BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

OCTOBER 2023 £5.45 AT THE HEART OF THE HOBBY VOLUME 74 No 876

RAILWAY MODELLER

Westcliff

Sun, sea and shingle with this GWR terminus in 4mm

Gresley P2s in OO

New from Hornby



Reviewed inside...



Francis Bourgeois calls in at Peco!

Hallbankgate

A slice of an historic mineral railway in OO

Wittenden

A narrow gauge system modelled in 7mm

A grand hotel from card

A scratch-building project in N gauge – with scale drawings

Reviewed inside ...

L&M *Lion* from Rapido Trains UK in OO
Upgraded Class 40 in OO from Bachmann
Heljan Class 58 Co-Co brand new in O gauge

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RAILWAY MODELLER

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October 2023 vol 74 No.876

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Railway of the Month
For his pre-Grouping Great Western layout, Richard Butler imagined how West Bay in Dorset might have appeared had it developed into the thriving holiday resort envisaged by the original promoters of the railway.

722 **Talking Points**
Dr Luke J Harris, a teacher at Wilmington Grammar School for Boys in Kent, reports on a week-long railway modelling course during which students created a 00 gauge system.

724 **Heybridge Wharf**
3mm Society Membership Secretary Mike Corp built this finescale 14.2mm gauge depiction of an East Anglian light railway as part of the society's 50th anniversary celebrations.

730 **A hotel for Chandwell**
Scale Drawings
Inspired by a grand 19th century hotel in West Yorkshire, Michael Scott created 1:148 scale drawings to assist in the construction of a model for his N gauge layout set in the 1990s.

735 **Locomotives for Durston**
Brian Woolrich describes the Great Western Railway locomotives used on his layout *Durston for Hemsby*, featured as Railway of the Month in the November 2022 issue of RM.

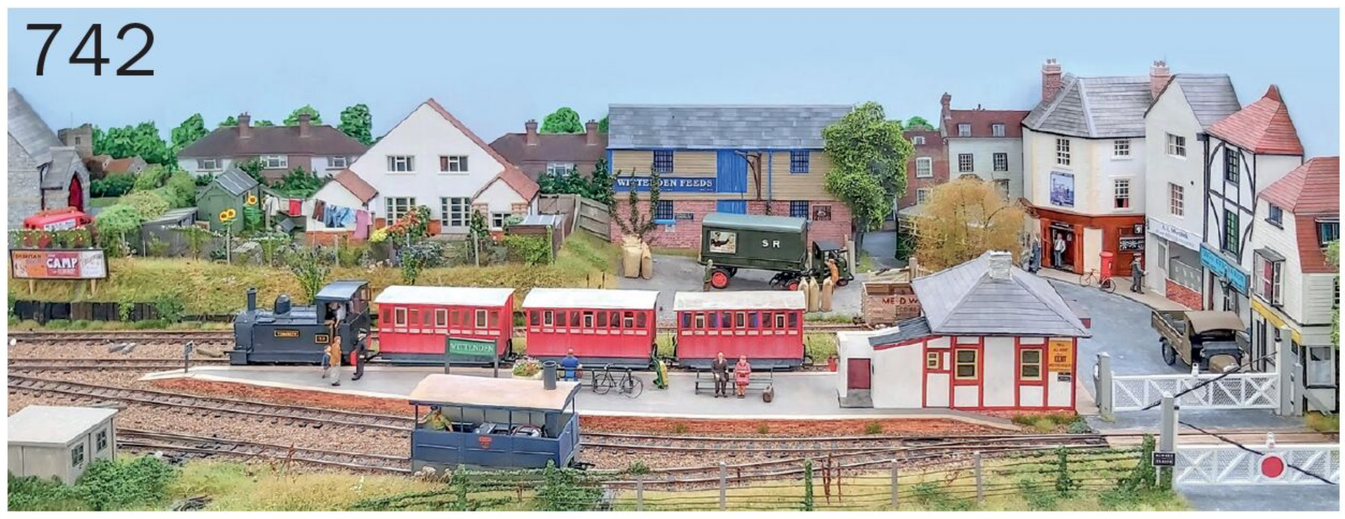
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Micro Marvels
Ian Blenkinsopp has recreated a small slice of Lord Carlisle's pioneering and historic Brampton Railway in Cumberland in 00 gauge, within a scenic space of just 3' x 1'.

742 **Wittenden**
Roger Jenner describes this dual 0-16.5/09 gauge layout in 7mm scale, built by the narrow gauge group of Tonbridge Model Railway Club and depicting a freelance narrow gauge line on the Kent/Sussex border.

747 **Abbotts Ripton**
Plan of the Month
To mark this year's centenary of the 1923 Grouping, Josh Williams suggests an East Coast Main Line layout set in the first year of the London & North Eastern Railway's existence.

750 **Mallerstang Junction – part 2**
Ian Nuttall continues the construction of the third and final phase of his Settle & Carlisle-inspired layout in 00. Having covered the building of the baseboards last month, he now moves on to the trackwork and electrics.



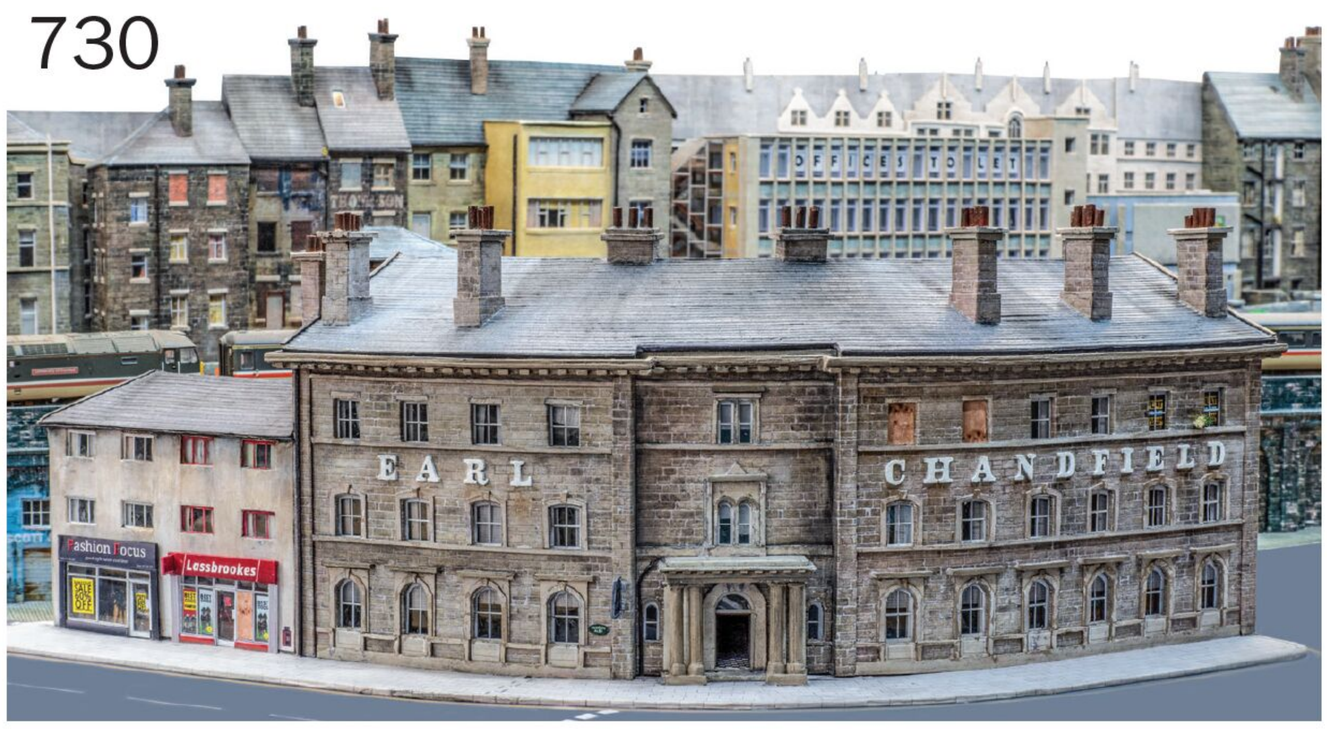












RAILWAY MODELLING *Explored*

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

761 Coal Hill West

An interchange between a heritage railway and the national network in N gauge, built by Chris Berry using Peco Setrack items.

764 Weathering a wooden wagon

Callum Willcox goes against the grain and describes how he gave a ready-to-run seven-plank open wagon a realistic work-worn finish in OO gauge.



WHAT'S ON THE COVER



756 Longwaite

Through the Railway Room Door

John Bremner reflects on the lessons learned during the construction of this L-shaped terminus scheme in OO, set in the North West at the end of a branch off the West Coast Main Line.

766 Readers' Letters

768 New Product Reviews

Leading the reviews this month are the LNER Gresley P2 2-8-2 from new tooling in OO gauge by Hornby (with both original and A4-style front ends, as well as new-build No.2007 *Prince of Wales*) and the Liverpool & Manchester Railway 0-4-2 *Lion* from Rapido Trains UK, also in OO. We also look at the upgraded BR Class 40 (English Electric Type 4) diesel in OO from Bachmann; the BR Class 58 diesel in O from Heljan; MXA Lobster bogie box wagons and BR Mk.I coaches in N from Graham Farish; FNA-D 'New Generation' nuclear flask wagons in OO by Accurascale; a 3mm scale kit for a Bedford OB bus from Brynkits; new figures, animals and accessories from Modelu; and an all-new starter digital set from Lenz.

778 News

Rapido Trains UK announces US Army Transportation Corps S160 2-8-0 and Manning Wardle L Class 0-6-0 saddle tank in OO gauge; Heljan launches Class 153 railcar in O gauge and receives decorated samples of its Class 37/0 diesels; Francis Bourgeois visits Pecorama; new N gauge wagons, palisade fencing and O gauge concrete-sleepered track from Peco; livery artwork revealed for Kato/Peco Large England locomotives in 009; beginner's guide to Digital Command Control at Pecorama; OO gauge Tyne Dock 9Fs, N gauge Austerity 0-6-0STs, 4mm scale Burnham-on-Sea resin station structures and OO gauge LSWR-liveried coaches in Bachmann autumn announcements; Great Central, Great Eastern and Lancashire & Yorkshire Railway liveries for Hattons Genesis coaches; IHA-F steel carrier wagons from Revolution Trains in OO and N; engineering prototypes of Darstaed/Ellis Clark Trains K-type Pullmans for O gauge; previews of Rail-Ex Taunton show, Uckfield Model Railway Exhibition and the O Gauge Get Together at the Severn Valley Railway in October; model retailer and weathering workshop The Model Centre celebrates 25th anniversary; Accurascale Exclusive Class 66 model to raise funds for Prostate Cancer UK; and much more...

785 Societies & Clubs

The biggest and best guide to the exhibition scene.

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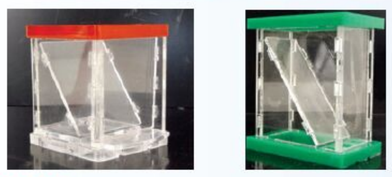
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OO Gauge Mk4 DVT



R40370 - BR Mk4 DVT 82205 LNER Flying Scotsman.....£76.49

OO Gauge RailRoad Class 40s



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



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

accurascale

OO Gauge GW Manors - Very Limited Stock Available



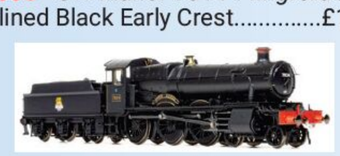
ACC2501 - GW Manor 7801 *'Anthony Manor'* GWR Green Shirtbutton.....£169.99



ACC2503 - GW Manor 7808 *'Cookham Manor'* GWR Green Shirtbutton.....£169.99



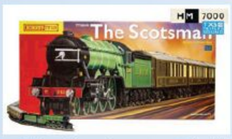
ACC2506 - GW Manor 7814 *'Fringford Manor'* BR Unlined Black Early Crest.....£169.99



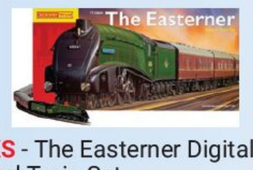
ACC2510 - GW Manor 7824 *'Ilford Manor'* BR Unlined Black Early Crest.....£169.99

Official HORNBY TT:120 STOCKIST

TT Train Sets Now In Stock



TT1001TXS - The Scotsman Digital Triplex Sound Fitted Train Set.....£274.49



TT1002TXS - The Easterner Digital Triplex Sound Fitted Train Set.....£224.99

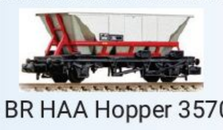
See our website for the full Hornby TT:120 range, including track, buildings and the full range of locos, coaches and wagons that are in stock and available for pre order.

GRAHAM FARISH by BACHMANN

N Gauge HHA Hopper Wagons



373-900G - BR HAA Hopper 365555 BR Rail Red.....£17.81
373-900H - BR HAA Hopper 365567 BR Rail Red.....£17.81



373-901D - BR HAA Hopper 357021 EWS.....£17.81
373-901E - BR HAA Hopper 357060 EWS.....£17.81



373-902D - BR HAA Hopper 355855 BR Railfreight Coal Sector.....£17.81



373-903 - BR HAA Hopper 351178 BR Railfreight.....£17.81



373-904 - BR HAA Hopper 353791 BR Railfreight Red Weathered.....£19.51
373-904A - BR HAA Hopper 365384 BR Railfreight Red Weathered.....£19.51



373-950C - BR HCA Hopper 351077 Transrail.....£18.66
373-950D - BR HCA Hopper 351168 Transrail.....£18.66

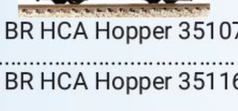


373-951B - BR HFA Hopper 357580 Mainline Ex-BR Coal Sector Weathered.....£20.36
373-951C - BR HFA Hopper 357560 Mainline Freight Ex-BR Coal Sector Weathered..£20.36

HELJAN

OO Gauge NBL 10800

1080 - NBL 10800 BR Early Black And Silver SR/LMR Condition.....£216.71
1081 - NBL 10800 BR Early Black And Silver SR/LMR Condition Weathered.....£225.22
1082 - NBL 10800 BR Early Black And Silver Final BR Condition.....£216.71



1083 - NBL 10800 BR Green Late Crest.....£216.71

OO Gauge Newton Chambers Car Carriers



9620 - Newton Chambers Car Carriers Eastern Region Pack 1 BR Lined Maroon E96288E, E96289E, E96290E.....£194.65
9621 - Newton Chambers Car Carriers Eastern Region Pack 2 BR Lined Maroon E96286E, E96293E, E96297E.....£194.65
9622 - Newton Chambers Car Carriers Eastern Region Pack 3 BR Lined Maroon E96287E, E96281E, E96294E.....£194.65



9623 - Newton Chambers Car Carriers BR Motorail Pack 1 TCV BR Blue And Grey E962290E, E96297E, E96298E.....£194.65
9624 - Newton Chambers Car Carriers BR Motorail Pack 2 NVX BR Blue And Grey E96291E, E96294E, E96299E.....£194.65
9625 - Newton Chambers Car Carriers BR Motorail Pack 3 NVW BR Blue And Grey E96288E, E96289E, E96293E Weathered.....£220.15

Available to Pre Order

Pre ordering advised due to the limited number of each item being produced. No money is taken at the time of ordering.

Bachmann Autumn 2023 Range

BACHMANN BRANCHLINE

OO Gauge Class 158 DMUs Due December



31-495 - Class 158 2 Car DMU 158884 South West Trains.....£288.96
31-495SF - Class 158 2 Car DMU 158884 South West Trains **DCC Sound Fitted**.....£373.96



31-497 - Class 158 2 Car DMU 158839 Transport for Wales.....£288.96
31-497SF - Class 158 2 Car DMU 158839 Transport for Wales **DCC Sound Fitted**.....£373.96



31-499 - Class 158 2 Car DMU 158844 Northern.....£288.96
31-499SF - Class 158 2 Car DMU 158844 Northern **DCC Sound Fitted**.....£373.96



31-516A - Class 158 2 Car DMU 158856 Central Trains.....£288.96
31-516ASF - Class 158 2 Car DMU 158856 Central Trains **DCC Sound Fitted**.....£373.96

BACHMANN BRANCHLINE

OO Gauge Class 37s - Due September



35-305 - Class 37/0 37371 BR Railfreight Red Stripe Centre Headcode.....£212.46
35-305SF - Class 37/0 37371 BR Railfreight Red Stripe Centre Headcode **DCC Sound Fitted**.....£297.46
35-305SFX - Class 37/0 37371 BR Railfreight Red Stripe Centre Headcode **DCC Sound Fitted Deluxe**.....£322.96



35-309 - Class 37/0 37260 *'Radio Highland'* BR Blue Large Logo Centre Headcode.....£212.46
35-309SF - Class 37/0 37260 *'Radio Highland'* BR Blue Large Logo Centre Headcode **DCC Sound**.....£297.46
35-309SFX - Class 37/0 37260 *'Radio Highland'* BR Blue Large Logo Centre Headcode **DCC Sound Fitted**.....£322.96

EFE Rail Great British Model Railways

OO Gauge Class 143 DMU Due September



E83021 - Class 143 2 Car DMU 143603 GWR Green FirstGroup.....£212.46

N Gauge J94s - Due December

New Tooling



E85501 - WD Austerity J94 Saddle Tank 68075 BR Black Late Crest.....£106.21



E85502 - WD Austerity J94 Saddle Tank 68043 BR Black Early Emblem.....£106.21



E85503 - WD Austerity Saddle Tank No.12 National Coal Board Kent Lined Blue.£106.21



E85504 - WD Austerity Saddle Tank *'Amazon'* National Coal Board Lined Green.....£106.21



E85508 - WD Austerity Saddle Tank No.85 M.S.C. Manchester Ship Canal Lined Grey.....£106.21



E85509 - WD Austerity Saddle Tank No.15 W.P.R Wemyss Private Railway Brown.....£106.21

GRAHAM FARISH by BACHMANN

N Gauge Class 158 DMUs Due November

New Tooling



371-850 - Class 158 2 Car DMU 158849 Regional Railways.....£242.21
371-850SF - Class 158 2 Car DMU 158849 Regional Railways **DCC Sound Fitted**.....£327.21



371-857 - Class 158 2 Car DMU 158766 GWR Green FirstGroup.....£242.21
371-857SF - Class 158 2 Car DMU 158766 GWR Green FirstGroup **DCC Sound Fitted**.....£327.21



371-858 - Class 158 2 Car DMU 158844 Northern.....£242.21
371-858SF - Class 158 2 Car DMU 158844 Northern **DCC Sound Fitted**.....£327.21



371-862 - Class 158 2 Car DMU 158856 Central Trains.....£242.21
371-862SF - Class 158 2 Car DMU 158856 Central Trains DCC Sound Fitted.....£327.21

N Gauge Thompson Coaches Due September



374-860 - LNER Thompson Full Brake Coach E15E LNER Teak Effect.....£41.61



374-861 - LNER Thompson Full Brake Coach E13E BR Crimson And Cream.....£41.61



374-862 LNER Thompson Full Brake Coach E19E BR Maroon.....£41.61



374-863 - LNER Thompson Full Brake Coach E11 BR Blue.....£41.61



376-200A - LNER Thompson First Corridor Coach 136 LNER Teak Effec.....£41.61
376-200B - LNER Thompson First Corridor Coach 141 LNER Teak Effect.....£41.61
376-225A - LNER Thompson Composite Corridor Coach 147 LNER Teak Effect.....£41.61
376-225B - LNER Thompson Composite Corridor Coach 145 LNER Teak Effect.....£41.61
376-250A - LNER Thompson Third Corridor Coach 1006 LNER Teak Effect.....£41.61
376-250B - LNER Thompson Third Corridor Coach 1452 LNER Teak Effect.....£41.61
376-275A - LNER Thompson Brake Third Corridor Coach E1915 LNER Teak Effect.....£41.61
376-275B - LNER Thompson Brake Third Corridor Coach E1920 LNER Teak Effect.....£41.61



376-201A - LNER Thompson First Corridor Coach E11174E BR Crimson & Cream.....£41.61
376-201B - LNER Thompson First Corridor Coach E11182E BR Crimson & Cream.....£41.61
376-226A - LNER Thompson Composite Corridor Coach E1230E BR Crimson & Cream.....£41.61
376-226B - LNER Thompson Composite Corridor Coach E1239E BR Crimson & Cream.....£41.61
376-251A - LNER Thompson Third Corridor Coach E1568E BR Crimson & Cream.....£41.61
376-251B - LNER Thompson Third Corridor Coach E1513E BR Crimson & Cream.....£41.61
376-276A - LNER Thompson Brake Third Corridor Coach E1917E Crimson & Cream.£41.61
376-276B - LNER Thompson Brake Third Corridor Coach E1931E Crimson & Cream.£41.61



376-202 - LNER Thompson First Corridor Coach E11176E BR Maroon.....£41.61
376-202A - LNER Thompson First Corridor Coach E11185E BR Maroon.....£41.61
376-227 - LNER Thompson Composite Corridor Coach E1236E BR Maroon.....£41.61
376-227A - LNER Thompson Composite Corridor Coach E1229E BR Maroon.....£41.61
376-252 - LNER Thompson Second Corridor Coach E11029E BR Maroon.....£41.61
376-252A - LNER Thompson Second Corridor Coach E1435E BR Maroon.....£41.61
376-277 - LNER Thompson Brake Second Corridor Coach E16857E BR Maroon.....£41.61
376-277A - LNER Thompson Brake Second Corridor Coach E16859E BR Maroon.....£41.61

dapol Model Railway Company

OO Gauge GW Large Prairie Tanks - Due Quarter One 2024



4S-041-008 GW Large Prairie 3146 GW Green Great Western.....£129.20
4S-041-009 - GW Large Prairie 3131 GW Green Great Western.....£129.20
4S-041-010 - GW Large Prairie 5134 GW Green Shirtbutton.....£129.20



4S-041-011 - GW Large Prairie 5132 GW Green GWR.....£129.20
4S-041-012 - GW Large Prairie 5144 GW Green British Railways.....£129.20



4S-041-013 - GW Large Prairie 6153 BR Black Early Crest.....£129.20
4S-041-014 - GW Large Prairie 8101 BR Green Late Crest.....£129.20



4S-041-015 - GW Large Prairie 5101 BR Green Late Crest.....£129.20

N Gauge Class 56s - Due Quarter Four 2024



2D-004-010 - BR Class 56 56302 Fastline.....£133.11



2D-004-011 - BR Class 56 56131 BR Large Logo Blue.....£133.11



2D-004-012 - BR Class 56 56029 Transrail.....£133.11



2D-004-013 - BR Class 56 56059 EWS.....£131.11



2D-004-014 - BR Class 56 56303 DCR Green.....£131.11



2D-004-015 - Class 56 56006 BR Blue.....£131.11



2D-004-016 - Class 56 56054 *'British Steel Llanwern'* BR Railfreight Coal Sector..£131.11

RAPIDO TRAINS UK

OO Gauge Jones Goods - Due 2024



914001 - HR Jones Goods 4-6-0 103 Highland Railway Yellow 1960s.....£186.95
914002 - HR Jones Goods 4-6-0 106 Highland Railway Light Green 1890s.£186.95
914003 - HR Jones Goods 4-6-0 113 Highland Railway Drummond Green..£186.95



914004 - HR Jones Goods 4-6-0 17920 Early LMS Unlined Black.....£186.95
914005 - HR Jones Goods 4-6-0 17928 LMS Lined Black.....£186.95
914006 - HR Jones Goods 4-6-0 17917 Late LMS Unlined Black.....£186.95

HORNBY

OO Gauge LMS Turbomotive - Due September/October



R30134 - LMS Princess Royal The Turbomotive 4-6-2 6202 LMS Maroon.....£239.84



R30135 - LMS Princess Royal *The Turbomotive* 4-6-2 46202 BR Black Early Crest.....£239.84

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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

Hattons



Andrew Barclay 0-4-0ST
Due: Q3 2024
Price: £85
Digital: 6-pin



SECR P Class 0-6-0T
Due: Q3 2024
Price: £85
Digital: 6-pin

HORNBY



LMS Turbomotive 4-6-2
Due: Q4 2023
Price: from £239.84
Digital: 21-pin

RAPIDO TRAINS



NER Class Y7 0-4-0T
Due: TBC 2024
Price: from £123.20
Digital: 18-pin



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



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

dapol



Class 59 (New Batch)
Due: Q1 2024
Price: from £152.96
Digital: 21-pin



Class 68 (New Batch)
Due: Q1 2024
Price: from £153
Digital: 21-pin

HELJAN



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 (Updated Model)
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: Q4 2023
Price: £102.59
Digital: 6-pin

OO Gauge Multiple Units

HELJAN



W&M 4-wheel Railbus
Due: Q4 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 2024
Price: from £330.65
Digital: 21-pin

HORNBY



Class 423 4-VEP EMU
Due: Q4 2023
Price: £326.69
Digital: 21-pin



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

OO Gauge Coaches & Wagons

accurascale



BR Mk1 Suburbans
Due: Q4 2023
Price: £64.95
Digital: N/A



BR Mk2B & Mk2Cs
Due: Q4 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: Q4 2023
Price: £32.13 each
Digital: N/A

JHA P&D Hoppers
Due: Q4 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

Hattons



ZZA Beilhack Snowploughs
Due: Q3 2024
Price: £70 (2-pack)
Digital: N/A



50t Warwell Wagons
Due: Q3 2024
Price: £25
Digital: N/A



Genesis 4 & 6 Wheel Coaches
Due: Q4 2023 - 2024
Price: from £33 each
Digital: 18-pin

RAPIDO TRAINS



Wisbech & Upwell Tramcar
Due: Q4 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



TEA 100t Tanks
Due: Q4 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locos

dapol



LMS Class 2MT 2-6-2T
Due: Q4 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: Q4 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

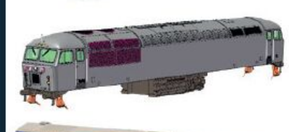
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Class 33
Due: Q4 2023
Price: from £133.11
Digital: 18-pin



Class 43 HST (Updated)
Due: Q4 2023
Price: from £156.06
Digital: 18-pin



Class 56 (Retooled Body)
Due: Q3/ Q4 2024
Price: from £133.11
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: Q4 2023
Price: from £110.16
Digital: 18-pin



Class 87
Due: Q3 2024
Price: from £131.75
Digital: 18-pin

RAPIDO TRAINS



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

N Gauge Multiple Units

dapol



Class 153 Sprinter
Due: Q4 2023
Price: from £119.30
Digital: 18-pin



Class 156 Super Sprinter
Due: Q4 2023
Price: from £146.88
Digital: 18-pin



Class 221 Super Voyager
Due: Q1 2024
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

dapol



Mk3 Packs & DVTs
Due: Q4 2023
Price: Prices vary
Digital: 18-pin



Grampus Open Wagons
Due: Q4 2023
Price: £16.48 each
Digital: N/A

RAPIDO TRAINS



LNER Dynamometer Car
Due: TBC 2024
Price: £84.95
Digital: N/A

OAA Open Wagons
Due: TBC 2024
Price: £59.45 each
Digital: N/A

SECR Freight Packs
Due: TBC 2024
Price: £84.96 (4pk)
Digital: N/A

SECR 5 & 7 Plank Wagons
Due: TBC 2024
Price: £59.46 (3pk)
Digital: N/A

SECR 10t Covered Vans
Due: TBC 2024
Price: £59.46 (3pk)
Digital: N/A

O Gauge Steam Locos

dapol



Class J94 Austerity 0-6-0ST
Due: Q4 2023
Price: from £229.50
Digital: 21-pin



BR Standard 3MT 2-6-2T
Due: Q4 2023
Price: from £527.85
Digital: 21-pin



GWR Class 55xx 2-6-2T
Due: TBC 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



Ruston 48DS Shunter
Due: Q3 2024
Price: £169.15
Digital: 18-pin



Class 02 Shunter
Due: Q4 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 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



Class 153 DMU
Due: Q2 2024
Price: from £339.15
Digital: 21-pin

O Gauge Coaches & Wagons

dapol



TTA Tank Wagons
Due: Q4 2023
Price: £78.03 each
Digital: N/A



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: Q4 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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Please note - Images shown here may not be fully representative of the final products. Errors excepted.

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OO Gauge (1:76 Scale)

Dapol - Diesel locos



4D-003-020S Class 52 'Western' D1033 "Western Trooper" in BR blue - Digital fitted sound NEW. £298.35



4D-005-001 Class 59/1 59103 "Village of Mells" in ARC (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
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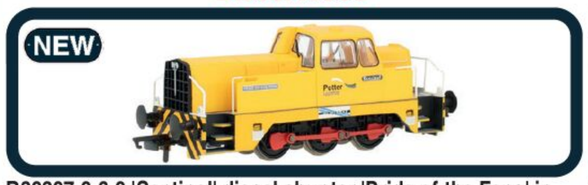


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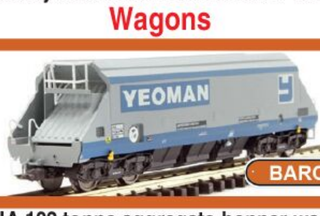
2S-008-015 Class A4 4-6-2 60022 "Mallard" in BR green late crest. . . .£146.84

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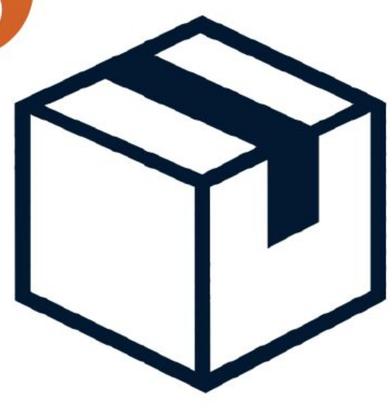
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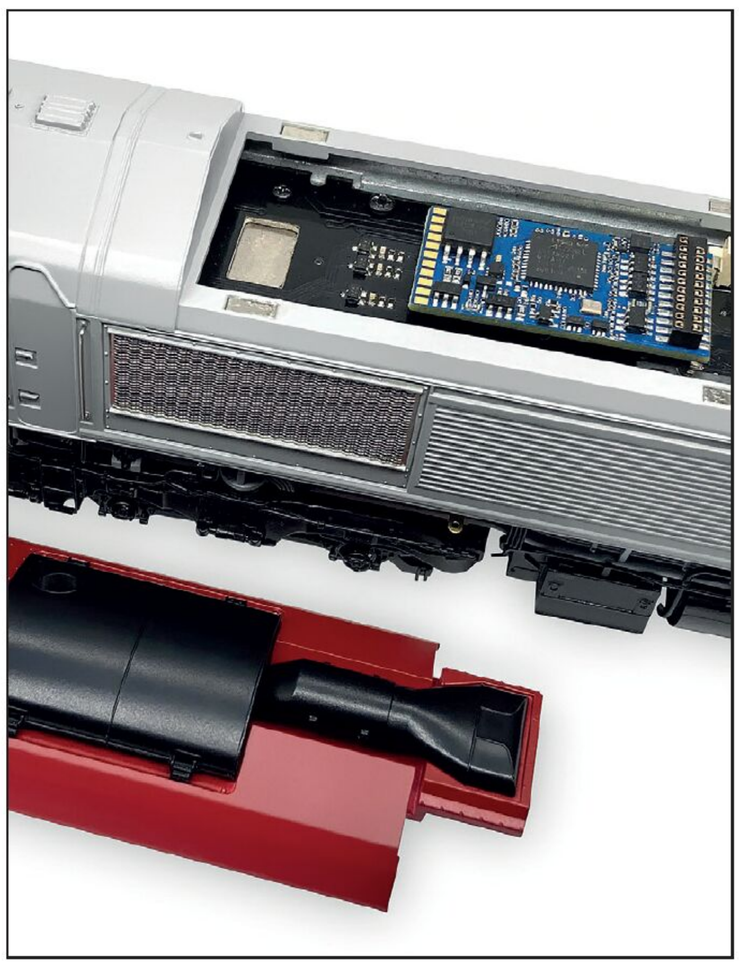
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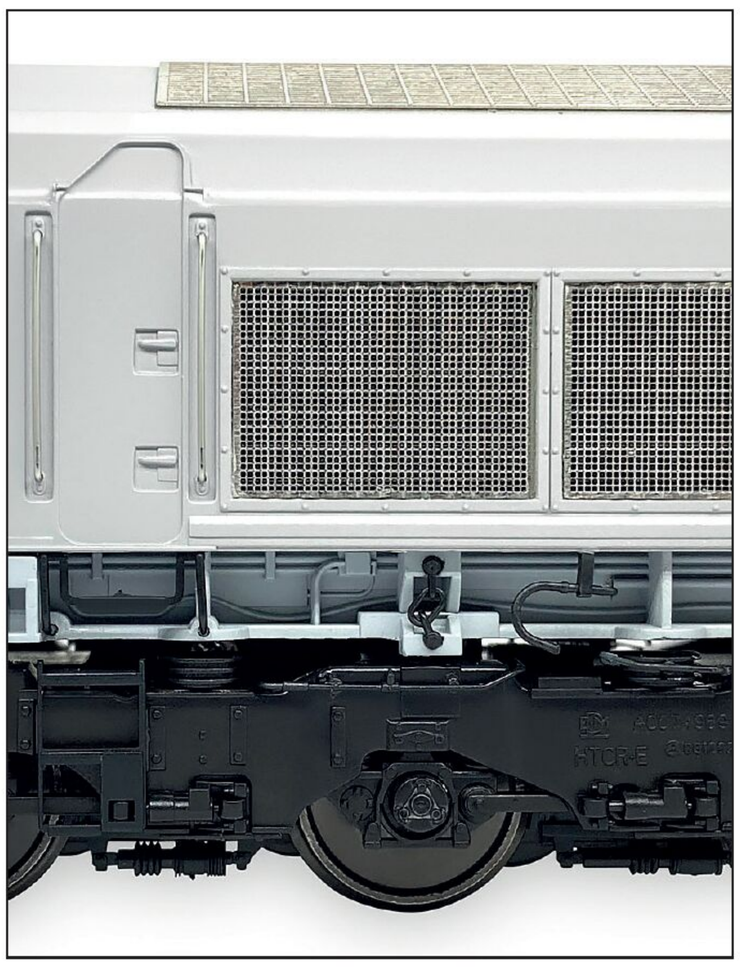
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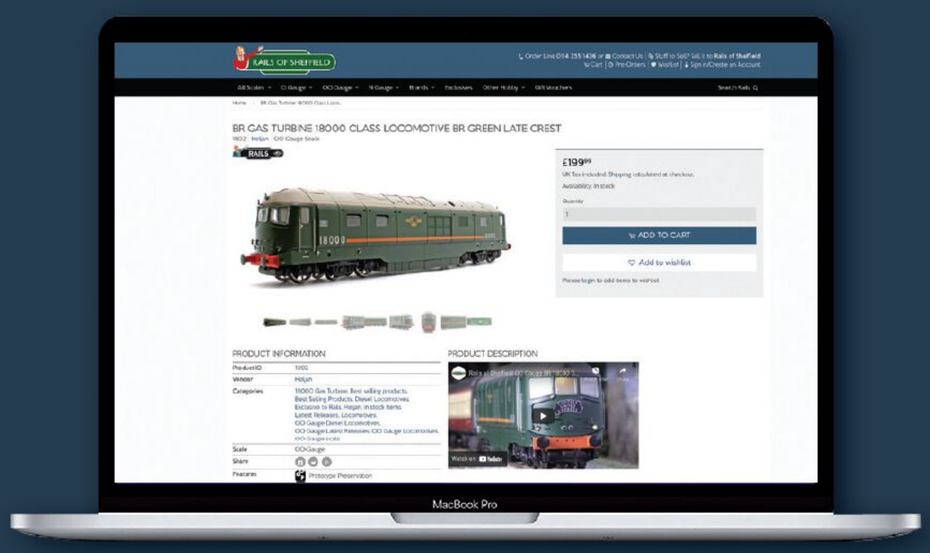
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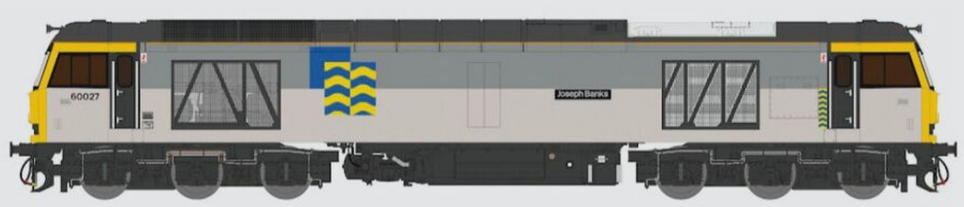
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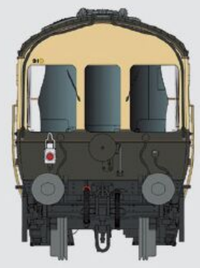
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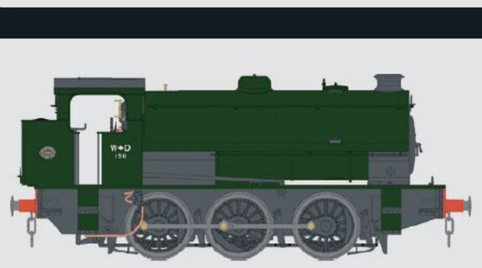
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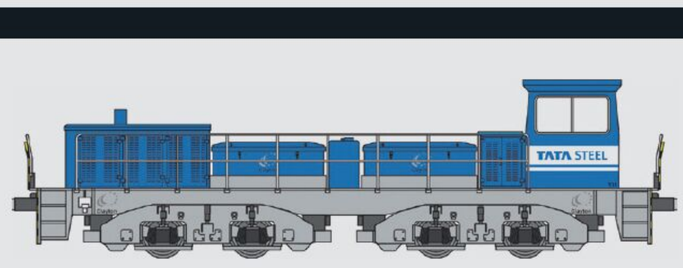


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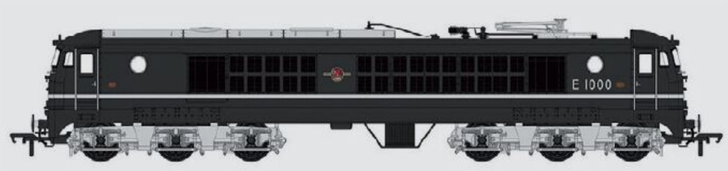


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Most Suitable For: OO, HO, and N Scale

Requires 1x **GMC-M1/GMC-WM1** transformer or **GMC-100M**

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GMC-P	Single Track Controller with Simulation
GMC-100MO	Single Track Controller for O Scale
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GMC-DS	Twin Track Controller with Simulation
GMC-TS	Three Track Controller with Simulation

Panel Mounted Controllers

Orange text shows transformer required

GMC-100.O	Single Track Controller for O Scale 1x GMC-M2
GMC-UF	Single Track Controller with Feedback 1x GMC-M1 or GMC-WM1
GMC-UO	Single Track Controller with Simulation for O 1x GMC-M2
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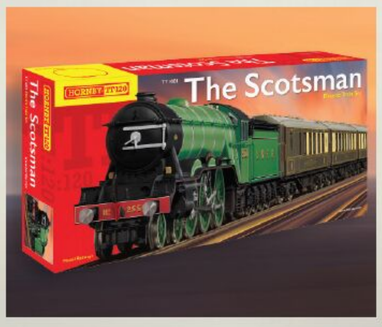
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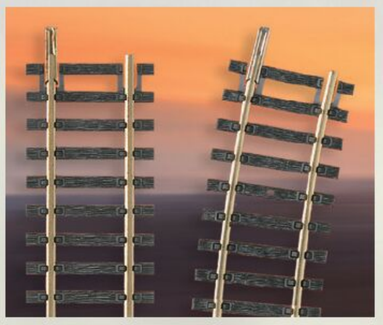
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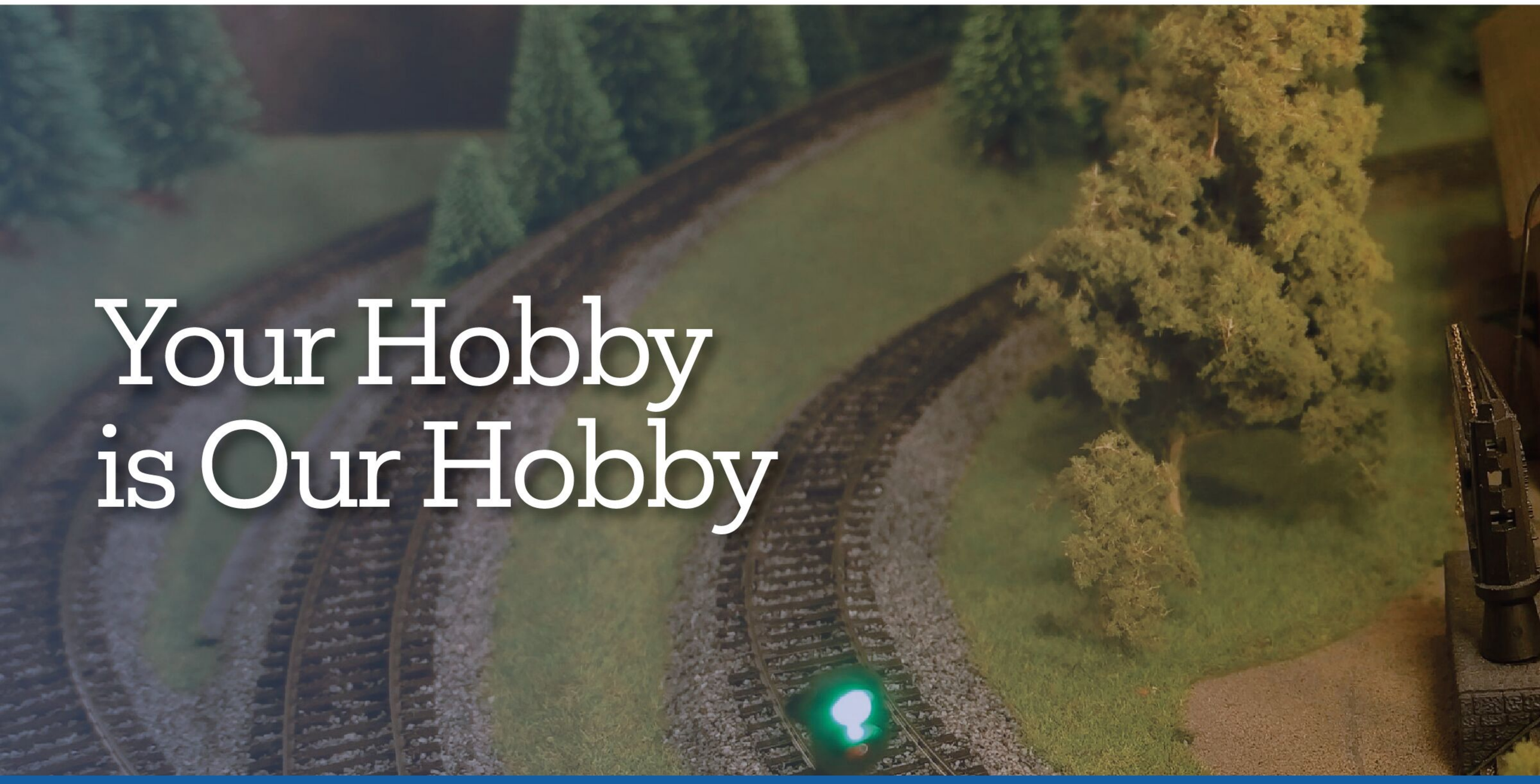
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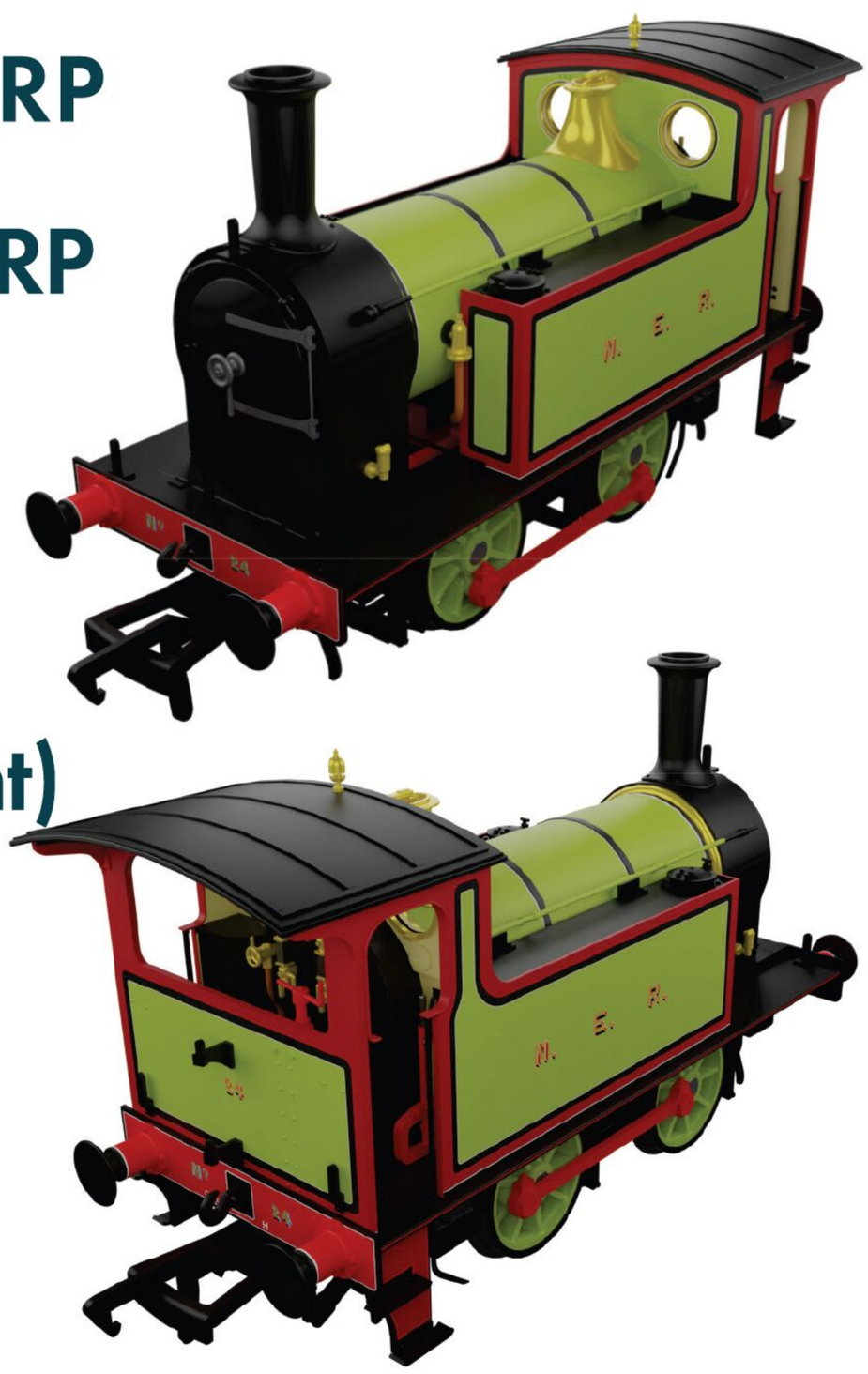
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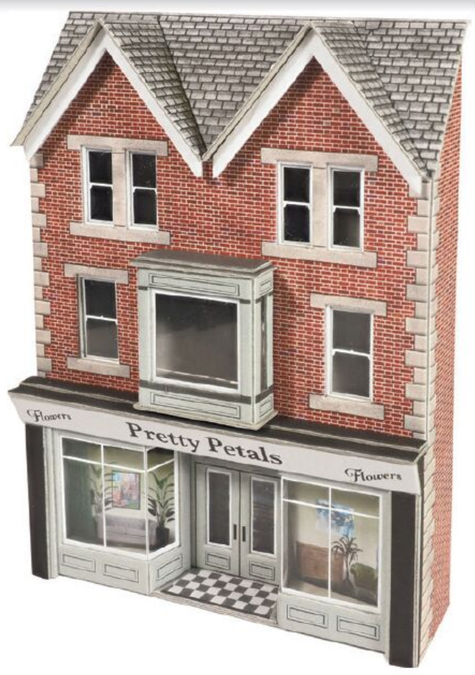


