
Organiser: The O09 Society.
Venue: Statfold Barn Railway & Narrow Gauge Museum, near Tamworth, Staffordshire ('Statfold Country Park' for satnavs).
Open: Saturday 1000-1700 (O09 Society members only), Sunday 1000-1600 (public opening).
Admission: in advance – members £10.00, adults £14.00, children £6.00, family £37.50, senior (65+) £11.50, carers £11.50, under 1s free. Price increases if bought on the door.
Amenities: parking, refreshments, free steam train rides, roundhouse museum.
Features: O09 Society 50th anniversary exhibition with over 50 layouts in the family of scales covered by the 009 Society: *Avyn-a-LLyin*, *Yr Elen*, *Llandecwyn*, *Kaninchenbau*, *Tan-y-Bwlch*, *Garreg Wen*, *Sud Harz*, *Ostrova*, *Launceston Steam Railway*, *Slugworth*, *Loctern Quay*, *Turtle Bay*, *Tan-yr-Alt*, *Dwyffyr Alt*, *Prescot Aggregates*, *Cattsbrook*, *Kurseong*, *Ryedown Lane*, *Clyre Valley*, *Tan-y-Llyn*, *De Niggende Saligheyd*, *Ulvaryd*, *Ilfracombe East*, *Coleford*, *North Rokeby*, *Morton Bottom Yard*, *Castle Caereinion*, *Lesobeng*, *Cherry Tree Halt*, *Cefn Bryn Carreg*, *Bruckless*, *Dartmoor Group Modular Layout*, *Bottle Kiln Lane*, *Sandy Shores*, *Glendale*, *Penryn Slate and Clay*, *Tyn-Goch*, *Woodford*, *Abberley*, *Brandeight*, *Whimsy*, *Gilderdale Mine*, *Shipmeadow*, *Smallbridge Junction*, *Ashbury Wharf*, *St. Margarets Grange*, *Little Himalayan Railway*, *Llandyrau*, *Goathorn*, *Wheal Kist*, *Ravens Ravine*, *Cenacs Siding*, *Malvern Light Railway*, *Abergaslyn*, *Tren Bach*, *Llanlecho*, *Bron Hebog*, *Long Sibford*, trade stands, 009 Society sales stand.
Websites: www.009society.com (for members' tickets), www.statfold.com/009society (for public tickets).

Saturday 16 & Sunday 17 September
THORNTON-CLEVELEYS, Lancashire
Organiser: Blackpool & North Fylde MRC.
Venue: YMCA Thornton Health & Fitness Centre, Victoria Road East, Thornton-Cleveleys, Lancashire FY5 3SX.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, seniors £7.00, accompanied under-16s free.
Amenities: on-site and local parking, disabled access, refreshments.
Features: 40th exhibition with over 18 layouts in various gauges, demonstrations, traders.
Website: www.blackpoolandnorthfyldemrc.co.uk

Saturday 16 & Sunday 17 September
TROON, Ayrshire
Organiser: Ayr Model Railway Group.
Venue: Walker and Concert Halls, South Beach, Troon KA10 6EF.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £4.00, under 5s free, family (2+2) £15.00.
Amenities: venue within ½ mile of Troon railway station and bus from Ayr stops outside. Ample street parking (some metered), teas, coffees and food.
Features: *Burlington Northern* (N), *Gesty Bridge* (OO), *Calder Rigg* (O), *Smierweida* (TT), *Lammermuir* (N), *Kylandorf* (HO9), *Studio tour Hogwarts* (OO), Battle Space Tri-ang (OO), *Bridgend* (O), *Griffen Road* (OO), *Shires Rise* (N gauge Thomas), MERG demonstration layouts, trade and society stands.
Email: ayrmodelrailwaygroup@btinternet.com
Website: www.ayrmrg.co.uk

Sunday 17 September
OXFORD
Organiser: Oxford & District MRC.
Venue: Cherwell School, Marston Ferry Road, Oxford OX2 7EE.
Open: 1030-1600
Admission: adults £6.00, children free.
Amenities: vintage bus service from Oxford Parkway and the Oxford Bus Museum, short walking distance from Summertown, free parking, food, teas and coffees available.
Features: *Abbots Morton* (OO), *Tetsudo-Sankei* (Z), *Carterton* (OO), *City Basin Goods* (N), *Cynon Valley* (N), *Exebridge* (3mm), *Freshwater* (2mm FS), *Hook Basin* (O-16.5), *Kreuzweg* (HOm), *Lindon Road* (OO), *Memory Lane* (Dublo 3-rail), *East Quay* (OO), *The 90p Layout* (N), *The Bedstead Flyer* (N), *Trifoulou* (Z), *William Street Yard* (OO), *Edrom* (N), *Stonewaite and Bainrigg*, *Isle of Man*, *Randolphs Yard* (OO), *Oldstead Gate* (OO), *Cromarty* (N), *Snakebend* (N) *Bossington* (OO), *Lammas Lane* (N), demonstrations from Jerry Freestone, preservation societies and trade stands.
Email: www.oxfordmrc.org.uk/contact-us/
Website: www.oxfordmrc.org.uk

Sunday 17 September
SKELTON, Cleveland
Organiser: Cleveland Model Railway Club.
Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland, TS12 2LQ (off A174 at Asda – Arrivabus 5 stops at 'Skelton, Hollybush'.
Open: 1000-1600
Admission: day membership £1.00, children 50p.
Amenities: free parking, disabled access except mezzanine, refreshments.
Features: open day with several layouts working and under construction in various scales and gauges, displays, club sales. (Club hours are Tuesday 1000-2000, Thursday 1000-1800, Saturday 1000–1400 – visitors & new members are always welcome.)
Website: www.clevelandmrc.club

Saturday 23 & Sunday 24 September
BLANDFORD FORUM, Dorset
Organiser: Wessex Association of Model Railway Clubs.
Venue: The Blandford School, Milldown Road, DT11 7SQ.
Open: 1000-1600 both days.
Admission: adults £6.00, accompanied children free.
Amenities: free parking, disabled access, refreshments.
Features: *Benbridge* (N), *Bremen Tramways* (HO), *Burnham on Sea* (2mm FS), *Erleigh Quay* (OO), *Fleet Lane* (OO), *Los Tanimals* (N), *Lower Trumping* (OO), *Marshwood Road* (N), *Newport Street* (OO), *Nosach Green* (O), *Shottesford Mill* (O), *Shunting* (OO), *Wedmore* (O), *Wimborne Station* (OO), *Yards End* (7mm NG), two skills desks, eight traders.
Email: TomSnook29@hotmail.co.uk
Website: www.wamrc.com

Saturday 23 & Sunday 24 September
SPA VALLEY RAILWAY, Kent
Organiser: Spa Valley Railway.
Venue: Spa Valley Railway, West Station, Nevill Terrace, Royal Tunbridge Wells, Kent TN2 5QY.
Open: 1000-1700
Admission: adults £15.00, seniors (over 60) £14.00, children (2-15) £7.50, family (2+2) £38.00 (including unlimited travel – reduced rates for exhibition only).
Amenities: disabled access, local parking, refreshments, charity raffle.
Features: *Brinklow* (N), *Bad Eichewald am See* (N), *Hockenbaum* (Nm), *Underpass* (HO), *Thornbury Hill* (OO), modular N layout, *Pitley Steam Railway* (OO), *Paystow & Jonnieoaks Halt* (O), *Merstone* (OO), *Tarring Neville* (OO), *Foldham* (OO), *Hallam Town* (2mm finescale), *Brixcombe* (P4), *Tom's Props* (Gauge 1), LSUR Club Layout (Lego), *Daleside* (N), *Royal Albert Bridge* (N), *Monsal Vale* (N), *Ffordd Felin* (N), *Bryn Cwmreig* (O09), *Swanswell NSE* (N), *Live Laugh Lego*, *Crumbling Edge* (N), *Bletchinghurst* (OO), trade stands. Layouts at all three stations with steam & diesel services. Simon Kohler (ex-Hornby) will open the show.
Contact: 01892 300141.
Website: www.spavalleyrailway.co.uk

Saturday 23 & Sunday 24 September
STAFFORD
Organiser: Stafford Railway Circle.
Venue: Bingley Hall on Stafford County Showground, Weston Road, Stafford ST18 OBD.
Open: Saturday 1000-1700
Sunday 1000-1630
(Advance ticket holders from 0930 both days.)
Admission: adults £15.00, under 16s free (must be accompanied).
Amenities: free parking, free bus from Stafford railway station, disabled access, refreshments, miniature train rides.
Features: 55 layouts including: *Arley* (OO), *Bere Banks* (OO), *Bewdley* (4mm), *Bicsdale* (OO), *Bishop's Quay* (OO), *Bleat Wharf* (OO), *Central Alonzo* (HO), *Cheriton Bishop* (OO), *City Basin Goods* (N), *Clayton End* (OO), *Coketown* (N), *Cripple Corner* (O), *Durston for Hemsby* (OO), *Emwell S* (1:64), *Feltham Road MPD* (OO), *Framplington* (OO), *Gravelly Oak* (N), *Halfpenny Green* (OO), *Heymore* (OO), *Hillport Goods* (O), *Hogsmead* (OO), *Hyde Lane* (O), *Kettlewell* (P4), *Kingsbey* (OO), *Kirtley Bridge* (O), *Kyle of Macallan* (EM), *Lancaster Lane* (OO), *Linwood Lane* (OO), *Long Melford Jct* (OO), *Longbury* (OO), *Lough Shed* (O), *Martini Jct* (N), *Moors View* (N), *Newhaven Harbour* (OO), *North Road* (N), *Oldmarket* (OO), *Oxford Road* (OO), *Parrot Hall* (OO), *Peny-bont-fawr* (OO), *Port Dominique* (HO), *Rabbit Warren* (OO9), *Readham* (OO), *Rolleston on Dove* (EM), *Rowington for Shrewley* (OO), *Rushwick* (OO), *St Ruth* (2mm FS), *Salthaven Quay* (O-16.5), *Seagone* (O-16.5), *The Warren* (OO), *Templegate Wagon Works* (O), *Welby Lane* (OO), *Whitcliffe Quarry Branch* (OO), *Whiteacres* (OO), *Whiteoak Light Railway* (O-16.5, *Wouldhams Chalk Pit* (O), over 50 traders.
Website:
www.StaffordRailwayCircle.org/exhibition