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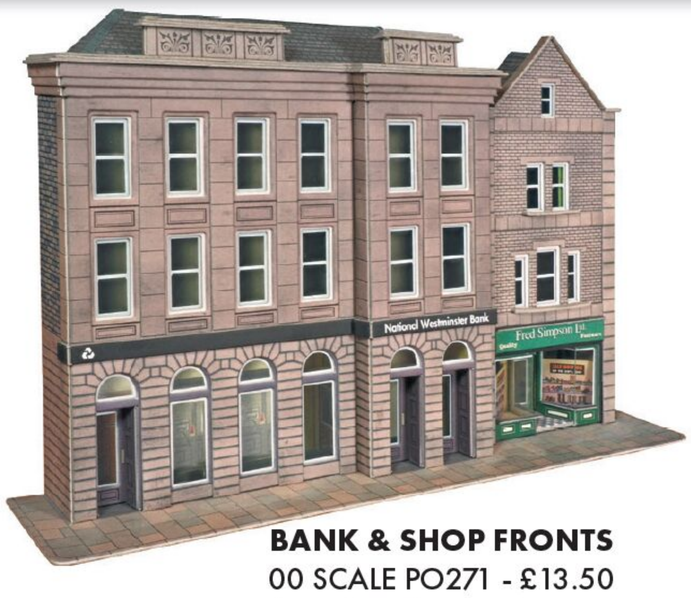
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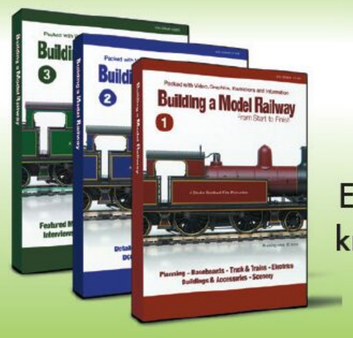
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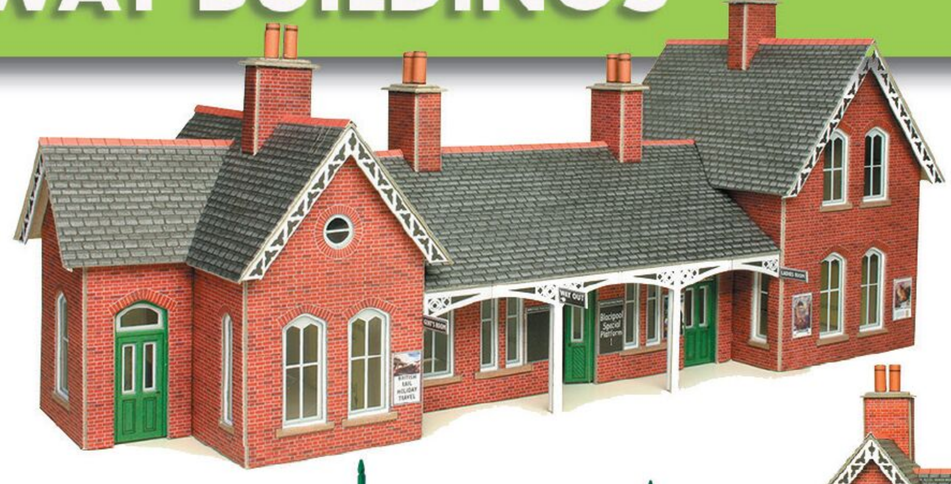
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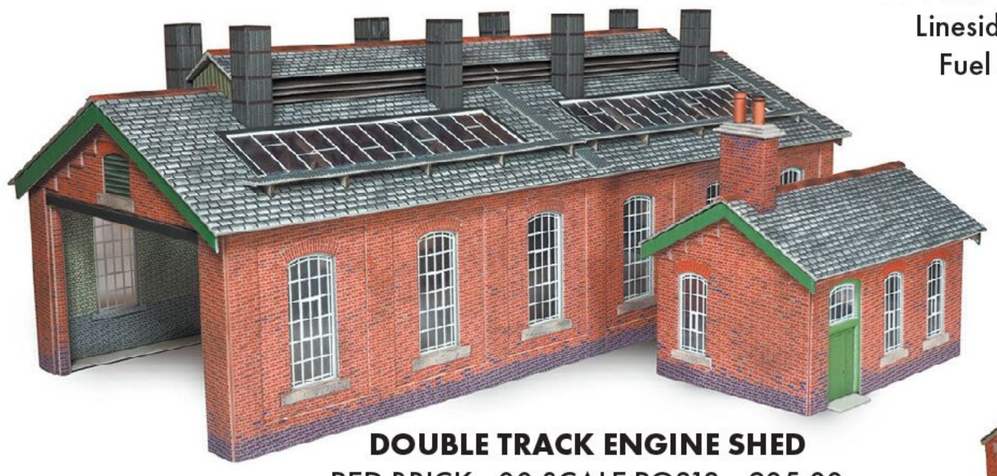
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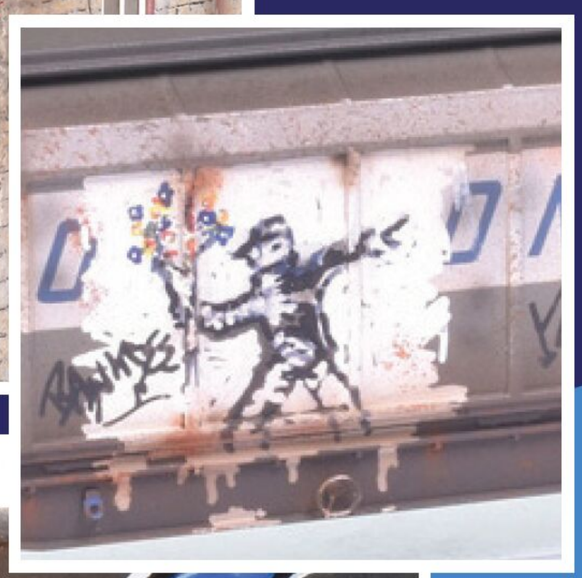
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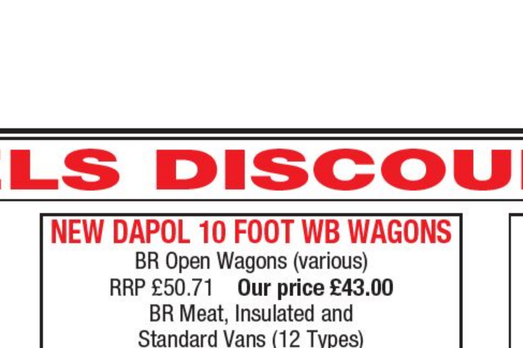


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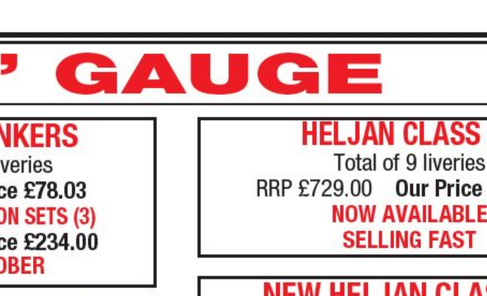


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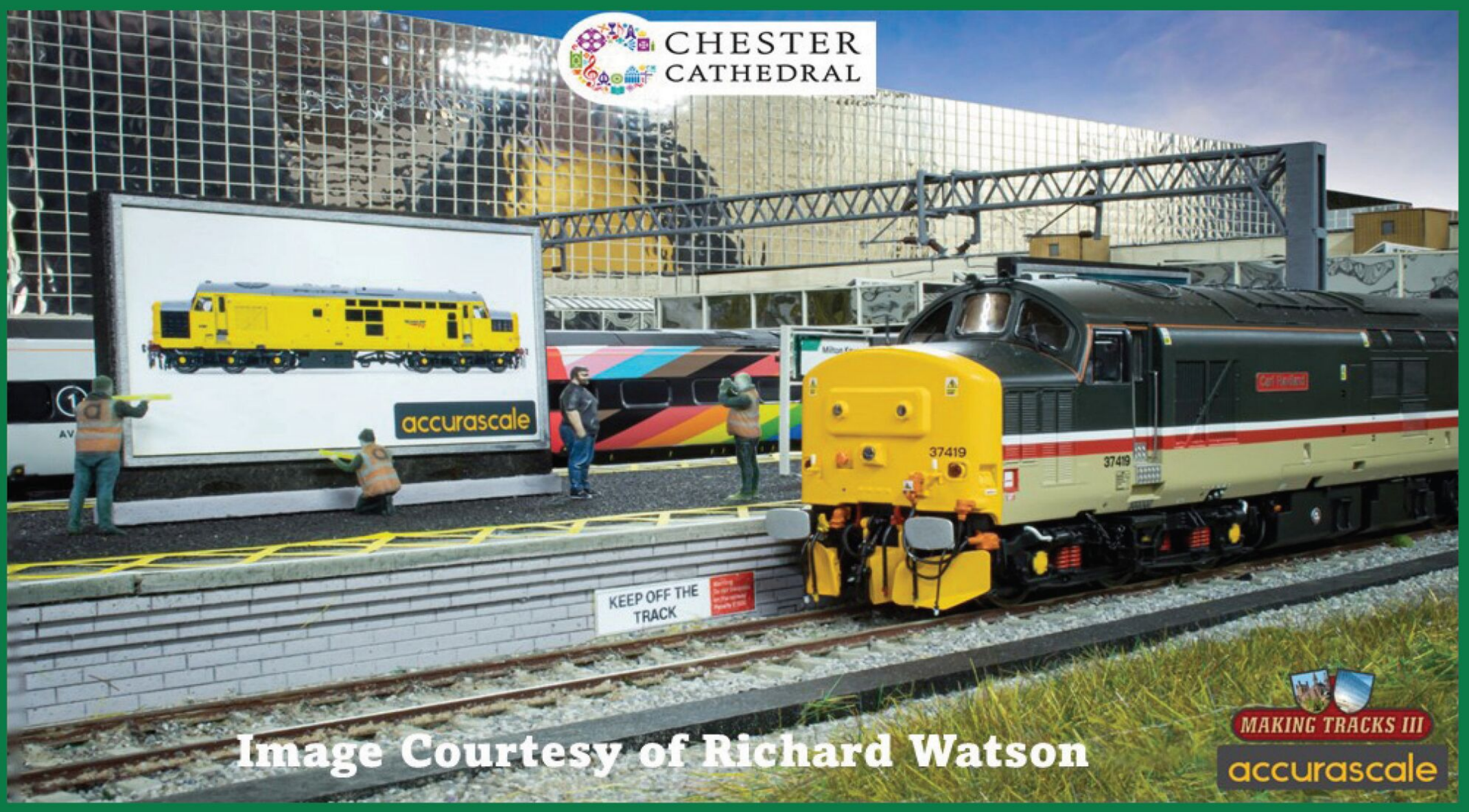
Pete Waterman and the Railnuts Group Present

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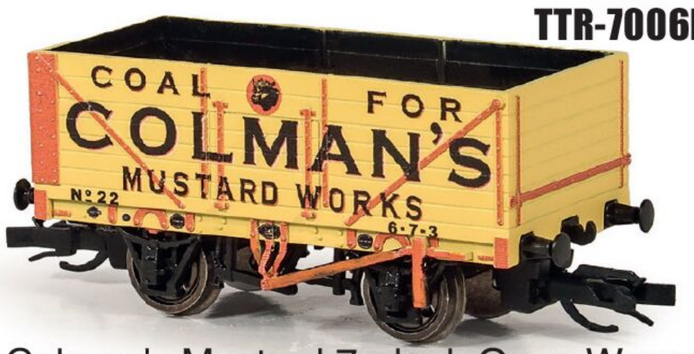
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Welcome

Encouraging the next generation



Attracting younger modellers is crucial for securing the hobby's long-term future. Here Kai Johnson tries his hand at shunting at a recent Warley NEC show.

A huge success. That was how Pete Waterman summed up Making Tracks III, the latest of his grand model railway events to be held at Chester Cathedral, which drew to a close on 2 September after a five-week run.

When I spoke with Pete just prior to the event's final weekend, he confirmed that they were on course for attendance figures to be up by an incredible 20% on the previous Making Tracks event, with tens of thousands of visitors having journeyed to see the massive depiction of Milton Keynes station built by Pete and his team of modellers in 00 (see RM August). What's more, many of these visitors were families with young children – and it is attracting the next generation of railway modellers that fuels Pete's unflinching passion for staging these huge events. He told me that on average well over 100 youngsters a day had taken the opportunity to drive the trains on the layout; it is hoped that some will go on to develop an interest in the hobby and for Pete, this is what makes all the hours of work invested by him and his team worthwhile. Buoyed by the success of this year's event, Pete revealed that he has other, even more ambitious plans in store for the months and years ahead, all of which will seek to bring our hobby to new audiences. We await further details with interest…

Encouraging members of the younger generation to take up railway modelling is essential to ensure the long-term future of our hobby. Academic settings may, at first, appear to offer limited opportunities for this, but our Talking Points feature this month (see p722) reports on a successful week-long initiative recently undertaken by a group of 11-12 year old students at a school in Kent. Over the course of five days, students at Wilmington Grammar School for Boys learned and developed the skills needed to create a working model railway system complete with scenery and buildings. Such was the popularity of this project, the school is planning to launch its own model railway club, which will be running on a weekly basis from September. We wish them every success with their new venture.

The organisers of the annual Warley National Model Railway Exhibition recognise only too well the importance of attracting young modellers. Accordingly, they are continuing their popular 'kids for a quid' promotion for this year's event (which will be taking place at the NEC in Birmingham on 25 & 26 November). This means that single day admission for each accompanied 5-16 year old is just £1.00, which represents fantastic value for entry to what is the UK's largest model railway event. There will be more than 80 working layouts in all the popular scales and gauges, together with extensive trade support, modelling demonstrations, society stands and even a full-size steam locomotive as a centrepiece. Look out for full coverage of Warley 2023 in our November issue, on sale from Thursday 12 October.



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

Photography by Steve Flint

Sun, sea and shingle in EM

Westcliff

For his pre-Grouping Great Western layout, **RICHARD BUTLER** imagined how West Bay in Dorset might have appeared had it developed into the thriving holiday resort envisaged by the original promoters of the railway.

I suppose my model railway career was fairly conventional: a train set which got put away after every 'session' followed by several permanent layouts. None of them satisfied but two things happened which changed this situation. Through the good offices of a work colleague, I joined the EM Gauge Society and while at one of the society Expos I met members of the South Hants Model Railway Club, which was very local to me, and joining the club has exposed me to a wealth of talent and expertise.

With the help of the very skilled group of modellers in the club and the experience of working on and operating club and members' layouts at exhibitions, I began to think about making an exhibition layout of my own.

To the Jurassic Coast

I searched for a real location to model; the company I have always favoured since those first train set days is the Great Western and the period is when the elegant locomotives of Dean and Churchward held sway. So, the time frame would be 1915 to 1925 and the livery middle chrome green and chocolate & cream, with a smattering of crimson lake. No post-Grouping livery which would of course immediately set the date as pre-1923.

I liked St Ives, but no matter how I tried I could not get it to fit into the available space to my satisfaction. I liked the way St Ives built up in layers with the beach at the lowest layer, the railway on the next layer and the town overlooking the whole scene. I looked around for a suitable location that would replicate that and found it in West Bay, on the Dorset coast. It had had a railway, but it was axed as part of the Beeching cuts. If I moved the station through 90° so it ran parallel with the beach, I would have the same tiered effect as I had liked so much in St Ives: beach, railway and the whole backed by the amazingly dramatic cliffs of the 'Jurassic Coast'.

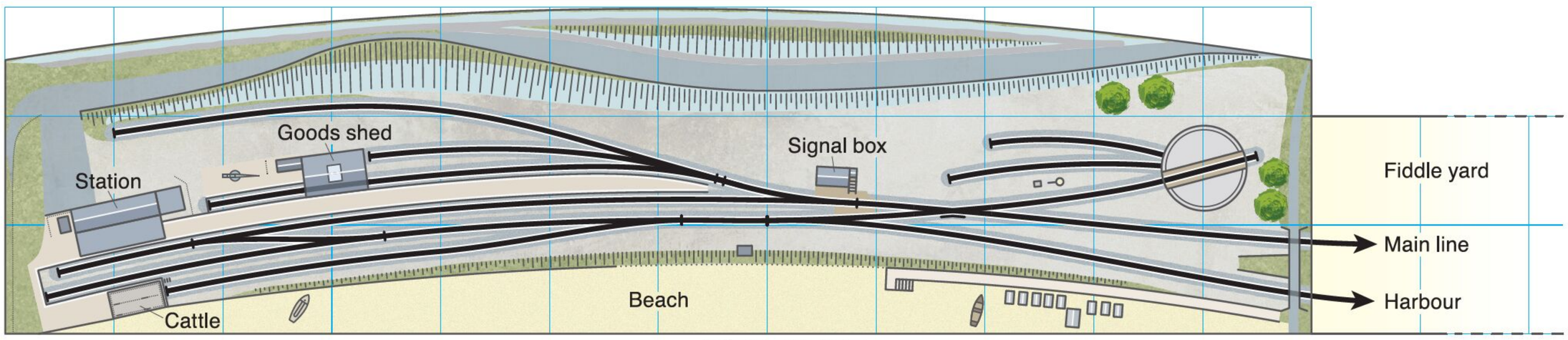
A bit of history

The railway to Bridport and West Bay came about because the good burghers of Bridport, being totally frustrated by the failure of all the various schemes to provide them with a rail link, went it alone and got it built themselves. So came into being in 1857 the Bridport Railway and thence an extension down to Bridport Harbour in 1884. Bridport was, and still is, famous for the manufacture of ropes and netting, and many of the materials arrived through the harbour with the finished products being exported via the harbour.



Left
The branch set of four-wheelers arrives at Westcliff behind a 517 Class, while 633 Class No.643, an old M&L whitemetal kit, waits for the road with a goods train.

Right
The cattle dock is scratch-built and based on Moretonhampstead. The station building is also scratch-built, with the parts laser-cut by my friend Jim Hall.



WESTCLIFF

Overall size: 18' x 3'. Each grid square: 1ft x 1ft.

Coal from South Wales and timber from the Baltic were also brought in via the harbour.

It was decided to promote the harbour as a holiday resort and destination. In order to attract visitors, it was decided to change the name of Bridport Harbour to West Bay. To go along with that entrepreneurs bought land in order to capitalise on this potential bonanza.

The projected growth in tourism and all that went with it never materialised, and it is only in more recent times that the town has been developed. However, one of the joys of model railways is that history can be changed, and my Westcliff had a very different history!

Theatrical presentation

I recall as a child I used to make up theatre sets in a bedside cabinet with cardboard and coloured pencils (my, they were hard days!). This theme has continued into my basic requirements for the model. An exhibition model of a railway, as opposed to a home-based one, is by definition a piece of theatre so the scene had to be well lit, with perhaps major items more brightly lit by spots to give them more prominence and the light a sense of direction.

The whole scene was to be framed such that when looking at, or more importantly into, the model no sight

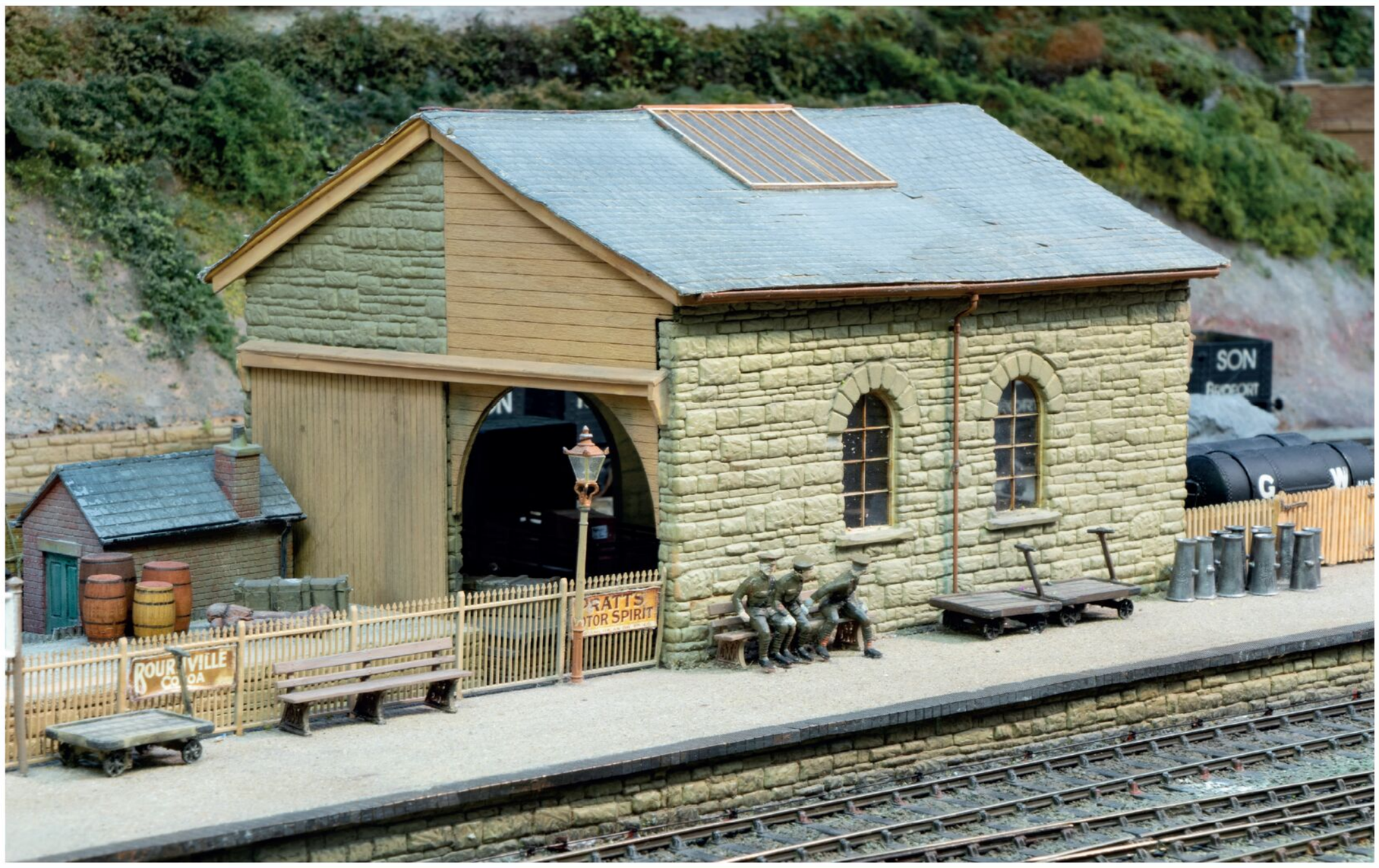
Below
An express departs for London behind a detailed Hornby Star, renamed *Knight of St. John*. The 70' 'Concertina' coaches were built from Marc Models kits.

of the outside world can be seen. That is, it needed a proscenium arch and a one-piece backscene high enough for the top to be hidden by the arch. The whole scene was to be sunny, bright and colourful as befits a holiday on the lovely Dorset coast. Perspective needed to be built in to give an enhanced sense of depth and height. The high backscene meant operating from the front, which I prefer anyway, as along with the public you enjoy the best view of the model and you can engage with the visitors more easily. This can however be a mixed blessing when operating!

I run *Westcliff* to a schedule portraying a summer's day working. Each train has its own place and story in the schedule which is choregraphed so that everything is back in its place at the end, ready to start the sequence again. This does of course impose a discipline in that the stock has to run, couple, uncouple etc. on demand.

Track plan

I laid out a track plan which has a basis in St Ives and elements of another station I have always liked, Moretonhampstead, the whole designed to be on a curve of approximately 20' radius. I think that is much better aesthetically than a straight run. I had the benefit of discussing this and all aspects with fellow club members. All the pointwork was scratch-built on wooden sleepers with plastic chairs. This was made much easier by having a Templot drawing created for me by fellow member Dave Smith. The track plan is a single line but caters for holiday express passenger trains and freight trains supplying the harbour and the town, with a turntable to turn the large tender engines. A branch to the harbour runs off an exchange siding into the fiddle yard. This provides for a variety of moves where freight trains are invariably split in half and taken down to the



Left
The goods shed is based on the one at Abbotsbury but reduced in size to suit the location. This was laser-cut by a friend to my drawing: the material is Wills coarse stone.

Below
'Buffalo' pannier tank No.1272 assembling the pick-up goods. The brake van stands in the loop waiting for the harbour loco, off scene to the right, to take 'Das Boot' (named after a well-known television series) down the harbour branch.

Right
The scratch-built turntable just accommodates the Star. The backscene is a black and white photo of St Ives taken in the 1930s, coloured in Photoshop.

Bottom right
Westcliff signal box, scratch-built in plasticard. The signalman is by Modelu, as are the delicate point rodding stools.





harbour by the tiny harbour 0-4-0 saddle tank loco; a series of moves I particularly enjoy.

Construction

There are three main scenic baseboards made from 6mm high quality birch ply. The two outer ones are each 2' 6" maximum x 4' with the centre one being 2' minimum x 4'. There is a fiddle yard in two parts of 4' x 2' and 2' x 2'.

The beach is a 'sticky on bit' in three parts as is the cliff. The joins in the cliff and the beach are arranged so as not to coincide with themselves or the main baseboard joints; there are therefore no baseboard/scenery joints right across the piece. The sky is a one-piece roll of 1mm foam PVC. This is painted with Halfords white primer and Ford Olympic blue; the white primer tones down the strong blue, matts the surface and provides a very robust finish. The plastic is self-supporting on a curve and only needs a thin upright lath to support it on the straight. Its construction is described in detail in the EM Gauge Society manual.

The cliff and beach are made from a stiff styrene foam. The beach covering of shingle is a coarse sand, a good representation and very robust when glued down with PVA. The cliff's basic shapes were formed by laminating





Left
The beach huts scene is a separate piece of scenery which slides into the beach. Sand makes a good representation of shingle in 4mm scale.

Right
A couple sitting on the beach listening to their 78 gramophone records. The rug is coloured tissue, with the crinkles and folds put in while the superglue was still wet.

Below
This plough and the two traction engines are by Oxford Diecast. The traction engines have been loaded onto a couple of ABS Rectanks, chained down and chocked as per the 1936 GWR General Appendix to the Rule Book.

the foam together and then carving the resulting angular shapes with a sharp knife. They were then covered in strips of paper towels glued with diluted PVA to smooth out and improve the surface. When dry this was covered in a thin coat of thickish slurry of Artex, PVA, ballast and various other granular materials and left to dry. If you need areas where material has run down the surface of the cliff then make up a runny mixture and let small amounts do just that. It will run down and collect naturally in hollows etc. The cliffs were coloured with matt emulsion tester pots. These paints are truly matt, very robust and easy to use.

Grass was made by the Pendon method using bleached old-fashioned carpet underfelt, the fibres from which were cut into short lengths, with little bundles then being planted into little 'puddles' of PVA. When dry the roots were coloured with a very dilute (at least 10 to 1) mix of Humbrol Doncaster Green which leaves a dark root and stem and a corn-coloured top to the grass. Very realistic but time-consuming. I would not want to make a field of it!



Figures often let down models, so only figures which 'cut the mustard' should be used. The same figure can often be used twice, maybe facing backwards with a different colour scheme. I feel that perspective is important and this is achieved mainly by using the figures at different scales. Everyone knows how big people are, so they are used as a reference point. We have 4mm scale figures in the foreground and where the trains run (the trains are all 4mm scale so cannot be mixed up with figures of a different scale). HO scale is used on the promenade at the base of the cliff, N gauge (2mm scale) on the

promenade partway up the cliff and finally hand-carved lead 'figures' to a scale of around 1:400 on the cliff top. This makes the background recede and the cliffs appear taller.

Operation

My operating schedule calls for quite a bit of shunting and I have always used Alex Jackson couplings which, if properly set up, are absolutely sublime in their operation. You often see the public looking intently at the wagons trying to work out how the magic happens – so much so that I keep some large demonstration couplings to show how they work. The points are operated by my own design of point motor, the signals by servos and the loco controllers are analogue. I have not embraced Digital Command Control for several reasons, but I intend to fit a DCC socket so that friends can run their DCC stock on the layout.

Though I have not got DCC sound, I have a sound system, courtesy of fellow member Tony Witts, which plays a continuous soundtrack of surf breaking on the beach and gulls screeching overhead. Various other sounds are available at the press of a button, such as loco whistles and carriage doors slamming, which add considerably to the atmosphere. No attempt has been made to model the surf on the beach; it is too dynamic to 'freeze', so I rely on imagination and the sound of surf breaking on the beach.

Right
A steam railmotor towing a trailer arrives from Weymouth. The railmotor is a Blacksmith kit and the trailer is a 'cut and shut' using Ratio four-wheeler kit sides.

Below
This 'Buffalo' saddle tank, which I picked up second-hand, has a whitemetal body and scratch-built chassis, and is powered by a Portescap motor/gearbox.

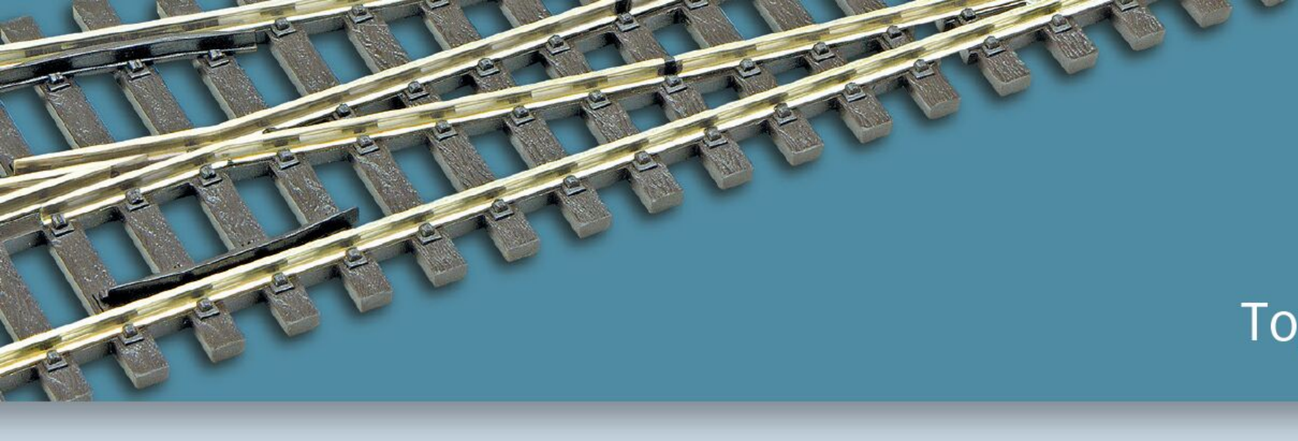
And finally…

I must thank members of the South Hants MRC, especially David Hawkins and the late Dennis Prince, for their help and support and my wife for her forbearance and encouragement. Making and operating *Westcliff* with friends at exhibitions and talking to visitors has given me a lot of pleasure; I would recommend it.

So, if you see us at an exhibition do say hello and you too can enjoy the sun, sea and shingle at Westcliff, Dorset's Riviera.

Forthcoming Exhibitions

Westcliff will be appearing at the South Hants MRC's Portsmouth exhibition at the Admiral Lord Nelson School on Saturday 18 November 2023.



Talking Points

Topical issues from the world of model railways

Encouraging modelmaking through education

Dr Luke J Harris, a teacher at Wilmington Grammar School for Boys in Kent, reports on a week-long railway modelling course that was recently held, during which students created a OO gauge system.



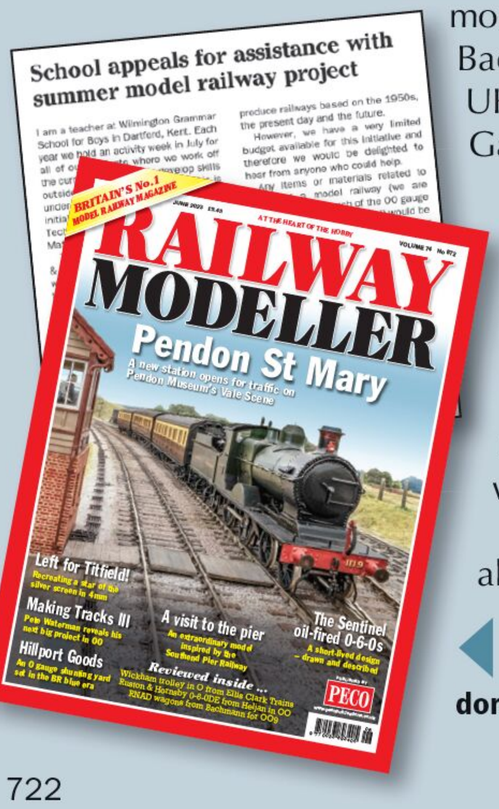
The students and staff who participated in the 'STEAM Week' railway modelling course at Wilmington Grammar School for Boys are pictured with their completed OO gauge system. ***Photos supplied by Dr Luke J Harris***

Wilmington Grammar School for Boys (in Dartford) runs an annual enrichment week where students undertake educationally based activities that would not normally be on the curriculum. The title for this week is (appropriately) 'STEAM Week', standing for Science, Technology, Engineering, the Arts and Maths. The emphasis is on teachers using their passions and expertise to create activities for the students along these lines. With limited model railway experience, but plenty of enthusiasm, myself and fellow historians Paul Dent and Paul Clark set about creating an activity where a total of 26 Year 7 students (aged 11-12 years old) could set about creating their own model railway layouts over the course of these five days.

A major challenge for us in undertaking this project was the cost, as even the most basic of materials would have seen us go way beyond our £200.00 budget. This encouraged us to put out an appeal through RAILWAY MODELLER magazine, which was kind enough to include a letter in its June edition, resulting in generous donations from a number of readers – Steven Bird, Ray Burrows, Andy Buxton, Mike Cowie, Gary Cross, Tim Fernand, Stuart Hibbet, Ray Hussey and John Tolley.

We were also fortunate to receive assistance from a number of model railway manufacturers – Bachmann Europe Plc, Rapido Trains UK, Metcalfe Models, Dapol, Javis, Gaugemaster and Peco. These firms provided us with various items including locomotives, rolling stock, kits and scenic materials. More locally, we were supported by Invicta Model Rail (Sidcup) and Plus Daughters (Basildon), these model railway retailers providing us with help, expertise and donations.

During the course of the week, we also had members from model railway clubs in West Kingdown, Orpington and Southwark come and lend us a hand, as well providing some valuable inspiration with the demonstration of some terrific layouts.



Following an appeal in the June RM, the school received modelling items donated generously by readers.



Many of the buildings for the layout were created using plastic structure kits, whilst others were made from scratch using foamboard and printed brick paper. This part of the project was particularly popular.

Except for one student, Ben, in the year above, whose passion for both real and model railways saw him co-opted onto our activity, all of the students were chosen at random and none of them had any prior experience in creating model railways. Apart from the knowledge the students had developed in their studies of Design & Technology and Art, they had little practical experience to fall back on. As was the hope, this activity would teach them new skills and take them a long way from their usual studies.

The week's activities

Prior to the students commencing the activity, the trackwork was laid on four old display boards to form a large oval of double track. This allowed the students' focus to be on the scenic modelling.

The first morning saw the students organise themselves into groups, before they got the first look at the layout that they would be working on. We thought that the students needed 'a good story' for their layout, so we encouraged them to do this while looking at what pre-made buildings and kits were available to them. All the groups wanted to create stations, but excluding this, they all had different visions for the models, with unique ideas on scenery, buildings, and the look of their layout.

Following the first drafts of their layout's 'story', the students got to work on creating the scenery, using Modroc (plaster of Paris modelling bandages). This proved an incredibly messy, but enjoyable activity and the students created some fantastic landscapes including mountains, hills, farms, lakes and a section of canal.

This provided the basis of the first day, along with having the opportunity to view and operate a narrow gauge layout brought in by a member of Orpington Model Railway Club. At the end of the day students and staff alike went home covered in plaster dust, but also enthused for the rest of the week.

On the second morning the students painted their scenery, before they began to create their own buildings from scratch, using foamboard and brick paper, which could be placed on their layout. This proved very popular, and the creativeness of the students saw a range of buildings created, including a mill to sit alongside the canal, a clock tower and a number of shops, adorned with the students' names. This developed a very different set of skills compared to the first day, but one which kept the students fully engaged and that they certainly enjoyed.



The chance to operate the layout and see the trains in action was the highlight for many of the students. The blue & grey APT-E pictured here was kindly donated by Rapido Trains UK.



The foundation of the scenery was created using traditional methods including Modroc (plaster of Paris modelling bandages) and suitable paints.

Day three witnessed the construction of accompanying roads and the covering of blank areas with various materials, before the students got their first real opportunity to operate trains on the layout, which proved enormously popular. A whole host of locomotives and rolling stock ran, with the Rapido Trains APT-E (in fictional BR blue & grey livery) and a Bachmann Stanier Jubilee with accompanying BR Mk.I carriages proving to be particularly popular.

The penultimate day saw a number of activities taking place, such as adding smaller details, the building and painting of accessories, along with a further opportunity to run the locomotives. Kit-building was something which the students found really challenging and one which required focus, patience and quite often teamwork to enable them to complete the models.

A grand finale

The final day was preparation for the exhibition; the grand finale for the entire week's activities. This took place in the afternoon and gave the students from across the school the chance to see what the participants had created. It also meant that students could see the results of other activities that students had been involved with over the course of the week, such as making a science fiction TV episode inspired by *Dr Who*, cultural mask making or working towards a Duke of Edinburgh award. For our students, the exhibition presented them with the chance to run locomotives on their layouts for an extended period. While all of the displays across the school were excellent, it did seem as though the model railways generated the most interest and drew the largest crowds. There was certainly plenty of excitement from students and staff alike to see the layouts and locomotives running.

Encouraging positivity

When 3.30pm came on the Friday afternoon, staff members and students alike all went home tired, after what had been a long and enjoyable week. The students produced some fantastic modelmaking, and developed some new skills, whilst also unearthing some new talents and perhaps even the beginnings of a new hobby. Creating a model railway gave the students the opportunity to use their imaginations and be creative. We found that the students worked really well in groups, with lots of productive discussion, delegation and pride in what each of them had created. This was certainly one of the unexpected bonuses of the week, as while our students do work in groups as part of their school lives, to do it over such an extended period would be highly unusual. Rather than create tensions, it brought the groups closer together and encouraged positivity.

Plans for the future

The whole week was one which the students appeared to genuinely enjoy. We do hope that, as a result, we've encouraged some of our students to take up the hobby in their own time. One thing that we learned was that creating model railways can be expensive and a state school would not have been able to undertake such an activity without the help of so many kind donators. The cost is an aspect which could make the hobby inaccessible to many of our students. With this in mind, and after seeing how much the students enjoyed the activity, we've formed our own model railway club, which we will be running on a weekly basis beginning in September. This will give students from across the school the opportunity to come and 'play trains', develop their modelling skills and hopefully create a layout which we might look to display at an exhibition in the future. We also plan to repeat the activity next July with a new group of students.

Appeal for donations

If there are any readers who have model railway items that they may wish to donate to assist the school with its future activities, please email Dr Luke J Harris at: lharris@wgsb.co.uk

Heybridge Wharf

Photography by Craig Tiley

3mm Society Membership Secretary **MIKE CORP** *built this 3mm finescale, 14.2mm gauge depiction of an East Anglian light railway.*



This layout was built for a '50 something challenge' to celebrate the 50th anniversary of the 3mm Society, 1965-2015, where members could produce anything as long as there was something 50 involved.

At the time this was announced I was building my permanent layout *Porthdinllaen*, also in 3mm (Railway of the Month in the May 2022 issue), but not having exhibited a layout for some years I thought this would be a good chance to build a small layout for this event, which also could be exhibited afterwards. The layout would be 50" long by 50cm wide, not counting the fiddle yard. I also wanted to have a go at finescale standards with a track gauge of 14.2mm, and the layout would be operated by one person from the front. It also had to have a complicated track plan with plenty of shunting possibilities, but the railway should not dominate the layout.

Now, what to model? I have always had a liking for light railways, and I had already built a collection of rolling stock which could be used. These were mostly etched kits from Finney and Smith (F&S), now no longer trading; most of these kits are now sold by the 3mm Society, and have an East Anglian flavour. I also had an Artitec kit of a Dutch barge, purchased some time previously, and a half-relief building based on the warehouses next to the tidal mill at Woodbridge in Suffolk, a competition entry for our local 3mm Area Group made some years before. So, this settled it: an inland wharf, somewhere in Suffolk, connected to the Great Eastern main line by a light railway. Whilst working in Chelmsford many years ago I visited Heybridge Basin quite a few times and the name sounded East Anglian, so Heybridge Wharf it would be.

Light boards for a light railway

The layout is totally fictitious and depicts the Heybridge Light Railway sometime in the early 1950s. From the junction the first station along the line would be Heybridge Wharf, and it would then carry on via the street tramway to its terminus at Heybridge Town. Only locomotives with skirts, the Sentinel and the tramway coaches, plus all freight stock, are permitted to travel along the tramway; all the remaining trains have to terminate at Heybridge Wharf. Trains from the main line junction enter the layout, from the fiddle yard, between the church and the gasworks whilst trains to Heybridge Town go via the tramway squeezed between the gasworks and the brewery, the other exit to the fiddle yard. No schedule is run and for a small compact layout it soon taxes the old grey cells, and time operating at exhibitions simply zooms by.

I wanted the layout to be as light as possible and therefore opted to build the main structure from 6mm ply with the back,



A Wisbech & Upwell Tramway train sets the scene in East Anglia. The coaches are from Finney & Smith (D&S Models) kits and the LNER Y6 0-4-0 by F&S (Connoisseur Models).

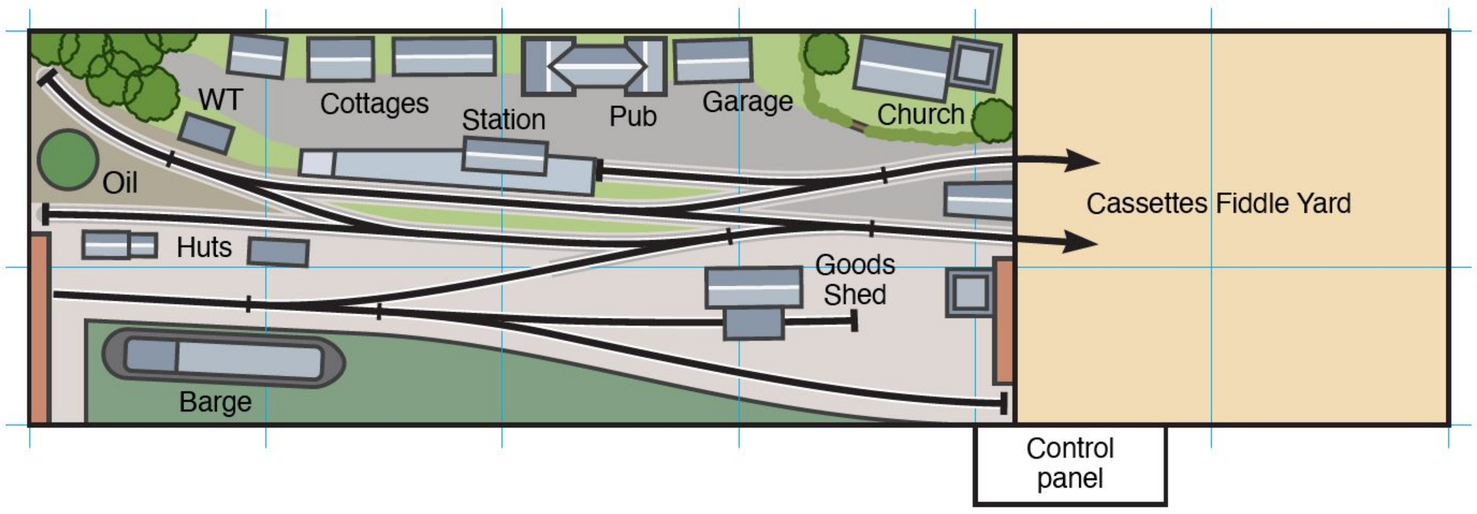
side and the proscenium arch from 3mm ply; holes were also cut in the cross-bracing for the trackbed, to save weight. A piece of wardrobe rail was secured across the top to act as a handle to aid carrying and two fluorescent tubes, warm white, are used to illuminate it. A fold-down fiddle yard extends the length to 6' and the cassette method is used, made from plywood and aluminium channel on which the stock runs. A shelving unit is bolted to the rear of the fiddle yard for the storage of the stock on the cassettes; this also creates as much interest as the scenic layout.

The layout sits on two A-frames, also made from 6mm ply, which takes the track level to 54" from floor level. The 6mm ply was a bit too flimsy for the legs of the A-frame, and as a result they do splay on

A general view of the layout, with a Dutch barge by Artitec Models on the left, modified to represent a Thames barge.

HEYBRIDGE WHARF

Overall dimensions including fiddle yard: 6' 0" x 1' 8". Each grid square = 1ft x 1ft.



slippery floors, so a carpet is always taken to exhibitions for the layout to stand on. The carpet is the exact footprint of the layout and is very useful for gauging the space required, prior to erecting at exhibitions. It also comes in handy for dragging the layout to a different position whilst it has been erected, if required. It has been done!

Super-detailed structures

The track plan was cobbled together, around some points I already had from a previous layout, which I never built. Track is from the 3mm Society with hand-built points, using PCB (printed circuit board) sleepers with code 60 bullhead rail; this was glued onto 2mm self-adhesive foam, obtainable from HobbyCraft as Fabfoam. Points are operated by Hoffman slow-acting point motors, using toggle switches on a small panel which mimics the track plan; this is attached to the front of the layout by bolts and wing nuts. Also on the panel are section switches and push-button switches that operate the electromagnets for uncoupling, whilst control is 12V dc analogue via a handheld exhibition standard Kent Panel controller.

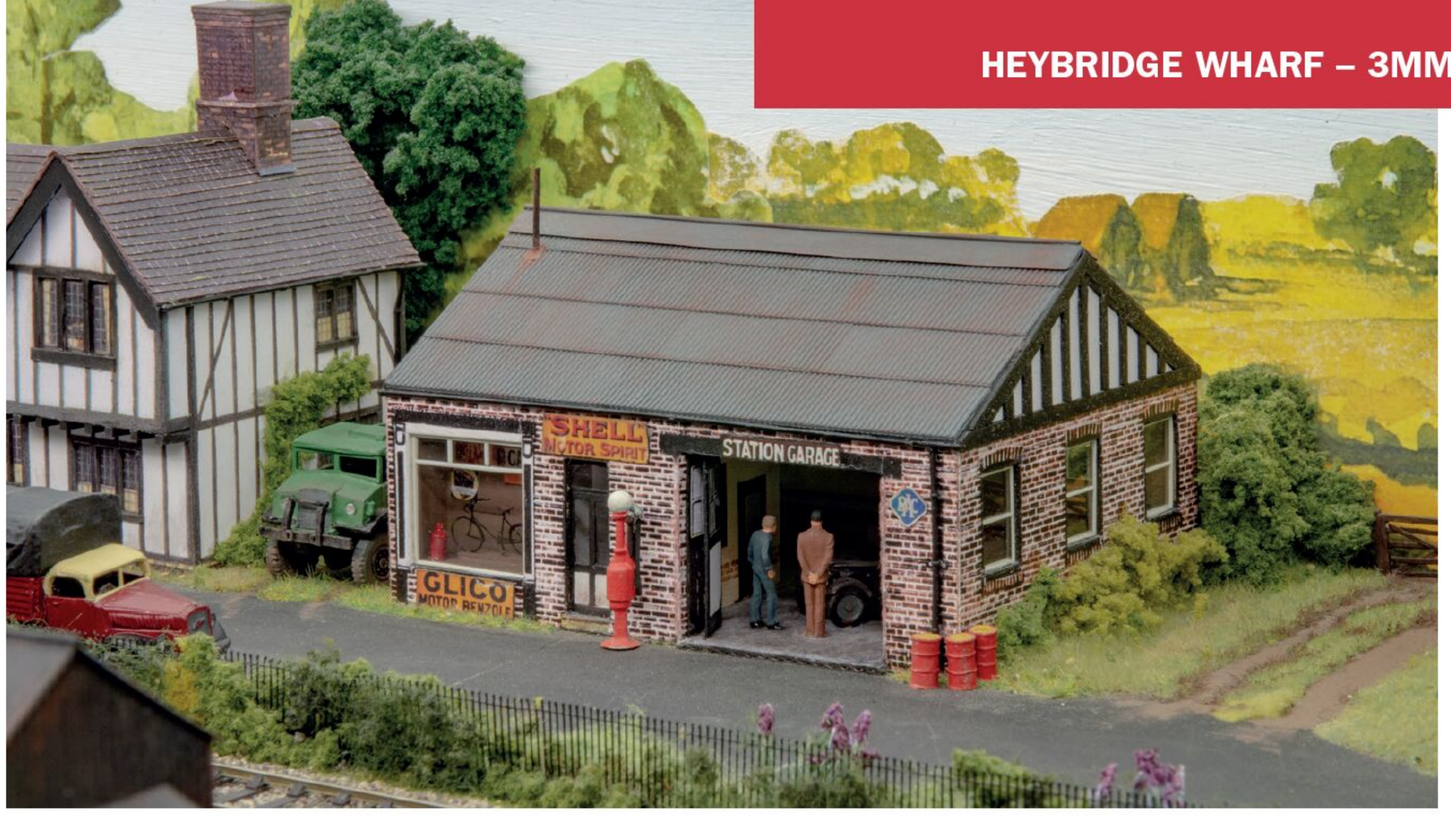
18 months was the timescale to build the layout before the 2015 AGM, where the entries would be exhibited; I therefore opted to use some Bilteezi kits for the buildings along the High Street. These kits were designed more than 60 years ago and come from the original 3mm range, and some from recently scaled-down 4mm ones, with permission from Jerry Freestone of Freestone Models.

Two kits were used for each building so they could be super-detailed. First, all the



A shelving unit attached to the rear of the fiddle yard means that all the stock remains on show, creating interest at exhibitions.





A customer at the garage watches the bill mount up as the owner lists everything that's wrong with his car. Perhaps he'd be better off buying the push-bike in the shop window.

The tiny station building (really more of a waiting shelter) is from the Selsey Tramway, a Colonel Stephens line in West Sussex.



A BR Class 08 diesel shunter (a Lincoln Locos 3D-printed body on a Worsley Works chassis) shunts oil tankers into the Shell and BP fuel depot, which was inspired by a wartime facility in East Anglia.

parts were cut out and attached to 1.5mm thick card. The windows and doors were then removed and fixed to the back of the 1.5mm card, so giving the relief required. The windows are the original kit parts simply painted with acrylic gloss varnish to give the glazed look. What spoils card kits are the corners, door and window surrounds; these were painted with watercolours to match the original colours. The roofs warranted the most detailing: each course of tiles was cut into strips, edges blackened, and stuck on overlapping each course, hence two kits are required.

The two cottages at the end of the street have had their thatch roofs replaced with

A North Eastern Railway J79 0-6-0T (another Finney & Smith model with a High Level gearbox and Mashima 1015 motor) shunts the wharf.



Conventional locomotives like the J79 are permitted as far as the Wharf station; only tram engines can work through to Heybridge Town.

stone tiles, whilst the corrugated roof on the station garage came from an HO continental kit found in the scrap box; its shop window has also been detailed with a push-bike and miscellaneous oil cans for sale. There is also a car inside with its owner looking on whilst the garage owner is rattling out all the things wrong with it – sounds familiar! The shop has its blind down, a detail not often modelled, which was a very common sight in the 1950s. The church in the corner has its roof made from Wills 4mm slate sheets and its windows are from the Langley 4mm range, suitably cut down.

A mix of prototypes

The remainder of the buildings are scratch-built from plasticard and are based on prototypes. The station building, a bit of a glorious description, is from the Selsey Tramway, Colly Tobbold brewery is based on the old Oakhill brewery in the Mendips, Somerset, and the goods shed on the wharf is from the Tanat Valley Railway, North Wales. The water crane and tower, which is an old tender tank on top of a base made from wooden beams, are based on those from the Wisbech & Upwell Tramway. The gasworks building, which separates the two lines going into the fiddle yard, is not based on any building in particular but was designed to fit the space and act as a view blocker for the exits.

The siding by the side of the warehouse was originally for a coal merchant, but then I looked at a picture of a fuel depot in East Anglia, which was built during the Second World War and was very small. It got me thinking that this would be better, as full tank wagons coming in and empties going out cannot be distinguished. The tank is made from an old pepper pot, which may not be strictly prototypical but serves its purpose. The small building used for the offices of Shell and BP is based on the bothy from Machynlleth engine shed and the permanent way hut is taken from a photograph of a colliery building found in *Railway Bylines*.

Scenery and details

There is not much room left for scenery; some of the trees are from sea moss and those disguising the road run off are from the Bachmann Scenecraft range, while scatter and static grass are from Green Scenes. The backscene is made up from the old Bilteezi country scenes stuck to the plywood which had previously been painted with white emulsion with a bit of blue dabbed in. The road and platform surfaces are very fine wet and dry paper wiped over with an old paint brush, whilst people, barrels, wildlife, fences etc. are from various sources, mostly the 3mm Society. Road vehicles are from various war gaming ranges, Autosculpt and the 3mm Society; the Shell tanker has a cast cab and chassis from the 3mm Society whilst the tank is a squashed plastic ticket roll centre with transfers from Road Transport Images (4mm), and the Dennis Paxman flatbed is a pre-production 3D print from the late David Finney. The Artitec Models Dutch barge has been converted into some sort of resemblance of a Thames barge; full rigging was envisaged until I saw a plan of this and hence it now has a diesel engine!

See it at Cardiff show

Heybridge Wharf will be attending the Cardiff Model Railway Show at Sophia Gardens Cricket Ground CF11 9XR on 21 & 22 October. For details, see Societies & Clubs or visit:
www.cardiffmodelrailwayshow.co.uk

Other useful sites are:
www.3mmsociety.org.uk
www.worsleyworks.co.uk
www.lincoln-loco.co.uk



The LNER Class Y1 Sentinel locomotive is a Finney & Smith (Oldbury Models) body on a Bull Ant chassis.

The most asked question at exhibitions is "how did you create the realistic water?". An offcut of plywood forms the base, with grain showing, not rubbed down smooth, as this creates the small rippling effect of the water. A template for the hull of the barge was made from 1.5mm card and pinned down where the barge would eventually be positioned, before starting any painting. This would prevent any paint or varnish getting onto the barge and, when the card template was removed and replaced by the barge, would give the illusion of the barge sitting in the water rather than on it. The plywood was then painted green, which didn't look realistic at all, so it was repainted with a murky brown colour, with acrylic paints, made up of dark earth, black and a touch of weather wood. This let some of the original green show through which gave a very pleasing effect, and then three coats of yacht varnish were painted on.

Society support

The other most common comment heard at shows is "a lovely scale but you can't get anything for it nowadays" – wrong!

To model in 3mm scale a must is to join the 3mm Society; this is a good time to join as each new member receives a free plastic wagon kit worth £10.00, and the adult membership fee is £20.00. To join simply email the Membership Secretary, that's me, at: mike.corp@blueyonder.co.uk

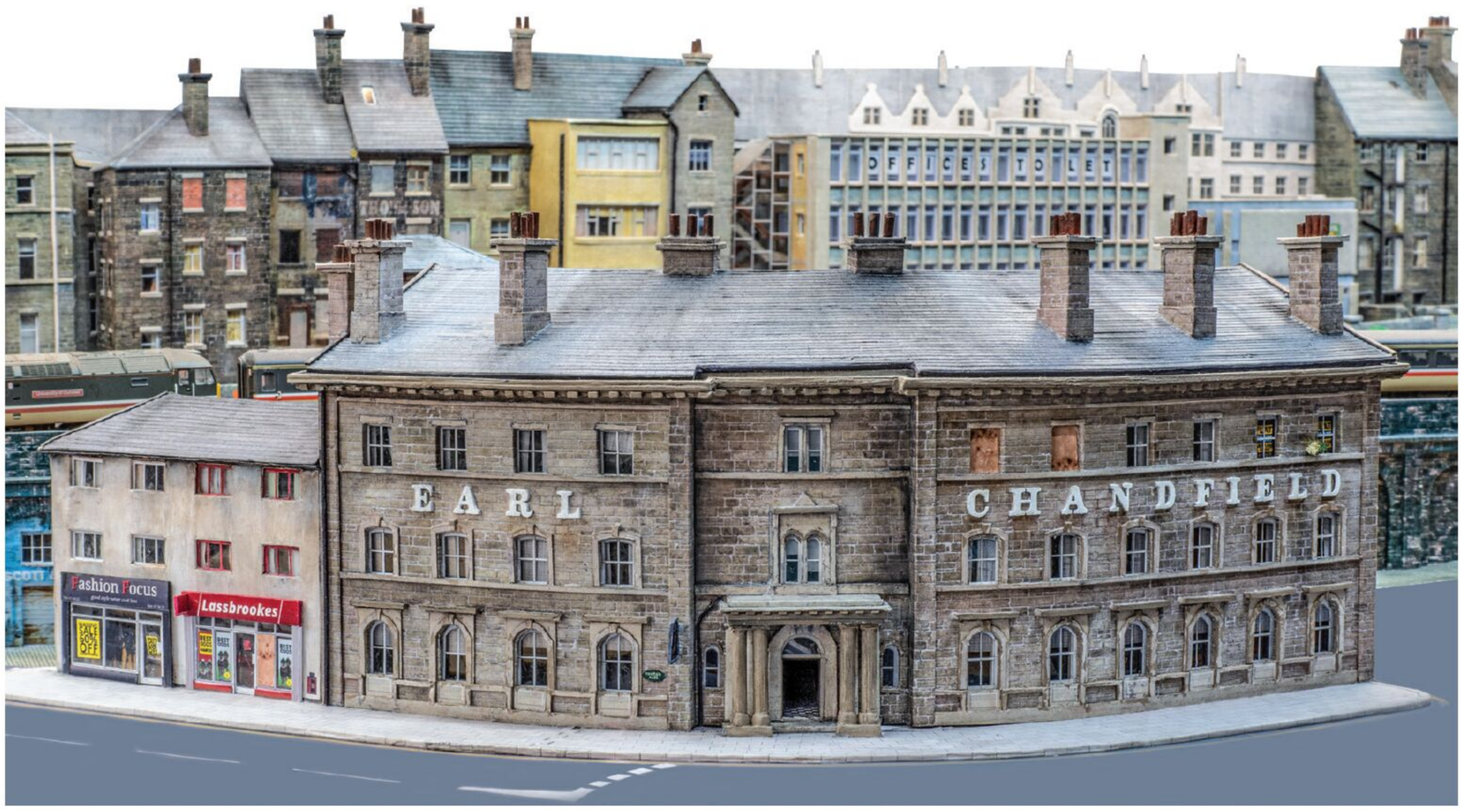
Finally, I would like to thank Dennis Snook, for helping me operate at some of the exhibitions.

The Y6 arrives with a train from Heybridge Town via the street tramway, running between the brewery and the gasworks.

A hotel for Chandwell

Inspired by a grand 19th century hotel in West Yorkshire, **MICHAEL SCOTT** *created 1:148 scale drawings to assist with the construction of a model for his 1990s era N gauge layout.*

Photography by the author



The run-down Earl Chandfield Hotel stands in the fictional town of Chandwell at the bottom of Station Road on the corner of High Street. With its top floor given over to flats, and some windows boarded up, the hotel has seen better days.

I had wanted to model a curved building for a long time and a vacant section on my N gauge layout project provided the perfect opportunity. I was inspired by the beautiful Crescent Hotel in Ilkley. Built in the 1860s in the classical style, its Tuscan columns and elegantly curving façade were just calling out to be modelled.

The completed model, which I named the Earl Chandfield, was built from card and constrained by the space available. Therefore I aimed less for a faithful recreation of the Crescent, and rather an interpretation that would suit the grim run-down reality of my 1993-set layout, *Chandwell*.

Surveying the hotel

I used the Measure Distance function on the satellite views of Google Earth to explore virtually the real hotel from the air. As far as I could tell, the curved part of the hotel is an arc of a perfect circle with a radius of 22 metres: about 149mm in 2mm scale. The hotel looked to be about 14 metres deep, which is close enough to 95mm in 2mm.

The grand entrance seems to be in the centre of the curved section, and the wall here is recessed by a metre or so. There are straight ends on either side of the curved section, of unequal length; the hotel has four sets of windows to the right of the central entrance, and six to the left.

I determined that on my layout Station Road and High Street meet at an angle of 118°, it being inside this road junction that the model would be sited.

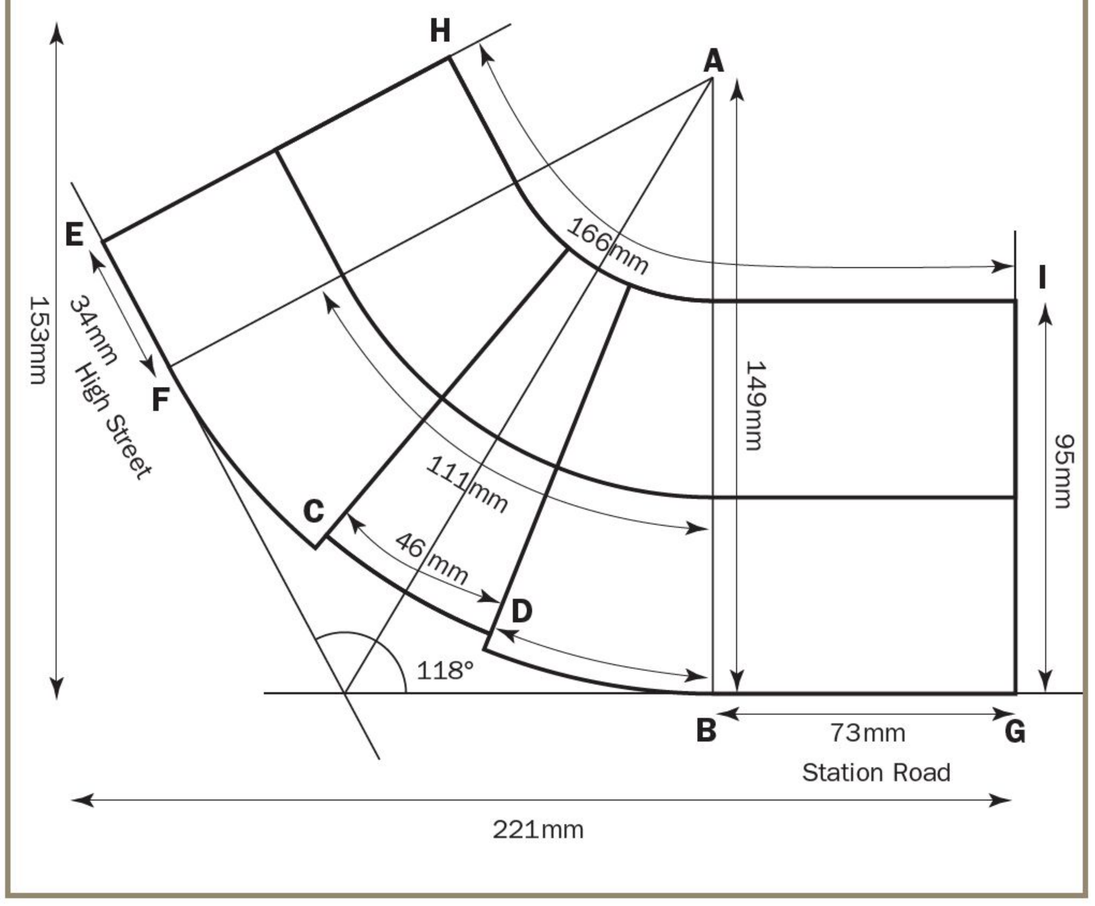
I design my buildings in the free software, Inkscape, which allows accurate measurements to be used.

Using a circle centred on point A (see overhead drawing – Fig.1), I drew the outer line of the hotel with a radius of 149mm (A-B). I then drew the hotel's ridge line, and inner side wall to leave me with a segment 95mm deep.



The Crescent Hotel in Ilkley provided the inspiration for the model, which was constructed essentially as a mirror image.

Fig.1 – Overhead drawing

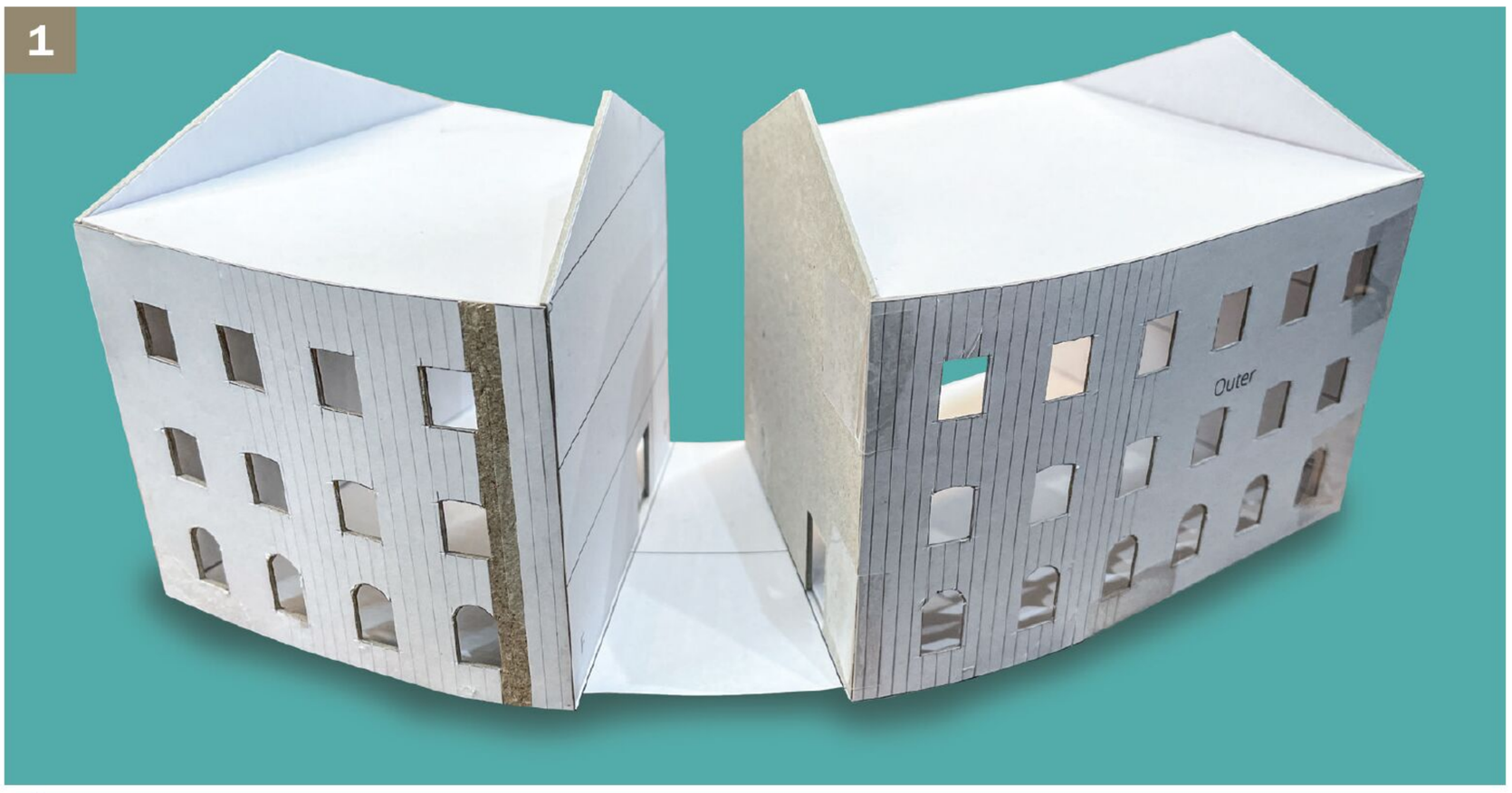


However, I couldn't draw the rest of this overhead drawing until I understood more about the rest of the building.

The entrance

I used many photographs, some estimated measurements of the real hotel, and some elevation drawings which were obtained via the Bradford Council website, to determine the size of the entrance. (This also allowed me to determine the full height of the central section and work out the floor heights.)

The central section is 46mm wide. Using this measurement, I drew the arc on the overhead plan marked C-D, with the radius reduced slightly to achieve the recess.



Construction started by printing the drawings onto A4 self-adhesive labels, which were then stuck to card. 1mm grey board was used for the structural parts – floors and gables – and 0.5mm card for the curved front parts.

The rest of the frontage

Once I had the width of the entrance, I could then measure the arc lengths of the curved sections to each side (B-D and C-F). These were each 59mm, giving a total outer curved face of 164mm. I now turned my attention to completing a drawing of the front elevation of the building.

The hotel comprises columns of windows, which I had to arrange to suit. Because the word 'Chandfield' is quite long, I decided that in order to fit the lettering on, I would have a side with six columns of windows on the right (instead of the left like the real structure at Ilkley).

Once I completed the drawing of the full elevation, I could see that the section of frontage to the left of the central section would be 93mm, and the section to the right, 132mm.

Taking off the arc lengths of the curved wedges already drawn, I could then add these straight sections of frontage to the overhead view (E-F and B-G).

Constructing the model

Using the plans and elevations that I had drawn in Inkscape, I printed parts onto A4 self-adhesive labels which I then stuck to card. I used 1mm grey board for the structural parts – floors and gables – and 0.5mm card for the curved sections. To help the card bend, I scored the curved sections, and glued them to the base and gables using PVA.

I constructed the general shape of the building (photo 1) before adding texture paper wrapping so that I would not have to bend card that had already been glued. This avoids bubbling and creasing which can happen if you try to bend too much.

I used Scalescenes 'download and print' Ashlar texture to cover the wedges, and then cut through the window holes from the outside once the glue had dried. This gave me the basic shell of the hotel and was a solid base to add the finer detail later (photo 2).

I decided not to add internal lighting to this building, so I did not need to add an interior. However, I did want to be able to glimpse a hint of an entrance hall through the open front door. I used scraps of card, some 'faded 1970s chic' wallpaper, and created something vaguely passable should any viewer choose to peer through the door (photo 3).

Once this was in place, I glued on the final part of the front and the basic structure was complete.

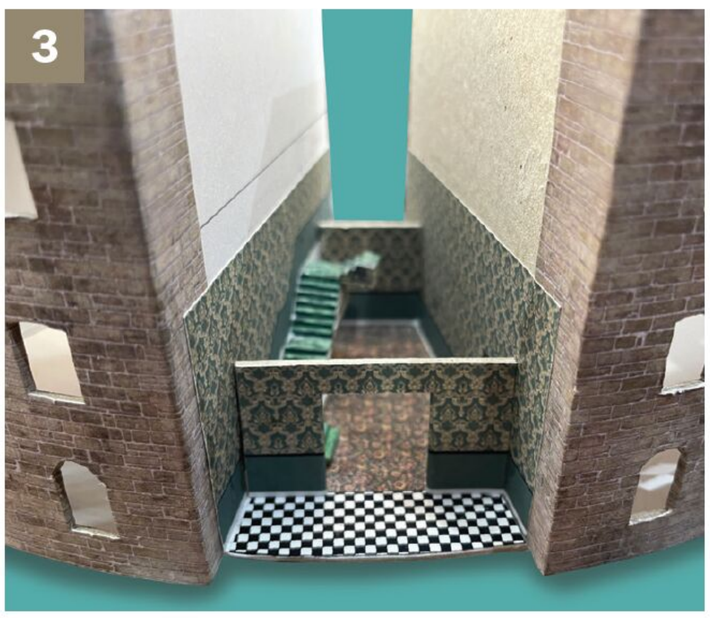


Scalescenes 'download and print' Ashlar texture was used to cover the wall surfaces, with the window apertures cut through afterwards.

I cut the components for the porch roof from 0.5 and 1mm card. The porch columns were made from a 3mm bamboo food skewer. I wrapped short strips of paper around the bases and then mounted these on a 1mm card base (photo 4).

Sticky windows

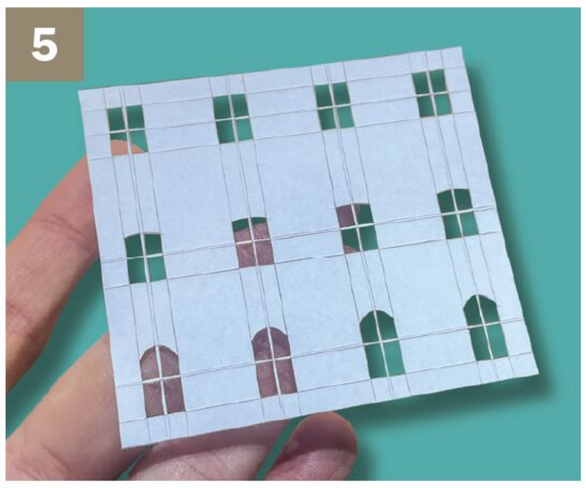
To simulate glazed window frames, I use the 'sticky label technique'. I print the windows onto self-adhesive label sheet and then stick this onto clear acetate (sourced from waste food packaging). Using a scalpel,



An impression of the entrance hall interior – complete with 1970s-style wallpaper – was fabricated using scraps of card.



The entrance porch was constructed from card with the columns made using 3mm bamboo food skewers. The bottom part of each column was formed using a strip of paper.



Self-adhesive label sheet affixed to clear acetate was used to create the glazed windows.

I criss-cross the windows from one side to the other, horizontal and vertical. This leaves a lattice from which you can simply peel out the unwanted parts, leaving the windows all ready to be mounted inside the building (photo 5).

I fix curtains to a 1mm piece of card padding behind the windows. The gap between the window frames and the curtains is visible and this extra effort greatly enhances the realism of the windows.

The windows in the real hotel are very elaborate on the ground floor. Although I model in N, I wanted to achieve a hint of this Victorian extravagance, despite their tiny size.

I designed a simple three-piece window surround (Fig.2). Each piece was cut from paper and glued together in layers. Some pieces were glued to two sheets to increase the depth a little. The white edges of the paper were painted a stone colour.

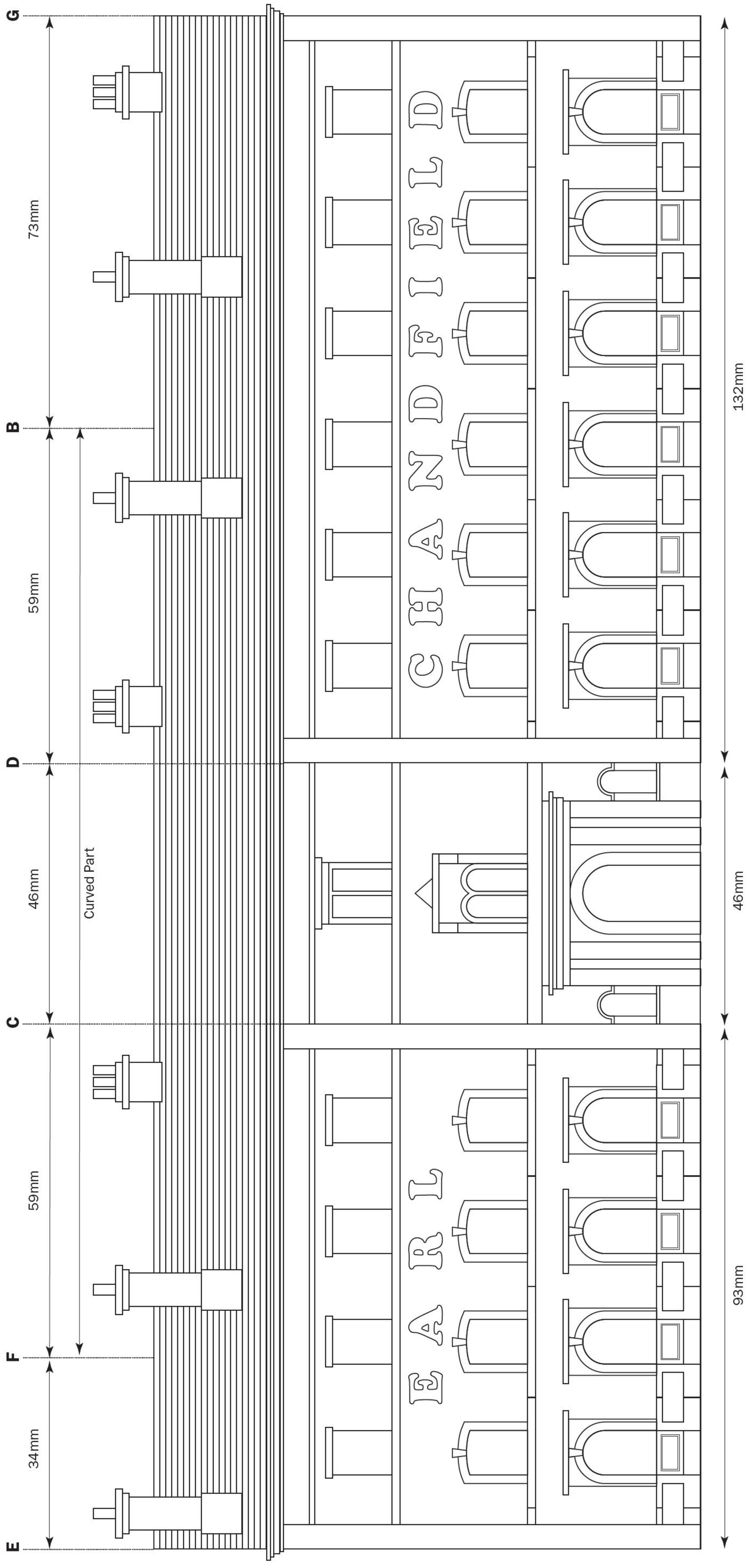
The tiny keystone, at just 2mm by 3mm, was a challenge to cut, paint, and attach, but with tweezers and a pin, the end result was passable. A top capping of 1mm card was added to finish it off.

The upper floors were completed in a similar way. Lintels and sills are just pieces of paper with the edges rubbed with a grey watercolour pencil to take away the white of the paper. Strips of card were used for the other elements of the embossed stonework.

The rear wall

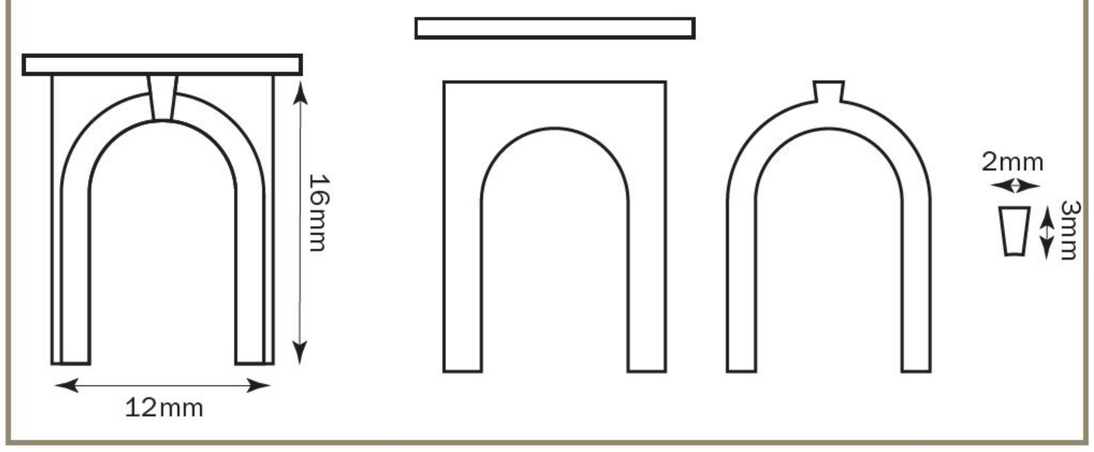
I next measured the length of the back wall on the overhead drawing (H-I), this being 166mm. Using this measurement, I then arranged the windows and doors to suit, resulting with the drawing of the rear elevation.

Two copies of this were cut from 0.5mm card. The first was taped to the hotel and then the second was glued onto the first. The texture sheet was glued on next, and then after the glue had dried, the tape was cut off. This gave me a curved component that held its shape (photo 6). Doing it this way enabled me to get the glazing, curtains, and doors into



Front elevation (reproduced at 2mm:ft scale)

Fig.2 – Assembly of window surrounds



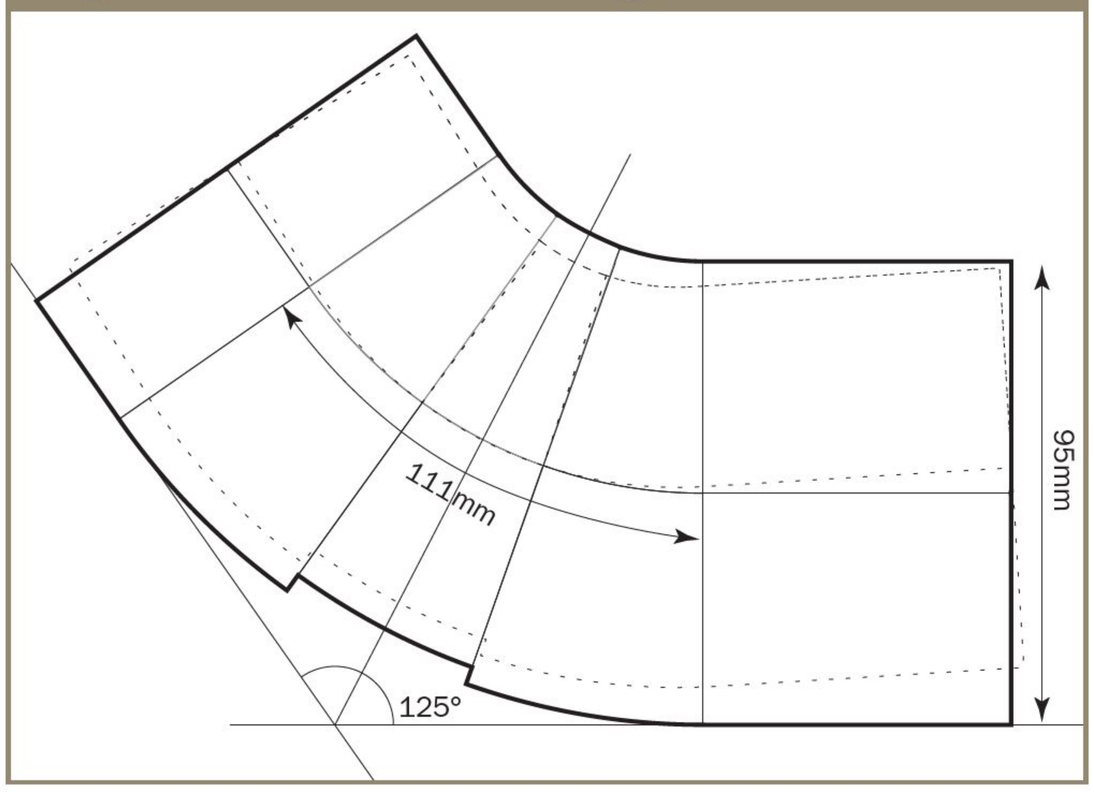
place without having to bend it all at the end.

A challenging roof

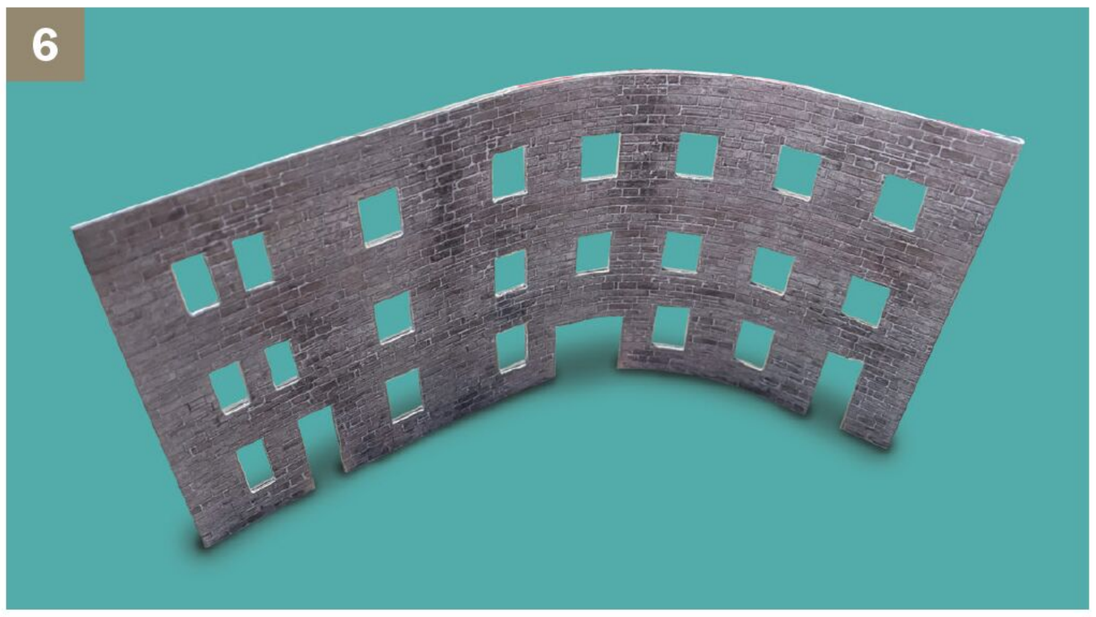
The roof was a challenge. Each face of the roof needed to be 55mm deep to reach from the ridge to the guttering. To make the roof in one piece, the overhead drawing needed to be adjusted. The depth of the component needed to be 110mm to cover the front and back half of the hotel building. But for everything to line up, the arc lengths of the curved sections needed to remain the same. This meant that the 111mm long ridge (see Fig.3) could not change, even though the depth of the curved bits had increased by 15mm.

This was achieved by scaling up the three curved sections to

Fig.3 – Overhead view showing roof outline

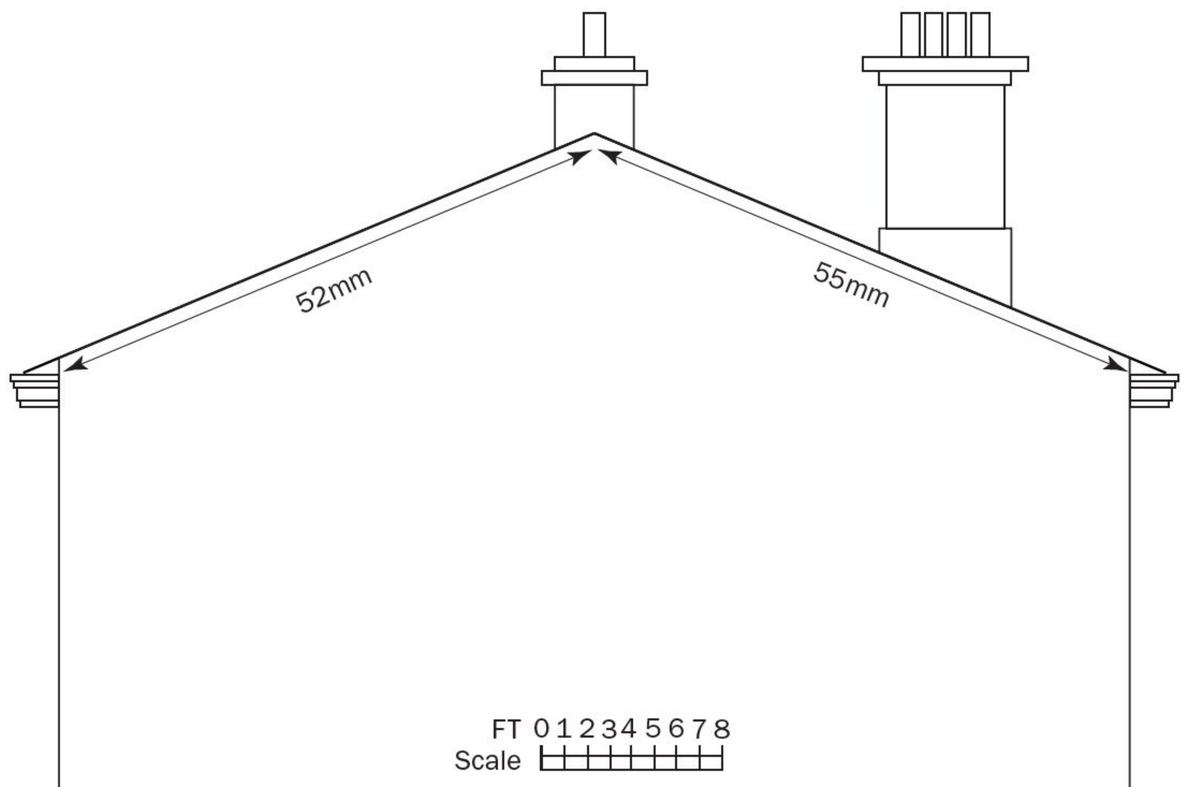


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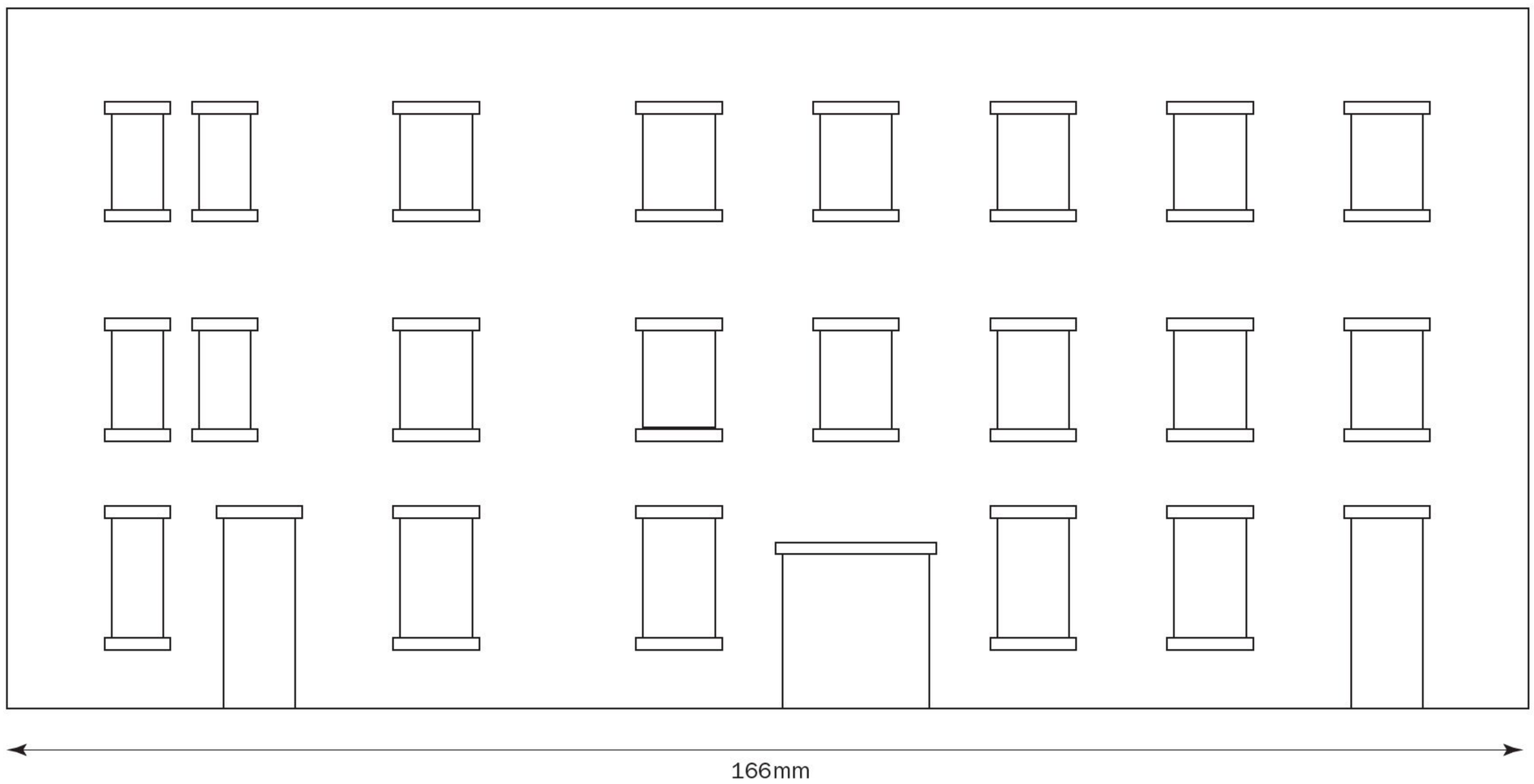


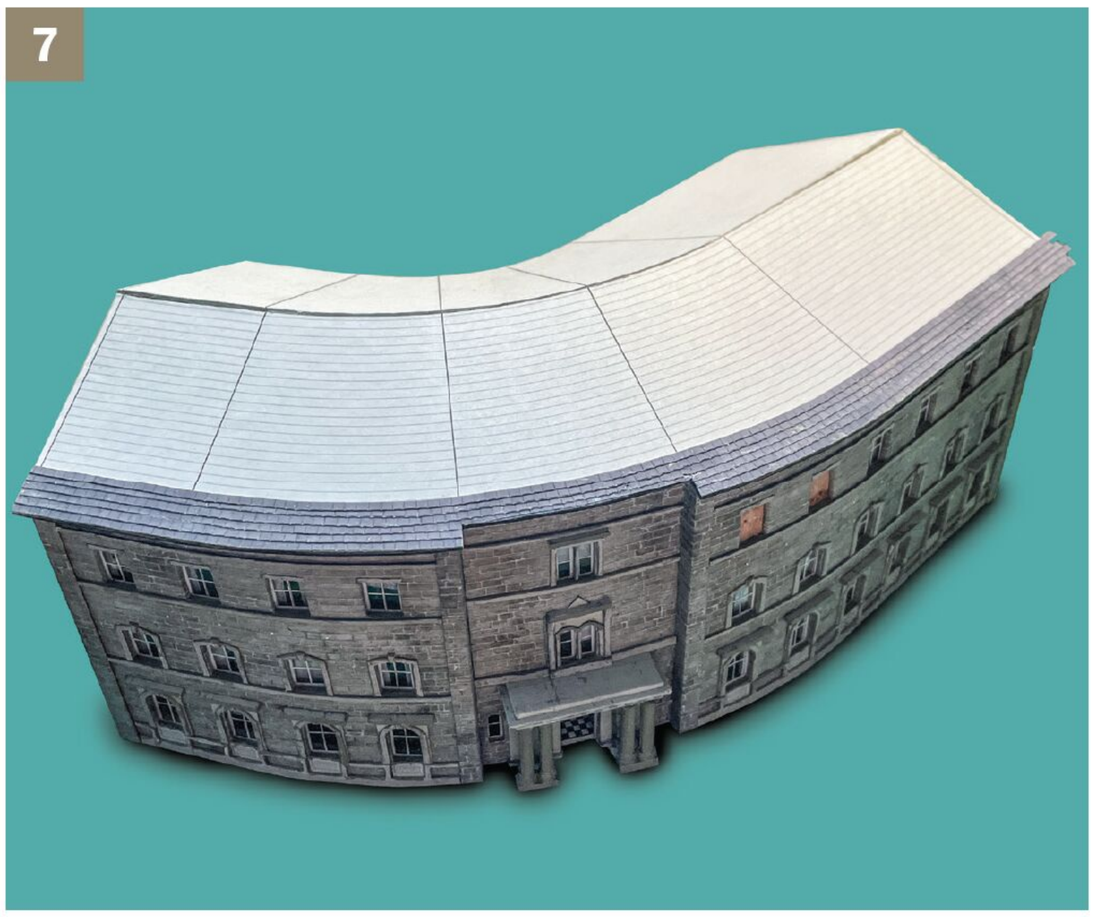
The rear wall was constructed as a stand-alone part with all glazing, doors and curtains added before fixing it to the rest of the model.

End elevation (reproduced at 2mm:ft scale)



Rear elevation (reproduced at 2mm:ft scale)





The roof proved a challenge to construct owing to the curved shape. Formed of two halves (front and back) the roof was covered by overlaying individual strips of Scalescenes tiles, as illustrated here.

get the correct depth, and then trimming off the excess to get the arc length back to what it needed to be along the ridge line.

This had the effect of softening the angle between the left and right straight sections of the building from 118° to 125°. The difference is apparent in Fig.3 where the hotel's footprint is shown with dashed lines.

This new shape was attached in two halves (front and back) to the building and was a perfect fit.

The roof was tiled with strips of Scalescenes Roof Tiles. The curve of the roof meant that each strip needed to have slits cut in between the individual tiles (photo 7). This was laborious work, but the end result was worth it.

Guttering

I cut the gutters from layers of 1mm and 0.5mm card in the same way as the porch roof detail. The pieces were drawn to fit the shape of the front of the hotel. Notches were cut from one of the pieces to represent stone detailing under the guttering. The completed component was then painted a stone colour before being fixed to the building.

Finishing details

I used stacks of card wrapped in texture to make the chimneys, whilst the chimney pots were made from painted bamboo cotton buds.

I added 'To Let' signs in a couple of upstairs windows, and boarded up a couple more. The downspouts were just strips of card coloured black with a pen. The rear porch was made from strips of card.

I made the pub sign from four pieces of paper glued back-to back. It's tiny, but finishes off the front of the hotel quite nicely. The 'EARL CHANDFIELD' lettering along the front of the hotel was formed using a laser-cut product from Scale Model Scenery. It was simply painted white and glued into place with PVA.

A satisfying build

This building was the first of many to be constructed for siting along the front of the layout. It was a challenging prototype, but also a thoroughly fun build. It took some thinking to work out how to get the footprint right, and the roof was another challenge altogether. But I could not be happier with how it looks in place at the bottom of Station Road, on the corner of High Street with the occasional passage of a BR diesel rumbling by in the background.

Supplier information

Scalescenes
www.scalescenes.com

Scale Model Scenery
www.scalemodelscenery.co.uk



The completed model of the Earl Chandfield *in situ* on the author's 1993-set N gauge layout *Chandwell*.

Locomotives for Durston

BRIAN WOOLRICH *describes the Great Western Railway locomotives used on his layout* Durston for Hemsby, *Railway of the Month in the November 2022 issue.*

Photography by the author or as credited

This article describes the locomotives currently available for use on my layout *Durston for Hemsby* (featured as Railway of the Month in the November 2022 RAILWAY MODELLER) as well as some of the background and history of the engines and the development of my approach to modelling.

Even as a youngster with the various train set style layouts at the time, I was interested in making improvements to off-the-shelf models I had acquired. This could just be painting handrails or applying better lining. The idea of making something individual that is not just like every other model has been a significant factor in my modelling over the years and certainly had its origins with these early attempts. It has probably halved the potential value of these old models now, compared to those that have just been left alone, but I can't go back!

As I got older and more skilled these ideas have driven my desire to modify, improve and so create unique and hopefully more authentic models as outlined here. All locomotives have crew added where possible (from several sources including Dapol, Slaters and Mike Pett figures), real coal, lamps, fire irons (the latter two produced by Springside) and fallplates made from scribed brass sheet where applicable, in addition to the replacement of the tension-lock couplings with Sprat & Winkle coupling bars.



'Dukedog' 4-4-0 No.3203, with its short-lived identity of *Earl Cawdor*, arrives at Durston with a stopping train while '8750' pannier tank No.9718 shunts in the yard. *Photo: Steve Flint*

Still in the workshops is a Mainline Mogul body which has already been detailed and had a basic paint scheme applied. It awaits the construction of a Comet chassis. In typical fashion I had obtained the components for this build just before the announcement of the Dapol model (reviewed in RM January 2021). Having got this far it will be completed in due course…

Star 4-6-0 No.4064 *Reading Abbey* (built December 1922)

We will kick off with my express passenger motive power. A little bit of modeller's licence permits this engine to run relief Bristol to Birmingham trains.

It's a Wills Finecast body only whitemetal kit which I obtained at a good price from a model shop in Kent as a teenager. It sat around for many years untouched, which was probably a good thing as at that time I don't think I had the skills to do it justice. Quite a few years later I returned to the kit and used it to learn low-melt solder assembly. Typical of whitemetal kits of the time, it required considerable fettling to make everything fit together properly. It was sprayed in Precision GW green (a yellower shade back then than current) and completed using HMRS lining and transfers.

The running gear is a Comet Models Castle chassis, with a small amount taken off the frame rear to account for the shorter cab. It uses Romford wheels and is powered by a Mashima 1428 motor and Comet 38:1 gearbox. The considerable weight and torque from the big can motor make for very smooth running, although the long rigid wheelbase finds any joints that are not level! The tender incorporates an experiment in the use of beam compensation – my conclusion being that the amount of vertical movement obtained is more than really necessary.

The kit came with a 4,000-gallon tender, which I think looks good on a Star, but limited numbers were running with them between the wars. A search of photo albums of the Bristol area from this time produced a short list of candidates. Several good pictures of No.4064 were found and the etched plates were available, so *Reading Abbey* it was. The information I had was that this loco was paired with a large tender in November 1935 and then withdrawn in early 1937 to reappear as Castle No.5084 with the same name in April of that year. These facts essentially defined the time frame for *Durston* as 1936 because the loco is only correct for this year. As befitting such an engine it runs only lightly weathered.



Hall 4-6-0 No.5951 *Clyffe Hall* (built December 1935)

So on to the regular motive power that operates my stopping passenger and parcels trains. This is a Bachmann model obtained second-hand from an online auction site. I was after a Collett Hall with large tender and this one was available at a good price and hardly used. The problem was that it was in BR black. After a little work to backdate it to the 1930s, removing the smokebox numberplate moulding and speedometer bracket, it was repainted in Precision Paints GWR green and finished with Fox Transfers lining and HMRS markings, with the GWR roundel. The plates were on offer from Jackson Evans, and this loco was originally allocated to Gloucester so its presence on *Durston* makes sense. After the usual other details, with it being quite new some fairly light weathering was applied by airbrush.



Earl 4-4-0 No.3203 *Earl Cawdor* (built July 1936)



Another locomotive that operates passenger and parcels trains, this is the recent Bachmann model. The Earl or 'Dukedog' class were built using parts from withdrawn Duke and Bulldog engines. My example was created from the frames of No.3424 and the boiler of No.3275. These first engines when built were named after earls. This only lasted until midway through 1937 after complaints from the gentry involved that this was inappropriate as the engines looked old-fashioned, hence the names were transferred to Castles instead. However, as my layout is set in 1936 it would have been named, so the model was renumbered and etched plates obtained from 247 Developments. An excellent example I think of my philosophy of bringing something different to what is already a good model. I will admit though that their initial shed allocations would make them unlikely to be seen on this imagined world, but it's my railway! After the usual detailing the model was left almost ex-works as it would only have been a few months old.

'2251' 0-6-0 No.2271 (built August 1934)

We now turn to the mixed traffic classes that would be seen on almost any train passing through Durston. The Collett Goods could be found across the whole system and this example was first allocated to St Phillip's Marsh, so although I don't have photographic evidence its running here is very plausible. It is another renumbered Bachmann model, this time obtained from a trader at a show some while ago. Running with a Churchward tender, this would be one of the first locomotives wearing the roundel livery introduced that year. Treated to some more obvious weathering, it can be found on local passenger, parcels or freight trains.



'2301' 0-6-0 No.2526 (built 1884)



Although primarily intended as freight engines, Dean Goods often found themselves on local passenger services. This is a renumbered Oxford Rail model, with the handrails touched in with green on top of the usual embellishments. It intentionally carries lamps to run tender-first, as was not uncommon on goods trains, to provide extra interest. I don't know whether this example (only chosen because plates were available) ever ran in my intended region, but again they were so common I had to have one. More heavily weathered in keeping with duties and age it still carries 'GREAT WESTERN' markings.

'5205' 2-8-0T No.5224 (built May 1924)

These machines were always associated with South Wales coal trains. Having said that, there is a photograph of this engine in Bristol on a local passenger service. Whether it was on a running-in turn or borrowed by Bristol shed I don't know, but never say never! My example is a renumbered Hornby model which can run at a crawl along the layout with through freight services. Running with 'GREAT WESTERN' markings and weathered to a fair degree, little else was required to be done.



‘4575’ 2-6-2T No.5557 (built January 1929)

This model was built when I was in my 20s and collecting stock for a possible branch line layout that never came to pass. It is based on the old Lima model as this was well before the Bachmann one. The Lima model was not great, so new brass frames were fabricated and assembled with commercial bearings and spacers to make a new chassis, along with replacement pony trucks. Romford wheels and Alan Gibson rods were used in combination with the original cylinders, after the round slidebars were filed to rectangular. Alan Gibson brake gear and a working vacuum pump were also added. A D11 motor and matching Branchlines gearbox provide the motion.

Attention now turned to the body. Considerable liberties had been taken to accommodate the original pancake motor so the whole body was reduced in height by 1mm and the firebox also lowered a further 1mm relative to the boiler. This required new front and rear cab spectacle plates to be made in styrene sheet, but the original roof could be reused. Gibson turned brass buffers were added, and a cast backhead inserted, plus general details such as lamp irons, screw couplings and fire iron brackets completed the construction. After spraying, HMRS transfers for ‘GREAT WESTERN’ markings were applied.



This particular engine was initially allocated to Bristol and noted in photographs in the area during the mid-1930s, so fits in well. At the time its construction gave me great satisfaction in producing a decent representation based on the Lima offering. Having said that, if I wanted another I would of course go for the current version without hesitation!