Saturday 23 & Sunday 24 September
STICKNEY, Lincolnshire
Organiser: Boston Model Railway Society.
Venue: Stickney Village Hall, Hall Lane, Stickney PE22 8BG.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £4.00, children £2.00, family (2+3 max) £10.00.
Amenities: disabled access.
Features: annual model railway show.
Contact: 07958 137122.
Email: djcurrie@live.com

Sunday 24 September
LEEDS, West Yorkshire
Organiser: Leeds Model Railway Society.
Venue: Leeds MRS Clubrooms, Westfield House, Broad Lane, Bramley, Leeds LS13 3HA.
Open: 1000-1600
Admission: free.
Amenities: free parking. No disabled access – several flights of steps.
Features: open day – view progress on club layouts (O, OO and N) and members' layouts.
Website: www.leedsmrs.org

Saturday 30 September
BEER, Devon
Organiser: Pecorama.
Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1600
Admission: included in Pecorama entry prices (adults £12.95, children 4-17 £10.95, family x4 £44.95, under 4s and adults over 80 free).
Amenities: parking, refreshments, disabled access (hilly site, unsuitable for three-wheel mobility scooters).
Features: visitors are invited to operate Swiss HOm layout *The Andeer Line* (full instructions will be given).
Website: www.pecorama.co.uk

Saturday 30 September
READING, Berkshire
Organiser: Loddon Vale Model Railway Club.
Venue: St. Peter's Church Hall, Church Road, Earley, Reading RG6 1EY.
Open: 1000-1630
Admission: adults £5.00, children £2.00, family £11.00.
Amenities: Reading buses 17 and X4 stop nearby. Limited parking on site, on-road parking allowed in the area. The exhibition is held on two floors – no disabled access to first floor. Light refreshments.
Features: over 10 layouts in various scales and gauges plus traders and children's layout.
Email: loddonvalemrc1@gmail.com
Website: www.lvmrc.co.uk

Saturday 30 September
REDHILL, Surrey
Organiser: East Surrey N Gauge.
Venue: Earlswood Baptist Church, St Johns Road, Redhill RH1 6DZ.
Open: 1000-1600
Admission: adults £5.00, children (over 10) £2.00, family £10.00.
Amenities: local free on-street parking, disabled access, refreshments.
Features: seven layouts in N, including N Club International (German) and N-Mod (British) modular layouts, *Southwark Bridge* and *Lyme Regis* (BR Southern Region) and *Kotda* (Nm Indian), four traders, club second-hand sales.
Contact: Jon Bartlett, 07954 642387.
Email: barthyd@pobox.com

Saturday 30 September
STOURPORT-ON-SEVERN, Worcestershire
Organiser: Wyre Forest MRC.
Venue: Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire, DY13 8RW.
Open: 1000-1600
Admission: adults £2.00, accompanied children 12 and under free.
Amenities: free parking, disabled access, light refreshments.
Features: at least six club and members layouts, second-hand book stall.
Website: www.wyreforestmrc.com

Saturday 30 September & Sunday 1 October
BOURNEMOUTH, Dorset
Organiser: Christchurch Model Railway Club.
Venue: Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth BH8 9UJ.
Open: 1000-1600 both days.
Admission: adults £7.00 (cash only) accompanied children under 16 free.
Amenities: free parking, bus stops near venue, disabled access, refreshments.
Features: approximately 20 layouts, displays, trade stands.
Contact: John Caines, 07340 332857.
Email: johncaines60@gmail.com

Saturday 30 September & Sunday 1 October
NORTH SHIELDS, Tyne & Wear
Organiser: Blyth and Tyne Model Railway Club (Charity Event).
Venue: Christ Church, Preston Road, North Shields NE29 0LW.
Open: Saturday 1000-1600
Sunday 1200-1600
Admission: £5.00, children under 5 free.
Amenities: 125 yards from Metro station, bus stop outside, free parking at adjacent school yard, refreshments.
Features: over eight layouts, Contikits stand.
Email: trevor3489@hotmail.com
Website: www.btmrs.co.uk

Saturday 30 September & Sunday 1 October
WAKEFIELD, West Yorkshire
Organiser: Wakefield Railway Modellers' Society.
Venue: Queen Elizabeth Grammar School, Sports Hall, Northgate, Wakefield WF1 3QX.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £9.00, unaccompanied ages 12-18 £2.00, two children free with every paying adult.
Amenities: refreshments.
Features: *Batterdale*, *Kleine Schweiz*, *New Millfields*, *Scarlington* (all N), *Downtown USA* (HO), *Ammobaux* (OO9), *Boomerang Lane*, *Burnroyd Works*, *Deadmans Lane*, *Dunsfold Road*, *Hollybush*, *Kinlochewe*, *Lambria Lane Sidings*, Thomas drive-it-yourself layout (all OO), *Crioch*, *Harkness* (EM), *Braynerts Sidings* (P4), *North Landing* (5.5mm), *Eyemouth* (O), trade and society stands.
Website: www.wakefieldrms.org

MEETINGS

Monday 14 August – 1930
Lincoln Railway Society
An evening with Jack Boskett and his camera.
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 15 August
Railway Correspondence & Travel Society – Thames Valley branch
Didcot Parkway station observation.
Venue: Didcot Parkway station.
Entry: £4.00 donation – non-members welcome.
Website: www.rcts.org.uk

Thursday 17 August – 1930
Marlow & District Railway Society
A 10th Colour-Rail Journey by Paul Chancellor.
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.

Saturday 26 August – 2000
Gauge O Guild
Renny Lord and Tony Kell – Selby Swing Bridge Layout.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 July.

Tuesday 5 September – 1930
Gravesend Railway Enthusiasts Society
How the railways changed our lives by Henry Harryman.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: Non-members welcome – entrance fee £1.00.
Contact: Henry Harryman on 01322 370148 or henryharryman435@gmail.com
Website: www.gres.org.uk

Tuesday 5 September – 2000
The Enfield Transport Circle
Every Picture Tells a Story by John Baxter.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.
Entry: £6.00.
Website: https://tetc.chessck.co.uk

Thursday 7 September – 1930
Bath Railway Society
Confessions of a Narrow-Minded Enthusiast by Colin Brading.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Monday 11 September – 1930
Lincoln Railway Society
Strictly Freight Only (Part 2) by Brian Ringer.
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 12 September – 1930
Pewsey Vale Railway Society
The Class 55 Deltic Locomotive.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook:
www.facebook.com/pewseyvalerailwaysociety

Tuesday 12 September – 1900
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
The Last Four Years of Steam by George Howe.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.
Entry: free, but donations appreciated.
Contact: hitchin@rcts.org.uk

Tuesday 12 September – 1930
Wells Railway Fraternity
Ancient & Modern – Irish Railways come into the 21st Century, preceded by The Isle of Man in 2017 by Richard Harman.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – admission £4.00.
Contact: Andrew Tucker, 01749 830695.

Tuesday 19 September – 1900
Railway Correspondence & Travel Society – Thames Valley branch
Swindon Works, The Final Years by Canon Brian Arman
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00 donation – non-members welcome.
Website: www.rcts.org.uk

Thursday 21 September – 1930
Gravesend Railway Enthusiasts Society
Annual General Meeting.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: attending society members to vote, non-members welcome – entrance fee £1.00.
Contact: Henry Harryman on 01322 370148 or henryharryman435@gmail.com
Website: www.gres.org.uk

Thursday 21 September – 1930
Marlow & District Railway Society
The Railways of Sri Lanka by Simon Colbeck.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX.
Entry: Members free, non-members £3.00.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390.

Tuesday 26 September – 2000
Gauge O Guild
Neil Armitage – Weathering R-T-R stock (Ellis Clark Presflos).
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 August.

Tuesday 26 September – 1330
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
The line from Doncaster to Hull by Stephen Gay.
Venue: Methodist Church, Ludwick Way/ Cole Green Lane Junction, Welwyn Garden City, Herts AL7 3PN.
Entry: free, but donations appreciated.
Contact: hitchin@rcts.org.uk

CLUB NEWS/NOTICES

Berkshire N Gauge Society meets at 1900 on the first and third Thursday of each month at White Waltham airfield, Berkshire, and new members of all skill levels are welcome. For more information email: djac@calderwoodhan.com or andi.welch1@gmail.com

A railway and modelling group has been established in Bubwith, North Yorkshire. Meetings are held in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby, YO8 6LX** at 1930 on the last Monday of each month. For more information email: steve.grantham1@btinternet.com

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH THE COLUMNS OF GREAT BRITAIN'S BEST SELLING MODEL RAILWAY MAGAZINE

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar)*. Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR Tel: 01492 518 709, keith@clwydmodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

SWANAGE MODEL RAILROADING CENTRE – N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. *Other times by appointment please, call John on 07956 973 072.*

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. *1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.*

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. *More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 – afternoons only.*

NEW WEBSITE: *www.zetlandmodelrailways.co.uk* Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. *Email: Bob@zetlandmodelrailways.co.uk*

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. *Tel: 01444 413723.*
Email: andrew@wmcollectables.co.uk
Website: www.wmcollectables.co.uk

3D PRINTED SCRATCH AIDS FOR 7MM SCALE. *www.chris-draw.com*

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580*. Please see website for prices.

GOOD SELECTION OF RAILWAY PERIODICALS. Model Railways and Prototype. We buy and sell. *See website at www.railmags.org*

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone *01325 382 452* or write to: *DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 OTX.*

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service**.** Locos, Rolling stock, track, structures and scenic items. Any scale. *See www.aardstorm-models.com*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957.*
Email: johnnowell@blueyonder.co.uk
www.tuebrooktrains.co.uk

BASEBOARDS BUILT IN TOP QUALITY PLYWOOD. Also trestles & legs. Average costs are 40% LESS than laser cut boards. Based in Hampshire. *Please phone Phil 07305 632546 for a quote.*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452. Email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165.*
Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. *Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262. Email: mjhtoys@aol.com*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178. Email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back.*
Email: footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436 www.railsofsheffield.com*

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to CLAIRE CLARKE: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ.*
Email: claireaclarke@aol.com Tel: 01691 772 969.