‘5700’ 0-6-0PT No.8731 (built February 1931) and ‘8750’ 0-6-0PT No.9718 (built June 1934)





The story of these panniers again started when I was a young man, with the purchase of the Replica model of the ‘5700’ tank with the early style cab. In order to backdate it to original condition, the top feed and pipework were carefully removed with scalpel and files and the hole filled in. After some extra details similar to the ‘Prairie’ described above and HMRS transfers it re-appeared in the guise of No.8731. Originally working around Birmingham, it could have found its way further south, although I have no evidence to back this up.

The second part of the story starts when the original mechanism eventually gave up the ghost a few years ago. I purchased a Bachmann model second-hand online, deliberately picking the later larger cab version with the intention of having the option to swap the bodies. The new body also had similar treatment, including removal of the top feed, and was resprayed, emerging with roundel markings, this time as No.9718. I wanted one of the first examples of the ‘8750’ and found the plates from 247 Developments; however, I subsequently identified that this engine was sent to Exeter as new so may not be an obvious candidate for *Durston*. After some minor modifications the new mechanism was made to fit the original Replica body, so both versions are available to me to ring the changes.

‘2021’ 0-6-0PT No.2047 (built 1899 as saddle tank)

More recently I felt the need for a backup shunter/pilot in case of issues. This engine is a Nu-Cast whitemetal kit, again assembled mainly with low-melt solder. It was built with the full cab as pictured at the time in the Birmingham area. Constructed more or less as per instructions, it has my usual embellishments and is finished in weathered 1920s livery. Powered by a Mashima 1224 motor and a High Level gearbox, it runs very sweetly.

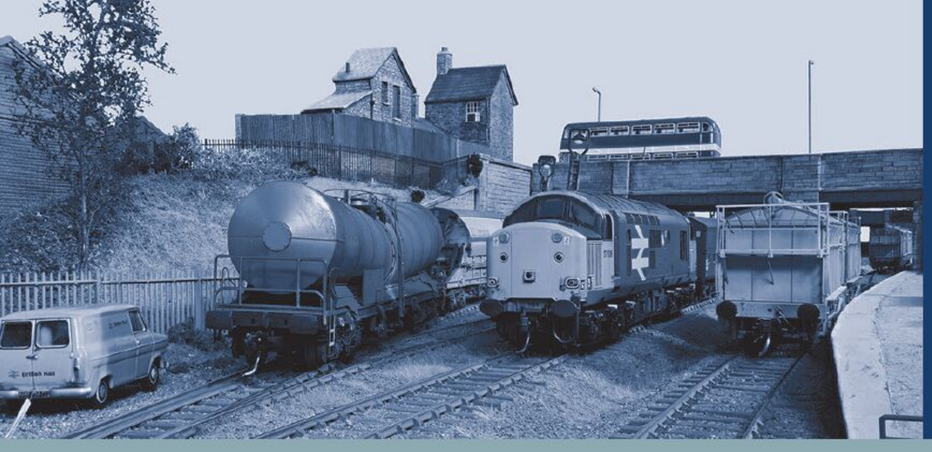


‘4800’ 0-4-2T No.4812 (built March 1933)

To end with where things started, this was the first locomotive kit I built 40 years ago. It is a K’s whitemetal kit of the ‘4800’ auto tank, distinguishable from the ready-to-run model by the lack of top feed. It was assembled with epoxy resin and also fitted with extra detailing. Brake gear was added to the basic chassis, made from brass wire and scratch-built plastic hangers and shoes. Body details such as lamp irons and window grilles were also added from metal strip and rod, plus representations of the auto gear with reference to photographs. I was gifted an airbrush around the same time and used it to paint the model, followed by ‘GREAT WESTERN’ markings from HMRS. It is weathered to a fair degree in line with expected duties.

The original K’s mechanism died about 10 years ago. I have some attachment to this first engine, so instead of buying a modern replacement, the original body now runs on a Comet chassis and Romford wheels powered by a Mashima 1220 and High Level gearbox. It certainly runs more smoothly with the new mechanism and will still provide sterling service for many more years. The number was selected well before the back story for *Durston* existed, hence its original allocation to Oswestry is not really appropriate now but I don’t really want to change it.





Hallbankgate

IAN BLENKINSOPP *has recreated a small slice of a pioneering and historic mineral railway in Cumberland in OO gauge, within a scenic space of just 3' x 1'.*

Photography by Steve Flint

The Brampton Railway, or Lord Carlisle's Railway, never had a proper name as it wasn't built under an Act of Parliament. It was chiefly a mineral line running from Brampton in Cumberland to Lambley in Northumberland across some pretty wild country. On the way it served a variety of enterprises and over the years owned some obscure locomotive types, in addition to Stephenson's *Rocket* which was spectacularly unsuccessful at hauling mineral trains.

When I was young my parents had a cottage at the east end of the railway near Lambley and I used to roam wild along the formation of the line. I once spent weeks trying to haul a length of fish-bellied rail back to my folks' place and was always pestering them to 'liberate' a stone block sleeper in the back of the car, but no dice.

I think you get to a certain age and want to try and recreate your youth, so I thought I'd have a go at Hallbankgate, which is a small village through which the railway ran. It had a two-road engine shed, a few coal sidings and one for the local co-operative which had merchandise brought in by rail. It was also at the head of a self-working incline that ran down to Kirkhouse, where there were brickworks, gasworks, a wagon shop and at one time a locomotive works.

▲ Avonside Class B3 0-6-0ST *Tindale* (a CSP kit) shunts a short rake of coal wagons. To the right is the water tank and sand store.

***Naworth No.6* was unusual in having dumb buffers at the front and standard at the back. ▼**



Research

The starting point had to be the two books written about the line: *Lord Carlisle's Railways* by Brian Webb & David Gordon, and *The Brampton Railway* by John Charters, as well as photographs by Fleetwood Shawe and J W Armstrong (see panel for details). Also there are several interest groups on social media, on which unpublished photos of the line and its environs occasionally appear.

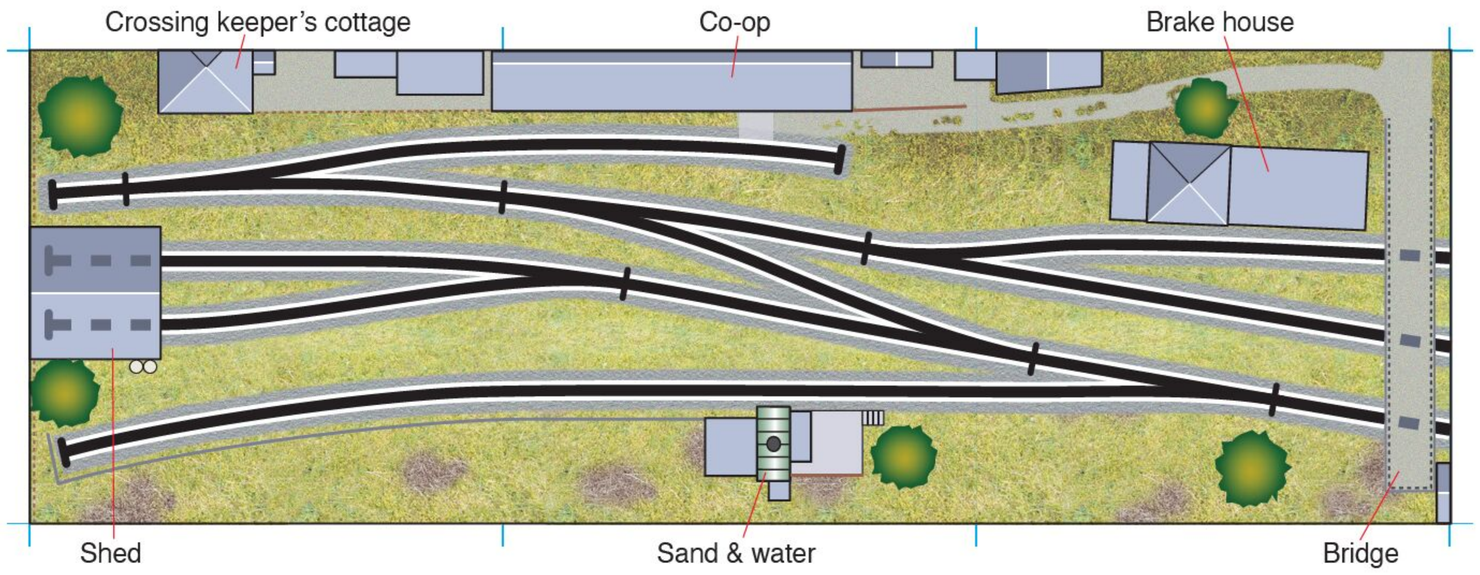
Of course, field trips cannot be beaten, to soak up the atmosphere, colours and location. We are fortunate to have a place quite close to Hallbankgate and it is a favourite walking and picnic destination of ours, allowing plenty of photos to be taken in all sorts of weather!

For me the main objective was to try and create accurate models of the buildings, so that hopefully the finished item could be easily identified and geographically placed. There were five 'keynote' buildings I wanted to include on the model. I always make my buildings first, and then fit the board and track around them.

Two of the buildings are still in existence: the crossing keeper's cottage and the former co-op building, which now contains the village hub and café (worth a visit). The crossing keeper's cottage seems pretty much as built, so wasn't a problem. The co-op, however, has been rebuilt with a mansard roof and other alterations made.

In cases where a building has been modified, it will normally require planning permission and quite often drawings are made prior to work carried out; these drawings are lodged with the local building authority and publicly available, thus I was able to obtain drawings of the original co-op buildings. This is a method I have used in the past, where buildings have been altered beyond recognition.

The three other buildings, namely the engine shed, brake cabin and water tank, have long since ceased to exist. There are enough photos of the water tank and brake house to make a reasonable stab at building them. My wife and I had paced out the ground plan of these in the late 1970s and surprisingly my filing system actually worked, and I could get dimensions of the footprint. One photo had an oil drum in it, so I used oil drum dimensions to scale a drawing for the model. The engine shed had been the subject of an archaeological survey and plans are available for this.



Hallbankgate Overall layout size 3' x 1'. Each grid square = 1' x 1'.



An overall view of the scenic section showing the proscenium arch style presentation.

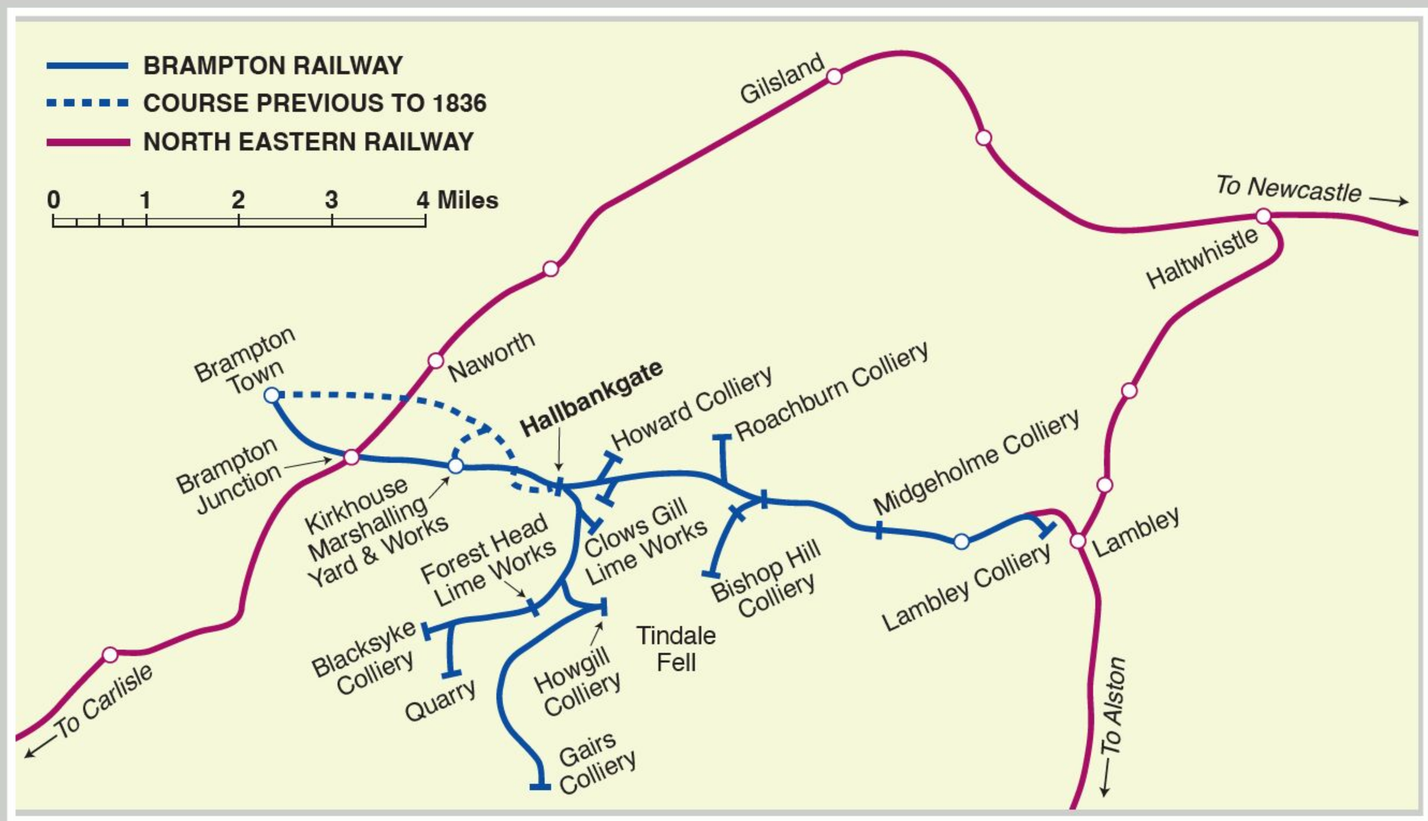
The Brampton Railway

The Brampton Railway (also variously referred to as the Tindale Fell Railway, the Midgeholme Railway, and the Hartleyburn & Brampton Railway) can trace its origins back to wooden waggonways which are believed to have been in use at Tindale Fell Colliery by 1775. A through line to Brampton was constructed in 1798, with the first horse-drawn waggon of coal arriving there from Tindale Fell in April the following year.

Between 1808 and 1812 the line was relaid with cast iron and wrought iron rails, the first time the latter had been used commercially. A new alignment between Hallbankgate and Brampton via Kirkhouse, to connect with the Newcastle & Carlisle Railway at Brampton Junction, was surveyed by George Stephenson and constructed in 1836 with the first train running on 18 July that year (see map). With the completion of the N&CR's branch from Haltwhistle to Alston in 1852, a connection between this line and the Brampton Railway was built at Lambley.

The North Eastern Railway had operated passenger services between Brampton Junction and Town stations, but this section of line was closed in 1923. The rest of the railway, and the collieries, became part of the newly nationalised coal industry in 1947, but the National Coal Board announced in January 1953 that it was relinquishing its lease of the railway. Mining ended and the line closed on 30 March that year.

Source: www.cumbria-railways.co.uk/brampton_railway.html



The model

There were two givens for me: one was that the layout had to be set in the period between nationalisation of the coal industry in 1947 and closure in 1953, allowing the inclusion of National Coal Board branded stock and Private Owner wagons still running; the latter of course would have been pooled during the war. The second condition was that it would have to be an autumnal scene; I like the colours that this time of year produces, and autumnal trees are much easier to model!

Hallbankgate shares its home with three other models, so as you can guess space was tight. With a bit of shuffling I managed to clear a gap of 3' x 1' plus a short fiddle yard. As we all know, the trick is making something that is small look bigger. There are several methods that I employed to do this, none of which are original:

• Letter box style viewing, but with curved corners; I feel this makes it more aesthetically pleasing.

• No right-angle corners in the backscene; I used a roll of cardboard, which curves nicely around.

• Use muted colours and try to keep elements of the same palette running through the layout.

• Place a view block front and centre; this divides the scene when observed.

• Layer the backscene: I cannot paint landscapes, so I have used old pictures of Hallbankgate or surrounding villages. I colourised these using one of the many free programs available, then using a desktop publishing program, I increased the transparency which gave them a washed-out appearance. These were stuck to card and layered on the backscene. Be aware that the viewing perspective must be correct – keep them higher than your baseboard.

• Avoid straight lines, especially with the track.

• Vary the roof profiles and angles of the buildings.

• Lighting can make or break the model: I have settled on LED panels, and for *Hallbankgate* I used 300mm x 300mm in bright daylight format.

• Model what you have seen, not what you would like to see.

Viewing the layout from this angle reveals how the bridge forms the scenic break with the fiddle yard beyond.



Barclay 0-6-0ST *Sheriff* stands outside the primitive engine shed. All the buildings were scratch-built using card and embossed styrene sheet. Windows and doors were laser-cut.

Buildings

There is not much to say here; all buildings are reinforced mounting board with embossed plastic overlays. Window frames and doors were laser-cut from drawings by Phil Baggley. They are very delicate so have been mounted on thick acrylic using Limonene liquid and then in turn mounted on grey painted card.

I've been asked a few times how the stonework was achieved. I always use South Eastern Finecast embossed sheets, which are usually of sufficient size to cover large structures with one sheet. There are three steps to painting the stonework: first, spray the sheet with a Halfords can of grey undercoat. Next, paint the stones with mixes of Humbrol 121, 62 and 93, and finally give it a very thin wash of dark grey ink, wiping it over with tissue if necessary. I always keep referring back to photos – it's surprising what details can be missed.

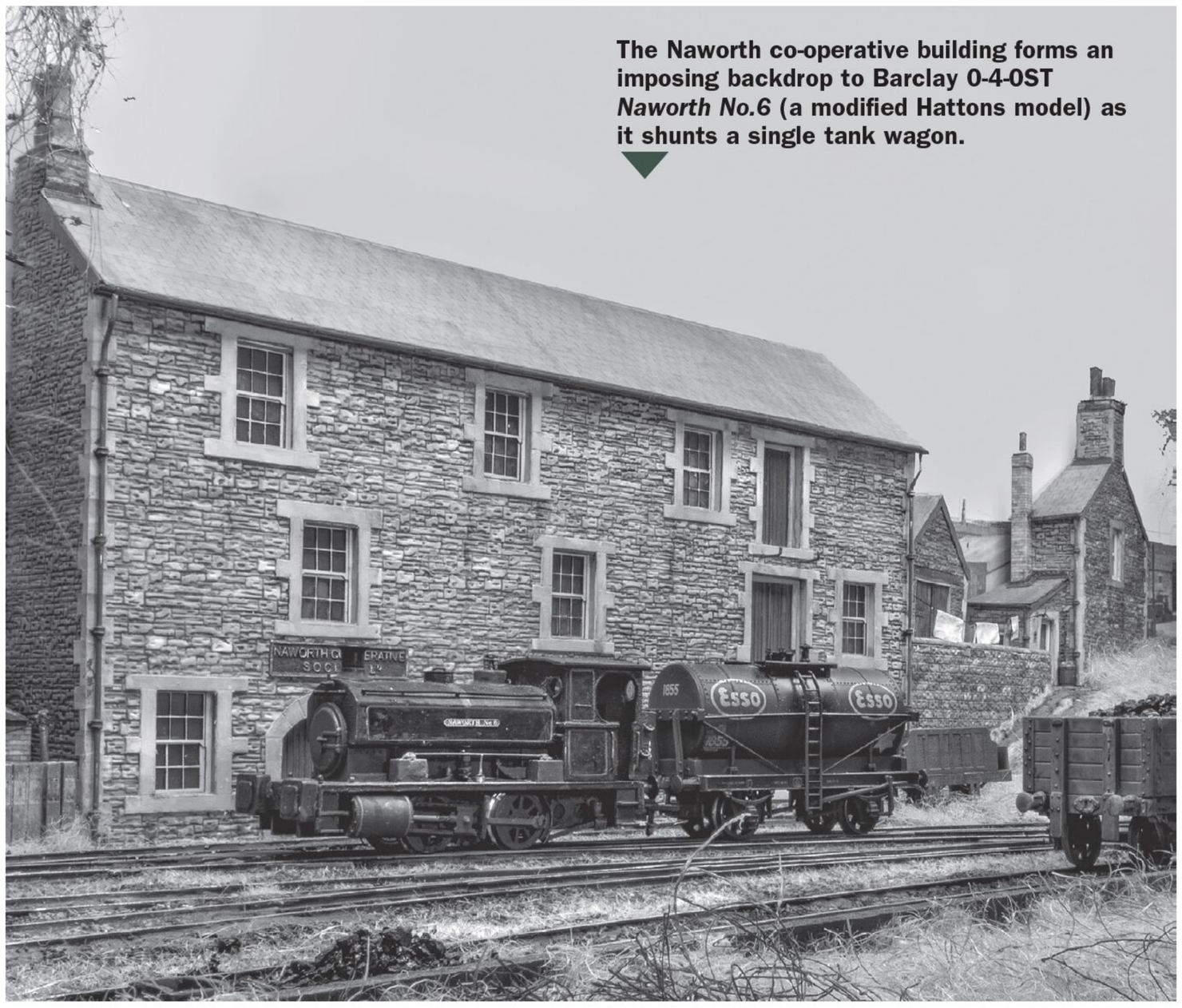
Scenery

I haven't exactly pushed back the frontiers of scenic modelling; traditional methods have been adhered to, mainly because I know these will work and endure. For example, the grass is bleached hanging basket underlay, which gives an acceptable straw colour.

Photos show that Hallbankgate was pretty overgrown. I would have liked to try out static grass, but as I have a pacemaker I was advised not to use the applicator, although I have to admit to being curious as to what might happen. In the event scatter material has been used over dyed chinchilla sand. In places I have used air drying clay as ballast.

The trees were made by my wife Anne and grandson Josh during lockdown; they are simply twisted florist wire, postiche, and autumn leaf scatter.

For me the devil is in the detail; one person's modelling cliché can be another's zenith of modelling achievement. I don't go for a lot of detail and just include one or two items which suggest habitation. I cannot bring myself to include little figures no matter how well modelled they are. However, as an experiment and a nod to my previous career I made a miniature Barton's pendulum to represent washing blowing on a line, the washing being lead sheet which acts as a pendulum, the lengths of washing increasing incrementally. Unbelievably there have been comments about it.



The Naworth co-operative building forms an imposing backdrop to Barclay 0-4-0ST *Naworth No.6* (a modified Hattons model) as it shunts a single tank wagon.

Rolling stock

Predictably most of the rolling stock consists of mineral wagons, either former North Eastern Railway or Railway Clearing House seven-plank designs. The wagons are a mix of scratch-built, kits and proprietary; all are weathered and I have tried to make things look as close as possible to the photos I have. It would be nice to have more NCB stock and some non-revenue earning items.

The motive power over the line's existence was an eclectic collection; it is said that they even built their own locomotives, but I suspect they assembled supplied parts, a sort of Victorian Ikea.

I know my limitations and picked three locos to model that were within my capabilities. *Sheriff* is a standard Barclay 0-6-0ST which was delivered in 1900 painted and lined in blue. This was a popular colour on the Brampton Railway as the Thompson family who leased the line etc. from Lord Carlisle were members of the Temperance Movement, blue being the Temperance colour. The loco had a brief stay on the line from 1900 to 1908, and when it was sold on it had been repainted green. The model is a mash-up of a chassis from a Hornby Peckett Class B2 and a modified Hattons Barclay body. I had to scratch-build a new footplate, cab and bunker.

Naworth No.6, a 14" cylinder Barclay 0-4-0ST, was delivered in 1914 and left the railway in 1935. It was delivered as a standard product, but later had a small bunker added. Unusually it had dumb buffers at the front and standard buffers at the rear. The model is a Hattons product modified to match the prototype.

Tindale was an Avonside Class B3 0-6-0ST delivered in 1926. It was out of use by 1952 and its parts scattered around Hallbankgate. I was told by Fleetwood Shawe that the loco's boiler was cracked, and with repairs being too costly it was stripped and laid aside. The model is a CSP kit.

As *Hallbankgate* is one of four models I have, I don't really envisage any further additions to the stock as I have other builds under way for the other layouts and a well-stocked 'shelf of shame'. Having said that, a picture has recently come to light of one of the man-rider wagons, which would be an interesting build!

Operation

The problem I've had with micro-layouts in the past is that they are designed to look good, but operation is limited and often not prototypical. Basically, coal arrives from White's Cut and is shunted to go down the incline to Kirkhouse, with wagons taken from the cut and moved to the landsale and workman's siding. Empty wagons that have come up the incline are run back to White's Cut. In addition, some shale traffic from Forest Head quarry is sent down the incline. There is also a small amount of general merchandise for both Hallbankgate and Tindale co-ops. Locos go off and on shed as required. Although it sounds simple it is quite engrossing.

Exhibiting

I do exhibit, but rarely. I do enjoy the witty repartee and sampling the wild delights of the exhibition town. The model fits in the back of the car, thus avoiding extortionate van hire costs. For me it helps to have a set operating sequence, though usually not the one I would use at home – keep it short! I have found most people spend a maximum of about three to five minutes in front of micro-layouts. Over the years I have made many good friends from exhibiting.

No person is an island, and I am grateful for the help received from Phil Baggley and John Elliot, but mainly from Anne my wife who has encouraged me to keep going through a Parkinsonian tremor and various other illnesses.

Resources

- *Lord Carlisle's Railways* by Webb & Gordon, RCTS, 1978.
- *The Brampton Railway* by John N Charters, Oakwood Press, 1971.
- *Dam Builders Railways From Durham's Dales to The Border* by Harold Bowtell, Plateway Press, 1994.
- *Industrial Railways and Locomotives of Cumberland* by Peter Holmes, IRS, 2017.
- The photographic collection of Fleetwood Shawe, on a well-known photo hosting site.
- Photo collection of J W Armstrong, in the care of The J W Armstrong Trust.
- Carlisle City Council Planning Office. I was also lucky to have conversations with Fleetwood Shawe and John Charters.

Wittenden

Roger Jenner describes this dual O-16.5/09 layout in 7mm scale, built by the narrow gauge group of **TONBRIDGE MODEL RAILWAY CLUB**.

Photos supplied by Tonbridge MRC

No one at Tonbridge Model Railway Club can now remember exactly when construction of *Wittenden* started. We do know that the concept of building a club narrow gauge layout began back in 2007. From its conception *Wittenden* was always intended as a joint project for our small like-minded group to participate in, and all enjoy the process. With this in mind *Wittenden* was always destined to be a freelance layout and an exercise in the art of debate and compromise, the result of which has been very well received and above all continues to be enjoyed by all concerned.

In his article *Hayesden* (RM January 2007) the late Tony Mortlock gives reasons for building his layout and states: "…the decision of the narrow gauge corner of the Tonbridge Club to start a small O-16.5 layout started a train of thought which I could not rein in." And thus, the seed was sown.

In addition to Tony and I, the narrow gauge corner of the club at that time consisted of Greg Dodsworth, Jack Clarke, Stewart Currie, and Nigel Parren.

Given our joint love of modelling in general and narrow gauge in particular,



Many of the locomotives and items of rolling stock are freelance and created from scratch. The side-skirts on this saddle tank disguise the use of a proprietary 00 gauge chassis.



All the buildings on the layout have been scratch-built, with most being based on structures that still exist in the Tonbridge area.

Wittenden is almost entirely scratch-built using cheap and readily available materials with just a few proprietary exceptions. We love the challenge of creating something from nothing, albeit with the occasional reservations. We could have just bought properties, windows, fences, gates, water, trees and stock, but that would be too easy!

Historical

Depicted here on a sunny August day in the mid-1950s, *Wittenden* is a fictional town somewhere on the Kent/Sussex border which is served by a 2' 3" gauge line connecting it to the nearest main line station some five miles away.

The line services most of the town's requirements, both freight and passenger. Wittenden Mill, owned by the Lord of Wittenden, is the main source of income to the town. The narrow gauge railway, also owned by the current Lord, serves the town and the mill in transporting both goods and mill workers to and from the surrounding areas, and is utilised by many local businesses and agriculture alike.

The somewhat eccentric ex-Royal Engineer Colonel, now third Lord of Wittenden, has also installed a 15" gauge estate railway through his grounds (depicted here in O9) linking the manor house which can be seen in the distance to the exchange sidings, the mill and the town. Not only does this railway allow goods and staff to be transported easily to and from town, it is also enjoyed by the Lord's guests.

Construction and baseboards

Tony's influence in the early days of construction was quite considerable, especially in the original design of the baseboards. The layout was, from its conception, always intended to be an exhibition layout, i.e. transportable. Originally being three boards of 45" x 24½", an additional 24" has subsequently been added to accommodate the O9 fiddle yard. All were constructed in the now old-fashioned but tried and trusted method of 3" x 1" and MDF. The boards also incorporate self-contained foldable legs for ease of setting up and breaking down.

Today the layout also incorporates its own lighting gantry constructed from 15mm copper pipe supporting upturned black 'Square line' guttering concealing four lengths of LED strip lights, two warm white and two cool white. This combination of light was eventually agreed on after considerable experimentation of LED variants to attain the desired lighting effect for the time and season depicted here. This is not a science. It is, as we discovered, very much a case of trial and error, and personal preference, combined with any predominant colours on the layout, i.e. sky blues, sea blues or greens which will (literally) 'reflect' in the overall effect.

Unusual dimensions

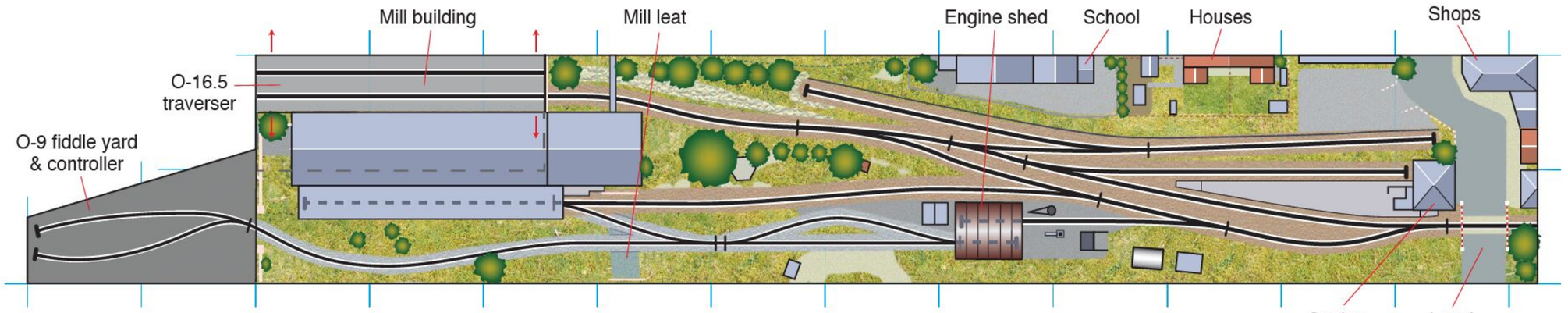
Why 45" x 24½"? Well, because those dimensions enabled the boards to fit



The domestic gardens situated along the back of the layout are brimming with detail, including sunflowers, washing and a dog kennel.



The adjacent garden includes a vegetable patch with potatoes being dug up – perhaps in readiness for the Sunday roast.



Wittenden Overall layout size 13' 3" x 2' ½". Each grid square = 1' x 1'.

between the internal wheel arches of Tony's Vauxhall Astra estate. However, a couple of years after the construction of the baseboards, Tony decided to update his Astra, and armed with a tape measure he approached the local dealer only to find that the latest model had slightly smaller dimensions between the rear wheel arches, which meant the baseboards would not fit. The somewhat perplexed salesperson was then 'instructed' by Tony to source a new but earlier model of the Astra, and obliged.

Buildings

As previously mentioned, all buildings on *Wittenden* are scratch-built. However, most are based on local prototypes as found and measured in the Tonbridge area and which still exist, although some artistic licence has been used with their positioning to suit our requirements.

A notable exception is the imposing mill building with its internal water wheel and run-through leat stream. This is entirely freelance and conceals a four-track sector plate and off-scene storage. It is also the mainstay to the back story of *Wittenden*.

One particular shop in the High Street of Wittenden has been renamed in memory of Tony (an avid collector of stamps and coins). The sign now reads 'A.J. Mortlock Stamp and Coin Exchange'. The building on the layout was built by Tony himself, and its

An 0-4-0ST, which has more than a passing resemblance to Talyllyn Railway No.1, stands at Wittenden with a passenger service.

The 09 line runs along the front of the layout and shares the locomotive servicing facilities with the larger gauge 0-16.5 system.



prototype exists to this day. Certain other tributes are also paid within the layout. Notably, our good friend and long-term TMRC member, the late John Wise, is remembered and depicted working on the local school building, with his signwritten van parked nearby.

Most of the buildings are constructed from combinations of foamboard, cardboard, paper, basswood and packaging – every expense spared! The arched windows on the school building are a good example as they are hand-cut from card to match the still existing prototype building in Tonbridge.

Scenery

The trackwork consists of standard Peco O-16.5 and OO9 items, while the dual gauge point and track to the mill is by Tillig. All other scenic work on *Wittenden* is constructed using a variety of mainly proprietary or readily available materials such as scatter, ballast, flock and static grass etc.

All shrubs and bushes etc. are also made using this type of material, including the trees which are formed around wire skeletons coated in 'hot glue' and covered with postiche and scatter.

An element of light-hearted 'hidden discovery' is also included for the younger viewer (of any age) in the form of animals, birds, people and small diorama scenes, all of which have their own stories which can be discussed with the operators.

Backscene

Most of the buildings on *Wittenden* are 'removable' and this allowed for the backscene to be 'bespoke' as required. The backscene basically consists of photographs of local buildings, re-sized, over-painted and incorporated into a hand-painted landscape, using layered acrylic paints and being blended into the scene using various scenic materials to give depth and perspective. Obviously, this is easier said than done and a lot of lessons were learnt during this process.

As the layout is set in the mid-1950s it was necessary to edit out any modern features in the photographs used, such as satellite dishes, central heating vents, signs and aerials. Any UPVC windows, soffits and guttering etc. have been replaced or at least toned down by re-colouring.

If possible, photos need to be taken in neutral light, i.e. no shadows. Should you wish to include shadows to depict times, weather or seasons, make sure they are all in the same direction commensurate with the chosen light source. (It should be noted that the photographs used here are in the general domain and not under any copyright.)

Rolling stock – 0-16.5

As *Wittenden* is intended as a facility for club members to run their own narrow gauge rolling stock at monthly 'running nights' and of course at exhibitions, quite a variety of stock puts in an appearance. In O-16.5 the Glyn Valley Tramway, Talyllyn, Ffestiniog and Welshpool & Llanfair railways are all

The mill building provides an imposing backdrop at the left end of the layout, which serves to disguise the fiddle yard behind.

well represented, plus quite a variety of freelance additions, almost all of which are predominantly scratch-built, albeit on various 'pre-enjoyed' proprietary chassis/mechanisms. Chassis used consist of recovered Hornby Austerity 0-6-0s, Lima 0-4-0s, and the ever-giving 'Smokey Joe' type 0-4-0 (thank you Hornby) etc.

The performance of these chassis varies from smooth and highly controllable to jerky and erratic. However, with a little 'fettling' these 'donated' chassis have served us well. Currently we are experimenting by extending the drive shaft and adding a flywheel to a standard 'Smokey Joe' 0-4-0 chassis; still in the experimental stage but looking promising, this modification creates a much smoother and more controllable mechanism.

Coaching and goods stock are much as above. We like to allow our group to run their own narrow gauge stock, so most of



A direct comparison between saddle tanks in O9 and O-16.5 outside the shed. A Glyn Valley Tramway-inspired loco passes alongside at the head of a passenger train.

A working level crossing *Described by Nigel Parren*

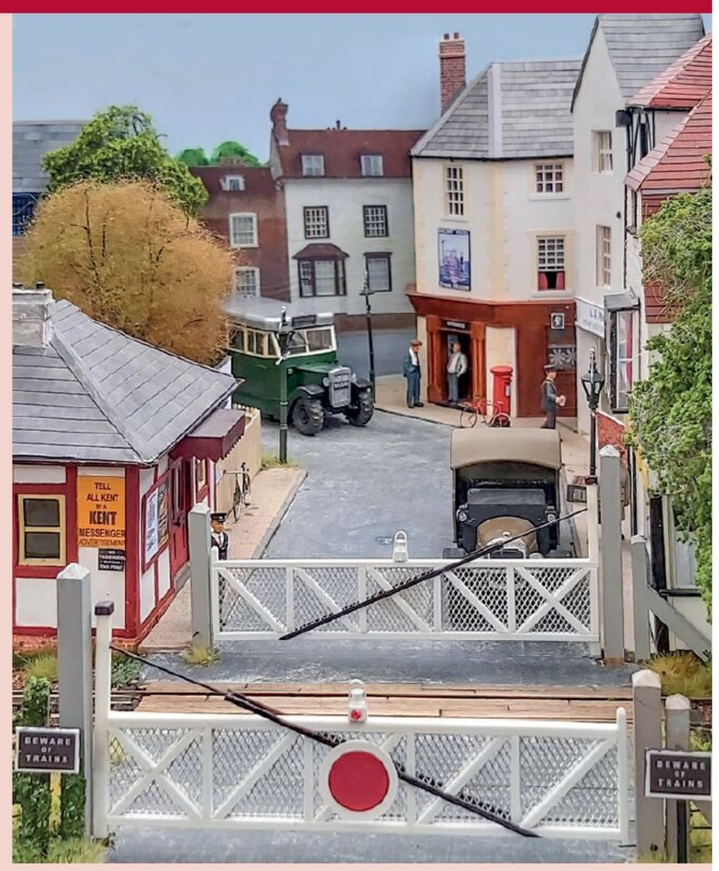
During the design stage, suggestions were made for various features to be built into the layout. We wanted a level crossing so Tony Mortlock's scratch-built gates could be used. I suggested it would be a nice idea if they were working gates. However, the unwritten rule in our group is 'he who suggests it, builds it'.

Over 40 years ago I found a design and built a mechanism to operate a pair of 4mm scale gates using a motor and gearbox with a train of gears. Although the system worked well, the prototype I made was never used on my 009 layout. So, I set about recreating the mechanism for 7mm scale to operate the gates for *Wittenden*.

Sandwiched between two sheets of aluminium, the gear train runs diagonally under the roadway. Each gate is connected to a gear with only a quarter of the teeth on it. As the gears rotate, they drive the first gate open to 90°, then it stops as the modified gear continues round. The gear train then continues and picks up the second gate. When it stops at the open position, the gears continue until they hit a micro switch which stops the motor. The operation is controlled via a rotary switch on the control panel by the driver, as their train approaches the station.

With no interlocking on the system, the original gates suffered some damage due to what can only be described as 'driver error'! Subsequently a new second pair of gates were produced by Roger as seen on the layout today. The originals have also been repaired and are on standby, in case of any future accidents. No names are mentioned here, to protect the guilty!

It should be noted here that proprietary mechanisms are available to facilitate crossing gate operations; however, we do enjoy a challenge!



The level crossing gates are motorised and require opening so that locomotives can run round.

the above-mentioned railways are represented and we also have our own freelance stock.

Again, almost all stock is scratch-built from recycled card, some of plasticard and glazing from packaging, all mounted on various modified underframes donated from second-hand OO stock.

As an alternative to second-hand underframes, we have some scratch-built wagons and coaches built on etched brass W-iron kits produced by club member Paul Tasker as part of his 'Prickly Pear' range. Although not produced for O-16.5, an advantage with these is that they can if required be assembled as compensated units and can also be placed to give any desired wheelbase for O-16.5 modelling.

To allow for the diverse selection of rolling stock to be run together on *Wittenden*, all couplings have been standardised and modified. After considerable debate, trial and error, the decision was made to use the small Bachmann couplings complete with hook at one end of the vehicles and a medium-sized Hornby coupling with the hook removed at the other end. A staple is soldered to the drop arm of the Bachmann coupling to facilitate the use of the simple but effective buried magnets to uncouple. Some strategically placed discarded sleepers are used to identify the uncoupling magnet positions to the driver. The O9 section uses a very similar system.

Auto-uncoupling with magnets is achieved using modified tension locks fitted with staples.



Rolling stock – O9

Similarly, the O9 (15" gauge estate railway) stock is predominantly scratch-built, with a little 'kit-bashing', mainly using plasticard. On this line the majority of motive power is supplied by petrol and diesel locomotives with the occasional steam engine.

Chassis used here are again various proprietary OO9 and N gauge mechanisms from Farish, Fleischmann etc. However, these can be quite expensive so particular favourites of our O9 modellers come from the Kato range, as they are both 'relatively' inexpensive and have proved to be good and reliable runners. Although these are generally used as power units for modern Continental diesel and electric power bogies with no visible mechanism, they lend themselves very well to use under O9 petrol and diesel locos.

Coaching and goods stock in O9 is again scratch-built and mainly freelance. However, as we narrow gauge modellers always say, "there is a prototype for everything" and therefore many tributes are paid here to various prototypical and well-known examples of 15" gauge stock.

Emphasis on enjoyment

From an operational point of view, again *Wittenden* is very much run on a freelance basis. At club running nights we like to all run our own stock in an ad-hoc, 'just enjoy yourself' style. During exhibitions we do tend to run slightly more structured sequences with a purpose. However, the emphasis is always on enjoyment, and we do like to please our viewing public, so there are no set timetables and we often get very involved with our viewers and our shared enthusiasm for our hobby.

Plan of the Month

Abbotts Ripton

To mark this year's centenary of the 1923 Grouping, **JOSH WILLIAMS** *suggests an East Coast Main Line layout set in the first year of the LNER's existence.*

Photography as credited

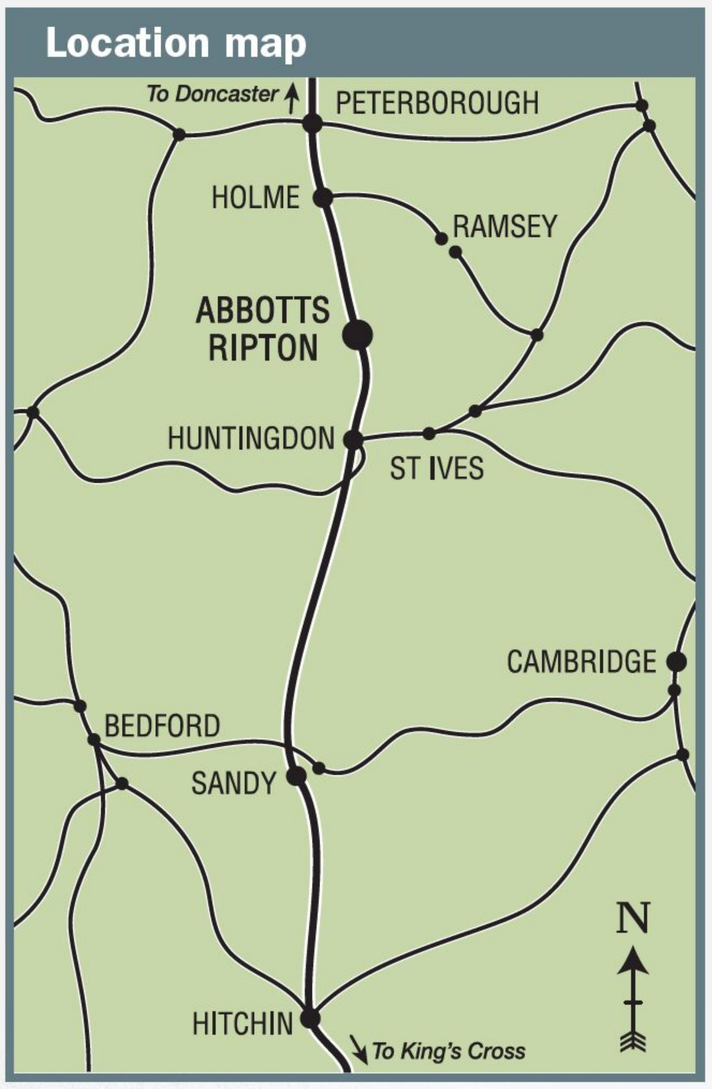
This idea for a larger 4mm scale layout has been put forward to commemorate the centenary of the creation of the Big Four railway companies in Britain. It is intended to be a faithful representation of a real location during a pivotal year for the fledgling London & North Eastern Railway as it grappled with introducing uniformity across the whole of its inherited network.

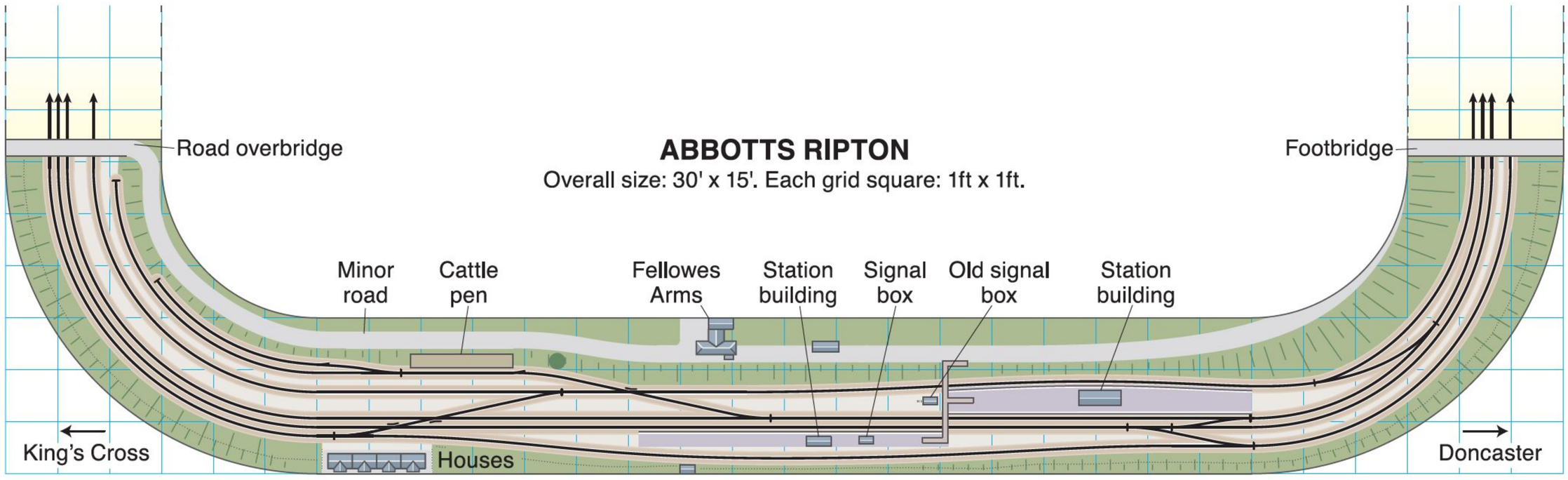
Perhaps best suited as a club project for exhibition use, it is based around an East Coast Main Line station, within the county of Cambridgeshire, that has long since disappeared; its lack of importance can be gauged by the fact that it closed as early as 1958. However, it allows both operators and spectators alike to enjoy the sight of passing express passenger workings travelling at speed alongside stopping services and slow-moving, lengthy goods trains. The beginning of the LNER era was an exciting time which saw many new innovations in locomotive design, and the layout would be an ideal showcase for this.

Historical background prior to 1923

Abbotts Ripton (amended to 'Abbots Ripton' in 1938) was a station situated on the Great Northern Railway section of the East Coast Main Line. The station was opened on 1 November 1885, and it was constructed to serve the small village which bears the same name (which had a population of only 386 according to the 1901 census). Refuge sidings for slow goods trains were in place at the site prior to the building of the station, but disaster struck on 28 January 1876 when heavy snowfall prevented signals from operating properly. An express from Scotland hit a goods train that had not yet moved into a siding; a third train collided with the wreckage, causing 13 fatalities. This

Photographed from the elevated viewpoint available on the station footbridge, and looking south from the Up platform, Gresley A4 Pacific No.60028 *Walter K. Whigham* is seen with a Down express on 3 October 1953. Despite being renamed 'Abbots Ripton' in 1938 the station signage retained the original spelling, as evidenced here by the signal box nameboard. *Photo: Transport Treasury*





tragedy led to the GNR adopting the centre-balance somersault signal design, and a stone cross was placed at the site to commemorate the disaster.

Details of the plan and operation

As this plan is suggested as a continuous run (with train storage loops along the rear – not shown on the diagram) and features a quadruple track main line, it easily allows the operators to keep things moving, which is often considered to be vital to the success of an exhibition layout. Certain aspects of the prototype have been compressed to fit a total length of 30'.

Regarding the four running lines, the inner two are the fast lines and the outer two for goods traffic. The station's staggered platforms only served the inner tracks; the outer lines were exclusively for freight trains. This meant that all passenger services had to use the inner tracks whether they were stopping or not.

The goods sidings could be accessed from both the Up and the Down slow lines via an arrangement of single slips crossing the fast lines. By choosing this arrangement the GNR was able to avoid using any facing pointwork within the station's layout. In 1923 the goods yard was a simple affair consisting of only two sidings, one of which served some cattle pens. A sporadic stopping freight service could be run as part of the operating timetable, but most goods trains would trundle along the slow lines in both directions.

The Pacific dilemma

As the prospect of the Grouping began to loom on the horizon, both the Great Northern and the North Eastern railways worked hastily on getting new 4-6-2 designs into production. Sir Vincent Raven was Chief Engineer of the North Eastern, and his new locomotive was essentially an enlarged version of his C7 Atlantic. The result was an impressive machine that sported a very long parallel boiler. Under LNER administration, Raven's Pacific was classified as an A2. At around the same time, the Great Northern's Nigel Gresley (who would also receive a knighthood in 1936) had finally become free to pursue his plans for a new express passenger locomotive after firstly addressing the GNR's requirements for heavy freight designs. His A1 Pacifics featured his preferred conjugated valve gear along with a subtly tapered boiler and a wide firebox; all would eventually be rebuilt as examples of the visually near-identical A3s.

Both the NER and the GNR managed to build the first examples of their respective designs before the end of 1922, and a fierce publicity battle broke out between them. However, once both companies became part of the LNER, it was decided that only one design should be selected as the group's flagship passenger locomotive. Trials to decide the winner took place during the summer of 1923, and Gresley's A1 emerged victorious; whilst the A2 had demonstrated better steaming characteristics, the A1 used considerably less coal, and this was deemed

Trials took place during the summer of 1923 to compare Raven-designed ex-NER Class A2 Pacific No.2400 with Gresley-designed ex-GNR Class A1 Pacific No.1472. Examples of the respective classes are pictured here at Haymarket shed in 1927, with A2 No.2403 *City of Durham* standing alongside A1 No.2571 *Sunstar*. *Photo: Rail-Online*





Viewed looking north from the Down platform, Gresley A4 Pacific No.60029 *Woodcock* heads an Up express through Abbotts Ripton on 3 October 1953. The lattice footbridge visible in the background forms the scenic break at the right-hand end of the suggested layout plan.
Photo: Transport Treasury

to be a major advantage in the immediate post-WWI years. Only one example of each Pacific was used: A2 No.2400, and A1 No.1472 which at this time was un-named but would of course receive the famous identity of *Flying Scotsman* in 1924.

The trials were based around services between Doncaster and King's Cross, and each train weighed in at around 500 tons (this would roughly equate to a rake of around 14 ex-GNR coaches, plus the ex-NER dynamometer car used to analyse the engine's performance). This layout plan is intended to showcase these trials in model form; it would be necessary to demonstrate the demands of the tests by running these workings at speed through Abbotts Ripton, which is guaranteed to captivate an audience. 4mm scale models of the A1 are of course widely available in both ready-to-run and kit form; however, the A2 could prove more difficult to find. DJH produced a kit, but it is now discontinued – therefore, could a scratch-built A2 form the main attraction of this layout?