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. *Tel: 07511 899314. Email: gambiacat@tiscali.co.uk*

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc.
I am a retired, personal, hobbyist/dealer.
Contact Roger. Tel: 01225 360 037.
Mob: 07752 222 645.
Email: rogersmith200@hotmail.com

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 4 September from 11am. This will be an INTERNET ONLY AUCTION plus our usual commission and phone bids. There are approximately 600 lots of model railways etc. Our buyers premium 16% plus Easylive charges. *For further information please visit our website www.uktoyauctions.com. Phone 01270 652773, 07484 670385.*

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. *All bookings made through LYME BAY HOLIDAYS, website: lymebayholidays.co.uk. Tel: 01297 443363.*

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

FOX KIRKHAM OO GAUGE EXHIBITION LAYOUT – SIZE 14FT X 6FT. 3 scenic boards in a convex crescent with wings for a fiddle yard and works depot. DC control with transformer and 2 controllers. Transformers built to accommodate DDC with adjustment. No stock can be seen running at our show Romiley Methodist Railway Modellers on 9th September at SK6 3AA. £700. *Please email: peter@roxburgh-sale.co.uk for further info and photos or phone Peter Kay: 07973 409 988.*

FOR SALE - BACHMANN 9F DCC READY, BOXED BRAND NEW £125. Free UK delivery. *Tel: Steve 07762 520 725.*

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. *Contact: 009 Society,1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com*

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07478 059 249.*

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. *Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.*

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or Email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274. Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk*

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk*

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. *Tel: 01302 371623. Email: sophiecull99@gmail.com*

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. *Email: preferred Jamestant@yahoo.com or Tel: 07769 335772 leave a message and I will call you back.*

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers.
As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

August 2023

20 August (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

26 August (Sat) 10.30am-2pm
DEESIDE LEISURE CENTRE Chester Road, Queensferry, Deeside CH5 1SA. Admission £2.50, accompanied children under 16 free. Large cafe, free car parking. TONY OAKES FAIRS.
Tel: 01270 652 773.

28 August (Bank Holiday Monday) 10.30am-2pm
BRIDGNORTH LEISURE CENTRE, High Town, WV16 4ER. Stalls of all types of model railways, Dinky's, Corgis, various die-casts etc. Admission £2.50. TONY OAKES FAIRS.
Tel: 01270 652 773 or 07825 631 323.

31 August (Thurs) 17.30pm to 21.30pm
WELLING, KENT CHARITY TOY AND TRAIN FAIR, Falconwood Community Centre, 32 Falconwood Parade, The Green, DA16 2PG. Adults £1.50, accompanied children free. In aid of the Association of Bexley Charites '78. Sponsor: CADE CONSTRUCTION: 020 8311 9020.
Organiser: ALAN BONE.
Tel: 020 8310 5018.

September 2023

2 September (Sat) 10.30am-3pm
BRECON TOY & TRAIN SALE. Market Hall, Town Centre, LD3 7LG. Back in the fantastic atmosphere of the Victorian venue with 90+ tables (subject to the prevailing regulations & conditions) with special safety features built-in. You are advised to wear face-covering. Admission: £2.50.
Website for very latest information:
www.chrisdyerfairs.co.uk
Mob: 07966 694 579.

2 September (Sat) 9.45-1.15pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012.
www.srptoyfairs1.co.uk

3 September (Sun) 10.30am-3pm
MEGA MALVERN – THREE COUNTIES SHOWGROUND WR13 6NW. 200 Stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641.
www.bulldogfairs.com

3 September (Sun) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

3 September (Sun) 10am - 2pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET.
Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs
Tel: 01522 880383 www.j-jwebbtoyfairs.com
jandjfairs@virginmedia.com

9 September (Sat) 10am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. *Contact: PETER STANTON.*
Tel: 07798 858 532.
Email: peterstanton1000@gmail.com

9 September (Sat) 10.30am-3pm
SANDOWN PARK – 500 STALLS, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £7, Senior Citizens £6.50, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show.
Tel: 01604 846 688 www.bpfairs.com

10 September (Sun) 10.30am-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

10 September (Sun) 9.45am-1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

10 September (Sun) 10am - 2pm
ST IVES, One Leisure, Burgess Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU.
Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs.
Tel: 01522 880 383. www.j-jwebbtoyfairs.com
jandjfairs@virginmedia.com

10 September (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

10 September (Sun) 10.30am-2.30pm
YEOVIL, SOMERSET (SWAPMEET). Yeovil Railway Centre, Yeovil Junction Station, BA22 9UU.
Tel: 01935 421 107.

12 September (Tues) 7pm-9pm (early entry 5pm £2)
BARNSLEY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36.
Tel: 01226 744 425 www.newcomenfairs.co.uk
sales@newcomenfairs.co.uk

12 September (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 07732 330 305.

17 September (Sun) 10.30am-3pm
BOLTON STADIUM – MORE THAN 250 STALLS. The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

17 September (Sun) 10am-3pm
NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.
Tel: 01823 480 097.
Email: rayheard66@btinternet.com

17 September (Sun) 9.45am-1.15pm
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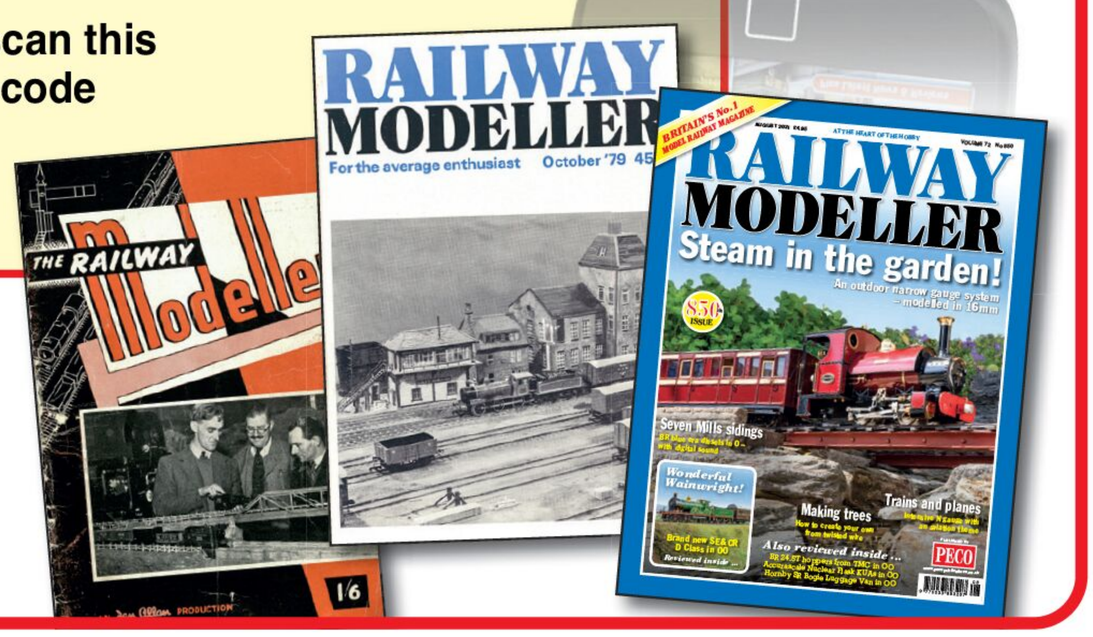

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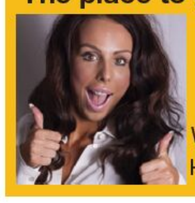

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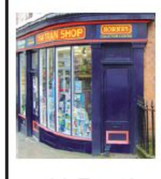

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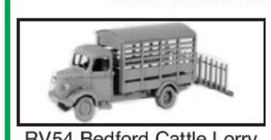

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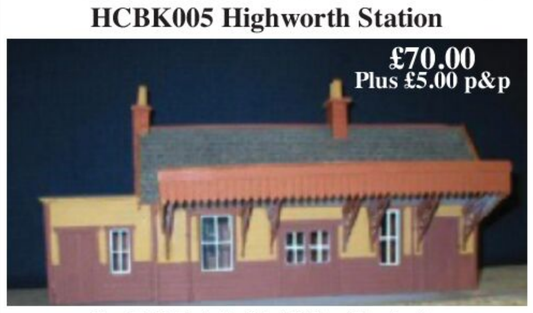

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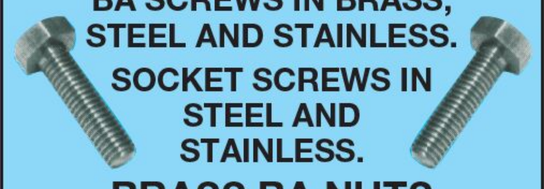

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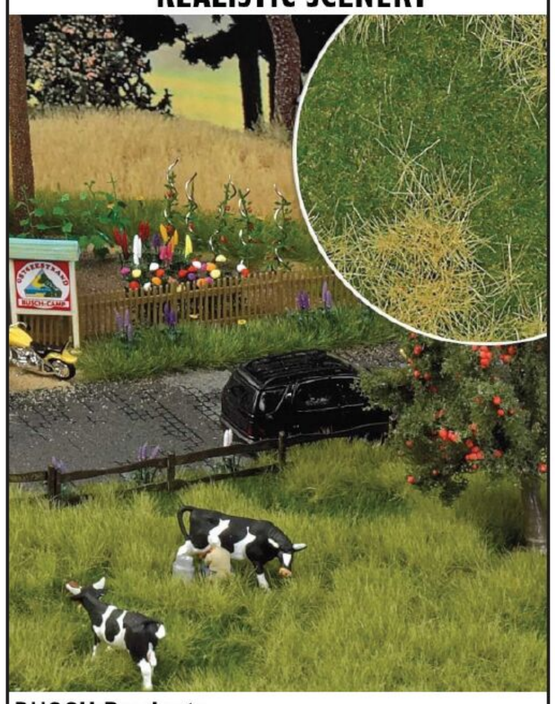

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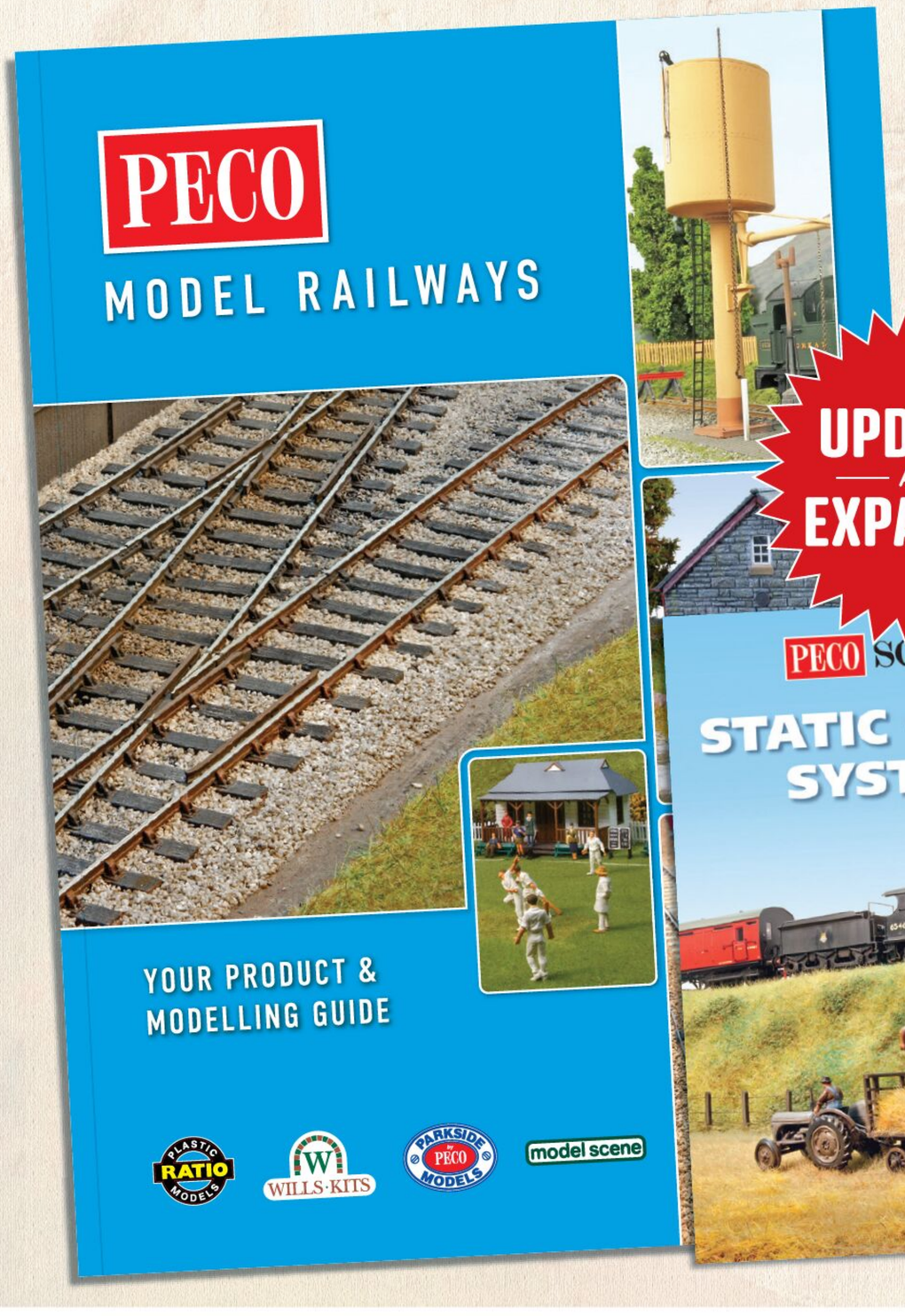

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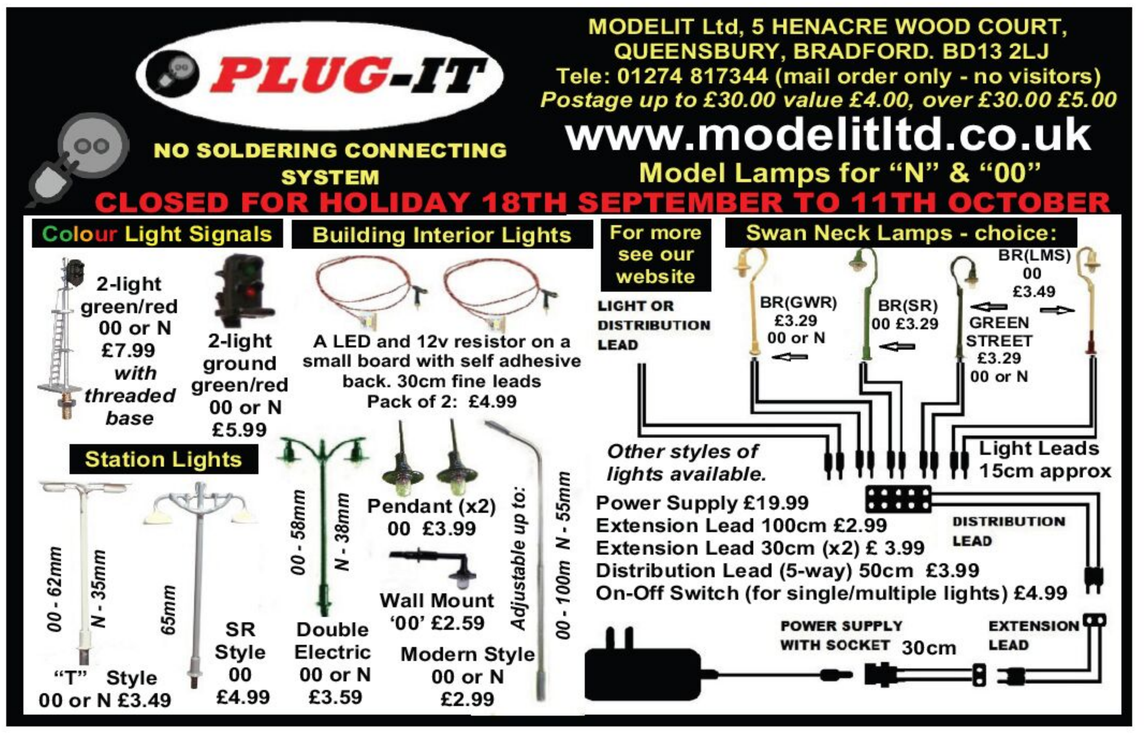

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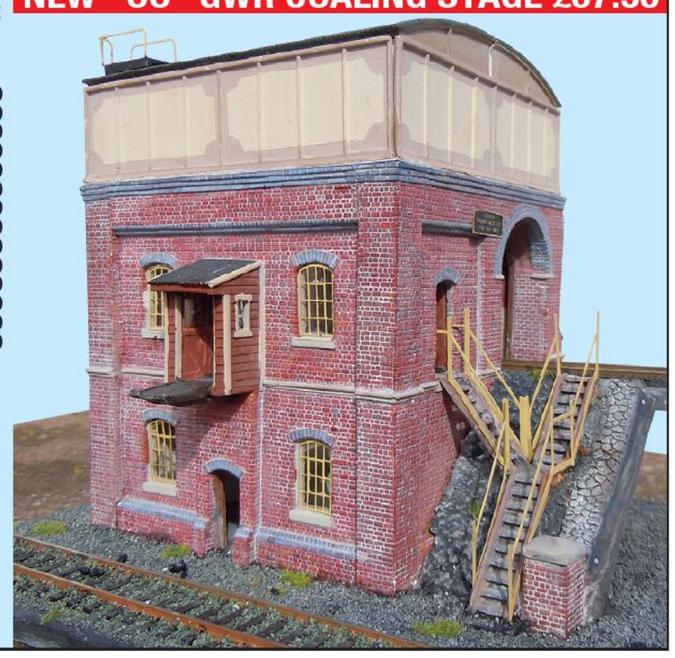

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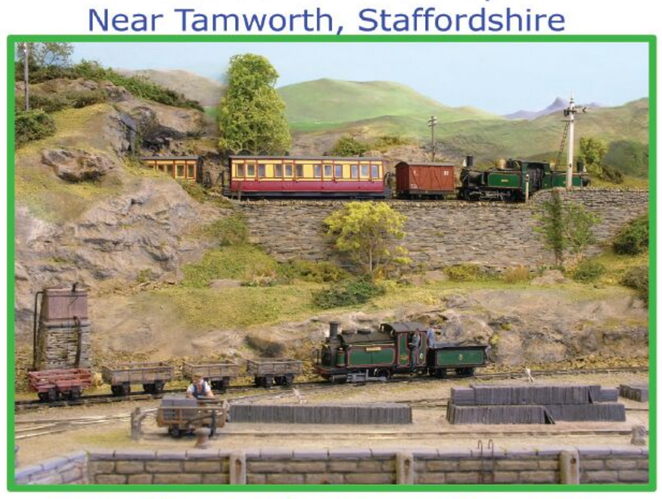

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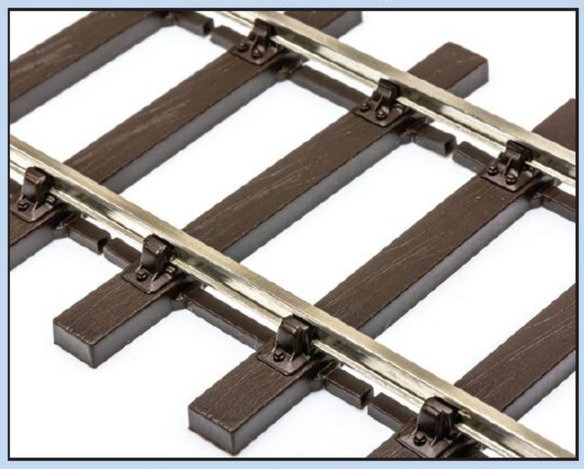