Passenger services

As Abbotts Ripton was a small through station, it was only served by occasional stopping trains on long-distance workings. Despite the arrival of the new Pacific classes on the ECML, in 1923 these workings on the ex-GNR section would still have been assigned primarily to the older Atlantic locomotives, the most prominent of which were the members of the C1 Class; the Bachmann model would be ideal for these duties. Express services would include movements between King's Cross and Leeds or Doncaster, as well as the faster 'Flying Scotsman' services from London to Edinburgh; the latter used special coaching stock which was built as part of a collaboration between the GNR and the NER and survived well into LNER days.

Goods traffic

The principal freight workings on this layout would be the constant movements of heavy coal trains from the collieries of the Midlands and Yorkshire to London, and the return of empties in the opposite direction. These coal trains ought to consist of rakes of around 40-50 wagons. In 1923, these workings would still have been handled at times by H A Ivatt's ex-GNR Q classes (known as 'Long Toms') which were designed specifically for the job. However, Nigel Gresley had introduced his own heavy freight locomotives from 1913 onwards; these were the O classes which came in a variety of forms, and these should be the most prominent goods engines on this layout. Finally, any stopping services could be handled by the ex-GNR J and K classes.

Scenery

As this site is located within the rather flat Cambridgeshire landscape, there is not much in the way of scenic interest, although the station was placed within a long cutting. However, there are some interesting pieces of railway infrastructure that are quite unusual. Both ends of this plan feature overbridges to mask the entrances to the storage sidings; the road bridge at the King's Cross end is a fairly simple affair, but at the Doncaster end there is a unique and substantial footbridge spanning the tracks, allowing access between the fields on either side of the line. The station itself was also quite unusual, as the platforms were completely staggered and connected by a lattice footbridge that also provided access to the road that crossed the line at the southern end. The signal box in use during the 1920s seems to have been a conventional GNR design situated on the Up platform, but contemporary photo evidence shows an older box which was located at the southern end of the Down platform, built on a tall brick base facilitating visibility over the aforementioned footbridge. A roadside pub called the Fellowes Arms completed the scene.

A golden age of railways

This plan may provide a club with the inspiration to construct a new layout as a way of commemorating the beginning of the Big Four era. Within this period, the British railway network saw some of the most iconic innovations in its history. In the early 1920s Pacific-type locomotives were a rarity in this country, but this plan would allow its builders to showcase the fascinating testing process of arguably the most famous steam engine in the world, albeit still un-named in the summer of 1923.

References and further reading

Locomotives of the L.N.E.R., Part 2A: Tender Engines – Classes A1 to A10 (The Railway Correspondence and Travel Society, 1973).

The Great Northern Railway by O S Nock (Ian Allan Ltd, 1958).

Hitchin to Peterborough including the Ramsey North Branch by Vic Mitchell and Allan Mott (Middleton Press, 2003).

North from Dentdale – Part 2

Mallerstang Junction

In last month's issue **IAN NUTTALL** *introduced the third and final phase of his grand Settle & Carlisle-inspired empire in OO. Having constructed the baseboards, Ian continues this month with the trackwork and electrics.*



With tracklaying and wiring at an advanced stage, a freight headed by a pair of Fowler 4Fs runs onto the new Mallerstang Junction section, having just passed through Dent station.

Photography by the author

As with many modellers of my vintage, products of the 'Baby Boomer' age, I was impressed by Peter Denny's iconic creation, *The Buckingham Branch*, and was privileged to operate it for two hours in the early 1970s with my good mate Roger Ellis.

The layout ran faultlessly without Peter even being there. He was preparing a sermon, yet trusted us implicitly, and we thought it was marvellous. The undoubted success of the layout was down to the fact that every single aspect of it was made to the same, exacting standard. And of this I am envious. A model railway club can match this consistency via the many talents across its membership, but for a lone wolf to achieve this across the board is quite remarkable.

So here I am, a lone wolf, attempting to redress the weaknesses in my armoury to achieve that Peter Denny level standard throughout all I do. I suppose the fact is that we all have preferred areas of our hobby, certain aspects have more appeal than others and some facets are unseen, yet are crucial. Whilst I don't abhor the wiring, for I do appreciate its importance, I am glad when it is complete.

Control panel

Before I discuss the wiring in more detail I need to consider where I had reached. In last month's article I had argued my 'raison d'etre' for Mallerstang Junction and outlined my chosen track plan, authenticating its Midland provenance. Whilst my main control panel was located next to my Dent station section I had always been aware that a parallel, albeit subsidiary, control panel would be required at Mallerstang Junction. Hence 'takeover' switches had been wired in previously on the Dent station panel to allow Mallerstang Junction to control any part of the layout if needed, and provide operational flexibility.

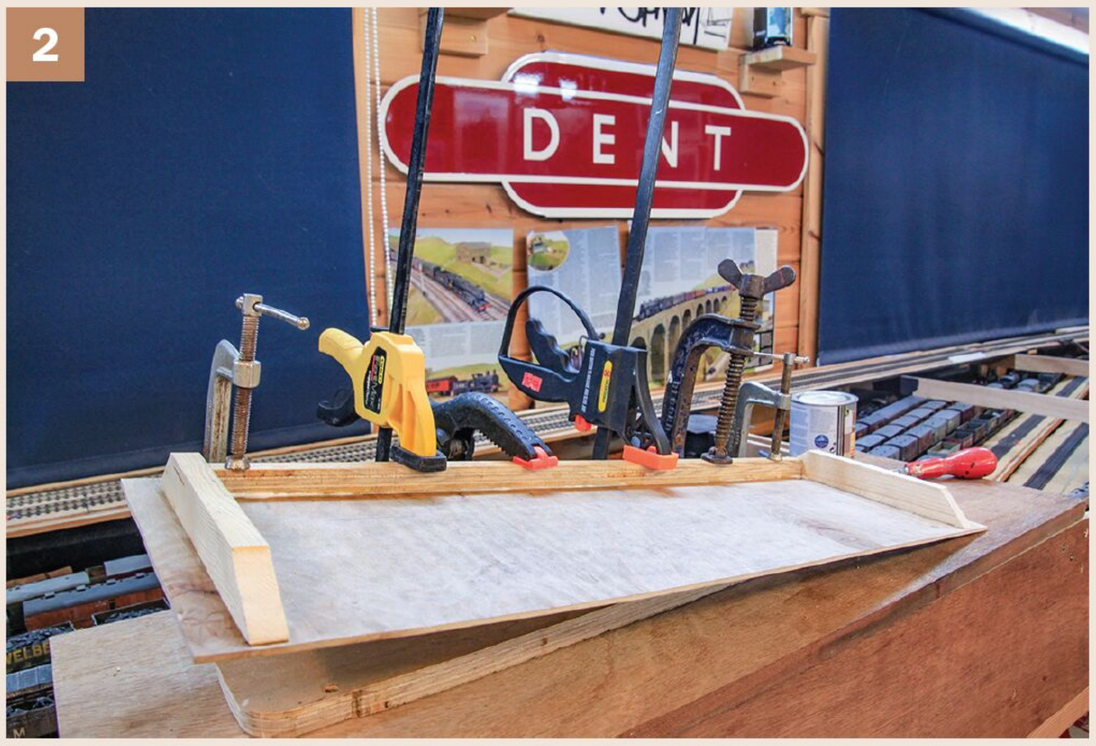
My first control panel was based on a plywood box of 12mm sheet with a hinged 3mm plywood fascia featuring the track diagram and all associated switches; the controllers were mounted vertically on the front face. This has been *in situ* for 10 years proving utterly practical and workable. I saw no reason to change for this project and sourced suitable timber from my off-cuts box (photos 1 and 2). With hindsight I should have

1



The basic control panel carcase created from off-cuts of plywood I had lying around. The hole cut in the front will accommodate my Compspeed controller, whilst a larger aperture in the rear allows all the wiring to reach the panel unhindered.

2



The panel itself is plywood, but only 3mm thick to allow the switches to fit. To counteract the distinct possibility of warping, bracing is glued and clamped to three edges; the fourth will have a piano hinge plus a triangular sectioned softwood piece to provide the stability I need.

splashed out on a superior quality 3mm ply track panel, but I think I've got away with it… just. Several coats of dark wood stain/varnish upgraded the carcase significantly, sanded lightly between coats.

Making each track 2mm in width, I drew out the track plan as a mimic diagram on the sloping front panel. By edging each track on either side with masking tape it was a relatively straightforward, although time-consuming, task to paint in all the tracks via two coats of various colours of Humbrol enamel paint (photo 3). Each colour represented an electrical track section, whilst six coats of clear, gloss varnish (again sanded between coats) provided a durable, protective finish. As the grain of the plywood can cause the paint to drift I painted an overall thinned coat of varnish to seal the surface and thus make paint application more exact. Should the odd area fail it is easy to hold the tip of a curved knife blade against a steel straight edge and scrape away the offending paint.

I had planned where all the section feed and point switches needed to be so was able to drill a series of 4.5mm holes to take the sub-miniature switches I had elected to use (photo 4). All this work was carried out before I screwed the panel to the piano hinge on the main carcase. This made the task much easier as I could carry out stages with the panel flat on my workbench and move it about unhindered.

Wiring principles

Over the years I have built and assembled far too many loco kits the traditional way (either whitemetal or etched brass) for me to consider going down the Digital Command Control route. Therefore my approach is, to some degree, 'old school', but it has stood the test of time so, as the saying goes, "If it ain't broke, don't fix it."

As a consequence my control panel is pure 12V dc analogue – not a sound chip in sight – and my preference is for a Common Return based wiring system. Whilst Mallerstang Junction would be subsidiary to the main control panel at Dent station, I did want Mallerstang to be able to bring trains in from the rest of the system, and also allow the Dent panel access to sections normally under the power of Mallerstang Junction. This is how I have set about achieving this goal:

i) Each electrical section at Mallerstang Junction has two centre-off two-way switches.

ii) The first (marked A on Fig.1) is set to switch up and down. 'Down' means the section in question is operated by the local Mallerstang controller, 'Centre' means the section is dead electrically, whilst 'Up' means the section is switched through to the Dent station panel.

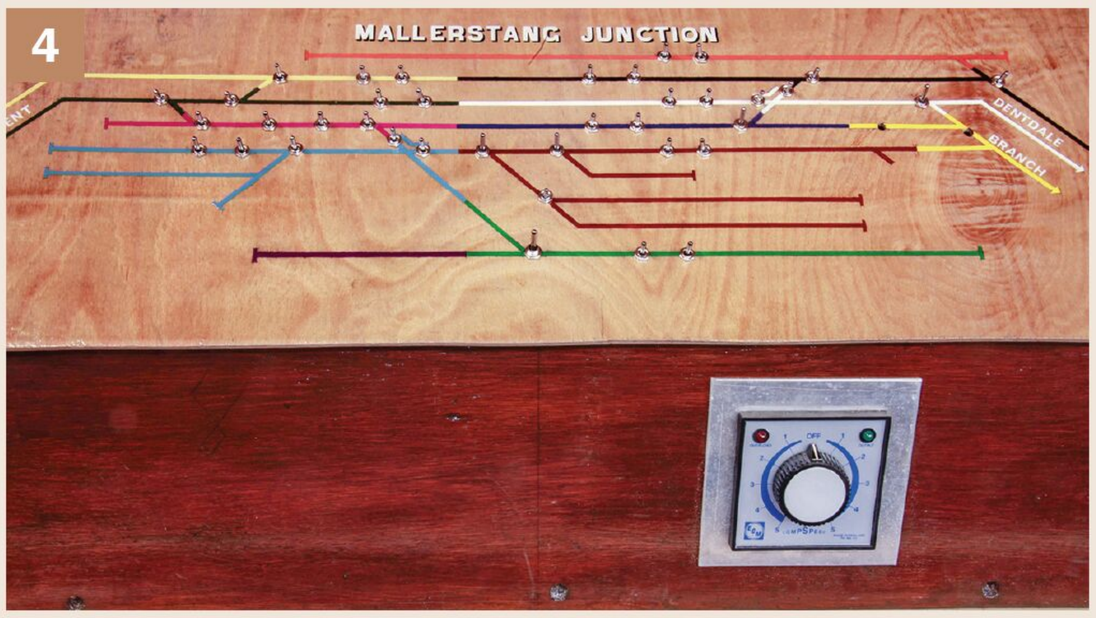
iii) The second switch (B) is set to work left or right and determines whether the Dent left, or right, controller will take control.

iv) I have wired in a Compspeed controller, no doubt a good 30 years old, yet unused. It has proved to be smooth and reliable to date. Recently I invested in a walkabout style controller made by Trax, which claims to offer smooth control for all motors, including those of Hornby Dublo or Tri-ang XO4 vintage. So far it has done everything it says on the tin, so I have installed an extra switch (F) to be able to change from one to the other.

v) I have also mounted one more switch (G), which I have named 'Take Over', so that when sections of the Dent panel are switched through to Mallerstang (using switches C, D and E) I can decide when I want them to

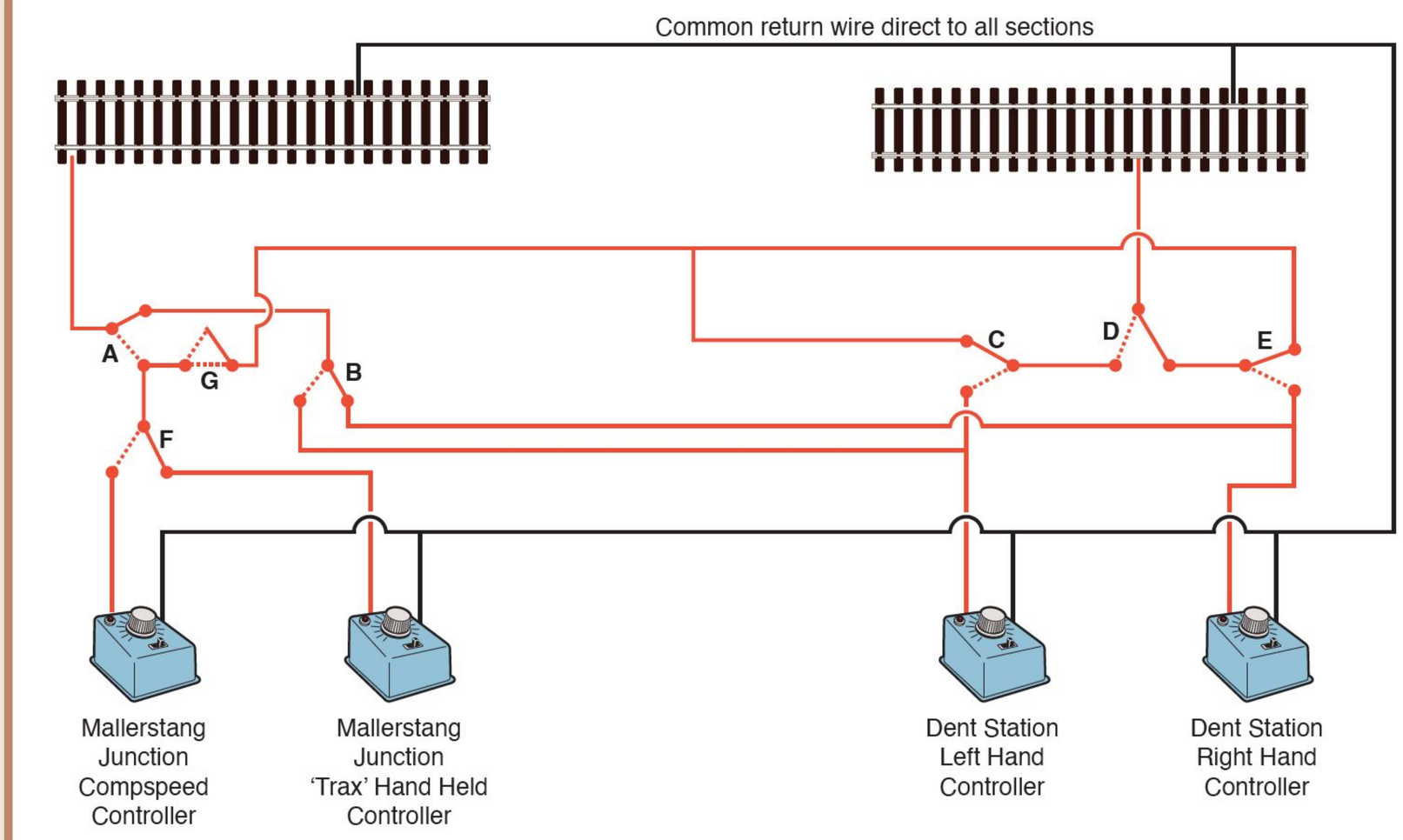


Having drawn out my track plan in pencil to make optimum use of the space available, I fixed strips of masking tape along the edges of the track before applying Humbrol enamel paints – a different colour for each track section. I find two coats of paint ideal.

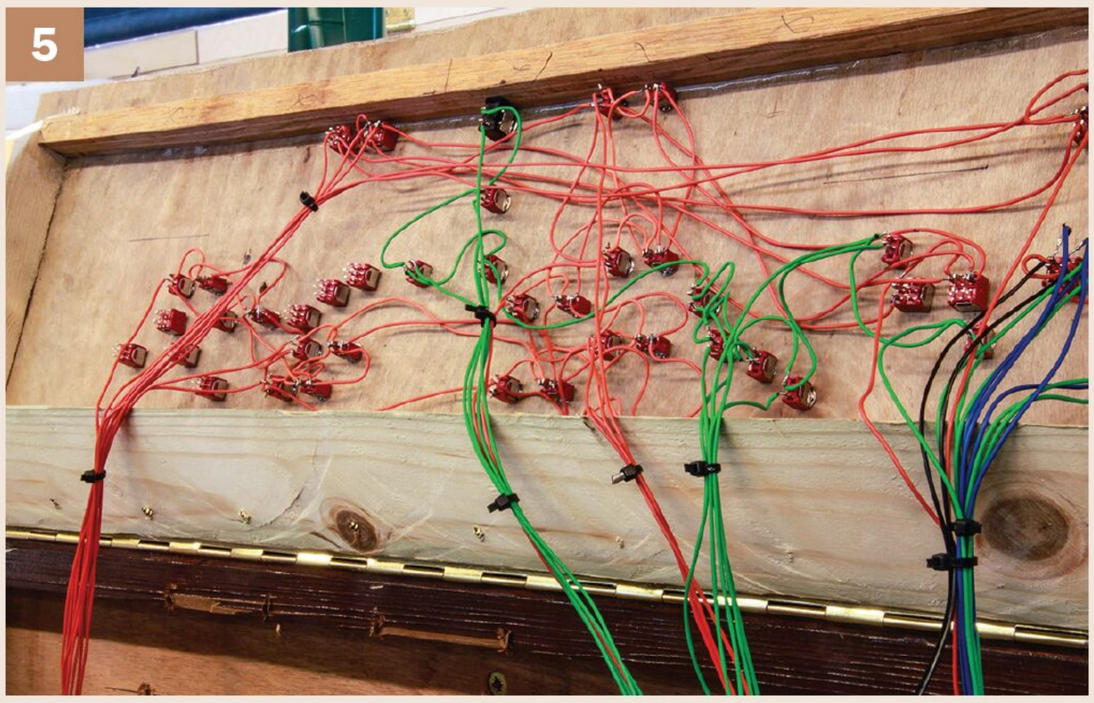


Remove the masking tape and voilà, a neat track diagram. The title lettering is Pressfix from an HMRS P0 wagon transfer sheet, and the plain white from some ancient Letraset oddments I've had for 40 years; they still work. After this I apply five or six coats of gloss varnish, rubbing down gently between coats, so everything is protected from the operating rigours which lie ahead. 4.5mm holes are drilled to take the sub-miniature switches, most of which are now *in situ*. Note the two switches on each of the electrical sections, these all being wired as per 'A' and 'B' in Fig.1.

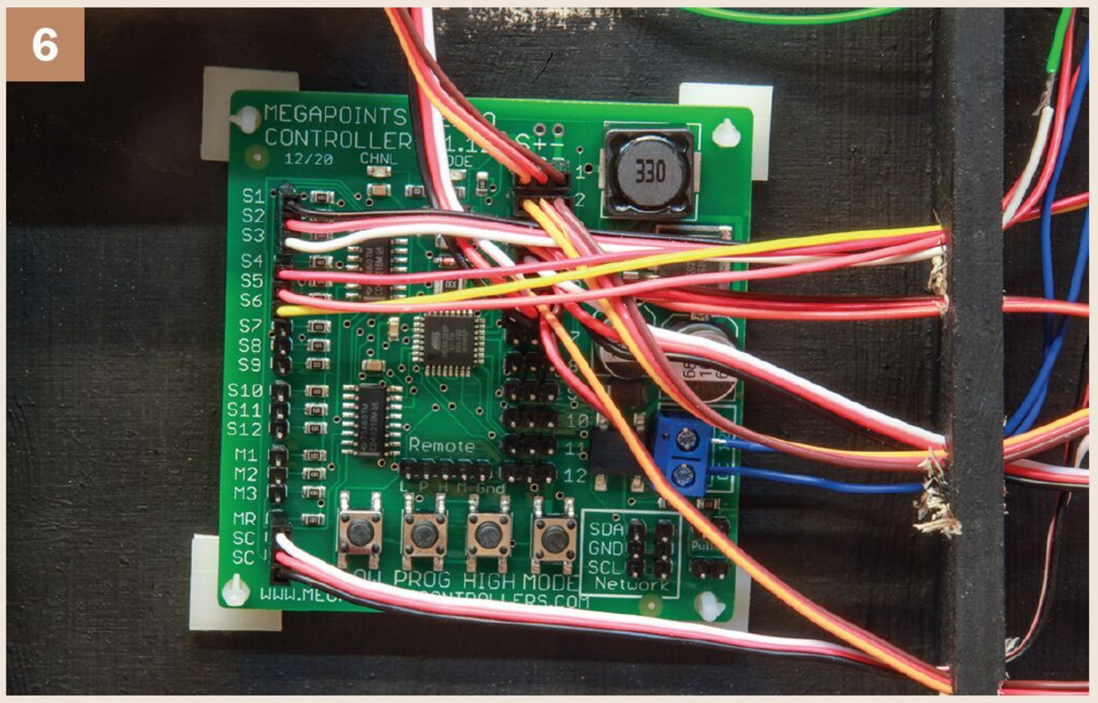
Fig. 1 – Wiring arrangement between Mallerstang Junction and Dent controllers



Switches A, B, C, D, E and F are 2-way centre off Switches. Switch G is a basic on-off switch.
Switches A, B, F and G are on the Mallerstang Junction control panel.
Switches C, D and E are on the Dent Station control panel.



‘Below decks’ of the Mallerstang Junction control panel, with about three-quarters of the wiring complete. Colour coding helps as does the use of cable ties to keep all reasonably neat and tidy; I’m sure a professional electrician would be appalled, but I have seen far worse.



One of my two Megapoints Servo Control Boards which are mounted on the underside of the baseboard. It is only 70mm square, yet offers full, adjustable control for 12 servo motors. At this stage I have wired up six of them.

become active, which will avoid the possibility of several trains moving at once.

To maintain a colour-coded wiring system all the Common Return wires are black and all track feeds are orange. I have used blue for the 12V dc supply to the servo motors and green from the servos to the control panel switches (photo 5).

Flexible connections

Even five years before I began building Mallerstang Junction one aspect concerned me, and that was how I could connect the wiring from the hinged baseboard to the control panel. Whilst my Dent station section may appear identical with its two hinged sections, the situation was far more challenging for Mallerstang Junction. At Dent, being in the centre of my log cabin, I could feed all wires through the back, in line with the hinges, and continue their run direct to the panel. This was impractical or impossible at Mallerstang Junction as the hinges had to be at the top of the backscene, and there was no access behind.

I had considered a multi-wired umbilical cord, although baulked at the prospect. Then, by chance, I spotted a review in Railway Modeller for the Hobbytrax ‘Cobra Cable’ flexible wiring system. They offer D-plug and socket connectors, pre-wired with a flexible one metre long ‘snake skin’ covered wire in 9-, 15- or 25-way configurations. I analysed my requirements and opted for a 15- and 25-way on each hinged baseboard… it is amazing how quickly the connections are used up. All terminals are screw fitted, which eliminates the possibility of molten solder in your belly button…

I did find that a head torch helped enormously in working ‘underground’; in fact I found it essential. I also bought an extra 15- and 25-way cable to keep everything connected when a board was in its raised position so I could carry out checks and maintenance. I unplug these extra lengths for normal use.

I labelled the four connectors A, B, C and D and, on a paper copy of my track diagram I marked on the job of every single wire. For example, the track Common Returns are A3, B4, C1 and D1. The idea is that, should I have faults or circuit failure in the future, I will know exactly where to look. It is so much more reliable writing it down than trying to remember it all. Hence the paper track plan has become my wiring bible.

Point motors

For Dent and Dentdale I had used Fulgurex and Tortoise point motors, more of the former, although for no particular reason. Both makes have proved reliable in service and I would have been happy to repeat the process on Mallerstang Junction.

However, only having 4cm of clearance under my board ruled out the Tortoise option and I had invested in a Megapoints Servo Motor Control Board so was interested in the possibilities that this offered. I’d watched the proprietor, Dave Fenton, demonstrate his product at the York Show about eight years ago; it all seemed so remarkably neat, compact and efficient. David recommended mounting the servos in aluminium channel, but, latterly, I spotted bespoke mounting brackets made by RK Education in a Railway Modeller advert. Hence I have used these and found them fit for purpose.

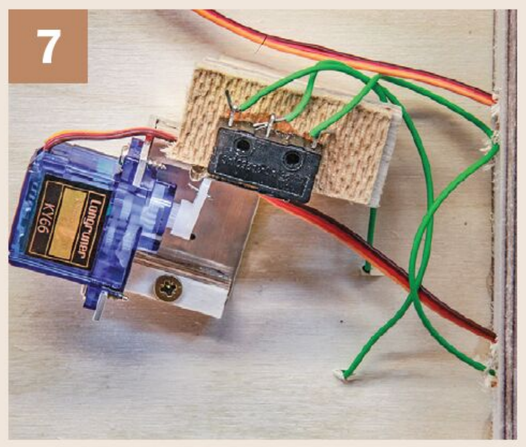
It is amazing just how many connections David Fenton has engineered into the Megapoints Control Board, despite it only being 70mm square (photo 6). However, apart from the two screw terminals for the 12V dc supply, all others are via the servo motor three-pin or socket connectors; all very neat indeed. Extension wires in many lengths are cheap as chips on the internet to accommodate any points not adjacent to the control board.

Having downloaded the many pages of instructions I noted the need for smoothed 12V dc, yet wasn’t sure exactly what this was. I assumed that my idea of using a spare 12V dc controller would be fine… wrong. To be fair to David Fenton my panel was from his very early batch; more recent lots include a warning not to follow this route, which suggests I am not the first person to adopt this approach. However, no damage was done, and I was able to source a smoothed 12V dc transformer from Megapoints. Initially my servo board didn’t perform as expected, and at times didn’t perform at all. Megapoints sent a replacement by return, plus a pre-paid address label so I could send the faulty one back – an example of excellent after-sales service.

With the new board all of the servos worked faultlessly first time and I found no need to fine-tune the amount of throw, as the flexibility of the steel guitar wire used to transmit the movement from the servo motor to the point blade took up any excess and held the blade firmly against the stock rail.

One aspect not covered by using servo motors is that of changing the polarity of the point frog as the blade moves over. To accommodate this necessary feature I fitted micro-switches by cutting small pieces of softwood and plywood to create a stack so that the actuating lever on the micro-switch could engage with the rotating arm of the servo motor. PVA fixed the wooden blocks in place, whilst Devcon five-minute epoxy glued the micro-switch to the wood; very much a case of Heath Robinson meets black box technology, yet I have achieved 100% success (photo 7).

For three of my points access to fit servo motors was simply too restrictive as the point blades were too close to



A servo motor in its bespoke, neat RK Education mounting bracket. As my baseboard is only 6mm thick I have added spacers of 6mm plywood to prevent my screws from penetrating right through the board. My Heath Robinson-style wood stack raises the micro-switch so the rotating servo arm actuates it. The total depth is 36mm; just below my 40mm clearance… phew.



Panel pins with their heads snipped off form the basis of my jig for making my own 1 in 8 point Vees; I have similar ones for both 1 in 6 and 1 in 7.



Yet again I have made use of stubs of bullhead rail to create a fixed unit of point Vee and associated wing rails. The silver soldered options, available from C&L, are totally accurate, but considerable cost savings are possible by making your own, providing one can maintain the accuracy required. I made 10, just one of which was not fit for purpose.

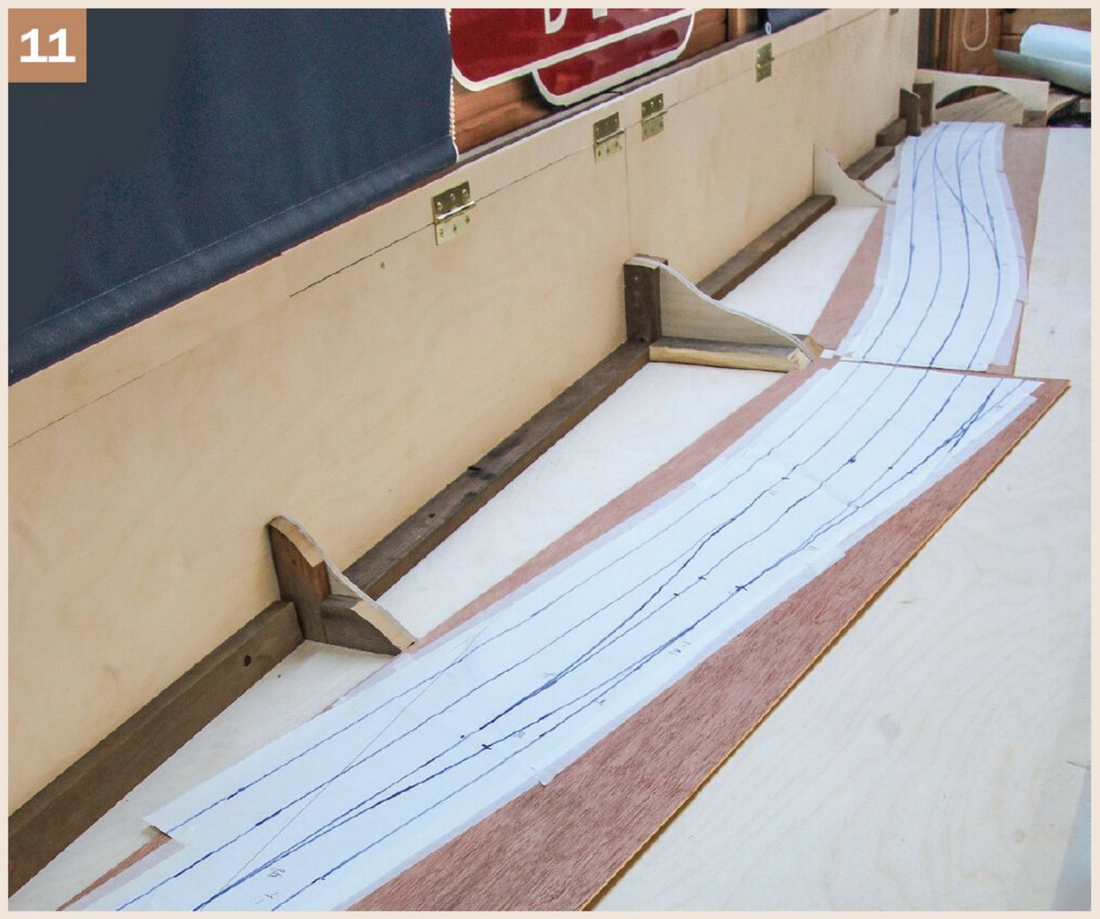
baseboard joints and supporting timberwork. For two of these I overcame the problem by fitting the DCC Concepts miniature stepper motors. These need to be surface mounted, but one can be hidden in a bridge abutment, fitted with a removable panel for access, whilst the other can be covered by a pile of lineside sleepers. The final point was trickier as there wasn't even room for a stepper motor to fit. Eventually, by using an extension arm, I squeezed in a Fulgurex slow motion motor under the board… talk about a tight fit. I am hoping that the extension arm, which will be partially shielded by a bridge, won't be too obvious and obtrusive… but, having examined all possibilities, I have no choice… it is either an extension arm or no working point.

Trackwork

Maintaining my tried and tested methods, I was happy to repeat the approach I had adopted for both Dent station and Dentdale. C&L can supply just about everything to create accurate, flowing trackwork in 4mm scale, and offer clearances in several tolerances. I purchased some of the firm's pre-soldered Vee and wing rail units for both single slips and the points on the main line, but created jigs to manufacture my own for the goods yard and engine shed points; all were to either 1 in 6, 7 or 8 frog angle (photos 8, 9 and 10).

In one area I did venture elsewhere as I have found that the range of Timbertracks laser-cut 1mm ply point bases offers exactly what I need. As bought they are rigid, so if you want a straight point lay it as it comes, and cut off the surrounding frame once it is *in situ*. However I intended to create a flowing curve throughout Mallerstang so adopted a different approach. I had split my track building into two lots to fit the two hinged baseboards. I traced my track plan onto a spare piece of 4mm plywood (photo 11). By cutting off the surrounding frame of each laser-cut point base the point became flexible, able to be set to any reasonable curve. At each point location on my traced diagram I fitted strips of double-sided Sellotape and, with care, fixed each point exactly where I needed it (photo 12).

I had photocopies of every point configuration to hand… C&L sell these, which I copied several times in the days when I had free access to such



I cut up the full-size track plan into sections, fixing each to a pre-cut sheet of cheap, thin plywood. The bonus of this is that each piece is very easy to move around so I can construct each point under my very nose, so to speak, and avoid having to reach across at all. I was so glad I included this intermediate stage.



This machined, hardened steel block is available from Scalefour Stores; despite not modelling to that gauge I am a member of the Scalefour Society… they claim to be a 'broad church'. It is an aid to filing point blades, offering the A, B, C and D to match the prototype; all mine are B. I use three grades of file, starting with the most coarse, although I still find I need to finish each blade off slightly with my needle file once the blade is released from the clamp. You do not need to be in the Scalefour Society to buy one; I bought mine from the society's stand at Railwells before I had joined the society.



The nearest point is still in its laser-cut framing, hence it is rigid. I need just a modicum of curve through the formation which I will achieve once I free the point base from its frame. Once released it is more susceptible to damage, so care is needed until it is fixed *in situ* with double-sided Sellotape.

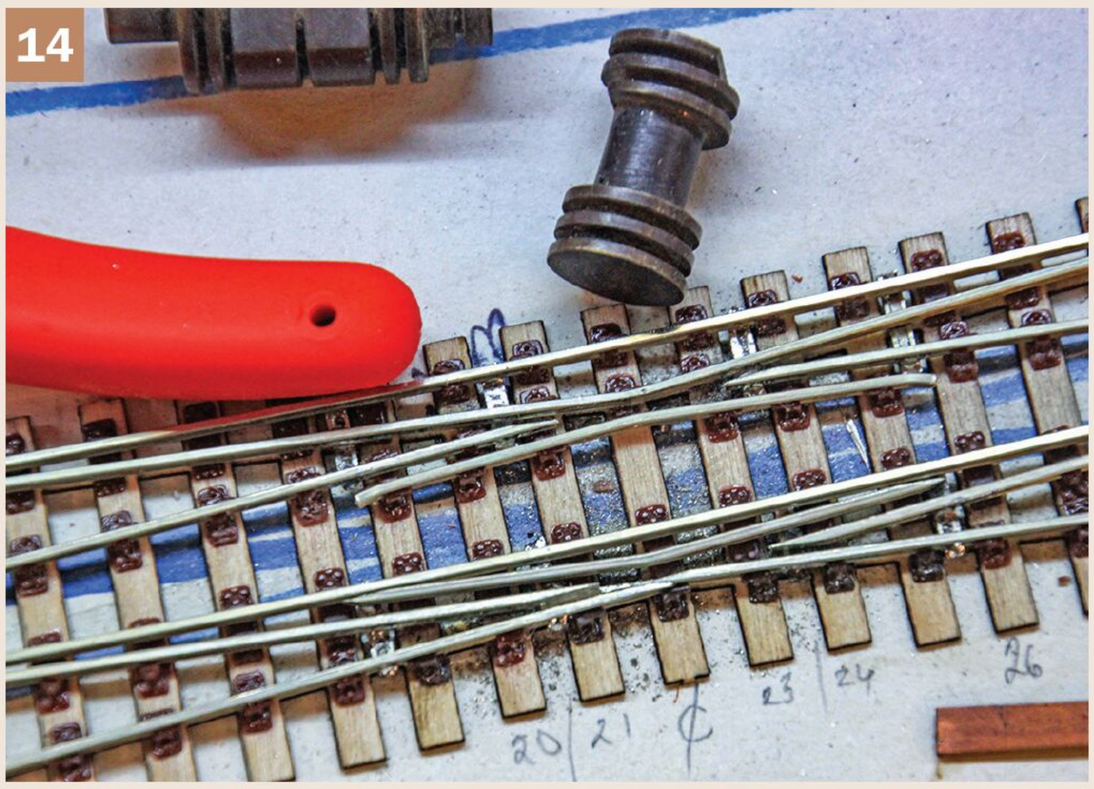


With all pointwork at my fingertips progress proved smooth and steady. I made use of the C&L photocopied track templates to check accuracy of fit before proceeding. By making a series of cuts with scissors about 20mm apart, and around three-quarters across the width of the sheet, it is possible to flex the template and introduce a smooth curve throughout its length. As this is the slip on the Up main I have made it a 1 in 8, whilst the one in the goods yard is 1 in 6.

amenities. Thus I could build up each point *in situ* (photo 13) using nickel silver bullhead rail and individual C&L chairs, with the plans telling me exactly how many full and sliding rail chairs I required, plus where the chairs needed chopping short on one side or two, caused either by converging tracks or check rails (photo 14).

There was one exception to this approach, with the point that leads from my rising branch line (and giving access to the Up main or the goods loop) being built as a separate unit and laid *in situ* after completion (photo 15).

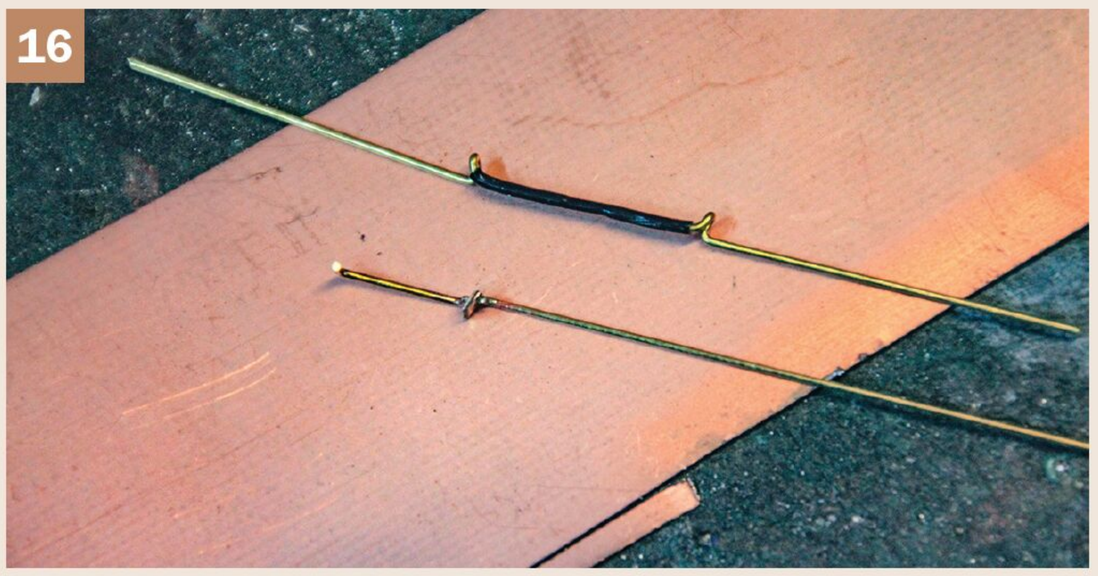
I found that butanone (or Mekpak) created an unbelievably strong bond between the C&L chairs and the plywood sleeper base, and it is so clean to use. 10 years ago when I started using this method on the pointwork for Dentdale I was sceptical and thought I might have trouble, yet I haven't had a single joint failure to date... remarkable really.



Much progress has been made with the 1 in 8 single slip. There are several points to note: i) The numbering in the foreground corresponds to that on the C&L plan; it helps me fit the correct type of chair on each sleeper. ii) In several places short lengths of bullhead rail, laid flat on, are soldered transversely beneath the rails. These provide strength, stability and accuracy in an area where it is difficult for the chairs to do this. iii) Looking at the rail just above chair number 21 you can spot a glint of nickel silver at the bottom of the gap. The rail from bottom right to second bottom left was laid as a single piece for guaranteed alignment. The gap was filed once all was secure. At the time of the photo the gap needs filing just slightly wider to match the check rail; gently does it. iv) The piece of copper clad sleepering at the bottom of the picture proved ideal for verifying check rail gaps when set edge on.



I have just one point outside the area of my hinged boards, being the one leading from my rising branch line giving access to either the Up main or the goods loop. The entry track was already in place, so I took a brass rubbing of the part where I wanted to lay my point, transferred the rubbing to a spare piece of board and built the point there. The inner curve is just above 3' radius, so near my limit, whilst the outer is around 4' 6" radius; far more tolerable. My Tracksetta templates ensure I don't transgress below the 3' mark.



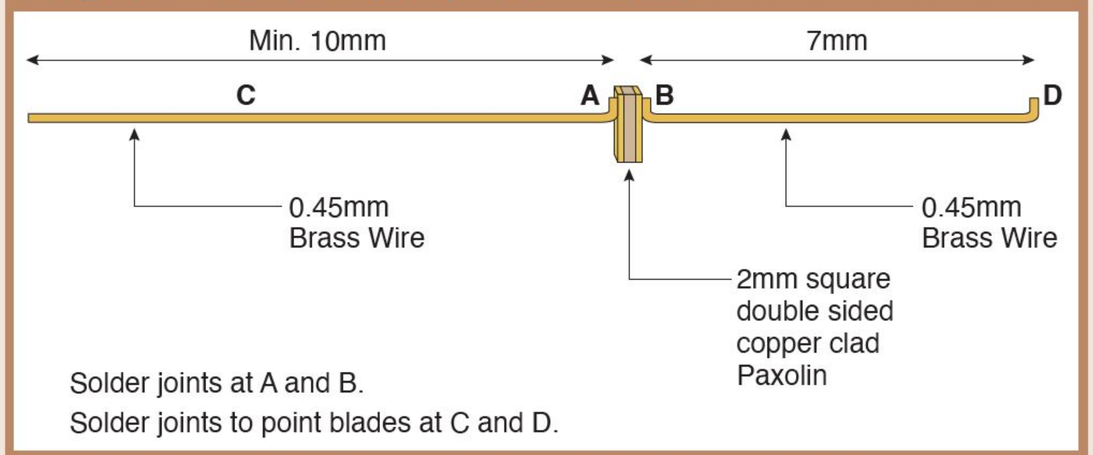
My home-made tiebar (bottom) next to the C&L version (top); both work. Mine does take a while to make, but it only costs a few pence.

Hence I am more than happy to persevere with this satisfying approach.

As with the point Vee and wing rails I tried to economise to a degree by creating point tiebars of my own (photo 16). My good friend, Chris Walker, who is an ex-Grimsby MRS member, is a P4 modeller of provenance. He alerted me to his method and gave me a very thin sheet of double-sided copper clad to try it out. By cutting a small square from the sheet (max. 2mm x 2mm) and soldering 0.45mm brass wire to each face it was relatively easy to produce tiebars, with the thin copper clad providing the insulation. Fig.2 should make this clear. On each point I have paired one C&L tiebar with one of my own; an approach which has proved successful to date, so thank you Chris for your bright idea; you are a good egg.

Once all the points were complete I released them from the double-sided Sellotape... a

Fig. 2 – Home-made point tiebars





Having released the points from their temporary base... white spirit to the fore... they are transferred to the prepared 3mm cork base on the baseboard itself. PVA brushed lightly on the underside of the sleepers works to fix the points securely *in situ*. The lead weights in the foreground are ideal to keep all in place whilst the PVA sets.

wash with white spirit does the trick... and then fixed them in place on the layout itself, onto their allotted place on the original track plan (photo 17). This had been transferred to a 3mm cork base which was glued to the 6mm ply base with PVA and weighted until the glue had set. The edges of the cork were chamfered to represent the ballast shoulder (photo 18).

Next I used C&L flexible bullhead track (the version with the thinner sleepers) as this aligns perfectly with the height of the rail on the hand-built points. Once flexed it seems to retain its curve uncomplainingly and I found it straightforward to lay it in smooth, natural curves. Again I have used PVA and lead weights to fix it in position (photo 19). I added rail joiners which were a mixture of C&L, Masokits, and Colin Waite (seriously vintage, yet still etched brass) which I had accumulated over the years.

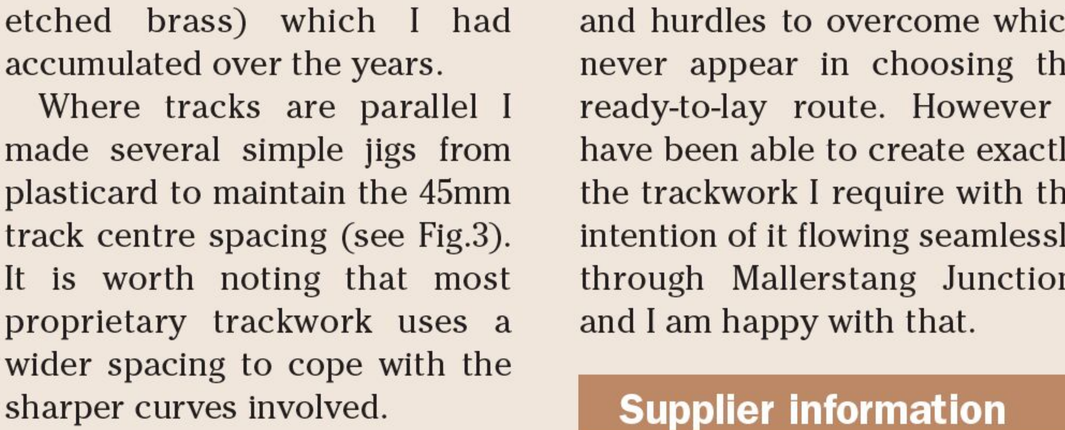


I use this Olfa cutter to create the 45° ballast shoulder. It really does produce a remarkably neat finish, providing you ensure the blade is sharp, otherwise it threatens to tear the cork... been there, done that.

Where tracks are parallel I made several simple jigs from plasticard to maintain the 45mm track centre spacing (see Fig.3). It is worth noting that most proprietary trackwork uses a wider spacing to cope with the sharper curves involved.

With the tracklaying on the new section of layout complete, attention turned to thorough testing (photo 20).

Fig. 3 – Jig to maintain double track spacing



Hand-built or ready-to-lay?

Whilst I have set out my preferred methods to achieve my personal goal, I appreciate that others may opt for what may seem a less labour-intensive approach. Buying pointwork 'off the shelf', so to speak, cuts out the many hours of work involved in making it yourself, although you must accept that you are limited by the fixed geometry connected with this. If cost is an issue then an 'off the shelf' point together with a point motor will seem to represent better face value, and is guaranteed to work reliably year after year. Hand-built pointwork cannot offer that guarantee, and there will, no doubt, be pitfalls along the way and hurdles to overcome which never appear in choosing the ready-to-lay route. However I have been able to create exactly the trackwork I require with the intention of it flowing seamlessly through Mallerstang Junction, and I am happy with that.

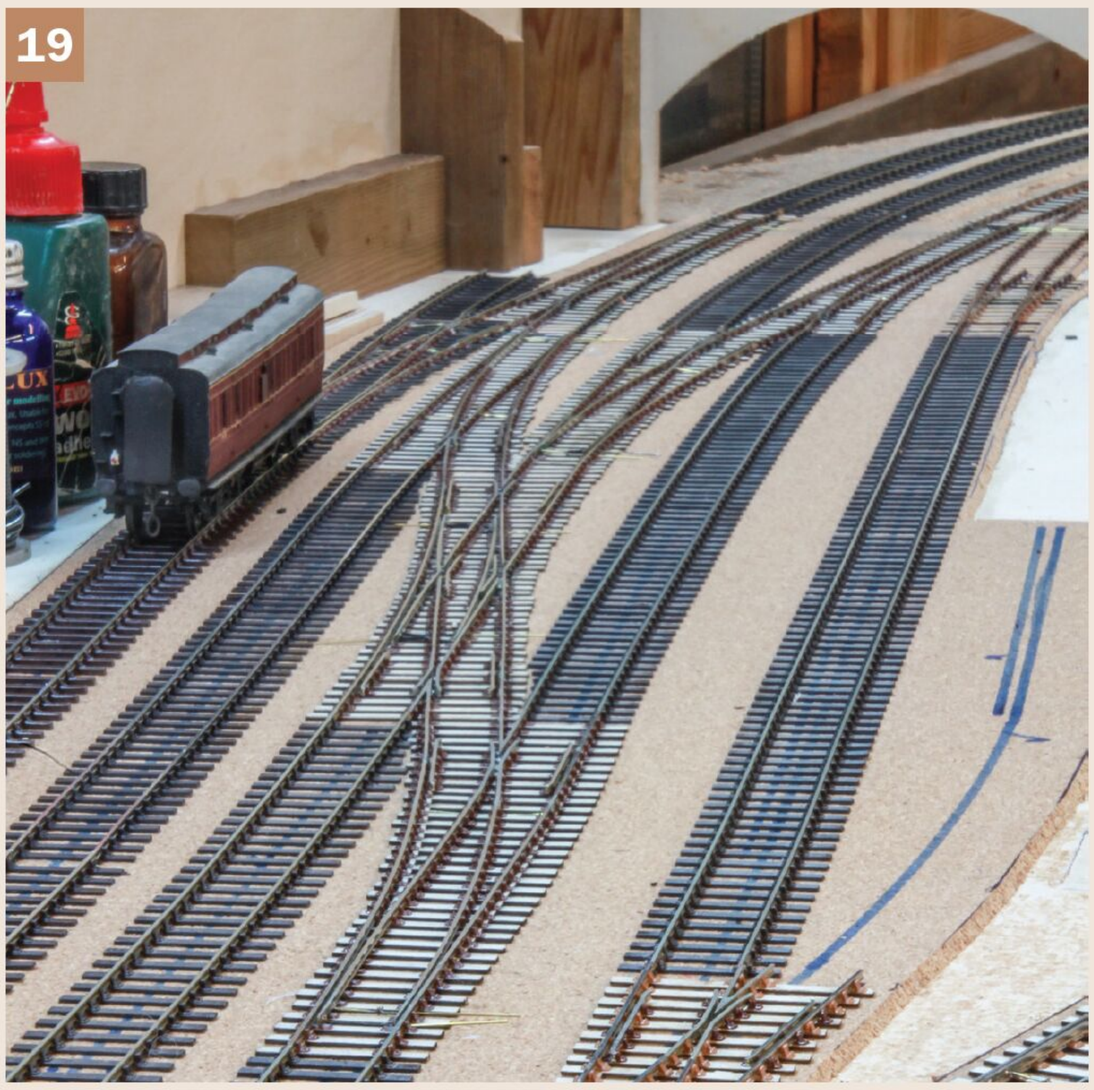
Supplier information

Megapoints Controllers
www.megapointscontrollers.co.uk
Tel: 07846 409 320
email: info@megapointscontrollers.com

RK Education
www.rkeducation.co.uk

C&L Finescale
Tel: 01372 458 604
www.clfinescale.co.uk

Scalefour Society
www.scalefour.org



With all points in position C&L flexible track is used to fill the gaps between the points. Despite the track being plastic-based, PVA proved useful as an adhesive, whilst lead weights held all in place. The 'Mk.I eyeball' is a marvellous tool for fine-tuning the curves.