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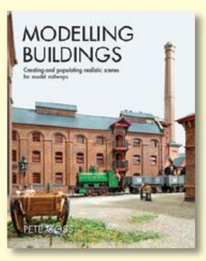

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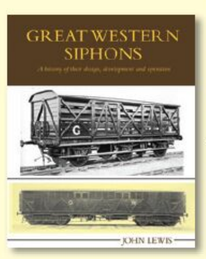

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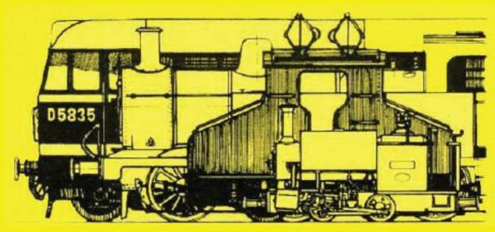

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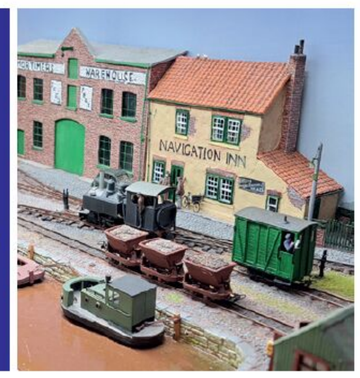

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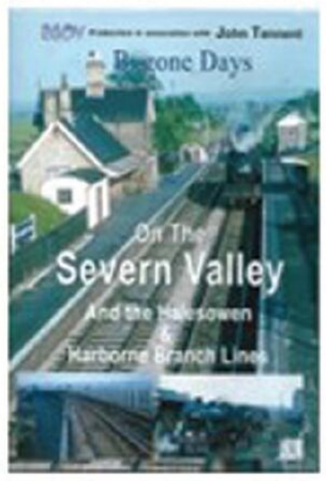

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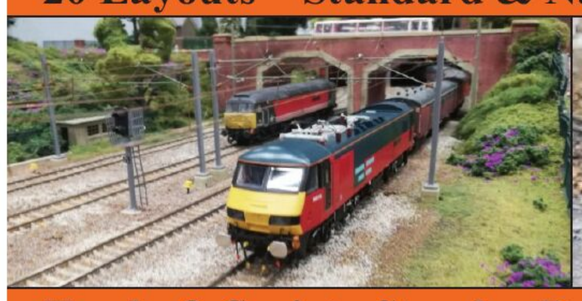

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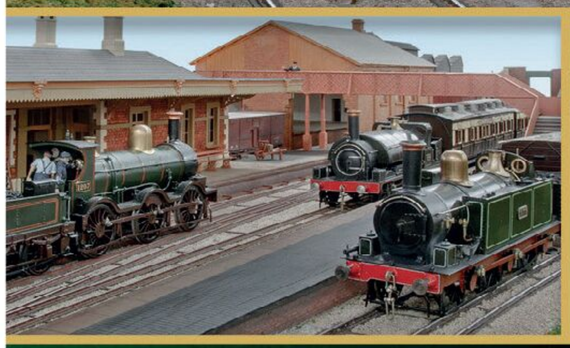

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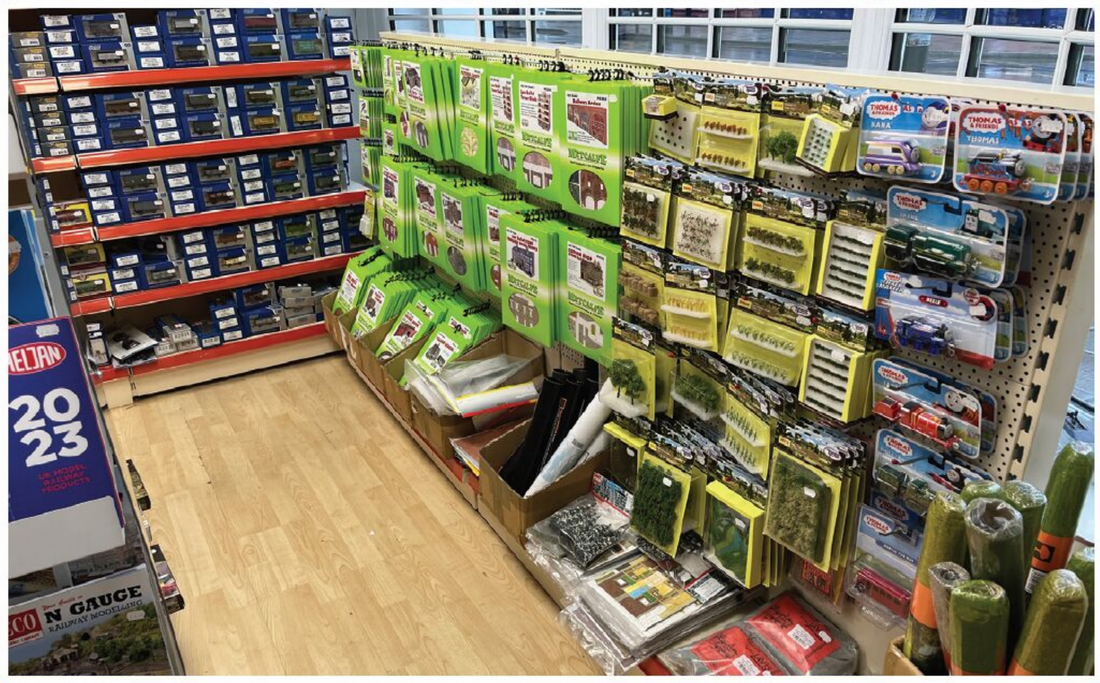

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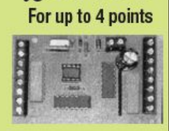

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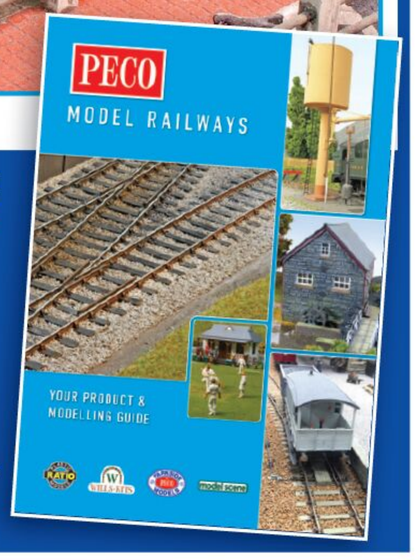

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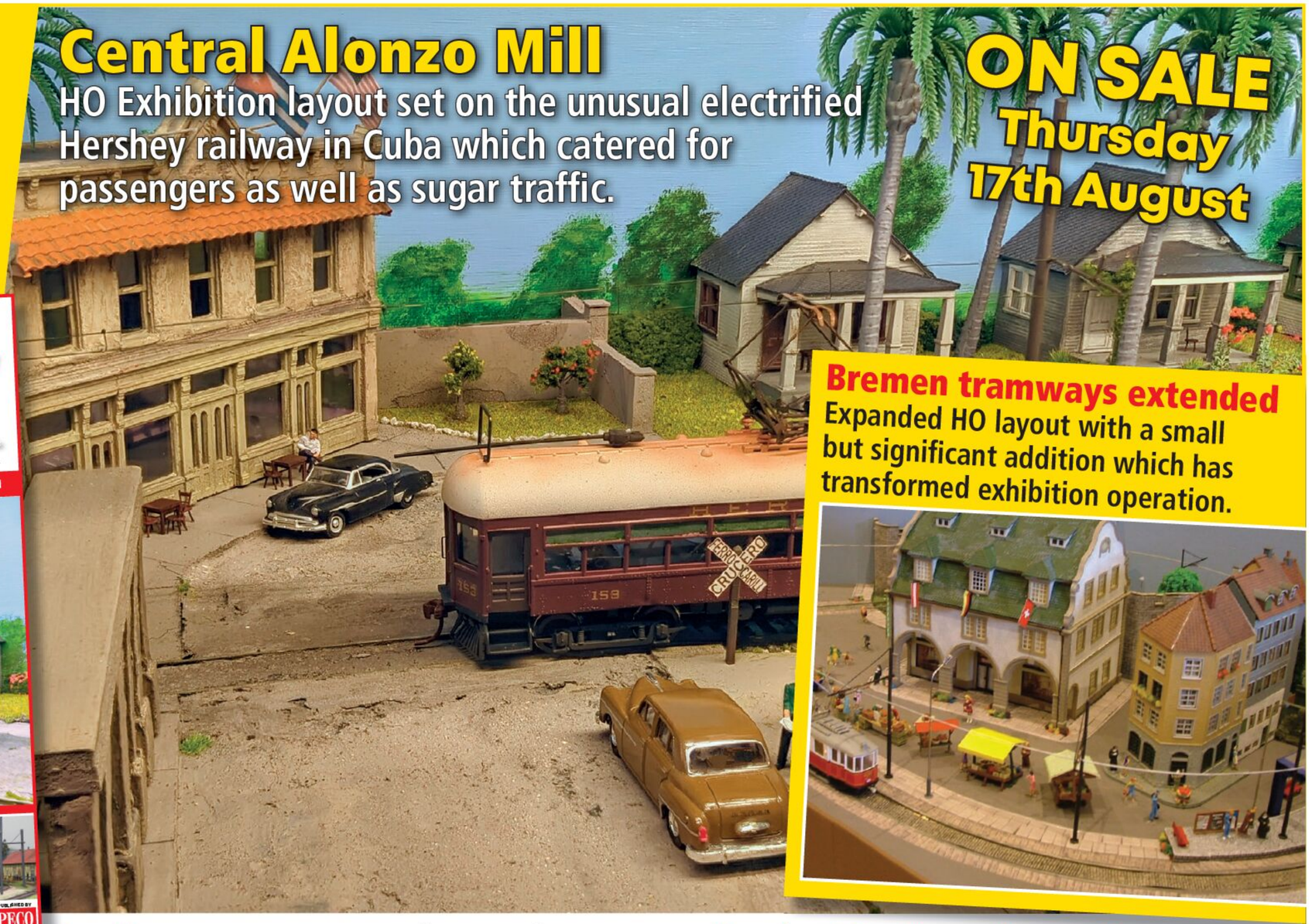

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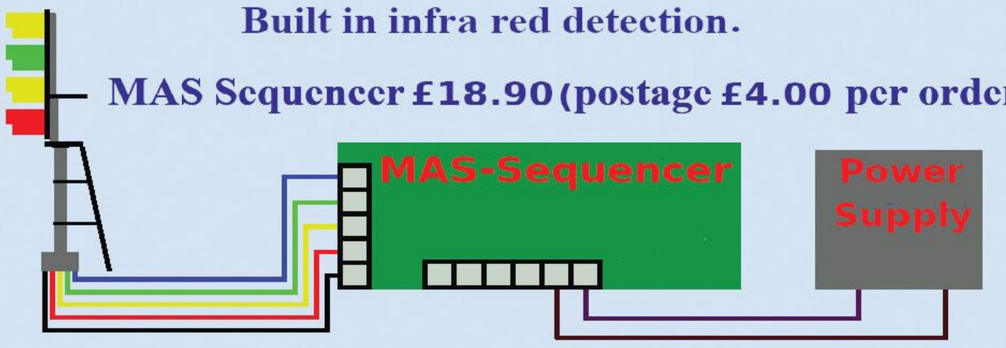

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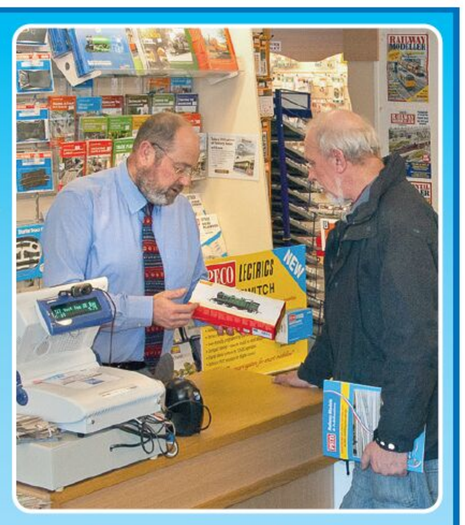

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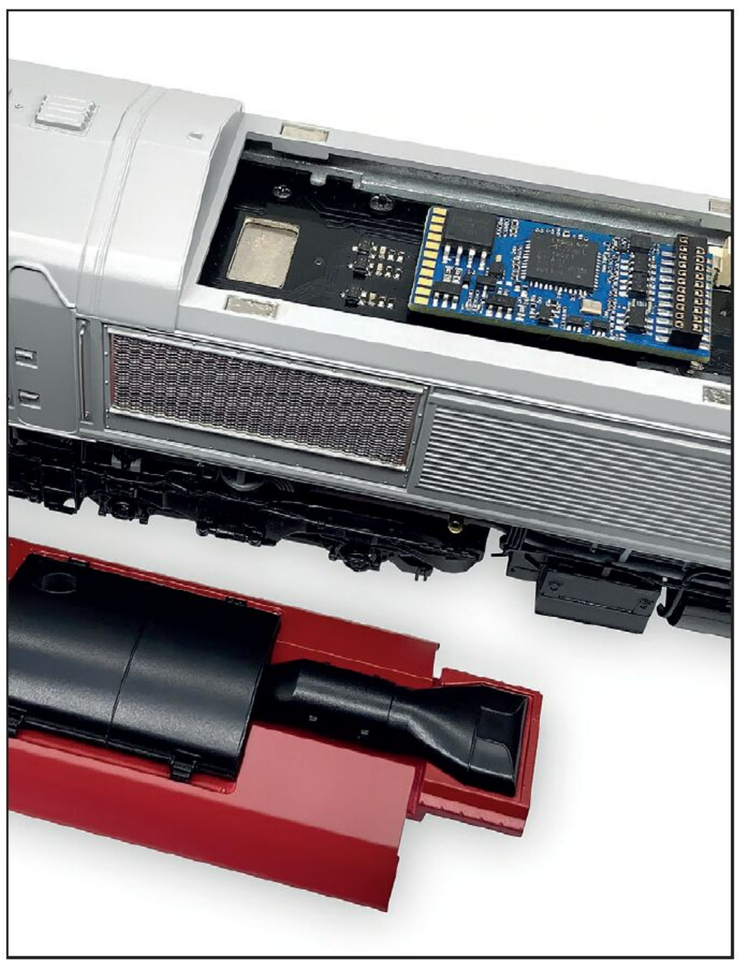

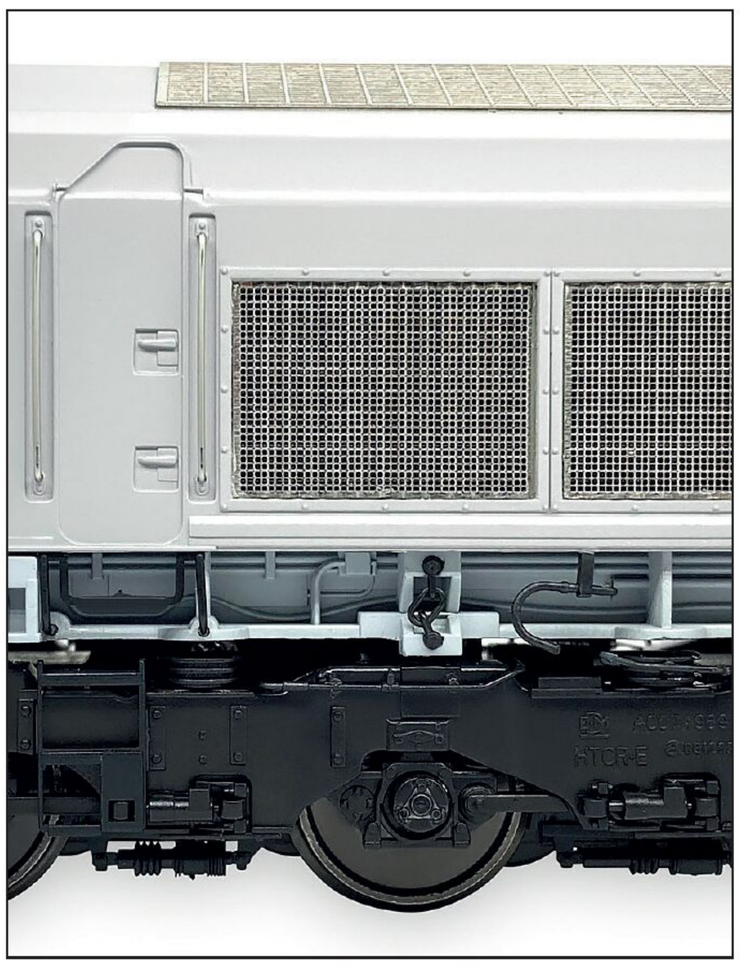

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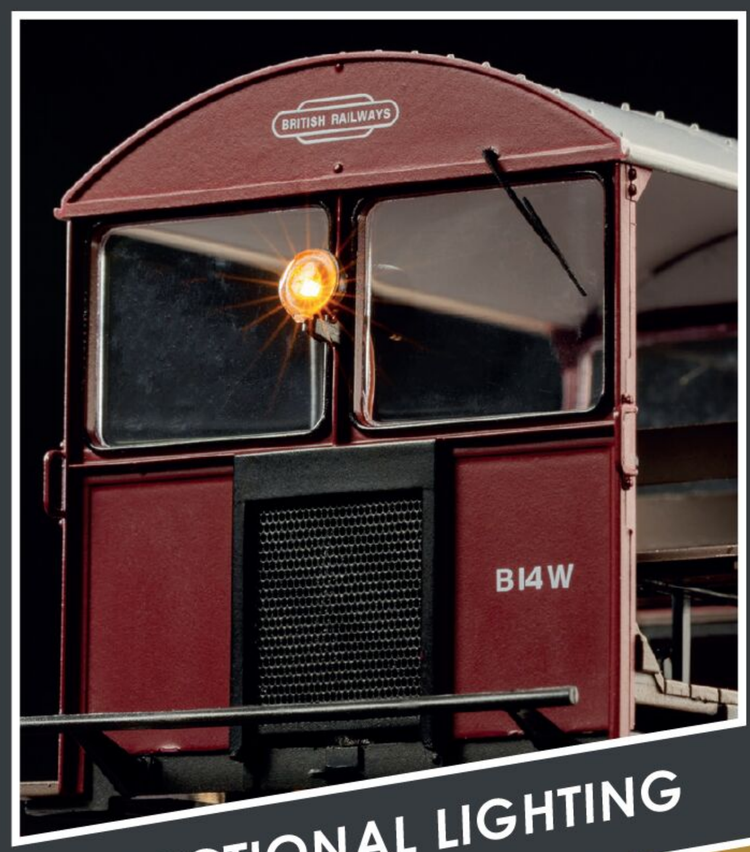