Evidence of the first official train to pass through Mallerstang Junction. This is the 'Bonnyface' local, the Hellifield-Hawes service (see RM October 2022), so could be deemed a tad 'off piste' so far north. However, it could also represent the service from my extension from Swaledale down the S&C; hence I can justify its presence. Apologies for the lack of flags, cutting the tape, or even a local dignitary... they tend not to do 'fancy' in the Dales!

Through the Railway Room Door

Longwaite

JOHN BREMNER *reflects on the lessons learned during the construction of this L-shaped branch terminus scheme in OO.*

Photography by Arran Aird

This layout was intended at the outset to be a quick first project to test and develop my modelling skills. However, as with many other modellers, the familiar commitments of family, work and life in general intervened and now more than 20 years have elapsed since that optimistic start… Hence the layout is named, rather appropriately, *Longwaite*.

The purpose of the layout was to learn and there were indeed things that I learned during the process of its construction. I've decided to include these in this article – both what worked well and the mistakes – in the hope that my experiences might help those readers planning their first layout. These ideas are not new and I am sure seasoned modellers will know most of it already, but in the excitement of a new project we can sometimes forget the basics.

Layout overview

I'll begin with an overview of the layout and some technical details will perhaps set the scene. *Longwaite* is a small L-shaped terminus to fiddle yard layout sited in a converted loft, and measures 11' 6" x 8' 6" with a board depth of 2'. Supported on trestles, the baseboards are of conventional timber-framed construction with chipboard surfaces.

Track is Peco code 100 with Insulfrog points. Remote point tiebar operation has been achieved with solenoid motors for the most part, with one 'experimental' Cobalt motor, which has a very nice slow action. The track was laid on cork and ballasted with very fine granite chips, all fixed in place with diluted PVA in the time-honoured fashion.

A central mimic panel uses two Gaugemaster controllers operating on 12V dc analogue cab control with the layout divided into seven separate sections.

Just supposing…

I have imagined that Longwaite is a small town situated on the north west coast of England, served by an LMS single track branch from the West Coast Main Line to a small terminus with goods yard and Motive Power Depot. The town has a harbour and fishing fleet, a number of small industrial concerns, a Royal Navy training college and is a popular resort with holiday-makers who prefer a quieter time, away from the larger and busier resorts located nearby.

A Hornby Midland Compound 4-4-0 on the Peco turntable, adjacent to a Metcalfe Models factory.





Buildings on the backscene are arranged in layers, which get fainter at the rear to provide an effective illusion of perspective.

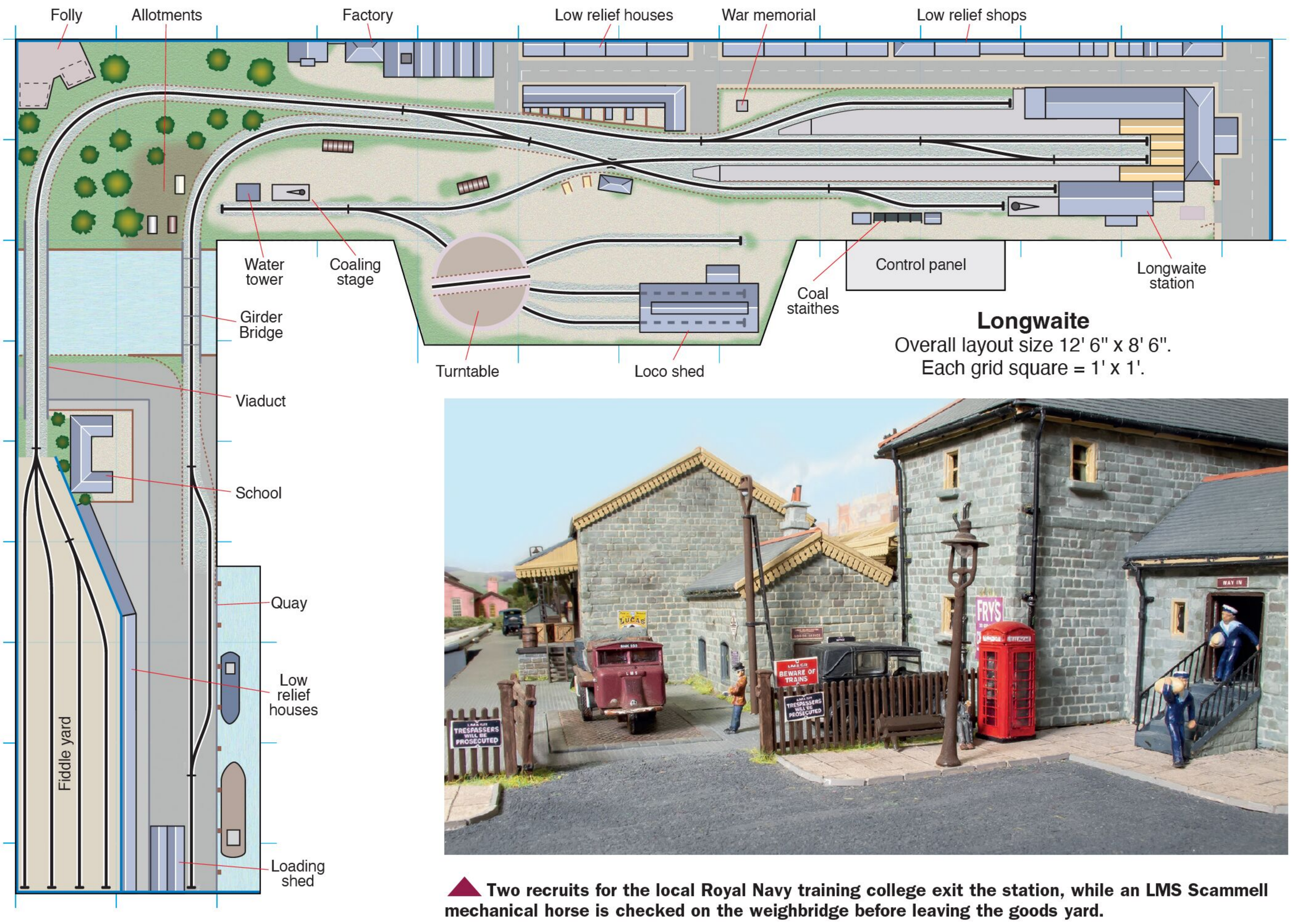
Planning

I think it is true that most modellers are impatient to start building something – and I was no exception. Believe me, this is not the best way. I had a list of features I wanted to include in the layout including a river, a dock area, a small depot with shed and turntable, and a combination of both urban and scenic elements. An experienced modeller might have realised that I was trying to pack too much into the space I had available.

Undaunted, a plan was drawn up very hastily, the baseboards built and the track laid. What I should have done was to spend much more time on this crucial stage, making sure that the track plan was workable and closer to prototype operation. I should also have checked that scenic items and buildings could actually fit where planned and provide satisfactory sight lines. Know exactly where points, lighting, signals etc. are to be placed since this will have an impact on the baseboard design.

A Fowler 3F 'Jinty' 0-6-0T visits the coaling stage to refuel, with the local landowner's folly in the background.





Two recruits for the local Royal Navy training college exit the station, while an LMS Scammell mechanical horse is checked on the weighbridge before leaving the goods yard.

Lesson 1: As the saying goes with carpentry, 'measure often and cut once'. Consider making a rough smaller scale model of the key features in scrap card etc. These items and the track (using templates) can then be moved around until an arrangement is arrived at that works. It will save a lot of time and compromises at a later stage.

Time and place

My main focus had been to make sure I had all the scenic features I wanted to model. In the process I had forgotten that railways exist in time and place – they serve a purpose and this determines the nature of the railway. Place determines the railway company which would have operated the line and created the facilities and architecture.

The chosen era sets clothing fashions and vehicles. Time of year is created by vegetation and other scenic effects and in turn the clothes people would wear. The story of *Longwaite* only emerged late in the build and as a result did not really do the



Another 'Jinty' pauses on pilot duties in the station, the buildings for which were produced from Linka and Ratio items.



A funeral procession is about to depart from one of the terraced houses situated above the harbour.

job it should, and consequently there are inconsistencies aplenty.

Lesson 2: In planning, create the 'back story' of the place and why it has a railway. Set it in a general geographical location even if the layout is freelance. This will define architectural styles and railway features. It also provides a focus for the research of the prototype which will give a layout a real sense of place and time.

Baseboards

For many of us baseboards are the least enjoyable part of a build. But they are important. My rush to get this over with (without doing the proper planning mentioned above) resulted in three additions to the baseboard having to be bolted on to make room for various key elements of the layout! There were also a number of instances where the construction of the baseboards prevented me from fitting features (e.g. signals) where they should be.

Lesson 3: Baseboards are the foundations upon which a good layout is built. Have them in mind during the planning process but don't start building them until the plan is finalised.

Structures

The scenic elements are the aspects of modelling that I really enjoy, and it is with these that I experimented the most with this project.

I wanted to create the impression of a small but substantial town but with limited space available, most of this needed to be achieved with low-relief models. For these I started with commercially available kits, mainly from Metcalfe Models, and added details such as gutters, downpipes and individual tiles.

With the more substantial buildings such as the station hotel, school and the local landowner's folly (which occupies the corner part of the layout) I used 'download and print' card kits from Scalescenes. These require much more construction but offer plenty of opportunities for customisation along the way.

The station and goods shed were scratch-built using the Linka system of cast plaster sections



One of Longwaite's fleet of fishing boats, the *Wanderer*, ties up at the quay to unload its catch.

The harbour scene helps to give the impression of a busy town, despite the restricted size of the layout.



A Fowler 2P 4-4-0 crosses the viaduct at the far end of the layout, passing the school which is a 'download and print' model from Scalescenes.

joined together with PVA (see www.linkaonline.co.uk). The glazed overall roof was constructed from a pair of modified Ratio platform canopy kits (ref.515).

The signal box is from a Ratio kit, as are the (non-operating) semaphore signals.

Lesson 4: Don't use buildings all from the same source; it is their variety, together with a degree of customisation, that will contribute to the layout's unique character.

A backscene with depth

It was when I came to installing the low-relief buildings, having just read the excellent book *Creating a Backscene* by Paul Bambrick and John Ellis-Cockell (published by Crécy), that I realised I had made my biggest mistake! I had left space for only a completely flat backscene and would not be able to use any of the perspective techniques described in the book.

The only solution I could think of was to adopt a collage approach. Therefore drawings of buildings and other scenic elements (taken from a variety of backscenes) were scanned and then reduced in size and colour intensity during printing. With the outlines of the buildings cut out using a sharp knife, these were then backed with card and arranged in three distinct layers (with the small faint buildings at the back and large darker ones at the front) before pasting them onto a Peco sky sheet, thereby creating a backdrop with a sense of depth.

Lesson 5: Make the backscene part of the initial planning process and allow more space for introducing forced perspective elements behind low-relief buildings.

Scenics

Gordon Gravett's series of three books on landscape detailing and modelling trees (published by Wild Swan) provided much of the inspiration for this stage of the layout build. Trees are important for framing a layout – even on an urban scene – and leading the eye to key features, as well as screening things that should not be seen.

I wanted to have a number of trees across the layout and so I trialled a number of options for making them. The two most successful methods were, first, seafoam pieces glued to armatures and covered with Gaugemaster leaves (giving a pleasing open look to the tree structure); and secondly, wire armatures covered with a mixture of Artex and PVA with fine branches from seafoam, this method being ideal for 'specimen' trees.

Different shades and lengths of static grass were used for the ground cover, together with applications of various scatters. Flowers and weeds were made using coloured scatters and some commercial plants in conspicuous areas. Hedges and shrubs etc. were made from horse hair and scatter.

Lesson 6: When planning scenics, look to nature and examine the number of different colours of trees and vegetation. Add shrubs and weeds to create a more varied and realistic look.

Lessons learned

With *Longwaite* finally 'complete' (although small details continue to be added!) I am already moving on to plan a new layout where I will implement the lessons I have learned. This time I am spending much more time on the research and planning, from which I hope to yield the benefits as the project progresses. Time will tell.

'Jinty' No.47354 departs with a short tanker train. The landowner's folly is also produced from a Scalescenes card kit.

Coal Hill West

A heritage railway in N gauge, built by **CHRIS BERRY** *using Peco Setrack items.*

Photography by the author



A GWR Castle 4-6-0 emerges from the tunnel on the preserved line.

My interest in railway modelling came about when, as a four-year-old child, I was taken to the Hull model railway show by my dad and granddad. For Christmas that year I received a Hornby InterCity 125 train set. It was then I was hooked on trains.

Every year I would save my pocket money and purchase small items at the show to add to my OO collection. What I wanted was a permanent layout, but it soon became apparent that due to the lack of space we needed to move down in size, and I decided that N gauge was the way to go. I started building a layout in my bedroom on my cupboard top. However, due to my having very limited knowledge and experience the layout was nothing more than a train set on a board.

After visiting the Hull Model Railway show in November 2003, I picked up a leaflet and decided to go along to one of the club nights to find out what it was all about. Following this, I joined the Hull Miniature Railway Society and became a member of the N gauge section.

After I took my first attempt at a layout to the club, a member asked if I would like to do something with the Graham Farish Magnum layout which the club had inherited.

A view across the heritage line station, with a Class 150 DMU in the main line platform.



18+

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With help from club members, I inserted section breaks, retro-fitted point motors, added buildings and a backscene and built a small control panel. This was the birth of *Willersley* which went on to do half a dozen shows. Whilst exhibiting it, I had the opportunity to have a look at other layouts to give me some inspiration for my next project.

A Somerset steam railway

Restricted for space, I decided that the 4' x 3' layout would represent a heritage railway and a small main line terminus platform in 2008 – present in a small market town somewhere in the Cheddar valley area of Somerset. There is a fiddle yard that can accommodate up to nine trains.

I chose a heritage railway because I have a variety of different stock, and the West Country because as a child I spent many of my summer holidays in Devon, Cornwall and Somerset which grew my interest in the GWR.

The layout consists of a 4' x 3' plywood baseboard on a 2" x 1" frame, with the legs made from 2" x 2" timber. The overhead layout lights consist of three spotlights, and there is also a strip of LED lights to illuminate the fiddle yard.

I decided on Peco Setrack as this would meet my requirements better (the track parts used are indicated in the plan). Peco turnout motors are fitted to all the points on the scenic part of the layout and are operated by a bank of Peco turnout switches, whilst the points in the fiddle yard are hand operated.

Originally the layout was going to be analogue but after receiving a Digital Command Control train set for Christmas I decided to go down the DCC route.
I originally used the Bachmann Dynamis system then moved on to the NCE Power



Like most heritage lines, the author's railway runs demonstration goods trains at special events. A London Transport '5700' pannier tank heads an assorted rake of wagons.

A BR Western Region Warship diesel-hydraulic rounds the curve into the preserved line's Coal Hill West station.



Cab system which is what I currently use. The signals are mostly P&D Marsh with the two main station signals being Dapol motorised semaphore signals operated by DCC via a Train-Tech signal controller.

A thriving town

The heritage railway is single track with a passing loop at Coal Hill West station.

The town of Coal Hill is built on two levels. The upper level has the town centre shops and a small market. All the buildings on this level are Metcalfe low relief card kits.

A connecting road leads down to the lower level where you will find a school, a church, houses and a tearoom. The heritage station buildings are Metcalfe card kits with the main line station shelter being a Peco plastic kit. There are also Arch Laser kits and the odd building made from scratch.

Rail and road vehicles

Most of the locomotives are steam outline of various eras and regions with British Railways Mk.I (and some pre-BR) coaches. I also run some early BR diesels and DMUs, a few being fitted with sound. A Class 142 and a Class 150 use the main line platform.

The heritage railway occasionally runs a demonstration goods train and during war weekends a military train can be seen.

The locomotives and rolling stock are mainly Graham Farish, Dapol, Sonic Models, Revolution Trains, Mathieson Models, Rapido Trains UK, Peco, EFE Rail and Osborn's Carriage and Wagon Works kits.

The road vehicles are mainly Oxford Diecast, BT Models, Bachmann Scenecraft, Arch Laser Company and British Classics, both produced by Osborn's Models.

New housing development

More recently a 4' x 1' extension board (not shown on the plan) was added to the front of the layout. Another school, a coaching inn, garage and fire station, together with a warehouse unit and additional housing with a recreational area and children's playground at the rear, all front on the dual carriageway.

With a view to putting the layout on the exhibition circuit I decided to add flashing lights in the form of an AA van, a fire engine and Belisha beacons on the pedestrian crossing. These are powered by battery packs, but it is intended to fit a small transformer to power them all. For the future I am planning to replace all the street lights with working lights.

Family entertainment

I found the process of building a layout very enjoyable. I have noticed that when it goes out to exhibitions, it is popular with children and families as there is a lot going on.

My mother calls it 'the kitchen sink' due to the phrase 'everything but the kitchen sink' (I am still looking for one to add to the layout!).

A view across the town of Coal Hill, with the new extension board in the foreground.



Weathering a wooden wagon

CALLUM WILLCOX *goes against the grain and describes how he gave a ready-to-run seven-plank open wagon a realistic work-worn finish in OO.*



A WD 2-8-0 clanks by with a freight, at the head of which is a trio of wooden open wagons – all weathered using the methods outlined in this step-by-step article.



This straightforward weathering exercise required just a handful of basic tools and materials. The Bachmann model is seen as supplied with its pristine finish. *All photos by the author*

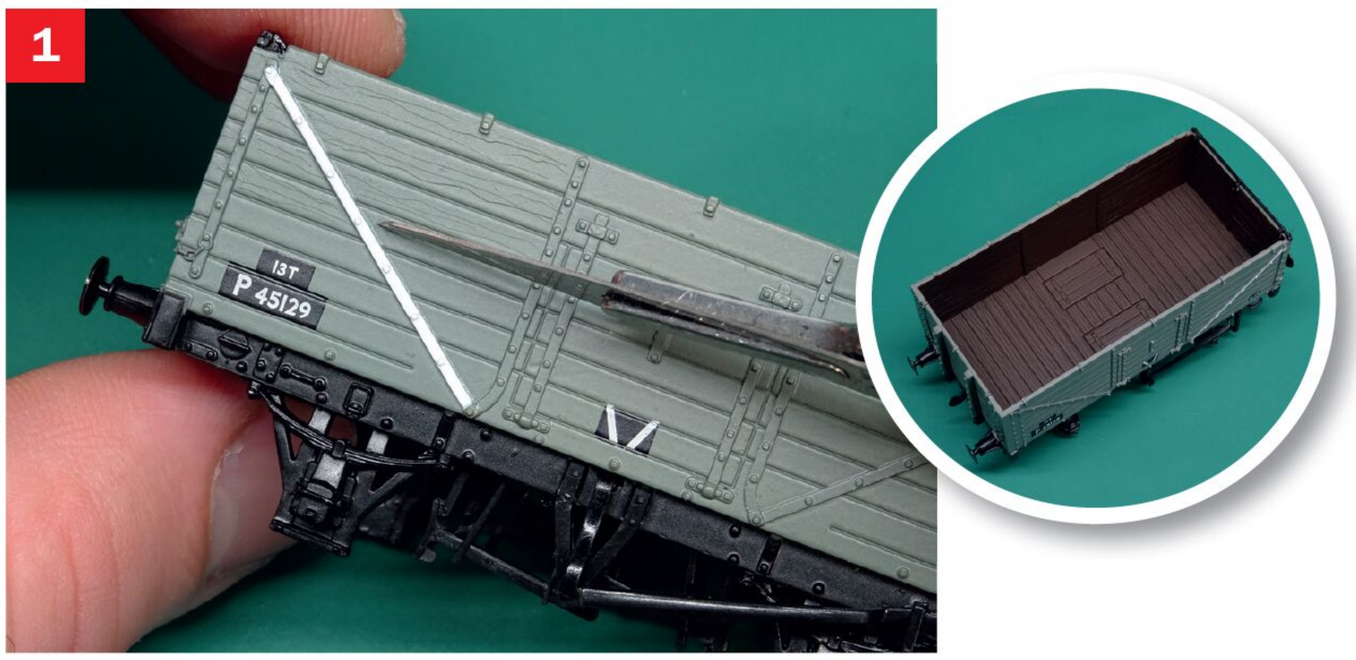
Wooden planked open wagons are a staple feature of many steam-era layouts. When it comes to these vehicles in model form we are spoilt for choice, with numerous types and diagrams available ready-to-run from various manufacturers. However, these models are often presented in a pristine finish – a far cry from the work-worn appearance these vehicles typically exhibited in traffic.

Being a natural material, wood is prone to ageing and weathering following exposure to the elements. Accordingly, wooden wagons often received patch repairs – such as replacement planks – which in many cases were not painted to match the rest of the wagon's livery. These repairs, with their natural variation in tone, texture and colour, can be difficult to replicate in model form; however, I have found a simple yet effective way to master this look.

In this step-by-step article, I demonstrate how I gave a Bachmann seven-plank open wagon a work-worn look – complete with replacement planks and wood grain detail – using just a handful of basic tools and weathering powders.

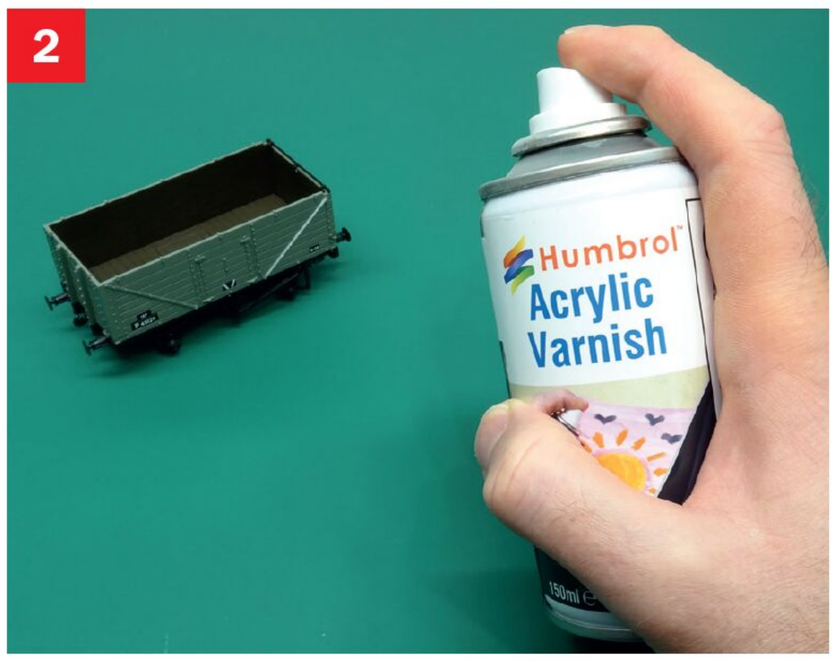
Weathering the model

1



I started by adding grain detail to the wooden body of the wagon, scoring each individual plank with a sharp Swann-Morton No.11 blade. This was achieved by lightly resting the tip of the blade on the surface, before slowly dragging the model in the direction of the plank (holding the knife still – much like a needle on a record); the only pressure applied being the weight of the blade. Multiple passes were made for each plank, until a natural and varied look was created. This was also repeated for the wagon interior (*inset*).

2



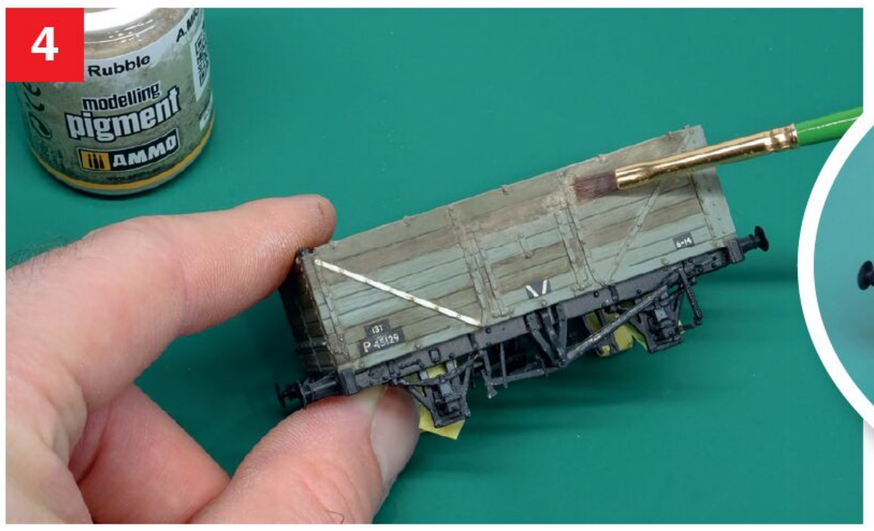
With the grain effect added, the model was then given a quick pass of Humbrol Acrylic No.49 Matt Varnish spray; this helps to 'key' the factory finish on the model, ready for the application of the plank wash and weathering powders.

3 Replacement planks were picked out with a wash created using AMMO by Mig No.3013 Rubble Pigment and No.3000 Pigment Fixer. (It's worth noting that the mixture appears at first to be a dark brown colour, but once cured the final colour resembles something closer to the desired buff tone). This was applied in multiple thin layers to selected planks until the required effect was achieved – allowing for each layer to dry fully between applications.





4





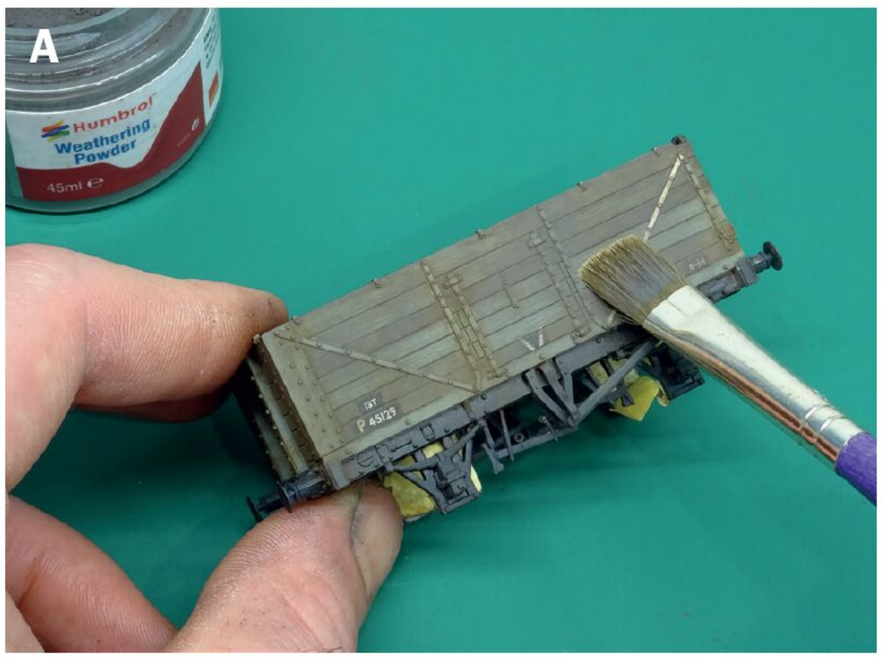
With the wash fully cured, further Rubble powders were applied neat to the surface of each replacement plank. These were ground in – following the direction of the grain detail – to create a natural distressed look and help soften some of the dark shades. Once I was happy with the results, the powders were once again sealed with a quick misting of matt varnish.

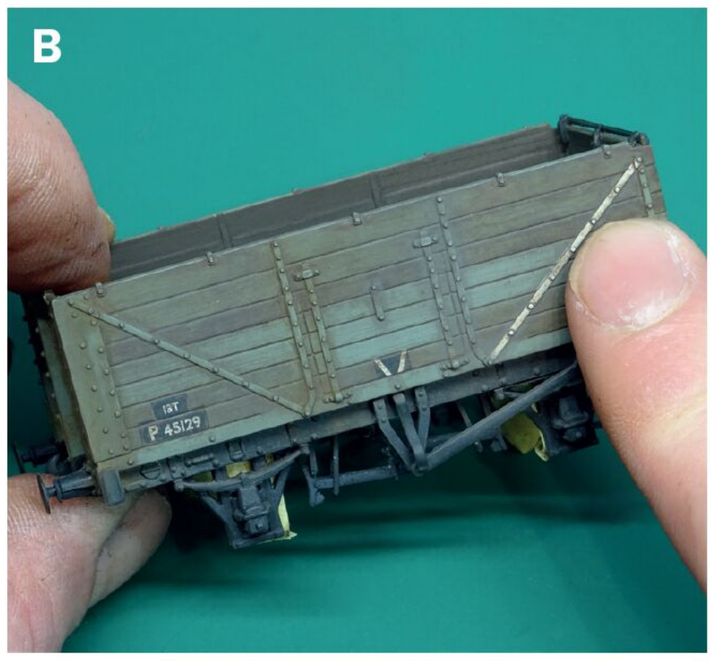
5



Humbrol Light Rust weathering powder was applied next to the areas of metalwork, including the strapping detail and around the bolt heads along the bottom of the body.

6 The build-up of coal dust and general grime that was synonymous with these wooden vehicles was replicated using Humbrol Smoke weathering powder. A light dusting was applied to each panel in a downward motion using a large soft brush (A), before the majority was wiped off using the point of a finger (B); this process leaves powders where deposits would naturally form – such as around the raised metalwork and within the wood grain. Finally, the underframe and running gear was toned down with a combination of Humbrol Dark Earth and Black powders, before the wagon received one final pass of matt varnish.





7



Turning my attention to the wheelsets, these received a coat of Humbrol enamel No.113 Rust; once cured this was toned down with Smoke weathering powder and sealed with matt varnish.

8

In service, wagons could often be seen with various chalk markings. Examples of these were replicated using a No.230 Cold Grey Faber-Castell polychromos pencil; I found a sharp point to be key for rendering the very fine lettering, along with a piece of foam to support my wrist and ensure a steady hand.



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.

Brunel's atmospheric railway – setting the record straight

I enjoyed reading the articles by Ian Carter describing his diorama of Brunel's atmospheric railway at Dawlish (RM November 2022 and July 2023). Creating a scene like his is a great way of bringing to life an almost forgotten period of railway history.

Unfortunately, Ian's depiction of the train perpetuates a misconception that arose from a widely publicised illustration created by the commercial artist, Robert Barnard Way, who was active from 1930 to 1958. That illustration was based on drawings in Clegg and Samuda's Patent Application for the atmospheric system, which bear very little resemblance to what was actually built. (Patent drawings are only intended to indicate the principles of operation of an invention.)

A true description of the piston carriage used on the South Devon Railway (SDR) came to light during a meeting of the Broad Gauge Society (BGS), held at Bristol Museum in 1993. There was an opportunity while they were there to browse through the Woodfin Collection, when some members were astonished to make a remarkable find.

Several photographic negatives actually recorded an original drawing, dated 23 November 1846, of one of the elusive SDR piston carriages. Their findings were recorded in two articles in the BGS Journal *Broadsheet* issues 44 and 46 (available to BGS members in digital format).

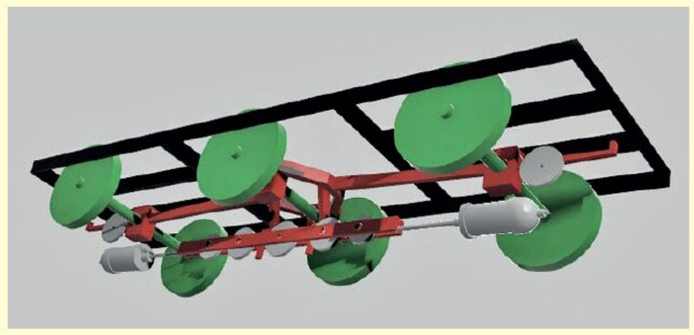
Rather than being a simple flat truck, the 'power car' used on the SDR was similar to a normal passenger carriage of the period, with the addition of 'atmospheric' apparatus mounted under the floor. In order to set the record straight, I recently decided to create a model based on the drawings from Bristol Museum.

I have previously described my methods for creating 3D-printed models of carriages and wagons in RM Dec 2020. For this task, I applied my usual methods of extruding 3D components from drawings, by means of Fusion 360 3D modelling software.

The body of my model represents a wooden-bodied carriage, with two Second class compartments towards the ends and an area in the centre for Third class passengers. In the manner of the time, only the Second class compartments had glazed windows but the openings in the sides of the Third class area had sliding shutters to keep out the wind and rain. The carriage had two driving compartments – one at each end – although the only control of the train available to the driver was the brake.



A CAD render showing the body of the SDR piston carriage.



An underside view of the CAD artwork showing the atmospheric apparatus.



The 3D-printed 4mm scale model, which was printed in PLA plastic and is shown after assembly but prior to painting. *All photos: Mike Flemming*

In the atmospheric system, a piston was suspended below the carriage and ran inside an iron pipe. The air inside the pipe was evacuated by means of stationary steam engines, placed at intervals along the line. (One of these pumping stations can be seen in Ian Carter's diorama.) As the carriage moved along the track, the mechanism raised a continuous flap valve running along the top of the pipe, which admitted air into the pipe behind the carriage. Normal atmospheric pressure acting on the piston then pushed the carriage along the evacuated pipe in front.

After modelling the carriage body, I went on to model the underframe and the atmospheric apparatus, based on the drawings found at Bristol Museum.

The carriage body was mounted on an iron frame, similar to that used under many railway carriages of the period. In the centre of this frame, an octagonal sub-frame of iron plates was mounted over the central axle and carried arms that transmitted the driving force from the pistons to the wheels of the carriage. These arms were connected to the piston assembly inside the pipe through the flap valve along the top of the pipe. Because the carriage could operate in both directions, there were two pistons; one towards each end of the carriage.

As per the prototype, I designed the apparatus on my model so that it could be hinged to one side, in order to allow the carriage to run over normal trackwork, including points and crossings.

Once I had printed all the parts on my 3D printer and assembled them, the completed 4mm model was painted. What little evidence there is suggests that the prototype was painted brown overall.

I built this model largely to set the record straight over the true appearance of trains on the atmospheric South Devon Railway. I believe that it demonstrates how the hobby of railway modelling can play an important part in historical research, by bringing to life information otherwise hidden away in museum archives.

MIKE FLEMMING

Opening the box

I recently took delivery of several brand new 00 gauge ready-to-run models, these comprising locomotives and rolling stock from different manufacturers.

With all of these models, I couldn't help but notice just how large the boxes were that they were packed in – certainly much larger than they used to be for such models. These latest boxes also proved very difficult to open for a man of 80 with fingers not as strong as they once were.

Not only have I found that these new, larger boxes are more difficult to open, but the increase in size (to include the foam surrounds now used as well) also means an increase in weight. This also equates to more storage space being required and probably higher postage costs for mail order as well.

Surely in these days of considering green issues, packaging should be kept to an absolute minimum, with just enough to protect the item of rolling stock from damage in transit?

I have been purchasing model railway items by mail order for over 40 years and the number of damaged items received in that time can be counted on the fingers of one hand.

I hope that manufacturers take note, and we see a return to boxes that are no larger than they need to be and easy to open.

ALAN E CLARKE

More variety with locomotive identities, please!

I wish to comment on what appears to be an increasing trend for manufacturers to produce new locomotive models with the same running numbers as those released previously.

I run an LNER-based 00 gauge layout so my observations are based naturally on models for this railway company. As an example, I have recent Bachmann models of J72 0-6-0T No.2313, B1 4-6-0 No.1264 and V1 2-6-2T No.7684, all of which were available as past releases from Bachmann. Similarly, Hornby produced its new tooling B1 as No.1040 *Roedeer*, which mirrored a number and livery combination already released by Bachmann.



A J72 0-6-0T presented as No.2313 in LNER lined black was released as part of the Bachmann Branchline 00 range in 1996. The model pictured is from the manufacturer's latest tooling (see Reviews, RM November 2019) and carries the same number and livery combination. *Photo: Bachmann Europe Plc*

I run several examples of the same class on my layout, including trios of K3s, J72s and B1s – each with different running numbers and all in LNER livery. I would love to add to my loco collection but would rather not have to buy duplicate running numbers and change them to suit.

These aforementioned examples are all large classes and therefore releasing new models with running numbers that are different to those available in the past should be straightforward. It would certainly have encouraged me to buy more models.

ADRIAN PETTITT

More small locos needed for TT:120

In your review of the new Hornby Class 08 diesel shunter in TT:120 in the September RM, you rightly encouraged the development of more small locomotives like it to "encapsulate the true spirit" of this new scale.

While you are correct, it should be said that it is open to any manufacturer – not just Hornby or Peco – to produce locomotives and rolling stock for TT:120. Both have shown great commercial courage in their investments and it is heartening to see smaller firms such as Osborn's Models joining too.

Hornby has been remarkably candid in listing its plans for TT:120 and therefore there is nothing to prevent other firms from making investments in tooling for prototypes (including the many small locomotives) not currently forming part of its plans.

JAMES NORMAN



The Hornby TT:120 Class 08 is the first small locomotive model to arrive for British-outline 1:120 scale. ***Photo: Callum Willcox***

Nothing new with new technologies

In response to the editorial in the August issue, the railway modelling hobby is no stranger to the adoption of new technologies.

For instance, where would the hobby be now if it had not wholly adopted chemical milling back in the 1970s and 1980s? The production by this method of many kits drove the hobby forward then, in the same way that 3D printing and laser-cutting is doing currently. The production of those kits fuelled the hobby to the extent that ready-to-run manufacturers have the market that they enjoy today.

I have built many etched coaches, both for myself and for customers in the last 40 years. I was also an early adopter of using room temperature vulcanising silicone rubber and resins to make multiple copies in small runs of obscure vehicles, some of which have now been superseded by ready-to-run versions. The things I have always enjoyed about the hobby are the challenges faced when making something, and the methods used to find solutions to them.

I look forward in the future to trying some 3D printing but I still enjoy scratch-building a pattern in plastic for a silicone rubber mould. I will always consider that the craft of actually making something provides me with more satisfaction than working with a computer to produce a 3D image.

JOHN ARKELL

A Peppercorn K1 in N

I read with interest Ian Cairns' article in the September issue (*A Peppercorn K1 in N*).

I commissioned Newman Miniatures to produce the 3D print file for the K1 (along with many other West Highland Line locomotives) and Ian's feedback on what Rudi Newman and I progressed as the design was very useful and thought-provoking.

I have subsequently got in touch with Ian for more detailed feedback for which I was very grateful. Following this, I have commissioned Newman Miniatures to modify the design of the loco bodyshell (reducing the thickness of the boiler bands) and to produce a 4,200-gallon Group Standard tender top that drops straight onto the Graham Farish N Class tender chassis. This should simplify the conversion somewhat.

The same modification to the boiler bands will be carried out on the designs for the K2 and K4 2-6-0s, along with drop-on GNR and 3,500-gallon Group Standard tender tops. (The three tender tops have a level of compromise on length to allow for them to use the N Class chassis without modification.)

The issue identified by Ian over material in the cab floor and on the smokebox saddle is more difficult as these give some strength during the printing process. Ian's commentary on how he addressed this mirrors how I dealt with the height issue on my own model.



The locomotive chassis from a Graham Farish Maunsell N Class 2-6-0 formed the basis of Ian Cairns' Peppercorn K1 model. The body was 3D printed. ***Photo: Ian Cairns***

The K1 represents a big gap in the R-T-R market and I hope that one day a manufacturer would pick it up – especially given the use of the 4,200-gallon Group Standard tender. For the moment, however, I certainly hope that Ian's article will encourage a few more to tackle their own K1 conversion. (Incidentally, a design for the K1/1 prototype should also be available from Newman Miniatures shortly.)

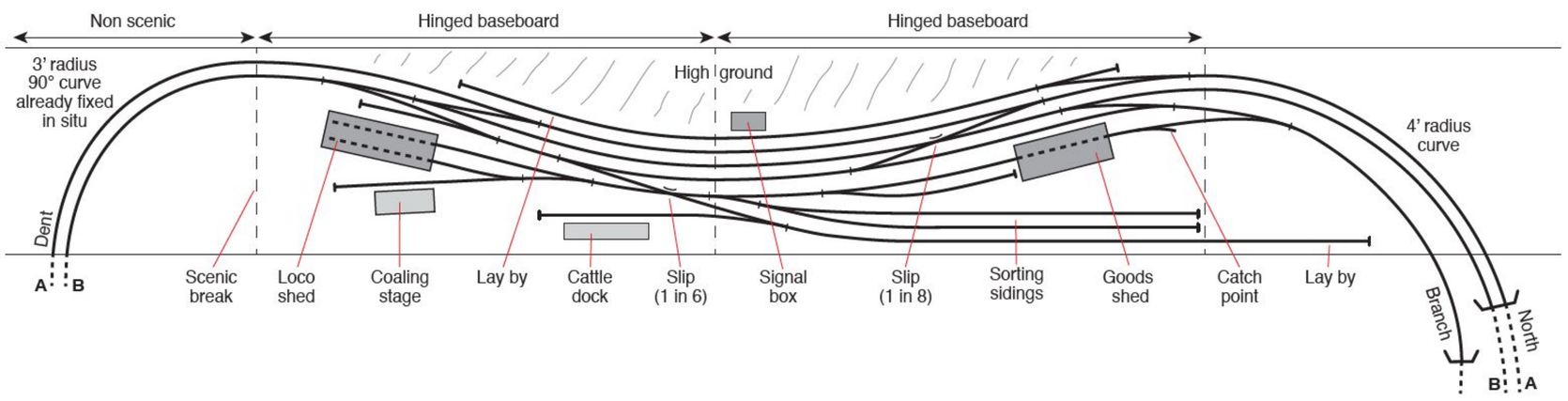
TOM CURRY

Mallerstang Junction track plan – an addendum

In part one of my *North from Dentdale* series in the September RM, the track plan illustrating Mallerstang Junction (the third phase of my S&C-inspired system in OO) included one minor omission. There should be a trailing crossover towards the left-hand end of the plan – you can see where it should be in the photos on the bottom right of p679 and bottom left of p680.

IAN NUTTALL

[Ed. Corrected artwork for the part of the plan in question is reproduced here.]



Snippets...

50 not out!

With reference to the article celebrating 50 years of the 009 Society in the September issue, I too was one of the 'original 15', joining as member No.7. I later served as Secretary and Newsletter Editor. I can't believe it's been 50 years, and I wish the Society every success for the future.

TONY SCOTT

See more of *Penyffrydd*

Thank you for publishing my article on *Penyffrydd Station* in the September 2023 issue of RAILWAY MODELLER.

I must apologise to readers that the photos and a video of the layout are no longer available via the website link given at the end of the article. The website was recently updated and I had forgotten that this was mentioned at the end of the text, which had been written prior to this update.

However, anyone interested in seeing more photos of the layout can access them at Flickr using this link: **https://www.flickr.com/photos/190572518@N05/albums/72177720296344422**

Additionally, a video of the layout can be found by searching on YouTube for 'Penyffrydd Station' or by using the following link: **https://www.youtube.com/watch?v=bRg-odcOQe0&t=56s**

RICHARD HOLDER

Ballyglunin station drawings

I am seeking an HO or OO model of Ballyglunin station building, which was on the Limerick-Claremorris line in County Galway, Ireland. The building, which still survives, assumed the role of 'Castletown' for the 1952 film *The Quiet Man* starring John Wayne. If there isn't such a model available, then I wonder whether suitable drawings can be obtained?

BILLY MILLS

A tender issue

What was the point in the three supplements covering the express steam locomotives of the Big Four, of publishing drawings of so many locomotives sans the tenders? One can understand that the opportunity was taken to offer the drawings to the scale of 1:120, but why was it that the A4 was the only class deemed fit to appear complete?

CHRISTOPHER PAYNE

[Ed. The locomotive side profiles were included for illustrative purposes only and were reproduced without tenders for reasons of space (and to avoid unnecessary repetition where a common tender type was used across multiple classes). However, RM references were provided in the booklet to enable readers to refer to the original complete Scale Drawings features if they so wished.]

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

LNER Gresley P2/1 & P2/2 2-8-2s

New from Hornby in 00



It came as a surprise when Hornby revealed as part of its 2021 product announcements (see News, RM February 2021) that it would be re-visiting Sir Nigel Gresley's ill-starred Mikado heavy express passenger locomotives.

Designed afresh from the ground up, this all-new London & North Eastern Railway Gresley P2 2-8-2 owes nothing to its 'Design Clever' predecessor, which focused solely on the first member of the class, No.2001 *Cock o' the North*. This was released both as a part of the firm's Railroad range – of which it still remains a staple – with simplified LNER lined livery (see reviews, RM October 2014), and as a premium-specification version (see Reviews, December 2014) featuring a higher intricacy of finish and additional details, such as vacuum pipes and cylinder drain cocks. The new tooling suite caters for not only the P2/1, but also P2/2 examples fitted with Walschaerts valve gear, together with those with A4-style front end streamlining, as well as the new-build P2/1 replica, No.2007 *Prince of Wales* featuring the embellishments that will enable it to run on the main line in the 21st century. Allowances have also been made for further tooling variations in the future, including additional smoke deflectors.

The initial trio of releases – all supplied DCC ready and presented in LNER lined apple green – comprises P2/2 No.2002 *Earl Marischal* (as built) equipped with Walschaerts valve gear (ref.R3984); P2/2 No.2003 *Lord President* with Walschaerts valve gear and Bugatti nose (ref.R3985); and new-build P2/1 replica, No.2007 *Prince of Wales* with Lentz rotary cam poppet valve gear and 21st century main line modifications (ref.R3983). Two further versions were added as part of the Hornby 2023 catalogue: No.2007 (ref.R3983SS), which is to receive the firm's pioneering steam effect and DCC sound system (see news, February 2023), and Hornby Collectors Club exclusive P2/2 No.2005 *Thane of Fife* (ref.R30130) with A4-style streamlining.

Our samples in detail

For review, we received samples of the initial trio. The first (ref.R3984) is presented as No.2002 *Earl Marischal* – the second member of the class to be completed in October 1934. The model depicts the locomotive between October 1934 and March 1935, when it received additional smoke deflectors to aid forward visibility. The second model (ref.R3985) is finished as No.2003 *Lord President* – the first of the class outshopped with the Bugatti-style nose in June 1936. Finally, we have (ref.R3983) which portrays new-build No.2007 *Prince of Wales* – a continuation of the class currently being constructed by the A1 Steam Locomotive Trust.

Each model comes presented in a substantial card box, with the locomotive and tender cradled in plastic 'ice cube' style packaging within a foam insert, along with the usual operation and maintenance paperwork.

The construction of the models takes the form of cast metal for the chassis and majority of the running plate, with plastic mouldings forming the boiler, cab and tender body – decorated with numerous separately-fitted details. The distinctive curving lines of the boiler cladding have been very well captured. Handrails are formed from fine metal wire, conforming to the sleek contours of the bodywork. Other metal fittings include sprung buffer heads, reverser linkage, hinged cab fallplate and turned metal safety valves. Cab roof ventilators can be opened and closed; No.2002 correctly has no ventilators above the driver and



A comparison between the original front end (left) and the Bugatti nose.

fireman's seating positions, while Nos.2003 and 2007 both feature these additional vents.

When it comes to comparing the original LNER-built locomotives with their 21st century new-build counterpart, Hornby has certainly not shied away from catering for the numerous detail differences between the designs. Notable tooling variations unique to No.2007 include, but are not limited to, reduced cylinder dimensions and 6,000 gallon tender (similar to new-build Peppercorn A1 No.60163 *Tornado*) with spoked wheelsets, reduced coal capacity and roller bearings, each complete with the maker stamp 'A1 TIMKEN'. This attention to detail extends to the overall height of the model, which – like its full-size counterpart – is marginally shorter than the original design, to fit within current overhead line equipment (OLE) restrictions.

The smokebox area – including the forward portion of the running plate – is formed from a separate moulding to the rest of the boiler tooling, with the seam line between components cleverly disguised by the most forward boiler cladding band. While this is nigh-on impossible to distinguish on our samples depicted with the original style of nose end, the join is somewhat more pronounced on our Bugatti nose example. Another observation is the crank setting – with all three models the crankpins are set at 90° (as would usually suit a two- or four-cylinder loco). However, being three-cylinder machines this should be 120°.

The locomotive and tender are connected together via a non-adjustable push-fit coupling system that has been designed to provide a reduced gap on straight track, whilst allowing the model to negotiate second radius curves, even with its lengthy fixed wheelbase.

Disconnecting the tender affords a clear view of the footplate, complete with backhead fittings which are picked out in appropriate colours (extending to the printed dials and gauge glasses). Particularly worthy of note are the modern additions to the footplate of No.2007, including Automatic Warning System apparatus and additional gauges. This detail is complemented by a firebox glow, which under 12V dc analogue control illuminates when power is applied (the brightness will depend upon the controller setting); the fitting of DCC will enable a constant glow to be achieved (even when stationary).

The rear Cartazzi truck has been manufactured as a fixed unit with flangeless wheelset; a flanged wheelset is provided as part of the accessory pack, but this was noted to have restricted sideways play – making it practical for static use only. A front NEM tension-lock coupling is also provided.

Separate details supplied for the modeller to fit include cylinder drain cocks, screw-link coupling, guard irons, front steps and brake rigging – all of which have been fitted here for photography, with the exception of the guard irons on No.2003, which were notably absent from its detailing pack. Also provided are two fully painted crew figures, both of which are posed in a seated position; the driver with his arm raised to the controls, the fireman with a shovel resting against his side.

The elegant LNER lined apple green livery is well replicated across all three models, with no notable variation in colour between components. The neat representation of the black and white lining extends to the bufferbeams, driving wheels and front pony wheelset, along with the fine red pin-striping applied along the length of the running plate, rear Cartazzi truck and tender chassis. Smokebox fittings and cylinder covers are highlighted in silver, while lubricators, oiling boxes and whistles are picked out in a metallic brass colour. The gold-leaf Gill Sans numbers and lettering – complete with red/white/black shadowing – are also rendered nicely, whilst the cabside works plates are fully legible under a glass.

Printed metal versions of the nameplates are also provided.

PROTOTYPE VIEW LNER P2 2-8-2



Brand new LNER P2 2-8-2 No.2003 *Lord President* with a stopping train at Newark Northgate in 1936, while being run in from Doncaster shed prior to taking up its duties on the Edinburgh-Aberdeen line. *Photo: Rail-Online*

By the early 1930s, on the steeply graded Edinburgh to Aberdeen route, the heaviest expresses were exceeding the capabilities of the LNER's Pacifics. LNER Chief Mechanical Engineer Nigel Gresley therefore designed a 2-8-2 with a boiler pressure of 220psi and a grate area of 50 square feet, which became the most powerful express passenger locomotive to run in Britain, with a tractive effort of 43,462lbs.