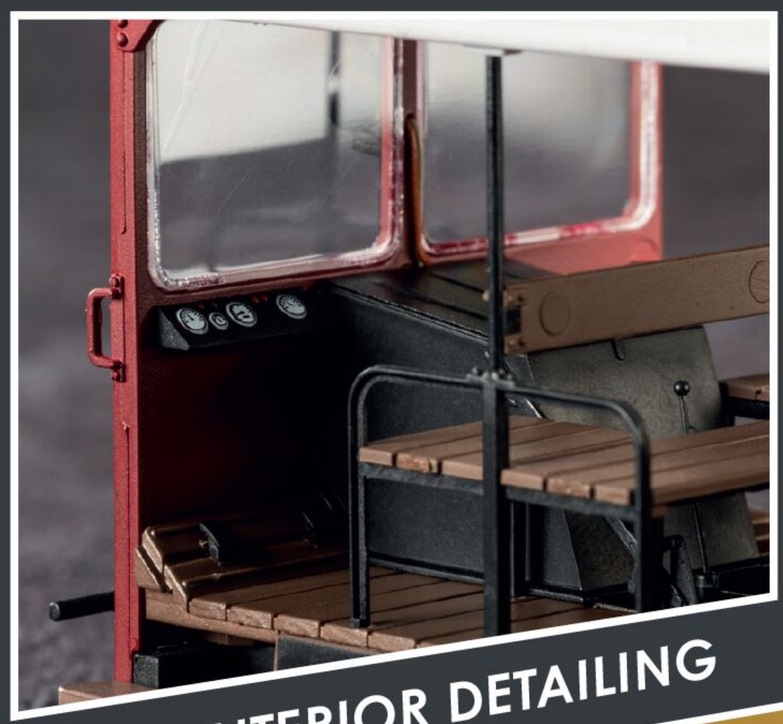

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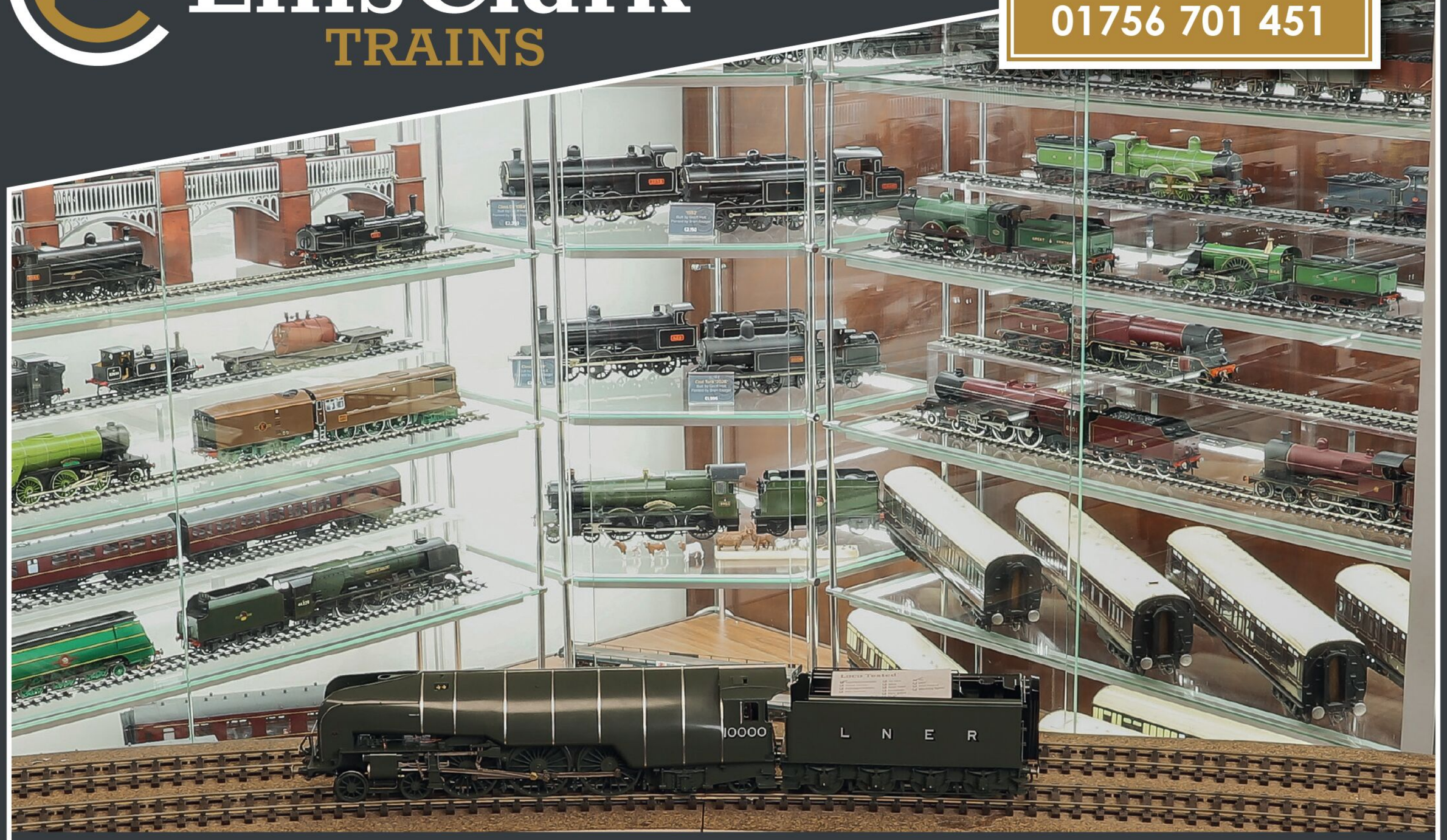

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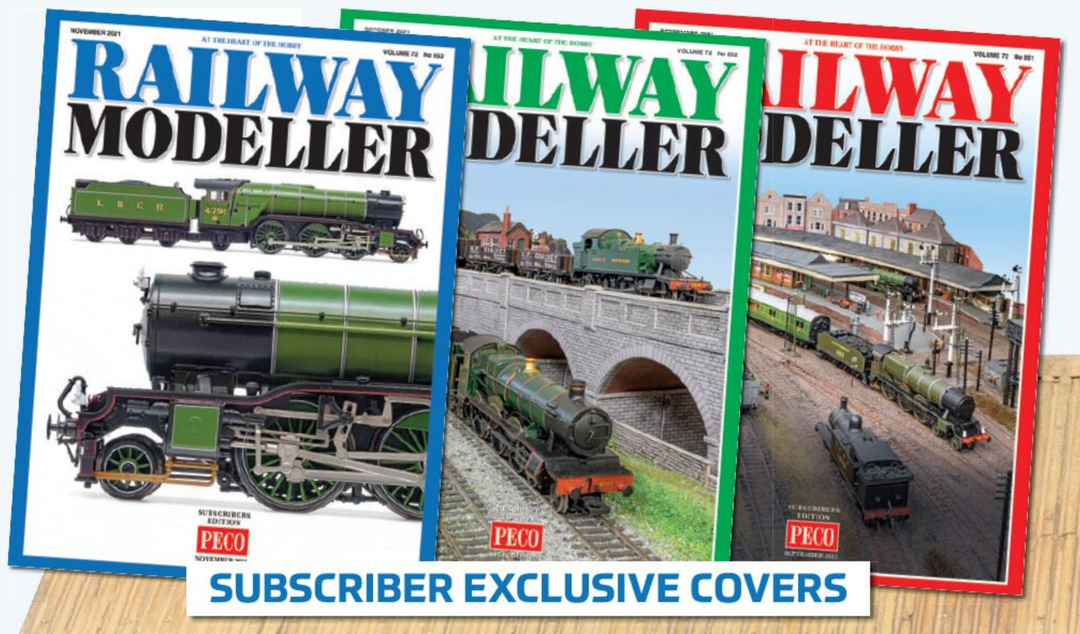

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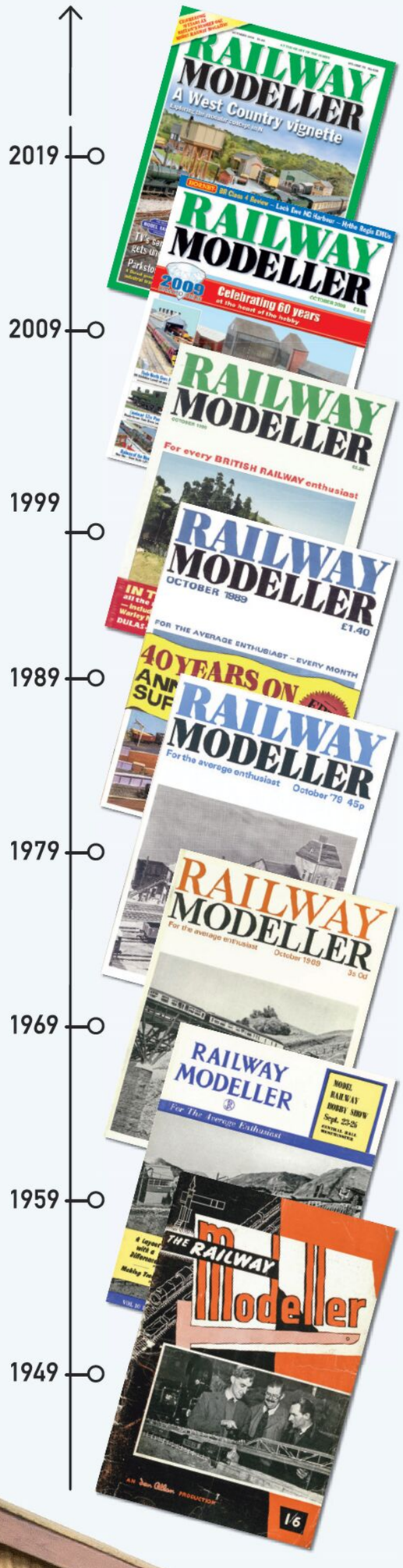

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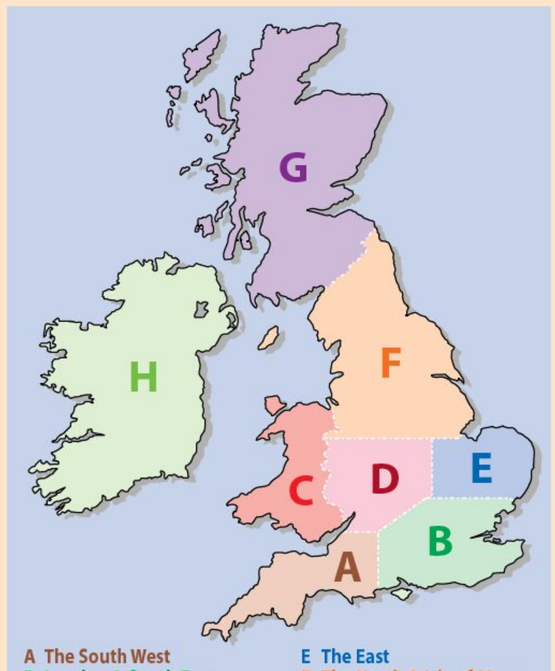

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Trident Trains, Walgerton, near Nantwich **F** *42a*

Tutbury Models,
Tutbury, Burton-upon-Trent **D** *43a*

U

Upstairs Downstairs, Isle of Wight
www.udiow.com **B** *42a*

W

Wagon & Carriage Works
www.wagonandcarriage.co.uk *42a*

Wakefield Model Railway Show *56a*

Waltons of Altrincham **F** *53a*

Warwick & Warwick Auctioneers & Valuers **D** *34a*

White Rose Model Works **F** *42a*

Wild Swan Books ***www.wildswanbooks.co.uk*** *48a*

Wizard Models (M) ***www.wizardmodels.co.uk*** *50a*

WM Collectables *54a*

Y

YouChoos ***www.YouChoos.co.uk*** *54a*

Z

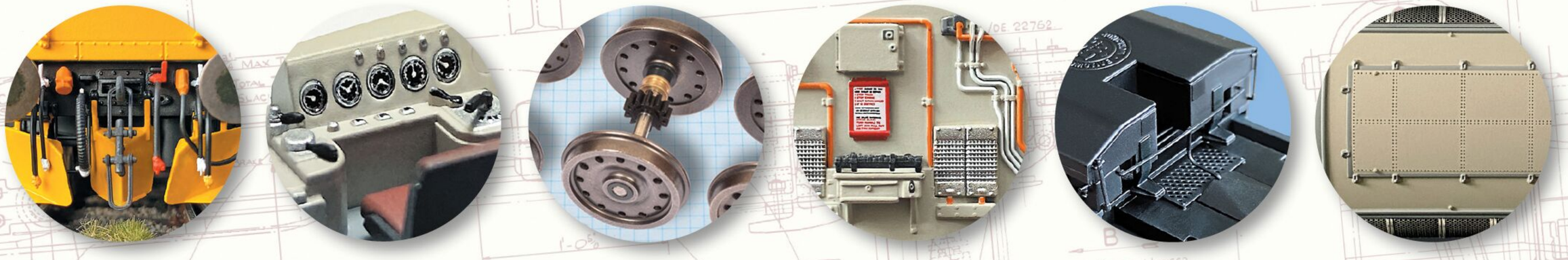
Zimo DCC Decoders
www.zimo-digital.co.uk ..... *inside back cover*

(M) Denotes Mail Order only.

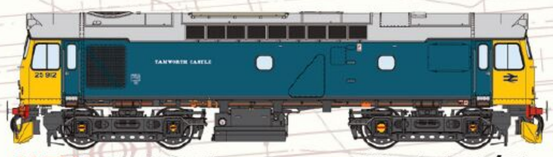
THIS SUMMER FROM SLW: THE DEFINITIVE

BRITISH RAIL CLASS 25 DIESEL

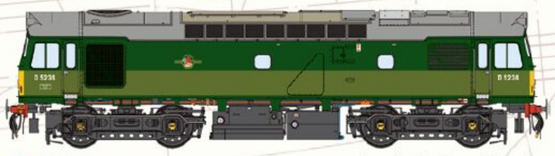
BOILER-FITTED CLASS 25/2 ADDED



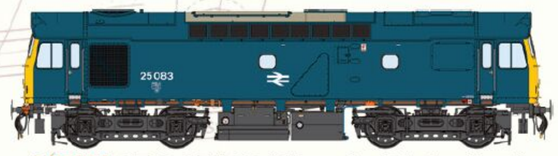
The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line at long last! The **Sutton's Locomotive Workshop Class 25**, expected to arrive later this summer, is set to raise the bar even higher with an impressive feature list. Look for the etched steel grilles and independent lighting functions. The latest cutting-edge decoder technology will provide incredible CD-quality sound through our proven twin-speaker system. And it all comes to you, ready-to-run, in our distinctive 'biscuit tin' packaging!



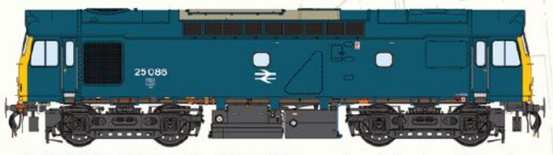
NEW 25 912 'Ice Cream Van' (25/9)



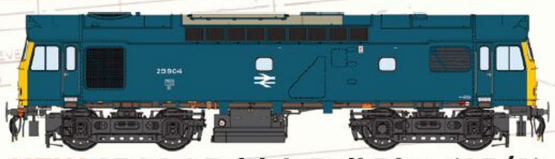
NEW D 5234 BR Green (with boiler)



NEW 25 083 BR Blue (with boiler)

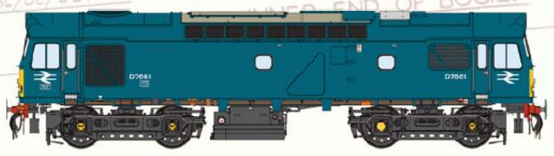


NEW 25 086 BR Blue (with boiler)



NEW 25 904 British Rail Blue (25/9)

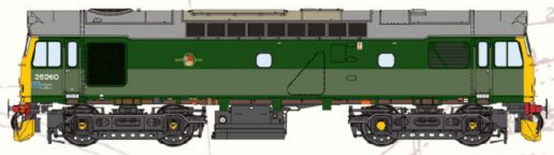
D 7552 BR Green (full yellow ends)



D 7661 Experimental Blue (pre-TOPS)

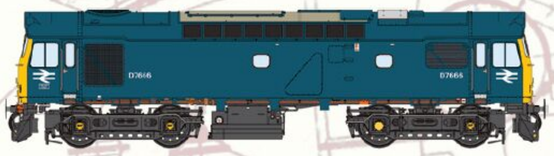
D 7672 *Tamworth Castle*

25 322 'Ice Cream Van'



25 260 BR Green (full yellow ends)

97 252 *ETHEL 3* Blue/Grey



D 7666 British Rail Blue (pre-TOPS)

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GAUGEMASTER

Prodigy Digital Control (DCC)

The Gaugemaster DCC range contains everything you need to operate your digital model railway. The philosophy of the Prodigy range is 'simplicity without compromise' and these systems can grow with your layout, allowing you to operate your model railway exactly how you want to. All Prodigy Walkaround Controllers now have backlit displays as standard.

Prodigy Express Starter Systems

BEST FOR
Locomotive Control

Prodigy Express is an ideal entry point for a newcomer. Think of these systems as locomotive controllers - controlling and programming all aspects of your locomotives.

DCC01

Prodigy Express Starter Package

Most Suitable For: OO, HO, and N Scale

Our best selling entry level system; this package offers the users a 2A output, controls up to 28 functions, 14, 28, or 128 speed steps, separate programming track output and double heading function.

DCC06

Prodigy Express Wifi Starter Package

Most Suitable For: OO, HO, and N Scale

This package offers all the features of the **DCC01** and the **DCC05** combined. Switch between handset or app control, or add a **DCC71** adapter to allow use of both at once.

WiFi Module

BEST FOR
Adding App Control

This unit allows you to run your Prodigy from your Android or IOS phone or tablet.

DCC05

Prodigy Wifi Module

Most Suitable For: Adding app control to a Prodigy

The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps and allows users to interface these apps with their Prodigy systems. Can be added to either Express or Advance systems.

Prodigy Advance Starter Systems

BEST FOR
Full Layout Control

If the Express systems are locomotive controllers, the Advance are layout controllers. With a 3.5A power supply and backlit display, these systems will control, activate, and program all your locomotives, points and accessories - in fact every digital model railway component you can think of.

DCC02

Prodigy Advance Starter Package

Most Suitable For: O, OO, HO, and N Scale

The big brother to the express, the Advance offers the same functions as the express with a higher 3.5A power supply, control of all accessory functions, route settings and direct connection of up to 3 handsets (or up to 99 with additional **DCC71** adapters).

DCC07

Prodigy Advance Wifi Starter Package

Most Suitable For: O, OO, HO, and N Scale

This package offers all the features of the **DCC02** and the **DCC05** combined. For the first time in the range, this pack offers two simultaneous control methods. Combining the handset and Wifi module, this pack offers users a host of options for controlling and programming their layouts.

DCC04

Prodigy Advance Wireless Starter Package

Most Suitable For: O, OO, HO, and N Scale

If Wifi control is not your thing, but you still want to walk around a large layout without being tethered, then the Prodigy Wireless package is the perfect solution. This unit comes with a wireless handset as standard and offers all the functionality of the **DCC02**.

Also Available in the Gaugemaster Digital Range

Handsets and Modules

DCC11	Prodigy Handset Extension Plate
DCC13	Prodigy Advance Wireless Walkaround
DCC14	Prodigy Advance Walkaround
DCC40	Auto Reverse Loop Module
DCC51	Prodigy Wireless Conversion Set
DCC52	Prodigy Wireless Receiver
DCC55	Prodigy Wired Computer Interface
DCC71	Prodigy DC Adaptor Plate and Decoder Tester
DCC77	Prodigy Handset Adapter
DCC80	DCC Autofrog
BPDCC80	3x **DCC80** Autofrog

Accessories

DCC49	Prodigy 8A Booster
DCC60	Prodigy Spare Plug
DCC62	Prodigy Universal Lead

Accessory Decoders

DCC31	Single Standard Decoder for Kato Unitrack
DCC32	4 Way Point Motor Decoder
DCC33	2x **DCC32** 4 Way Point Motor Decoder
DCC81	Single Standard Point Motor Decoder
BPDCC81	3x Single Standard Point Motor Decoder

OMNI Decoders

DCC18	Next18 Decoder - 4 function
BPDCC18	5x **DCC18** Next18 Decoder - 4 function

Ruby Decoders

DCC90	8 Pin Standard Decoder - 2 Function
DCC91	21 Pin Standard Decoder - 2 Function
DCC92	8 Pin Small Decoder - 2 Function
DCC93	6 Pin Small Decoder - 2 Function
DCC94	8 Pin Pro Decoder - 6 Function
DCC95	21 Pin Pre Decoder - 6 Function
DCC99	Powerpal for **DCC90/91/94/95**

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- Special offers and promotions throughout the day.

Sunday 20th August
10:30 - 15:30
Gaugemaster, Ford Road,
Arundel, BN18 0BN

Find Out More:

These products are available from your local model shop, or, in case of difficulty, direct from ourselves.
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