The first of the class, No.2001* Cock o' the North*, had Lentz rotary cam poppet valve gear while the second, No.2002* Earl Marischal*, had conventional Walschaerts gear. Both built in 1934, they had a similar front end to the 'Hush-Hush' 4-6-4, designed to lift the exhaust steam clear of the cab – although this was only successful with No.2001 thanks to the sharper exhaust emitted by the Lentz gear, its classmate requiring the addition of smoke deflectors. When four more examples were constructed in 1936, they appeared with the Bugatti-style nose that had proved successful on the A4 Pacifics; the first two P2s were rebuilt to match, with No.2001 also receiving Walschaerts valve gear.

In pure haulage terms, the P2s did everything that they were designed for, taking loads of over 500 tons – but they suffered from overheating axleboxes and motion, and proved prone to crank axle failures. The next LNER CME, Edward Thompson, rebuilt all six engines as Pacifics, designated A2/2, during 1943 and 1944.

Today, the A1 Steam Locomotive Trust, builder of the new A1 No.60163* Tornado*, is constructing a new P2 for main line use, to be numbered 2007 and named* Prince of Wales*. Though designed to resemble* Cock o' the North *in its distinctive original form, it will incorporate several improvements, including a redesigned pony truck and stronger crank axle.





No.2007 (right) correctly features additional gauges and AWS gear, as will be fitted to the real locomotive when complete for main line operation.



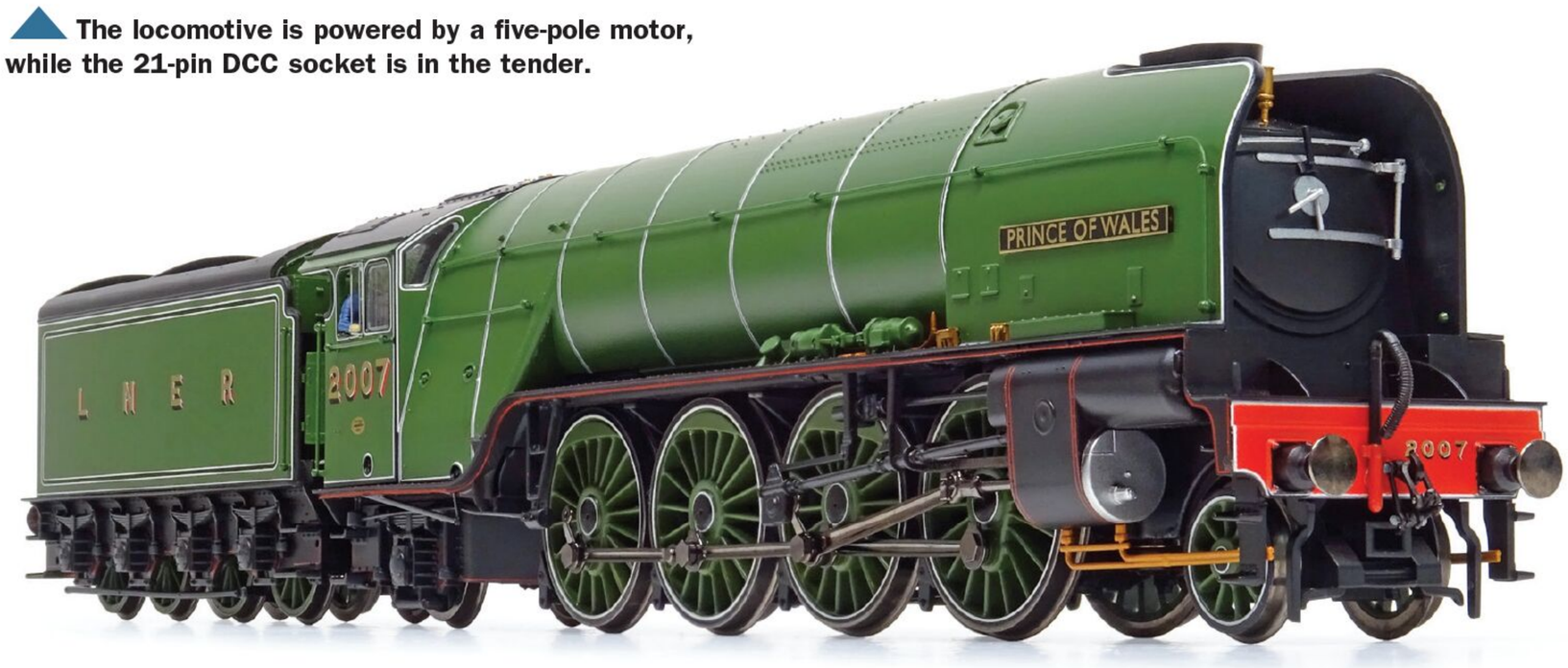


Interestingly, both Nos.2002 and 2007 appear to have these plates already fitted from the factory, though it's hard to say whether these are plastic or metal like the ones supplied.

Mechanism and performance

Each model is equipped with a flywheel fitted five-pole motor, housed within the rear of the boiler/firebox area, providing drive to the inner rear coupled axle, with all driving wheelsets running in brass bearings. Current is collected from all driving and tender wheels via wiper pick-ups.

The locomotive is powered by a five-pole motor, while the 21-pin DCC socket is in the tender.





Supplied for 12V dc use, a 21-pin decoder socket is located in the tender for those wishing to equip the model for digital operation. To the rear of the tender is a pre-fitted speaker resonance chamber (another first for a Hornby model), designed to accept a 15mm x 11mm 'sugar cube' speaker; it is worth noting this assembly is fully removable, allowing the option for larger or dual speakers to be installed if desired. There also appears to be ample room for a further speaker within the smokebox of the locomotive body, with openings provided in the chimney; note also the housing/reservoir for the manufacturer's forthcoming 'steam effects' system. Also worthy of note is the inclusion of what appears to be a reed switch to the inner front coupled axle, possibly a method of synchronising the steam/sound system with the revolution of the wheels.

The locomotive body is held in place by four screws; one to remove the front pony assembly, providing access to the second screw located just in front of the cylinders, with the final two situated under the footplate. The body can then be eased away from the chassis. Removal of the tender body requires three screws to be undone; two located either side of the drawbar and one under the centre rear – accessed by removing the tension-lock coupling.

On test the model proved to be a smooth and quiet runner through the speed ranges. In haulage tests it managed an impressive 16 Pullman cars around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

Magnificent seven

The P2s were seen as a bold step forward for British locomotive design and in many ways the same can be said for this latest model from Hornby – which is to be highly commended on the lengths and breadths to which it has gone, to cater for these six very much individual machines and their new-build counterpart. No doubt interest in these eight-coupled express locomotives will only grow in the months and years to come, as we edge closer to seeing one of these imposing LNER Mikados grace the metals of the East Coast Main Line once more…

Samples supplied by

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

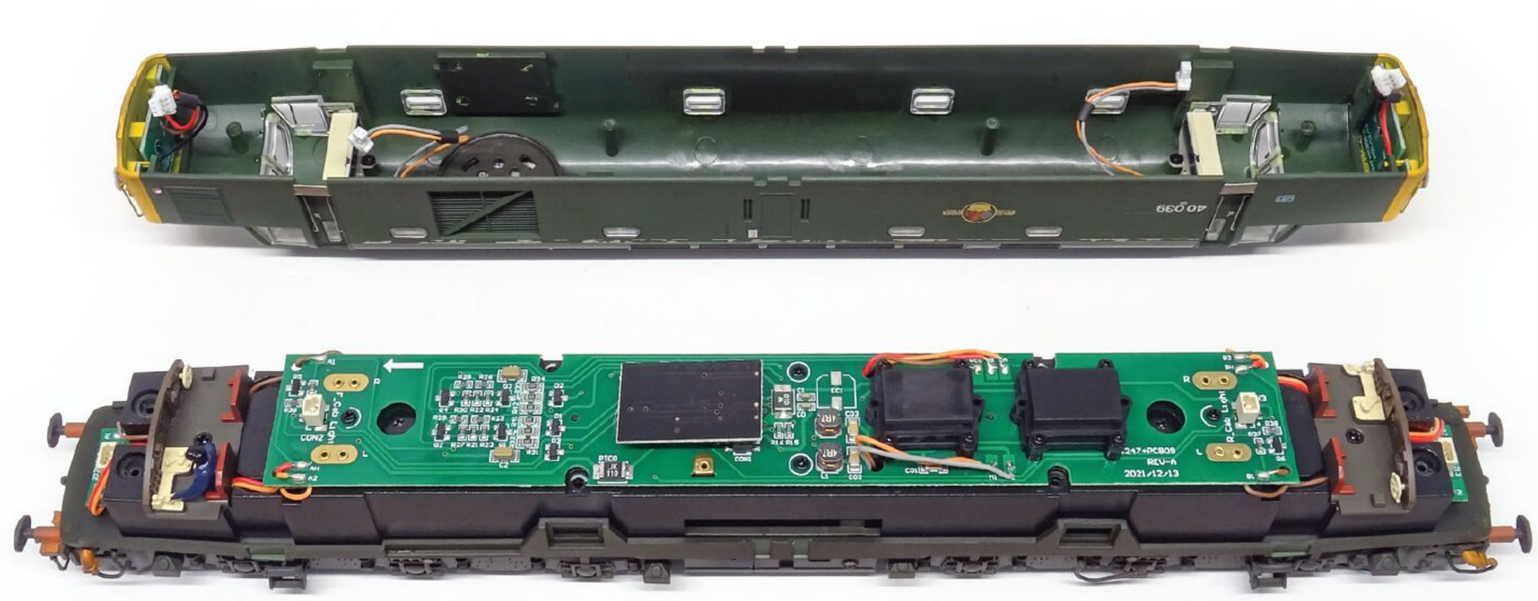
PRICE
£254.49 each



Enhanced BR Class 40 from Bachmann

00





The model now incorporates a Plux22 DCC interface and twin sound speakers.

It was revealed in our July 2023 issue that Bachmann Europe was to upgrade its BR Class 40 (English Electric Type 4) diesel locomotive in 00, with the model incorporating a Plux22 Digital Command Control decoder interface, twin speaker set-up and new lighting control for DCC.

Four new models formed the subject of the manufacturer's summer 2023 quarterly product announcements (see news, RM July 2023): D292 in original BR green (ref.32-488), 40 097 in BR blue with disc headcodes (ref.32-489), 40 063 in BR blue with centre headcodes (32-490) and 40 039 in weathered BR green with full yellow ends (ref.32-492). These join the previously announced D213 *Andania* in its current main line condition – presented in BR green with small yellow panels and high-intensity headlights. Each of these versions are available in a choice of DCC ready or DCC sound fitted formats.

Our sample in detail

For review we received 40 039. The real locomotive – constructed by English Electric at the Vulcan Foundry, Newton-le-Willows – was originally numbered D239 when new in October 1959. Allocated to Gateshead on 19 October, it was reallocated to Thornaby in March 1965, briefly returning to Gateshead in May 1968 and subsequently moving to Healey Mills in October the same year, before once again returning to Gateshead in October 1969. By April 1970 it had gained its BR green livery with full yellow ends – which it would carry for the remainder of its time in service. Reallocated back to Healey Mills in January 1973, the locomotive received its TOPS number in February 1974. In January 1976 40 039 was moved to Tinsley depot for storage – where upon arrival it was deemed surplus to requirements and withdrawn from traffic. The locomotive was transferred to Crewe Works in August the same year where it finally met its fate – having never received the BR blue colour scheme.

According to www.brdatabase.com the Bachmann model is correct for the period between February 1974 when it received its TOPS number and 1976 when it was withdrawn from traffic and scrapped.

Our sample – as per the prototype by this period – features disc headcodes, multiple working equipment, rectangular boiler access panel and blanked-off Stone boiler port. As supplied, the model is pre-fitted with appropriate bufferbeam pipework and NEM slimline tension-lock couplings (the latter have been removed here for photography). Two accessory packs are provided; one containing a quantity of disc headcodes (open and closed), the second a pair of optional frost grilles – though these appear to have not been fitted to the prototype during this period of operation. Headcode discs are a snug friction fit, allowing the option to change these around if required.

The stand-out feature of this particular version has to be the faded British Railways green livery with late crests and TOPS numbers. Bachmann has done a sterling job of replicating the tired paintwork of 40 039 – closely mirroring what few photographs exist of the locomotive during its later life; the British Railways late crest and off-white band along the roofline exhibiting a convincing worn and distressed look. Printed details include crisp renditions of the overhead warning flashes, dials on the fuel tank gauges and bogie, plus legible data panel complete with BR blue backing (the only part of the locomotive to wear blue during its career). The livery is rounded off neatly with a subtle weathered finish, with a convincing build-up of track grime around the lower body sides and nose ends, including staining on the fuel tanks.

Mechanism and performance

Mechanically the model is similar to the original release (see reviews, RM March 2014); the chassis comprising a substantial metal casting, housed within which is a centrally-mounted twin flywheel fitted five-pole motor that provides power to both bogies. All wheelsets are driven and collect current, with the exception of the leading axles on each bogie, which as per the prototype are not powered.

Provision for DCC is via a new printed circuit board with Plux22 decoder interface and dual-speaker set-up for ease of sound installation; access is gained by removing the locomotive body, held in place by eight screws. Care is needed when lifting the bodyshell clear of the chassis, to avoid damaging the wires that remain connected to the cab lighting assemblies.

The model is equipped with directional and cab lighting; however, for 12V dc users this is restricted to just directional lights, which can be controlled via two on/off switches (one for each end) located on the underside of the chassis. On DCC, the lighting functions are: F1 – directional lights No.1 end (on/off); F3 – directional lights No.2 end (on/off); F7 – cab lights No.1 end (on/off); and F8 – cab lights No.2 end (on/off), whilst function F2 is for braking, and F6 is for on/off control of directional high-intensity headlights if fitted. F0 provides global on/off control of the directional lighting.

Rare livery

Bachmann is to be highly commended for tackling this short-lived period in 40 039's career – making it one of only a few locomotives modelled to date sporting the BR green and TOPS combination. Whilst the firm has stopped short of a more in-depth retool, the return of the Class 40 to the range is a most welcome one, and the various improvements for digital functionality are sure to please many.





Sample supplied by

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

PRICES
Ref.32-492 – DCC ready £239.95
DCC sound-fitted £339.95

Liverpool & Manchester Railway *Lion* from Rapido Trains UK

Rapido Trains UK has captured the familiar lines of this famous locomotive in 4mm scale.



Rapido Trains UK has roared onto the scene with the delivery of its second ready-to-run 00 gauge locomotive to be released under its own brand – the Liverpool & Manchester Railway 0-4-2 *Lion*.

Plans for this brand new model were first revealed in our May 2021 issue, with the tooling having been developed initially for the firm's forthcoming range of commemorative models to celebrate the 70th anniversary of the much-loved Ealing comedy film *The Titfield Thunderbolt*.

In addition to models of 'Thunderbolt' as supplied in these train packs, two stand-alone versions of *Lion* were also announced. Supplied DCC ready or DCC sound-fitted, these depict the locomotive in both c.1930 condition – presented in LNWR green and Indian red livery – and post-1980s condition, finished in Ruston green with black frames.



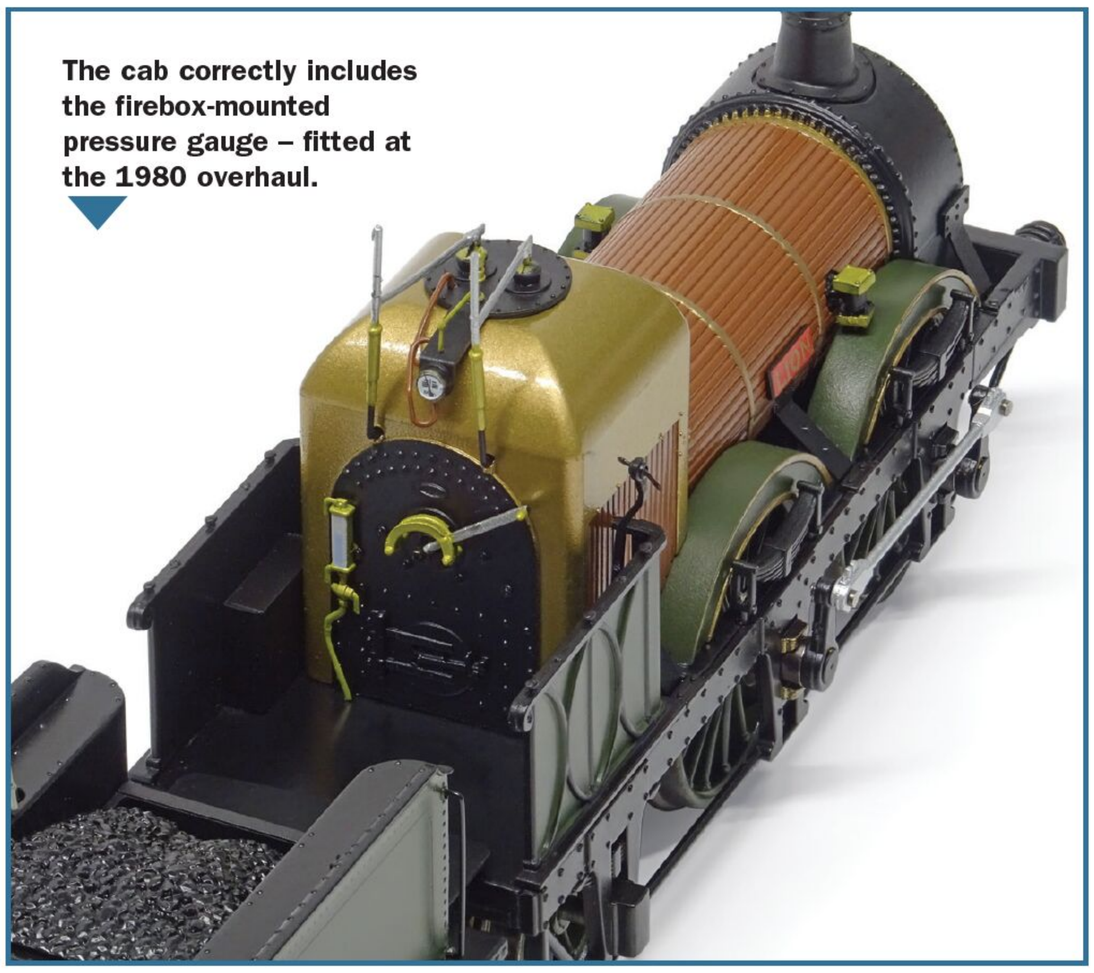
A brief history

Built in 1838, *Lion* was ordered from Todd, Kitson & Laird of Leeds for use on goods traffic. The locomotive was subsequently rebuilt in 1841, receiving a new boiler and longer frame, as well as new cylinders and valve gear. In 1845 the L&MR was absorbed into the Grand Junction Railway, which a year later became part of the London & North Western Railway; it was during this period that *Lion* received the number 116. The locomotive remained in traffic with the LNWR until 1857.

In 1859 *Lion* was sold to the Mersey Docks & Harbour Board for use on its internal network, before being converted for use as a static pumping engine for draining the Graving Dock facility, some 15 years later. Following the installation of an electric pump in 1928, *Lion* was handed over to the Liverpool Engineering Society.

The locomotive was subsequently restored to operational condition at Crewe Works, receiving a new tender, chimney, footplate and splashers; it was during this rebuild that *Lion* gained its simulated copper arc de cloître firebox. In September 1930 the newly refurbished *Lion* became one of the star attractions of the exhibition to celebrate the Liverpool & Manchester Railway centenary, before later being put on static display at Lime Street station until 1937, when the locomotive once again returned to steam for a cameo in the film *Victoria the Great*.

In 1953, *Lion* went on to achieve celebrity status in the classic Ealing comedy *The Titfield Thunderbolt*, masquerading as 'Thunderbolt' for the starring role in the film. Following an extensive overhaul by Ruston Diesels Ltd in 1980, the locomotive took part in the 150th anniversary celebrations of the Liverpool & Manchester Railway; during which it was fitted with air brake equipment taken from a commercial HGV. *Lion* steamed for the last time at Tyseley in 1988, before returning permanently to static display. It is currently on public view at the Museum of Liverpool.



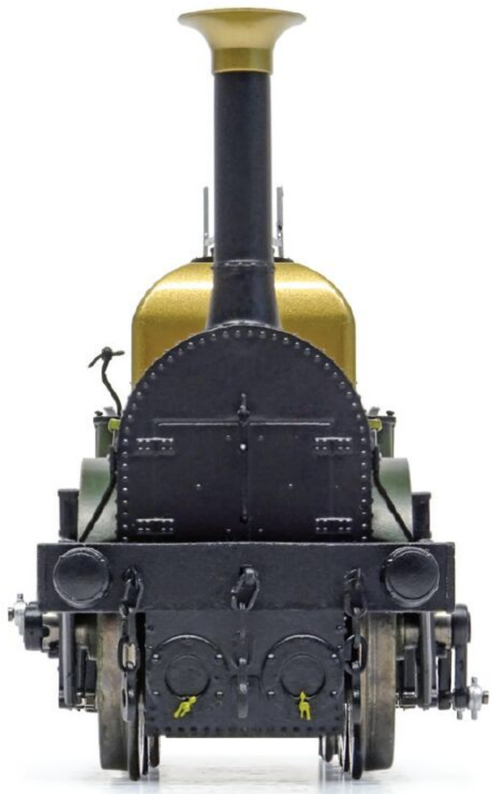
The cab correctly includes the firebox-mounted pressure gauge – fitted at the 1980 overhaul.

The model

Our sample represents *Lion* following its 1980 overhaul by Ruston Diesels Ltd, during which the locomotive received modified cab side sheets, revised tender frames with exposed springs, firebox-mounted pressure gauge, fireman's side toolbox, and front and rear safety chains. It was outshopped in Ruston Diesel green with black frames.

Upon releasing the model from its packaging, the first aspect to note is the weight: despite its diminutive size, the locomotive and tender weigh in at an impressive 179g, the locomotive alone accounting for 141g! This is no doubt helped in part by the extensive use of die-cast metal for the model's construction, including the chassis and entirety of the boiler.

Both the locomotive and tender bristle with etched metal and plastic details, including separate metal grab rails, etched boiler supports (complete with rivet detail) and cab side sheets featuring fine renditions of the lattice ironwork; though the latter form part of the cab side sheet mouldings, these exhibit a convincing sense of depth, neatly picked out in black. Other features include a removable coal load and adjustable tender fallplate. Particularly worthy of note are the





A Next18 decoder interface is located in the tender for those using digital control.



Lion **with replica Liverpool & Manchester Railway coaches near Bold power station on the May bank holiday in 1980, preparing to take its place in the 'Liverpool & Manchester 150' Rainhill cavalcade.** ***Photo: Rail Photoprints***

commendably fine (in 00 terms) wheel profiles and connecting rods, which further enhance the overall look of the model, whilst still functioning admirably.

The wooden cladding which adorns the boiler barrel and firebox sides is defined in a natural wood brown, while the arc de cloître firebox cover, boiler bands, splasher trim and ornate metal chimney cap are finished in subtle metallic copper. One minor detraction is the presence of a seam between the two parts of the metal boiler casting; however, this is only really noticeable when viewing the model from a low, side-on angle.

The exposed nature of the footplate is certainly not overlooked, with the backhead fully furnished with period specific details and controls – all of which have been separately fitted and decorated in appropriate colours, extending to the printed dial on the pressure gauge.

On the subject of printed details, the red name and works plates have also been crisply applied. The latter – which are correctly only present on the fireman's side of the frames – are inscribed with the original builder Todd Kitson & Laird (right plate) and Ruston Diesels Ltd (left). Both are fully legible under a glass, with the later Ruston plate – applied during its 1980 overhaul – which reads 'RUSTON DIESELS LTD, VULCAN WORKS, NEWTON-LE-WILLOWS, 1980'.

One detail omission from the model – specific to *Lion* after the 1980 overhaul – is the air brake equipment fitted to the tender; comprising an additional handle in front of the handbrake on the tender top, and reservoir tanks between the frames. However, incorporating these particular details would have required an additional tender tooling.

A removable short slimline tension-lock coupling is fitted as standard to the underside of the tender chassis. This is complemented by a hook incorporated into the bufferbeam, allowing the model to be paired with appropriate Liverpool & Manchester Railway rolling stock produced by other manufacturers. No functional front coupling is provided – no doubt due to the open nature of the front end.

Mechanism and performance

The model is equipped with a flywheel fitted coreless motor, housed within the boiler barrel and firebox, providing drive to the front coupled axle. Current is collected from all driving wheels via plunger pick-ups, and from the tender wheelsets through the pin-point axles via metal contact strips. The locomotive and tender are connected together with a six-pin push-fit coupling plug and socket, which has been designed to provide a reduced gap on straight track, whilst allowing the model to negotiate second radius curves.

For those wishing to equip the model for digital operation, a Next18 DCC interface is located within the tender; this is complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker with resonance chamber, located between the frames. Access to the decoder is achieved by simply removing the tender body; this is held in place by four clips (two each side) – once disengaged the body can then be lifted away. Factory sound-fitted versions feature eight sound functions — which are listed within the accompanying literature; F8 certainly captures Rapido's sense of humour!

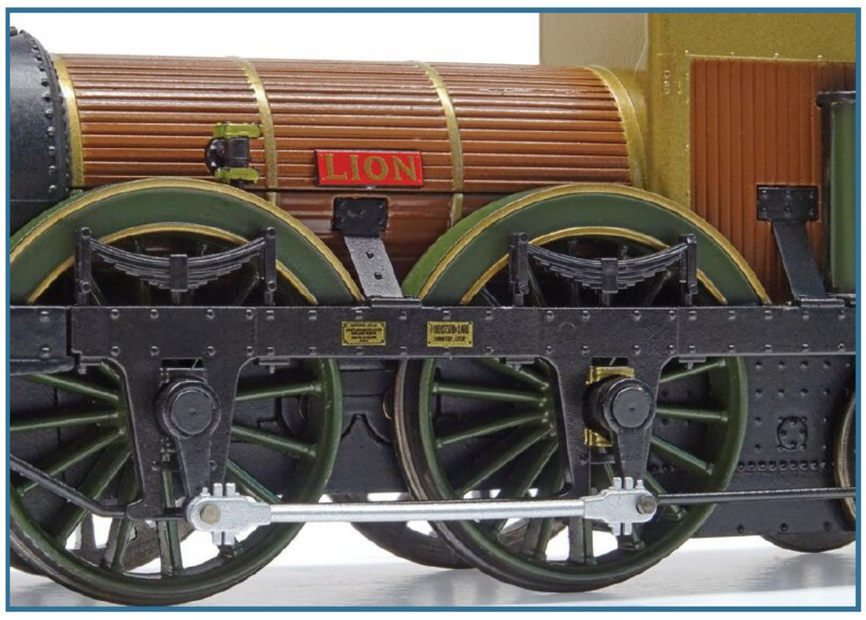
On test the model was found to be extremely smooth and quiet in operation, with outstanding slow speed performance; the gearing ratio very much suited for the prototype. It was able to comfortably haul three Pullman carriages on the 1 in 48 gradients and 3' radius curves of the Pecorama loft layout, and seven Pullmans on the level – far exceeding the prototype's capabilities.

We want the Thunderbolt!

The arrival of *Lion* follows hot on the heels of the firm's Diagram G39 Loriot Y machinery truck and Diagram AA20 Toad brake van – both models having been reviewed in our previous issue. With this collection of models now available, one eagerly awaits the star of the show… *The Titfield Thunderbolt*.

These commemorative sets are now on the way to the UK, having been delayed at the factory awaiting the decoders. Though this additional wait may be frustrating to some, when it comes to Rapido, we know that when they do a job, they like to do it proper…







Sample supplied by

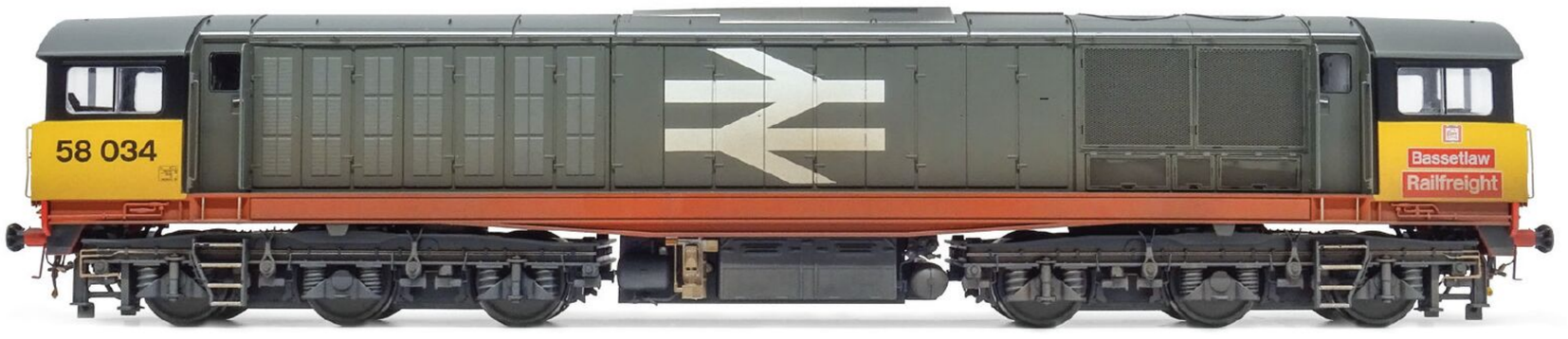
RAPIDO TRAINS UK LTD,
Unit 3, Clinton Business Centre,
Staplehurst, Kent TN12 0QF.
www.rapidotrains.co.uk

PRICES
Ref.913002 – £179.95 DCC ready, £279.95 DCC sound-fitted

BREL British Rail Class 58 Co-Co from Heljan

Heljan has delivered its latest 0 gauge model from all-new tooling – the British Rail Engineering Ltd (BREL) Class 58, plans for which were first outlined in our January 2023 issue.

Tooling covers both 'Phase 1' and 'Phase 2' variants, with five un-numbered examples in a choice of Railfreight grey with red stripe; Railfreight coal sector grey; Mainline grey; unbranded three-tone grey; and EWS red & gold, in addition to 58 034 *Bassetlaw* in Railfreight grey with red stripe and weathered finish. Three special editions have also been produced: 58 021 *Hither Green Depot* which forms part of the Gaugemaster Collection; and 58 042 *Ironbridge Power Station* in Railfreight grey with red stripe and 58 014 *Didcot Power Station* in Railfreight coal sector grey, both produced exclusively for the Blackpool-based retailer Tower Models.





A brief history

50 Class 58s emerged from BREL's Doncaster Works between 1982 and 1987 – the final diesels built in-house by British Rail. Equipped with a 3,300hp Ruston-Paxman 12RK3ACT power unit, the modular-designed locomotives differed to previous designs in having full-width cabs but narrow body sections, with export potential in mind.

Allocated from new to Toton, the locomotives were initially assigned to coal traffic in the Midlands, but later ventured onto all types of freight workings. In 1994, the entire fleet was allocated to the Trainload Freight South East business unit – operating under the Mainline brand – before being absorbed by EWS in 1996. Withdrawals began en masse following delivery of the Class 66s, with many locomotives being put into long-term storage.

During 2000, EWS announced that eight of the class were to be transferred to Spain, where they were initially hired to infrastructure operator GIF. Further examples operated in countries including Belgium, France and the Netherlands.

The first official withdrawals occurred in spring 2010. Most of the exported locomotives are stored awaiting disposal or have already been scrapped. Four examples so far have been preserved.

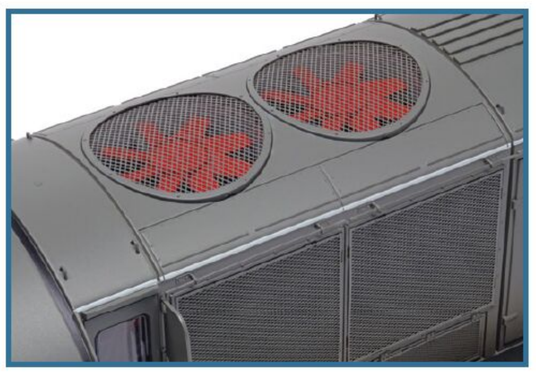
Our sample in detail

For review we received a sample of 58 034 *Bassetlaw* (ref.5854) finished in branded Railfreight grey with red stripe and weathered finish. As per most 0 gauge releases from the manufacturer, the model is supplied mounted on a wooden plinth, factory fitted with full bufferbeam pipework and working screw couplings at both ends. Separate details supplied for the modeller to fit include bogie footsteps, optional NRN radio pods and three styles of cab door handrails/baffles; as per the prototype our model has been fitted with baffles with small cut-outs, along with the bogie footsteps for photography.

The model is fitted with the correct CP3 bogies – which lack the prominent sandboxes fitted to later examples of the class to help overcome wheelslip issues. The bogies are plastic mouldings, and exhibit an impressive level of depth and detail, including crisp representations of the bogie retention loops, brake cylinders and suspension springs (including those on the top of the frames). Particularly impressive is the wealth of fine pipework and wiring, all picked out in appropriate colours.

Etched and metal components are extensively used for details including handrails (which extend the length of the narrow body section), lifting rings







MXA Lobster bogie box wagons and BR Mk.Is from Graham Farish





Following our review of the 00 scale version in the pages of the June 2023 issue, Bachmann has received stocks of its all-new MXA Lobster bogie box wagon in its N gauge Graham Farish range. Plans for this model were first revealed as part of the firm's summer 2023 announcements, reported in our July 2023 issue. Two versions form the initial release, both sporting the same vibrant red DB Cargo colour scheme and running numbers as their 00 counterparts; (ref.377-615) No.965066 and (ref.337-615A) No.950212.

Commencing around 2017, DB Cargo set about converting redundant BDA/BEA bogie bolster and BPA Boplate wagons (the origins of some of these vehicles can traced back to 1950s unfitted Bogie Bolster Ds!) with newly constructed steel box bodies. These latest incarnations received the TOPS code MXA, and DB continued the tradition of giving engineering wagons aquatic themed code names, with 'Lobster'.

The model comprises largely plastic mouldings, with the exception of the buffer heads which are formed from turned metal. Overall weight is 16g. Particularly impressive is the skeletal nature of the underframe, complete with renditions of the brake equipment and Y25C bogies – which are fitted with chemically blackened pin-point metal wheelsets.

NEM knuckle couplings are fitted as standard, housed within bogie-mounted kinematic sockets. A pair of decorative coupling hooks and air brake pipes are supplied in a separate accessory pack for the modeller to fit; it should be noted that the installation of these details with the knuckle couplings fitted may restrict lateral movement of the bogies.

As per our 00 sample the livery application is very good, with the overall red DB colour scheme with rust brown interior well replicated. The printing of the data markings is, quite simply, astonishing; most of these are barely discernible to the naked eye, but are fully legible when viewed under a glass. However, it appears that the same discrepancies have occurred in the positioning of some of these details for No.965066 – as noted in the review of our 00 sample.

BR Mk.Is too...

Also received were two examples of the firm's latest suite of British Railways Mk.I coaches. No fewer than 39

and nose-end steps. The oval buffer heads are plastic, but sprung. Fine separately fitted etched grilles afford clear views of the operating roof fans, powered by a separate motor via a single drive shaft, which rotate above a certain voltage on 12V dc; these can be independently controlled under DCC operation.

Cab glazing is commendably flush, with extremely fine representations of the windscreen wipers (formed from etched metal), whilst a detailed representation of the cab interior is visible through the windows; the central console is fully furnished with separately fitted control levers and AWS reset button. Also worthy of note are the gauges on the dashboard, with dials neatly picked out in black.

The Railfreight livery is applied to a high standard, adorned with numerous small printed details – including crisp renditions of the overhead warning signs and data markings. Separation between the main colours on the body is particularly sharp, complemented by the fine white stripe along the top of the narrow body section. The printed nameplates exhibit a pleasing metallic sheen. No etched plates are provided.

The factory weathering further enhances the extensive detailing, with a convincing build-up of track grime around the lower body sides and nose ends; various tones appear to have been used to weather the bogie and underframe areas, while the exhaust port exhibits a layer of soot.

Mechanism and performance

Removal of the body is straightforward, requiring the undoing of four screws, two behind each bogie; if steps have been fitted these will need to be removed to aid access. However, care is needed when lifting the body clear, to avoid damaging the wires that connect to the fan assemblies.

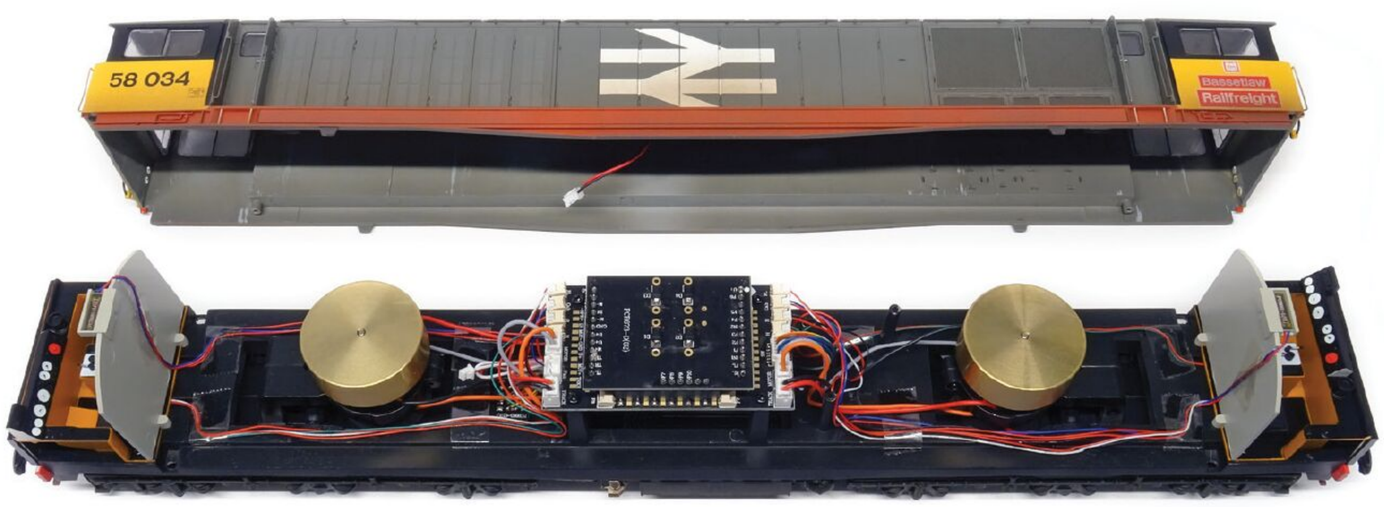
The chassis is a substantial metal casting, with the overall model tipping the scales at an impressive 2,336g. Atop each bogie is a vertically mounted five-pole motor – each equipped with a large brass flywheel – providing drive to the outer axles on each bogie. Power is collected from all wheels, all of which feature brass bearings.

The model is equipped with directional and cab lighting. Under 12V dc operation, cab, head and tail lights can be controlled via a bank of six on/off switches located behind the bogie at the No.2 end.

A printed circuit board sits atop the chassis casting and is equipped with an ESU XL pin decoder 'plug and play' interface – which is compatible with the ESU LokSound V5 XL decoder (ref.58515). Whilst this installation sounds simple on paper, two pins must be removed prior to fitting; details of this process can be found in the model's instruction manual. Provision is made for a 66mm x 29mm 'earth mover' speaker within the fuel tank/battery box, while mounting points for an ESU (ref.54678) smoke unit are located within the main body.

The model was smooth under power on analogue control. The mechanism was audible but not obtrusively so, even when, at a higher voltage, the roof fans had kicked in. Unfortunately we were not able to evaluate the haulage potential of the model. Recommended minimum radius is 800mm.





Give the dog a bone...

Once again Heljan has proven its mettle when it comes to tackling large diesels in O. No doubt these models will be popular stablemates for the firm's previous BREL release in this scale – the British Rail Class 56 (see reviews, RM June 2022).

Sample loaned by

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

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

PRICE
Ref.5855 – £769.00

N



BR crimson & cream Mk.I Brake Composite Corridor and maroon Second Corridor.

versions, covering seven variants, appeared as part of the firm's quarterly product announcements (see news, July 2023).

Liveries on offer include: BR crimson & cream; BR maroon; BR chocolate & cream; BR blue & grey; Sealink blue & red; Network Rail yellow; and West Coast Railway Company maroon.

Received for review and illlustrated here are samples of (ref.374-081B) Brake Composite Corridor (BCK) presented in BR crimson & cream, and (ref.374-061D) Second Corridor (SK) in BR maroon with Commonwealth bogies. The models capture the look of these ubiquitous prototypes well – the tooling being first reviewed in our November 2010 issue – with recent advances in livery application only enhancing the look of the coaches even further. Fine black/yellow lining adorns the sides of both vehicles – all of which is applied straight and true – while application of the lettering and running numbers is clean and crisp, extending to the marking on the solebar. Details such as the door handles are neatly picked out in brass and metal wheelsets chemically blackened.

Window frames are moulded in relief, and all the windows are flush glazed; note the finely printed totem labels present within the windows of the First Class sections of the Brake Composite Corridor, and 'NO SMOKING' signs, all of which are fully legible under a glass.

Optional details for the modeller to fit include brake and steam heating pipes, and cosmetic drop-head buckeye couplings; one pair in the raised position, the other in the downwards stowed position. There is also a choice of two styles of gangway blanking plate included. No tail lamps are provided.

The return of these coaches will doubtless prove popular with post-Nationalisation modellers in N gauge. With liveries spanning over six decades of the vehicles' service, there's bound to be something to suit.

Samples supplied by

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

PRICES
MXA Lobster bogie box wagons – £44.95 each
BR Mk.I coaches – £47.95 each

FNA-D 'New Generation' nuclear flask carrier from Accurascale | 00



Accurascale continues to expand its range of nuclear flask vehicles, with the arrival of the all-new FNA-D 'New Generation' flask carriers in 00, plans for which were first announced in our December 2022 issue.

A total of 40 vehicles were built in three batches for the Nuclear Decommissioning Authority (NDA) by WH Davis between 2014 and 2019. The wagons are a like-for-like replacement for the British Rail and Procor-built FNA nuclear flask wagons that were constructed between 1976 and 1988. Notable differences are the exposed frame bodysides, the Barber BER22.5 'Easy Ride' low track force bogies, and the vessel support structures which are designed to carry a wider range of flask designs. The vehicles can be seen deployed over much of the UK – either carrying spent fuel from the few remaining active nuclear power stations or transporting irradiated material from sites that are undergoing decommissioning, to be disposed at Sellafield – with motive power provided by the Direct Rail Services (DRS) stable of Class 57s, 66s, 68s and dual-mode Class 88s, as well as the operator's remaining fleet of Class 37s, the locomotives primarily running in pairs.

Supplied as a twin pack, the majority of the construction is cast metal (giving the models an impressive weight of 132g/134g each), together with additional injection-moulded plastic and photo-etched parts (including the handrails).

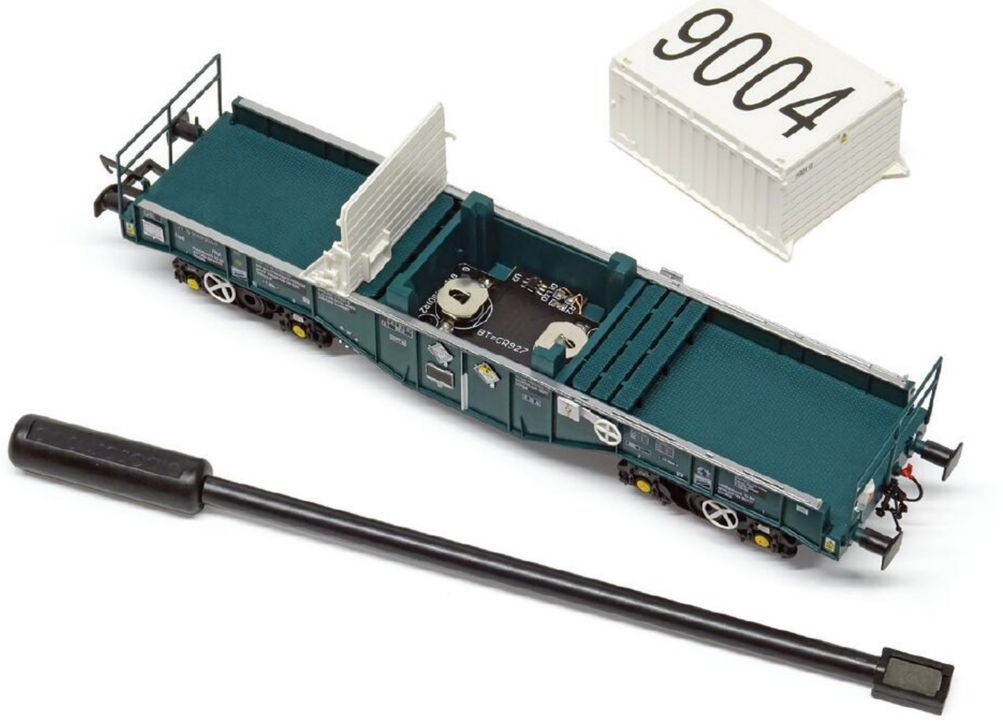


Sprung NEM pockets are mounted to the underside of the chassis (and are removable), with a pack of slimline tension-lock couplings provided for the user to fit. Decorative screw-link couplings and air pipes are also supplied, provided the tension-locks are detached. Wheels are metal and fitted within brass bearings, whilst buffers are plastic, but sprung.

The party piece of these models is the battery-operated flashing tail lamp that is supplied pre-fitted on one of the wagons in the set. Removal of the flask on this vehicle reveals an enclosure for a pair of CR927 type batteries (not supplied), which power the tail lamp atop the lamp bracket at one end. A magnetic switch – located to one side of the centre section – enables the tail light to be extinguished if desired, using the firm's magnetic wand tool (ref. IRM1124) which is also illustrated here (sold separately).

As with previous Accurascale products, the application of the livery is to a very high standard, with each carrier adorned with a wealth of printed details including data markings and hazard warnings – the majority of which are fully legible.

These carriers are sure to prove a hit with modellers of the 21st century rail scene, and a popular pairing with the manufacturer's recent suite of DRS Class 37s. A choice of five twin packs can be purchased from Accurascale approved stockists, or direct from the manufacturer's website.



Sample supplied by

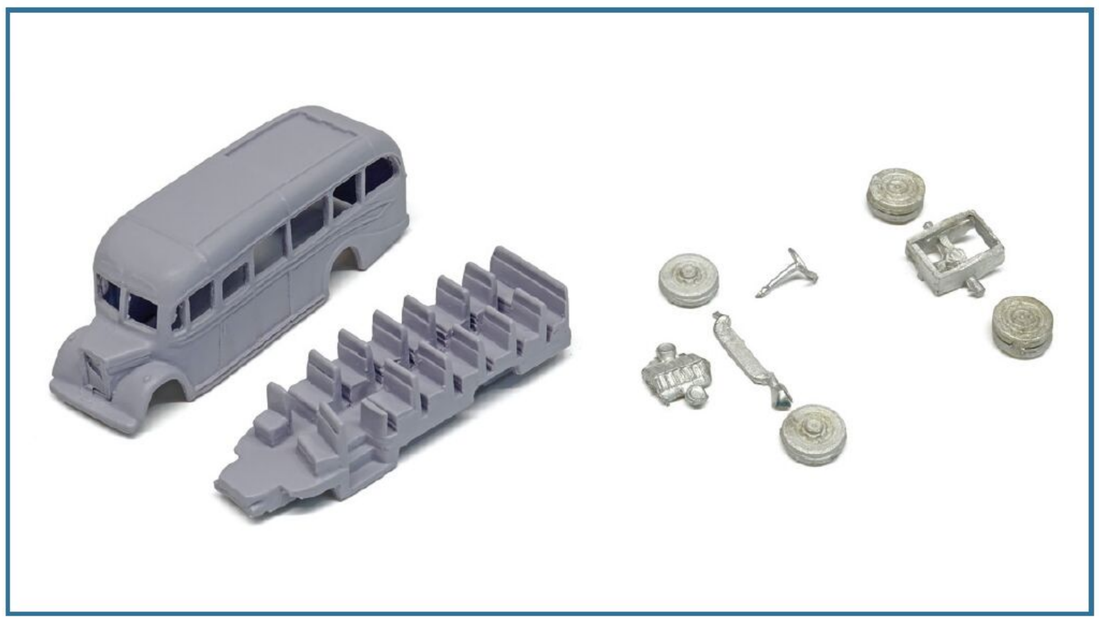
ACCURASCALE Ltd,
60 Windsor Avenue,
London SW19 2RR.
www.accurascale.co.uk

PRICES
Ref.ACC1116 – FNA-D – Twin Pack B: £74.95
Ref.IRM1124 – Magnetic Lighting Wand: £2.40

Bedford OB coach kit from Brynkits | 3mm

Resin and etched kit manufacturer Brynkits is under new management, with Rob Golding taking over the reins of the business from his father, Brian Golding.

For review we received a sample of the Bedford OB 29-seater coach with Duple Vista body in 3mm. Supplied unpainted, the kit comprises a one-piece resin body and resin floor piece/chassis complete with seats. Details including the radiator grille, front cross member, rear axle and wheels are formed from whitemetal. Suitable clear plastic (not supplied) is recommended for glazing. No instructions are provided, but assembly is largely self-explanatory.



Further resin and etched metal kits are also available, as well as an exciting new range of products that are currently being developed in the new TT:120 scale.

Sample supplied by

BRYNKITS
robgolding.brynkits@gmail.com
07938 819286

PRICE
Bedford OB Duple – £40.00

New figures, animals and accessories from Modelu

4mm

Modelu – manufacturer of 3D-printed figures and accessories in scales from 1:148 (N gauge) through to 1:43.5 (O gauge) – has added a vast array of items to its product lines, samples of which are illustrated here.

First up are two new locomotive crew packs, with a pair of Lynton & Barnstaple Manning Wardle crew (ref.11209-076) and LSWR Beattie well tank figures (ref.11230-076) received for review – each comprising a driver and fireman figure, and priced at £7.20 per pack. These 4mm scale figures are ideal for crewing the 009 L&B Manning Wardle 2-6-2T model from Heljan (see review, April 2017 & May 2017) and 00 well tank models from Kernow Model Rail Centre, and subsequently EFE Rail (review, October 2011).

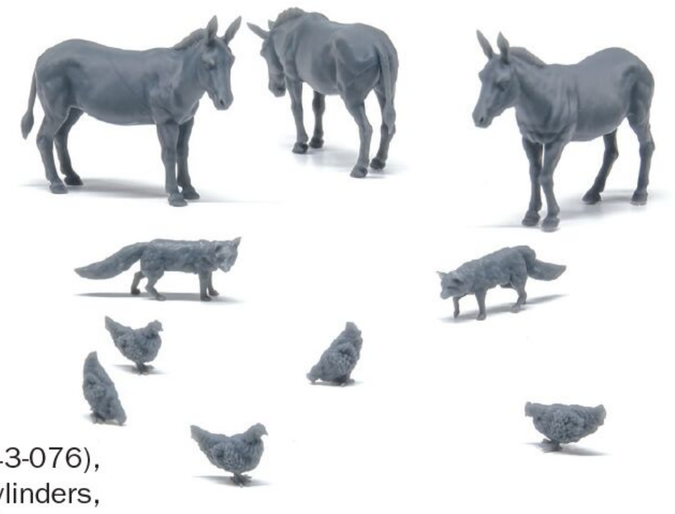
Joining the firm's extensive range of locomotive lamps and details are two sets of locomotive headcode discs – SR Engine Head Signals (ref.2083-076) and LNER Engine Head Signals (ref.2084-076) – priced £4.50 each.



Supplied unpainted, the former are illustrated here having been sprayed white and fitted to a suitable model using black-tac.

Also pictured here is a sample of the firm's Oxy-Acetylene Cutter Bundle in 4mm (ref.14400-076), suitable for the 1968-1995 period and beyond. The set – which comprises three figures, two of which are holding cutting torches, with the third leaning on the cylinder – will certainly add visual interest to any industrial, depot or scrapyard scene. Complementing these figures is the Oxy-Acetylene Trolley (ref.2743-076), depicting a trolley with two cylinders, complete with fine pipework. The figure packs are priced £10.80 each, while the Oxy-Acetylene Trolley is priced £4.50.

Finally, recently added to the firm's range of domestic and wild animals are a trio of donkey figures; these comprise a Donkey Looking Ahead (ref.31290-076), Donkey Looking Right (ref.31291-076), and Donkey Eating Grass (ref.31292-076). In addition there is a pair of foxes (ref.31101-076) and a pack of five chickens in various poses (ref.31280-076) – all of which are priced £4.50 each.



All figures and accessories are supplied unpainted in a grey-coloured material and require painting. The full range of Modelu 3D-printed figures and accessories can be seen on the firm's website, together with details of how to order. A custom scanning service is also available by prior arrangement.





Samples supplied by

MODELU,
Unit 9, The Old School House,
Salisbury Street, Bristol
BS5 9UD.
www.modelu3d.co.uk

PRICES
(See text)

All-new Starter Digital set from Lenz

Multi Scale

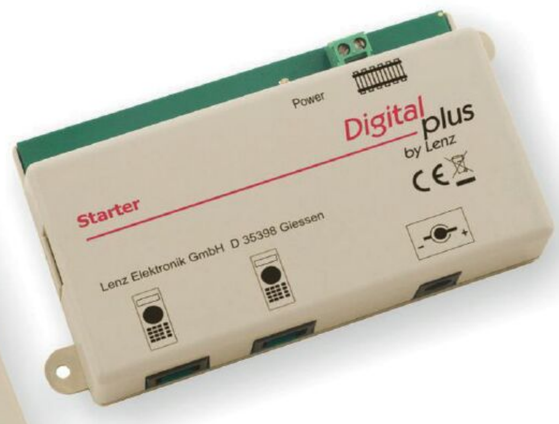
Digital Command Control pioneer Lenz has just released what it describes as the simplest – and most economical – start for digital control of a model railway.

The set consists of:

– a compact control unit (104mm long by 60mm wide by 25mm deep, with two lugs to allow it to be fixed to the baseboard;

– a hand-held controller with rotary control knob and 16 buttons (143mm × 62mm × 20mm; the knob projects c.13mm);





– the connecting cable (c.1.5m long);

– a plug-in mains power supply with a guaranteed output of 3A, typically 4A (note that our sample from Lenz came with a European two-pin plug).

Coming from Lenz, the build quality and the standard of the electronics is assured.

The control unit simply has a power input socket, twin screw terminals for the output to the track, and two connectors for handsets.

Naturally the set comes with full instructions, in the form of a 20-page A5 size illustrated booklet (in English!).

The system will control up to four locomotives independently; address up to 10 functions in locomotives; and switch up to 10 accessories (e.g. points or signals). The display indicates which loco is selected and the direction.

Two hand-held controllers can be used in parallel, using a second Starter handset (ref.21020). Note that these hand-held controllers only work with the Starter control unit, and not with other central units in the Lenz Digital Plus range. Similarly other handsets from the range cannot be used with the Starter control unit.

The set cannot be used to programme the Configuration Variables (CVs) that set the performance characteristics of mobile decoders. But with so many models now being offered with the option of a digital decoder factory fitted, optimised for the particular loco, that may not be a major consideration for most users who will not need to fine-tune the performance.

Similarly, the 10 functions can only be as set in the decoder. As most digital models have the most commonly used functions assigned to the first 10 numbers, this may not be an issue in practice.

The fact that the set cannot be expanded or enhanced may appear to be a limitation, but if you have a relatively simple layout, perhaps based on a starter pack, with some track, just a few points, one or two locomotives, and a few items of rolling stock, do you really need a control system that can handle 9,999 locomotives with lots of functions and an almost endless number of points, signals, and other accessories? No – a simple and inexpensive starter set may well be enough. It can always be replaced later with something more sophisticated if that requirement arises. And with this in mind Lenz is making a remarkable offer: if subsequently you want to exchange the Starter Digital set for the comprehensive SET 101, which should satisfy the most demanding digital operator, then it will allow the full price of the Starter Digital set against the price of the SET 101. So you will not lose out if you want to upgrade once the appeal of DCC has been demonstrated…

Manufactured by

Lenz Elektronik GmbH
Vogelsang 14,
D-35398 Gießen, Germany.
www.lenz-elektronik.de

REPRESENTED IN THE UK BY:
A and H Models
95 High Street, Brackley,
Northamptonshire NN13 7BW.
www.aandhmodels.co.uk

PRICE
Ref.60120 – £95.00.
Second handset (ref.21020) – £39.95.

Please send news items and images to:
Peco Publications & Publicity Ltd,
Beer, Devon, EX12 3NA
Email: newsdesk@railwaymodeller.co.uk

NEWS FROM RAILWAY MODELLER

OCTOBER 2023

Rapido Trains UK declassifies plans for S160 2-8-0

Rapido Trains UK has confirmed previously classified information that it is producing a US Army Transportation Corps S160 2-8-0 in OO gauge.

Trailed in a military document-style 'teaser' on the manufacturer's social media channels in August, the model will depict the distinctive freight engines built for military use during the Second World War by the American Locomotive Company, Baldwin and Lima. Of the 2,120 constructed, 402 ran in Britain from 1942 to 1944 before being shipped to Europe following the D-Day invasion. Examples could subsequently be found across Europe and in most other continents, and eight are now preserved in the UK.

Although a ready-to-run S160 has been produced by Roco, and a kit by DJH, both of these models were to HO scale and largely aimed at continental modellers.

Liveries and numbers are to be confirmed, but the Rapido models will depict the locomotives as built – thus making them suitable for British-outline layouts set during the war – with other tooling to allow for preserved examples to be modelled as closely as possible.



S160 2-8-0 No.6046 at Castle Hill on 17 March 2013 during a visit to the West Somerset Railway steam gala. *Photo: Craig Tiley*

Manning Wardle 0-6-0ST

Rapido UK has also announced the first OO gauge ready-to-run model of the Manning Wardle L Class 0-6-0ST.

Details of planned liveries, the full specification and prices are again to be confirmed, but the tooling will cater for open or closed cabs (as seen on the preserved examples *Sir Berkeley* and *Matthew Murray* respectively), and other differences in frames, wheels and pipework.



CAD render of the Manning Wardle L Class 0-6-0ST (with enclosed cab) in OO.

Lowmac wagon

To follow its popular GWR Loriot Y machinery wagon, Rapido UK is producing a similar item for LNER and LMS modellers: the 25-ton Lowmac.

Originally introduced by the Great Central Railway and updated by the LNER in 1938, these wagons were built in larger numbers for wartime needs with some going to the LMS, and the design was later adopted by British Railways.

Currently in tooling and due to arrive in the second quarter of next year, the models will be available in 11 liveries covering the lifespan of the prototypes. Retailing at £39.95, they will come with a load of four railway wheels with scale axles, which will alternatively be suitable for scenic use.



CAD render of the planned 25-ton Lowmac wagon in BR bauxite as E263298.

Prairies and other products

The OO gauge GWR '4400' small Prairie is now available to pre-order; the Churchward 2-6-2T was announced in the January 2023 issue of RAILWAY MODELLER. Eight running numbers are to be offered in a variety of GWR and BR liveries.

The *Titfield Thunderbolt* train packs are now on their way to the UK (see Reviews page 772 for the Rapido model of Liverpool & Manchester Railway 0-4-2 *Lion*) as are the OO gauge BR Diagram 1/191 OAA open wagons announced in the June 2022 issue. The Wisbech & Upwell Tramway train packs and tramcars (including the Titfield buffet car) are nearing completion at the factory, and the 'Not-Quite-Mink' gunpowder vans announced in the May 2023 issue are being assembled.

For more details of any of the above models, contact the firm at:

Rapido Trains UK, Unit 3 Clinton Business Centre, Lodge Road, Staplehurst, Kent TN12 0QF
Tel: 0330 460 9496. www.rapidotrains.co.uk

Heljan launches 'Scud' Class 153 railcar in O

Heljan has announced the first ready-to-run O gauge model of the BR Class 153 Sprinter diesel railcar – nicknamed, among other things, 'Scud', 'Tin Rocket', Skateboard' and 'Dogbox'.

Originally built as two-car Class 155 multiple units in 1987/88, the sets were converted into the single-car Class 153s during 1991/2, for use on rural branch lines and to provide back-up capacity for other two-car Sprinter units. Used across the country, they are the ideal trains for small layouts.

The Heljan model – of which engineering samples have already been produced – will feature eight separately switchable lighting functions in Digital Command Control mode, interior and cab lights, head and tail lights with day and night settings, illuminated destination blinds and door buttons. Prototypical variations in the headlight units and radiator grilles will be modelled, and optional radio roof pods will be included.



Engineering sample of the Heljan Class 153 Sprinter diesel railcar in O gauge.

The first numbers and liveries will be Regional Railways 153 301, Stagecoach East Midlands Trains 153 311, Northern 'Swoosh' 153 351, Transport for Wales 153 906 and London Midland City 153 356 – all with DCC ready and DCC sound-fitted options. A DCC ready model of 153 380 in GWR green will also be offered in the Gaugemaster Collection.

Expected to arrive in the second quarter of next year, the models will retail at £399.00 in DCC ready format or £519.00 with DCC sound.

Decorated Class 37/0s

Heljan has also revealed factory-decorated samples of its first split-headcode Class 37/0s in post-1970s condition.

For the first time, the locomotive is being offered with cut-away bufferbeam cowlings, together with cast or fabricated bogies and a choice of nose ends, including plated-over doors and headcode panels.

Eight liveries are being produced, the models being un-numbered except where stated: BR blue, BR large logo blue, Engineers 'Dutch' grey & yellow, BR green with full yellow ends as D6700/37 350, unbranded Railfreight grey, EWS red & gold, DRS blue (early) and 37 008 in weathered Railfreight red stripe livery.



Decorated sample of the O gauge Heljan Class 37/0 in DRS livery.

The model has been upgraded with finer and improved detail, LED lighting, and provision for a large speaker and smoke unit. It is due later this year, and a centre headcode version is being developed for release in 2024.

More details and a list of Heljan stockists can be found on the website:

www.heljan.co.uk

Peco welcomes Francis Bourgeois







Livery artwork for the 'one off' 009 goods wagon that Luke created during his visit, with the finished model pictured (*left*).

Peco recently welcomed the social media personality, railway enthusiast and author, Luke Nicolson – also known as Francis Bourgeois – to the company's manufacturing headquarters and tourism site, located in the Devon fishing village of Beer.

Luke has attracted a global following as a result of videos that he has published on his social media channels in recent years, these charting various train-related activities. He is credited with having more than three million followers on TikTok and two million followers on Instagram.

Luke is no stranger to the home of Peco, having visited the gardens and miniature railway at Pecorama on regular occasions since he was just a few years old. In fact, it was the gift of a Hornby train set at the age of four, which was purchased from the Pecorama model shop by his grandmother, that first cemented Luke's passion for trains and model railways.

When asked about his railway modelling interests, Luke revealed to RM that he is in the process of constructing a 00 gauge system around his London flat and dreams of one day building a much larger layout complete with full scenery.

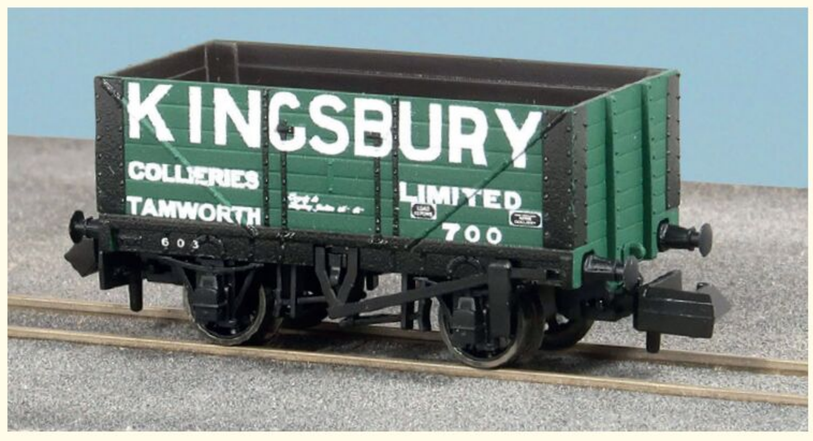
During his latest visit to Peco Luke enjoyed a tour of the factory where the manufacturer's model railway products are made. He also spent time with the product design department (where he created his own livery for a personalised 009 wagon) before trying his hand at driving a steam locomotive on the 7¼" gauge Beer Heights Light Railway.

For further details about Pecorama, including driver experience courses on the Beer Heights Light Railway, go to: **www.pecorama.co.uk**

New N gauge wagons lead announcements from Peco

Peco has announced new items in several scales, starting with a pair of seven-plank open Private Owner wagons in N.

One wagon wears the unusual green livery and white lettering of Kingsbury Collieries of Tamworth (ref.NR-7016P), while more local to West Country-based Peco is the grey wagon in the guise of Somerset and Devon coal merchant Small & Son of Taunton, Thornfalcon and Tiverton Junction (ref.NR-7014P). Both produced from the new tooling for a 9' wheelbase wagon, they retail at £17.50 each.





N gauge Private Owner wagons in Kingsbury Collieries and Small & Son liveries.

Modern fencing and track

Also in 2mm scale, modern palisade security fencing has been added to the Ratio range in two packs: one (ref:281) containing 896mm of straight fencing, and the other (ref.280) including 672mm of straight fencing, plus four vehicle and four pedestrian gates. Both retail at £8.50.

New in O gauge is Streamline flexible track with concrete sleepers (with the manufacturer's name Dow-Mac 'cast' into the tops of the sleepers, as per the prototype) and flat-bottom rail fastened to the sleepers by Pandrol clips, to represent modern trackwork. The price is to be confirmed, with the reference number being SL-702FB.



N gauge Ratio palisade fencing.



O gauge Streamline flexible track with Dow-Mac concrete sleepers.

009 and TT:120

In 009, the livery artwork has been produced for the Kato/Peco Ffestiniog Railway Large England 0-4-0 saddle tank/tender locomotives and the Small England *Palmerston* announced in the last issue. The retail price of these models is now confirmed as £170.00.

For modellers taking up the new TT:120 scale, the Pecorama model shop is now stocking the range of Hornby items in this scale.

Pecorama,
Underleys,
Beer,
Devon EX12 3NA
Tel: 01297 21542
www.pecorama.co.uk



Livery artwork for Large England locomotives *Welsh Pony* in purple-brown, *Little Giant* in maroon and *Exmoor Pony* in fictional Southern Railway green.

Tyne Dock 9Fs and LSWR-liveried coaches in Bachmann autumn announcements



1 Tyne Dock BR 9F 2-10-0 in 00.

Several welcome steam-age items feature in the Bachmann autumn 2023 announcements – including Tyne Dock 9Fs, LSWR-liveried Cross Country coaches, and N gauge Austerity 0-6-0 saddle tanks.

The 9Fs depict two of the examples fitted with air pumps to work iron ore trains from Tyne Dock to Consett. Finished in BR black with late crest and heavy weathering, they are Nos.92060 (photo 1) and 92097, retailing at £249.95 or £349.95 with sound fitted.

In the EFE Rail range, the OO gauge London & South Western Railway Cross Country coach packs (reviewed in the April 2023 issue) are now available in the distinctive LSWR brown & salmon pink livery (photo 2), as well as Southern Railway Maunsell green, at £279.95 each. Also by EFE Rail in OO are LSWR 10-ton vans in LSWR and Southern guises, along with a Somerset & Dorset Joint Railway road van (photo 3), at £32.95 each.

The EFE Rail Class 143 Pacer diesel multiple unit in OO will now be offered in GWR green livery (£249.95), while in N gauge, War Department Austerity 0-6-0STs from new tooling have been announced. Priced at £124.95 each, they are offered in BR black (with early emblem or late crest), National Coal Board lined blue or green (photo 4), Manchester Ship Canal grey and Wemyss Private Railway brown.



5 37 371 in Railfreight red stripe livery in OO.

Diesels and electrics

Further new liveries on the Bachmann Class 37 locomotive and Class 158 DMU are once again to the fore in the diesel announcements. The Class 37 appears in Railfreight red stripe guise as 37 371 (photo 5), and BR large logo blue as 37 260 *Radio Highland*, at £249.95 DCC ready, £349.95 with DCC sound fitted and £379.95 for the Sound Fitted Deluxe version with motorised radiator fan and tinted windscreens.

South West Trains, Transport for Wales, Northern and Central Trains liveries have been applied to the Class 158 (photo 6), priced at £339.95 DCC ready and £439.95 with DCC sound. The Class 411/9 refurbished 3-CEP electric multiple unit appears in South West Trains guise (£469.95 DCC ready, £569.95 with sound), and the Class 422/7 refurbished 4-TEP EMU (photo 7) in BR blue & grey (£589.95 DCC ready, £689.95 with sound).

Rounding off the OO gauge announcements are BR Mk.I suburban coaches in the BR crimson, maroon and blue colour schemes, at £34.95 each.

009 and N gauge

In the narrow gauge OO9 range, four packs of three Dinorwic Quarry slate wagons are available, in grey or red liveries, at £56.95 with sides (photo 8) or £49.95 without (photo 9). Loads for these



2 Cross Country coach packs in LSWR brown & salmon in OO.



3 Somerset & Dorset Joint Railway road van in OO.



6 Transport for Wales Class 158 in OO.



7 Class 422/7 refurbished 4-TEP EMU in BR blue & grey in OO.

EFE Rail
Great British Model Railways



4 Austerity 0-6-0ST from brand new tooling in N gauge.



8 Dinorwic Quarry slate wagons in grey with sides for 009.



9 Dinorwic Quarry slate wagons in red without sides for 009.



10 Graham Farish Stanier 5MT 4-6-0 No.5000 in N.



11 Graham Farish Class 90 in Freightliner G&W livery for N.

are also available in the Scenecraft range at £11.95 per four pack.

Four new train sets join the Graham Farish N gauge range: the Western Rambler with pannier tank and three GWR wagons (£189.95); the Suburban Sulzer with BR Class 24 diesel and two suburban Mk.Is (£209.95); the Thanet Flyer with N Class 2-6-0 and two Bulleid coaches (£274.95, or £374.95 with sound fitted); and Moving Mountains with Class 60 diesel and six PGA hopper wagons (£259.95, or £359.95 with sound).

Six new numbers are offered on the Farish 'Black Five' 4-6-0, in LMS and BR liveries, including preserved No.5000 in LMS guise (photo 10) and No.45407 *The Lancashire Fusilier* in BR black with early emblem (£174.95 each). The recently released Class 90 electric (reviewed in the April 2023 issue, photo 11) now appears in InterCity Swallow, Railfreight Distribution, Rail express systems, Virgin Trains and Freightliner G&W liveries (£194.95, or £294.95 with sound fitted). The Class 14 diesel is offered in NCB British Oak orange & black, and as preserved D9523 in fictional BR maroon (£154.95, or £254.95 with sound).

Also in N, the Class 158 DMU now wears the BR Regional Railways, Central Trains, Scotrail Saltire (photo 12), GWR and Northern colour schemes (£284.95, or £384.95 with sound), and there is a wide range of Thompson carriages in London & North Eastern Railway teak, BR crimson & cream and maroon liveries, as well as a Thompson full brake in BR blue (£48.95 each). The BR Mk.I Brake Second Corridor also appears in BR Railway Technical Centre guise as Laboratory 11 (£47.95, photo 13).



12 N gauge Class 158 DMU in Scotrail Saltire livery.



13 N gauge BR Mk.I BSK in RTC livery.

S&D Scenecraft

Fans of the much-loved Somerset & Dorset Joint Railway are well catered for in the 4mm scale Scenecraft range of 'ready to plant' buildings. A train shed and matching station building modelled on Burnham-on-Sea are available (at £119.95 and £79.95 respectively, photo 14) in Southern Region green & cream or Western Region brown & cream, together with Shillingstone goods shed with green or red doors (£89.95, or £59.95 for a 2mm scale version).

The OO Scenecraft range is further bolstered by low-relief terraced houses and office buildings, a fire station, platform-mounted signal box (in green & cream or brown & cream), a Great Central Railway lamp hut (green or maroon & cream) and a shunter's hut (white or blue).



14 Scenecraft Burnham-on-Sea station building in OO.

Linda gets the blues

Exclusively for members of the Bachmann Collectors Club, the OO9 Penrhyn Main Line Hunslet is now available as 2-4-0 saddle tank & tender engine *Linda* in the striking Midnight Blue livery, with black edging and white lining, that it wore in the early 1990s (photo 15).

Only 500 models have been produced, and in a first for the Collectors Club, are available at £206.96, or £296.96 with sound fitted – a 10% discount on the equivalent price of a main range item.

Club members can order these models, and new members can join, at www.bachmann-collectorsclub.co.uk or by calling 01455 245565. For details of the other new models, visit: **www.bachmann.co.uk**



15 Collectors Club *Linda* in Midnight Blue for 009.

Two Scottish Class 20s revealed at York shop anniversary





Two new Sales Area Exclusive models of Class 20 diesels were launched at the 60th anniversary of Monk Bar Model Shop in York.

As reported last issue, the Monk Bar shop – one of the oldest model shops in England – held a week of celebrations commencing on 21 August to mark six decades since its 1963 opening. Bachmann Europe plc attended on 23 August, during which the Class 20 models were revealed.

These will depict Scottish-based examples 20 048 and 20 100 in BR blue with disc headcodes and the West Highland terrier logos applied by Eastfield depot. Available either in standard format (£224.95) or with sound fitted (£324.95), and due to be delivered in September, they can be purchased only from Bachmann retailers in Scotland, the North West and North East of England, and North Yorkshire.

In brief

Lydney model show

The Lydney Model Railway Show will be held on 23 & 24 September at The Dean Academy, Lydney GL15 5DZ, opening from 11:00-17:00 on Saturday and 10:00-16:00 on Sunday. 15 layouts from N to G are expected, and there is free parking, disabled access and catering.

Kettering exhibition

Kettering and District Model Railway Society will hold its exhibition on Saturday 21 October at All Saints Church, William Street, Kettering NN16 9RR, from 10:00-16:00. For details, call 07889 497481 or visit:
www.kdmrs.webador.co.uk

EM gauge show

The North East and Borders Area Group of the EM Gauge Society will hold its Workshopwise 2023 event on Saturday 21 October at Stannington Village Hall, Main Street, Stannington NE61 6EL, from 10:00-16:00. Admission is £5.00, and the layouts will include *West End Drift,* featured in the September RM.

Newbury exhibition

Newbury Model Railway Club will hold an exhibition on Saturday 28 October at St Bartholomew's School, Buckingham Road, Newbury RG14 6JP from 10:00-16:30. For details, call 07590 429643 or visit:
www.newburymrc.co.uk

Show at Selby

Grandad's Train Shop will be hosting a small model railway exhibition on 28 October at The Function Room, Selby Superbowl, Bawtry Road, Selby YO8 8NA, from 10:00-16:00. For details, call 07754 401209 or email:
show@selbymodelrailway.co.uk

Trams at Crich

A one-eighth scale model of a 1904 Darlington tramcar will make a rare working appearance on the exhibition layout at the National Tramway Museum, Crich Tramway Village on Sunday 15 October. For details, call 01773 854321 or visit:
www.tramway.co.uk

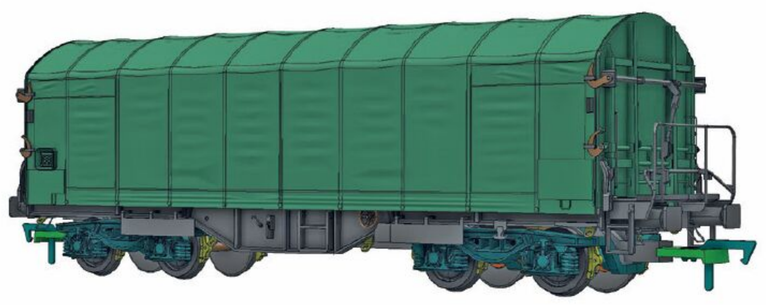
St Neots show

St Neots MRC will hold an exhibition on Saturday 14 October 2023 (10:00-16:30) at The Priory Centre, Priory Lane, St Neots, Cambridgeshire PE19 2BH. Admission is £5.00 for adults (under-15s free if accompanied by an adult). For more details:
www.stneotsmrc.com

Madder Valley line

The *Madder Valley Railway* layout built by John Ahearn will be in operation at Pendon Museum on Saturday 16 September. Details can be found at:
www.pendonmuseum.com

French Revolution: IHA-F steel carriers in OO and N



Revolution Trains is to produce the French-built IHA-F canvas hooded steel coil carrier wagons in OO and N gauge.

The first batch of 48 wagons were built by Fauvet Girel in 1991, registered in France and given the UIC code 'Sfhimmns', the 'f' signifying that they fitted the British loading gauge. Further batches were constructed in 1993, 1998 and 2001-2, bringing the total to 250 – almost all of which are still in service.

They are used to transport steel to destinations across the country, from Port Talbot to Middlesbrough, and for traffic through the Channel Tunnel to France and Belgium. As well as operating in block trains, they are often mixed with the BYA 'Nissen hut' wagons produced by Bachmann and Graham Farish, making the Revolution model a useful 'missing link' for modellers. They will also complement the forthcoming Revolution OO gauge model of the CBD90 Tata battery hybrid shunter, these locomotives being seen with the wagons at Port Talbot and Scunthorpe.

The OO model is now in tooling, with the N gauge model to follow closely behind. A number of liveries and numbers will be offered to cover the long histories of the prototypes, and delivery is expected in the second or third quarter of 2024.
www.revolutiontrains.com

Beginner's Guide to DCC course at Pecorama

To help dispel myths surrounding Digital Command Control, Peco offers a 'Beginner's guide to DCC' course.

Each session is limited to twelve participants to enable a personal approach.

The course usually takes place in the Lecture Theatre/Station Gallery on the Pecorama site in Beer.

The course fee (£50.00) includes standard entry to Pecorama, with all its attractions, with complimentary tea/coffee through the day. (Participants are responsible for their own lunch – there are food outlets on site.)

Participants will also be entitled to a discount in the Pecorama model shop.

The course combines theory and practical sessions covering all the main topics:

– the development of DCC;
– a basic outline of how it works;
– what it can (and cannot!) do;
– potential for programming loco performance characteristics;
– practical opportunity to get something running on a DCC layout;
– what to look for when buying new locomotives;
– what to consider when converting an existing collection;
– operation of accessories such as points and signals;
– what to consider when planning a new layout using DCC;
– what to look for when considering a system;
– opportunity to inspect some of the systems on the market.

Participants will convert an analogue locomotive to digital. A range of locos and suitable decoders will be provided but participants may bring along one of their own locos for advice and, with a suitable decoder, potential conversion.

With DCC now very much part of the mainstream model railway hobby, navigating what can be seen as a very complex path often confuses and sometimes puts people off starting at all.

Peco has a long tradition of providing support and advice for the hobby and this course continues to build on that.

As the company has no vested commercial interest in any brand or system, the advice is completely impartial and based upon practical experience.

If you are interested, e-mail:
julia.boswell@peco.co

Peco, Underleys, Beer, near Seaton, Devon EX12 3NA.

Great Central, Great Eastern and L&Y liveries for Hattons Genesis coaches



Hattons Genesis six-wheeled coaches in (left to right) Great Central, Great Eastern and Lancashire & Yorkshire Railway liveries.

The first decorated samples of the second batch of Hattons Genesis coaches have arrived, in the liveries of the Great Central, Great Eastern and Lancashire & Yorkshire railways.

Reviewed in the December 2022 RAILWAY MODELLER, these four- and six-wheeled coaches are intended as a generic representation of such vehicles from the pre-Grouping railway companies, to be made available in a huge range of liveries from the period.

The decorated samples carry the GCR French grey & brown, GER Stratford brown and L&Y brown & umber colour schemes. Other planned guises in the second batch – samples of which will follow – are Midland Railway crimson lake, London & South Western Railway brown & salmon pink, BR crimson, National Coal Board blue, and Córas Iompair Éireann green or black & tan. Pre-orders can be placed via the website (right), although some models have already sold out.

Liveries proposed for the third batch (but not yet available to pre-order) are those of the North Eastern, Caledonian, Metropolitan, Longmoor Military and Somerset & Dorset Joint railways, together with more BR Departmental versions.

Hattons Model Railways
17 Montague Road, Widnes
WA8 8FZ. Tel: 0151 733 3655.
www.hattons.co.uk

In-store event at Kernow Model Rail Centre

Cornish-based retailer Kernow Model Rail Centre is holding its annual in-store event at its Camborne branch on Friday 22 September.

Visitors can meet the team, including Chris Trerise (Managing Director) and Graham Muspratt (Development Manager). New KMRC exclusive products will be announced at the event, and there will be special offers available only to those who attend on the day, while several manufacturers will be present. The store is open from 09:30 to 17:00.

Kernow Model Rail Centre
98A Trelowarren Street, Camborne
TR14 8AN. Tel: 01209 714099.
www.kernowmodelrailcentre.com

EXHIBITION FOCUS

Iain Rice tribute at Uckfield exhibition

A tribute to the late Iain Rice, who passed away last year, will be among the highlights of the Uckfield Model Railway Exhibition at Uckfield Civic Centre on 21 & 22 October.

Friends of the well-known modeller and author hope that the event will feature at least five 4mm finescale layouts which Iain constructed or to which he made a major contribution – probably the only occasion that they will be displayed together. They are *Debenham Cade's Green*, *Hepton Wharf*, *Trerice*, *Longwood Edge* (all P4) and *Butley Mills* (EM), while there will also be a display of rolling stock that Iain built for his North Cornwall-based layout *Tregarrick*.

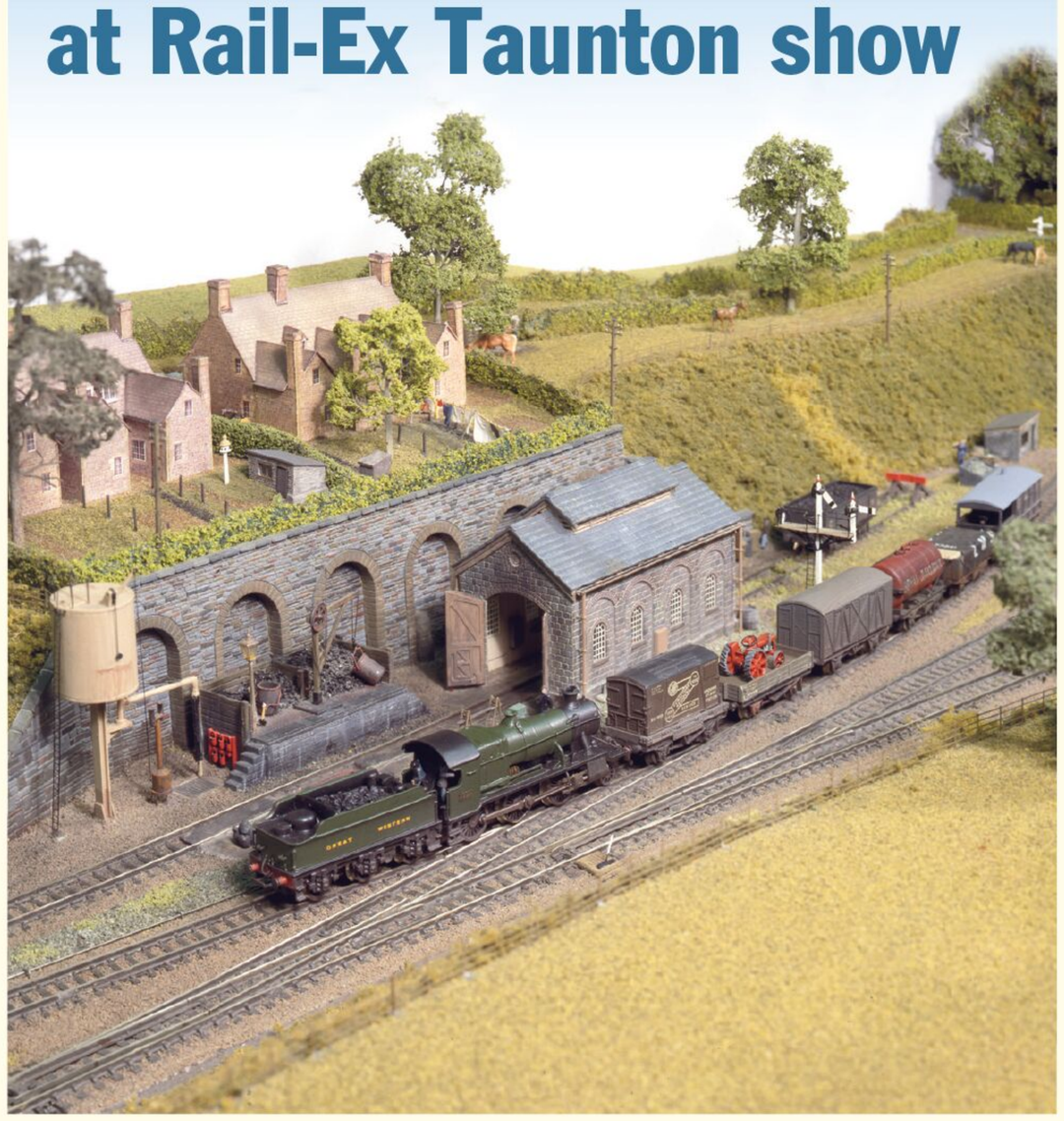
Other layouts attending will be *Foxbury* (featured in the April 2022 RAILWAY MODELLER) and *Banbury* (Railway of the Month in RM November 2014).

More details are in Societies & Clubs (pages 785-38a) or at:
www.uckfieldmrc.co.uk



P4 layout *Trerice*, one of several by the late Iain Rice that are due to appear at the Uckfield exhibition in October.

Nether Stowey to return at Rail-Ex Taunton show



Award-winning N gauge layout *Nether Stowey* will return to the exhibition circuit at the Rail-Ex Taunton show, at Taunton School on 21 & 22 October.

N gauge layout *Nether Stowey*, due to appear at Rail-Ex Taunton in October.

Built by the late Andy Calvert, the fictional GWR branch line terminus was the Railway of the Month in the September 1992 issue of RAILWAY MODELLER, and was the winner of the RM Cup competition for that year. It was also once in the possession of Peco and displayed at the Ratio factory, as it made extensive use of kits from Ratio.

Having been stored for about 20 years in the loft of David Smart, who originally helped in its construction, it was acquired in July by the Somerset Railway Modellers Club, organisers of the Rail-Ex show. The group are now cleaning up and repairing the layout, and expect to have it ready in time for the exhibition.

Another highlight of the event will be a trio of 4mm scale Somerset & Dorset Joint Railway layouts – OO gauge *Bath Green Park* (Railway of the Month in RM January 2012), *Chilcompton Tunnel* (also OO), and *Cheddar SDJR* (P4).

Other layouts on show will include *Oldshaw* (Railway of the Month, RM March 2011), *Alderford* (Railway of the Month, April 2014), *Bovington Junction* (featured in RM February 2022), *Polpendra* (RM December 2011) and *Rannoch* (RM July 2021).

For more details, see Societies & Clubs or visit the website:
www.railextaunton.uk

Third O Gauge Get Together at Severn Valley Railway

A third O Gauge Get Together event will be held at The Engine House, Highley, Severn Valley Railway on 7 & 8 October.

Six 7mm scale layouts are due to attend, including the 53' long *Newchapel Junction* (featured in RM February 1996), *Central Works*, and 0-16.5 *Melinau'r Abaty*.

Trade stands will include ready-to-run manufacturers Dapol and Ellis Clark Trains and etched kit manufacturers Connoisseur and Finney 7, while the Bridgnorth/82G O Gauge group will be displaying kit-built locomotives and kit-bashed wagons, and Dan Evason of Tunnel Lane Model Railways will be demonstrating figure painting techniques. A limited edition Dapol wagon will also be on sale, and a raffle held with prizes generously donated by Dapol, Ellis Clark, *Trackside* magazine, Modelu & Tunnel Lane.

Arriving via the SVR's steam and diesel-hauled train services is recommended, and entry to The Engine House is included in the ticket price (Gauge O Guild members receive a 33% discount on production of their membership card). For full details, see Societies & Clubs or visit:
Website: www.svr.co.uk/event/o-gauge-get-together-2023/2023-10-07/
Facebook: www.facebook.com/SVRGaugeOshow



An O gauge model of GWR small Prairie No.4566 on *Central Works* – the real locomotive is preserved at the Severn Valley Railway and on display at The Engine House, the venue for the O Gauge Get Together.

Coming next month

Nov. 2023 –

Out Thursday 12 Oct.



inside ...

- **WARLEY 2023**
  Full coverage of this year's show at the NEC in Birmingham
- **THE COLLETT LARGE PRAIRIES**
  Drawn & described for TT:120
- **A STATIC CARAVAN IN 7MM**
  Scratch-building an unusual scenic feature from styrene sheet

plus all the regular features ...

Shop News

The Model Centre celebrates 25 years



From left to right: Standing: Chris Yates (with Cocker Spaniel Betty), Callum Day, Thomas Alcock, Richard Sawyer, Raphael Davison, Nicholas Pinkney, Liam Calvert, Samual Corner, Philip Stuttard, Carole Woodhead, Zach McWilliams. Kneeling: Michael Simmonds and Andrew Williams. Not pictured are Martin Burchmore, Chris Duncan, Paul Gallon, Robert Perkins and Alex Yates.

While living and growing up in Doncaster with relatives in Cheshire, Chris Yates spent many a happy hour on Crewe and Doncaster station in his younger days. Having worked as a sales representative for Hornby from 1976, Chris left Hornby to begin a new venture in retail and in 1998 opened his first store.

Located in the relatively new Trafford shopping mall, Trafford Model Centre with Chris at the helm quickly grew and after opening several stores in major cities the business was rebranded as The Model Centre (TMC).

In 2007, having seen retail markets fluctuate and trade in the model sector become quite challenging, Chris relocated a new TMC business to Beck Hole in the North Yorkshire Moors. Since that time the business has once again established itself in the marketplace producing not only exclusive models but adding value to ready-to-run models with the firm's popular detailing and weathering services.

From the beginning with its Trafford Centre Store in 1998 the retailer set out to provide exceptional customer service – a philosophy that continues to stand the company in good stead to this day.

Chris is now working alongside his son Alex and team of staff members and is celebrating 25 years in retail with TMC. The firm stocks a vast array of model railway items covering a range of scales and gauges including 00, N, 0 and 009. The retailer is also now stocking Hornby TT:120 products. Other lines carried include plastic kits, slot cars and radio controlled models.

The Model Centre
Hill Farm, Beck Hole,
Whitby,
North Yorkshire Y022 5LF
Tel: 01947 899 125
email:
websales@tmc-direct.com
www.themodelcentre.com
Shop opening times:
Mon-Fri 0900-1630,
Sat 0900-1400

Accurascale Exclusive Class 66 to raise funds for Prostate Cancer UK



Accurascale aims to raise £10,000 for Prostate Cancer UK with an exclusive model of the Class 66 diesel wearing a special livery to promote the charity.

GB Railfreight 66 769 received the special black livery for the annual GBRf charity railtour in 2021, which raised over £147,000 for Prostate Cancer UK. It was also given two names, in recognition of the League Managers Association and GBRf contracts manager Paul Taylor, who was battling prostate cancer at the time and passed away the following year.

One in eight men will develop prostate cancer in their lifetime, with men over 50 being at increased risk of suffering from the disease.

Accurascale PR and Marketing Director Fran Burke said: "As we see from model railway exhibitions we attend and indeed our own customer base, a significant portion of people in this hobby are males over 50, so hopefully this model can be enjoyed, but also help to raise awareness about getting checked out. It is also a cause that means a lot to many of us on the Accurascale team, having seen loved ones suffer and indeed be lost to this dreadful illness. We sincerely thank Prostate Cancer UK, The LMA and of course GBRf for working with us on this model."

The limited edition model is available to pre-order exclusively via the Accurascale website, priced at £169.99 DCC ready and £259.99 with DCC sound fitted, with proceeds to be donated to Prostate Cancer UK. Delivery is expected in the first quarter of 2024.

www.accurascale.com

Engineering prototypes of Darstaed Pullmans arrive

Ellis Clark Trains has received the first engineering samples of the all-steel K-type Pullman cars in O gauge, which it is developing in conjunction with manufacturer Darstaed.

Announced in the November 2021 issue of RAILWAY MODELLER, the cars will have etched brass sides, separately moulded ends and windows, fully detailed interiors with working table and ceiling lights, and a hand-painted finish.

Kitchen First, Kitchen Third, Parlour First, Parlour Third and Brake Third diagrams will be offered, each with a choice of several numbers or names, at £399.00 each or £375.00 each when buying a 'bundle' of three or more.

There will also be packs of between two and 10 coaches, priced from £795.00 to £3,750.00, representing the 1966 'Bournemouth Belle', the 'Queen of Scots', 'Yorkshire Pullman', ocean liner expresses and the preserved examples on the Keighley & Worth Valley Railway.

Delivery is expected early next year and full details of the available names, numbers and coach packs can be found on the firm's website (right).



Engineering sample of a Darstaed/Ellis Clark Trains K-type Pullman car. The sides are etched brass and the bogies are metal, while the pink parts are separately fitted plastic components.

Ellis Clark Trains
Unit 2 Toller Court
Shortbank Road
Skipton, North Yorkshire BD23 2HG
Tel: 01756 701451. www.ellisclarktrains.co.uk

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.

DECEMBER 2023 issue deadline: October 1st

CANCELLATIONS

Saturday 28 & Sunday 29 October
LEEDS, West Yorkshire
Organiser: Leeds Model Railway Society.
Venue: unavailable due to building work. The exhibition will return in 2024.
Website: www.leedsmrs.org

LIVE EVENTS

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: 15 minutes walk from Shenfield station, car park, refreshments, tombola.
Features: 44th annual exhibition with *Corru* (OO9), *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 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, traders.
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* (OO9), *Tal-Y-Bont* (O-16.5), *Pentrefelin* (TT3), *Porth Gwynfor* (OO9), *Llanfarthyn* (N), *Porth Penrhyn* (OO9 and OO), *Port Dinorwic* (OO9 and OO), *Tony's Forest* (O9), modular 16mm NG live steam layout, trade stands, 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 OO9 Society.
Venue: Statfold Barn Railway & Narrow Gauge Museum, near Tamworth, Staffordshire ('Statfold Country Park' for satnavs).
Open: Saturday 1000-1700 (OO9 Society members only), Sunday 1000-1600 (public).
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: OO9 Society 50th anniversary exhibition with over 50 layouts in scales covered by the society, including: *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 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 three-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, displays, club sales. (Club hours are Tuesday 1000-2000, Thursday 1000-1800, Saturday 1000–1400 – visitors & new members always welcome.)
Website: www.clevelandmrc.club

Saturday 23 September
PITSTONE, Bedfordshire
Organiser: Tring & District MRC.
Venue: Memorial Hall, Vicarage Road, Pitstone, LU7 9EY (will be signposted locally).
Open: 1015-1630
Admission: adults £3.00, children £1.50, family (2+2) £7.00.
Amenities: free parking, disabled access, refreshments.
Features: Beacon-Rail 2023 with eight layouts from N to G gauge and trade stands.
Contact: 01525 850703.
Email: r.longman@btinternet.com
Website: www.tringmrc.co.uk

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* (OO9), *Swanswell NSE* (N), *Live Laugh Lego*, *Crumbling Edge* (N), *Bletchinghurst* (OO), trade stands. Layouts at all 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: buses 17 and X4 stop nearby. Limited parking on site, on-road parking allowed in the area. Exhibition 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
CORBY, Northamptonshire
Organiser: Corby & District MRS.
Venue: Ss Peter & Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH.
Open: Saturday 1000-1700
Sunday 1100-1600
Admission: adults £4.00, seniors £3.00, children £2.00, family (2+2) £10.00.
Features: model railway exhibition.
Facebook: www.facebook.com/CorbyAndDistrictModelRailwaySociety

Saturday 30 September & Sunday 1 October
DORKING, Surrey
Organiser: Dorking and Horsham Model Railway Clubs.
Venue: The Ashcombe School, Ashcombe Road, Dorking RH4 1LY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, children £3.00, family (2+3) £10.00.
Amenities: five minutes walk from bus and railway stations, free on-site parking, wheelchair access, refreshments.
Features: autumn model railway exhibition including interactive layout for children and adults, trade stalls.
Websites: www.dadmrc.co.uk
www.horshammrc.org.uk

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
SUNDERLAND, Tyne & Wear
Organiser: North East O Gauge.
Venue: Nissan Sports & Social Club, Washington Road, Sunderland, Tyne & Wear SR5 3NS.
Open: 1000-1600
Admission: adults £8.00 (two days £12.00), children £3.00 (two days £6.00).
Amenities: close to A19 and A1, free parking, wheelchair-friendly, café and bar.
Features: *St Marnock Engine Shed*, *Durham Street*, *Allerby*, *Beighton Junction Yard*, *Ceddesfeld Halt*, *Falstone*, *St Georges Pit*, *Loch Dubh*, *Dunchafrae*, *Glebe Lane*, *Brafferton*, test track, demonstrations, Gauge O Guild and trade stands.
Contact: 07900 431042.
Email: northeastogauge@gmail.com
Website: www.neog.uk
Facebook: www.facebook.com/groups/619438602704502

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

Sunday 1 October
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

Sunday 1 October
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 7 October
SHEFFIELD
Organiser: Sheffield Model Railway Society.
Venue: Grenoside Community Centre, Main Street, Sheffield S35 8PR.
Open: 1000-1600
Admission: adults £5.00, children (5-16) £2.00, under 5s free.
Amenities: free parking, disabled access, refreshments.
Features: layouts of different scales and gauges, trade stands.
Contact: 07903 272049, 07940 033822.
Website: www.sheffieldmrs.co.uk
Facebook: www.facebook.com/SheffieldModelRailwaySociety/

Saturday 7 October
WELLINGTON, Shropshire
Organiser: Telford Railway Modellers Group.
Venue: Charlton School Sports Hall, Apley Avenue, Wellington, Shropshire TF1 3FA.
Open: 1000-1600
Admission: adults £6.00, children £2.00, family (2+2) £14.00.
Amenities: free parking, easy access, refreshments.
Features: layouts and trade stands.
Contact: John Waite, 07974 749955.
Website: www.trmg.webs.com

Saturday 7 & Sunday 8 October
FAREHAM, Hampshire
Organiser: Fareham & District MRC CIO.
Venue: Fareham Leisure Centre, Park Lane, Fareham PO16 7JU.
Open: Saturday 1000-1730
Sunday 1000-1630
Admission: £10.00, accompanied children free.
Amenities: free heritage bus service from Fareham railway station, free parking for up to three hours, on-site catering.
Features: 20 layouts including *K Street Yard*, *Brighton East*, *Little Ashton*, *Holcombe Brook* and *Slough Trading Estate*, demonstrations, trade stands.
Website: www.fareham-mrc.org.uk

Saturday 7 & Sunday 8 October
FOLKESTONE, Kent
Organiser: Folkestone, Hythe & District Model Railway Club.
Venue: Leas Cliff Hall, Folkestone CT20 2DZ.
Open: 1000-1700
Admission: adults £7.50, children £3.00, family £19.00.
Amenities: on-site parking (fee payable).
Features: *Brunshafen* (HO), *Calstock Riverside* (O-16.5), *Canada Street* (EM), *Docklands* (O), *East Dock* (EM), *Eastgate Harbour* (OO), *Fawcett Street* (OO), *Fenchurch St Peter* (OO), *Hartley Poole Too* (N), *Hythe* (OO), *Kimiack Falls* (HO), *Klapping* (HO), *Launceston Steam Railway* (OO9), *Leicester (Belgrave Road)* (OO), *Oaklands* (N), *Outwell Village* (OO), *Rolvenden* (P4), *Stonefield Lane* (OO), *The Dovey Valley Railway* (OO9), Vintage Lego, trade and society stands.
Email: cdeltic@aol.com
Website: www.folkestonemrc.wordpress.com

Saturday 7 & Sunday 8 October
HIGHLEY, Shropshire
Organisers: Severn Valley Railway volunteers.
Venue: The Engine House, Highley, Severn Valley Railway.
Open: Saturday 1030-1700
Sunday 1030-1630
Admission: free to train ticket holders – donation suggested for others.
Amenities: steam and diesel-hauled trains on SVR – 33% discount for Gauge O Guild members. No parking at Highley so arriving by train is recommended, but parking is available nearby. All trains and venue wheelchair-accessible, most trains have buffets, catering at venue.
Features: third O Gauge Get Together with six layouts including *Newchapel Junction*, *Central Works* and *Melinau'r Abaty*, trade and preservation group stands, demonstrations, limited edition Dapol wagon on sale, raffle.
Website: www.svr.co.uk/event/o-gauge-get-together-2023/2023-10-07/
Facebook: www.facebook.com/SVRGaugeOshow

Saturday 7 & Sunday 8 October
MICKLEOVER, Derby
Organiser: Mickleover Model Railway Group.
Venue: Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby, DE3 0DA.

Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, under 16s free.
Amenities: limited parking at venue, public parking opposite, disabled access, refreshments.
Features: *Duffield* (OO), *Warner Street* (O), *Derwent Valley* (N), *Hillandale* (OO), Thomas (OO), *Anything Goes* (N), *Cas-Ny-Hawin* (OO9), *Cowley Yard* (O), *Derby Freemo* (HO), *No Place* (OO), *Ravens' Retreat* (OO9), *Rye* (O), *Weedram Distillery* (OO), *Zell* (HO), demonstrations, trade stands (new & used).
Email: mickleoverexhibition@gmail.com
Website: www.mmrg.org.uk

Saturday 7 & Sunday 8 October
SHILDON, County Durham
Organiser: Shildon Model Railway Club.
Venue: Locomotion museum, Dale Road, Shildon DL4 2RE.
Open: 1000-1700 both days
Admission: free.
Amenities: free parking, full disabled access, refreshments available all day.
Features: 36th autumn exhibition with over 20 layouts and over 20 trade stands, modelling demonstrations, societies & groups.
Contact: Robert Arrand, 07564 301487.
Email: robertedwardarrand@yahoo.co.uk

Sunday 8 October
WAKES COLNE, Essex
Organiser: Braintree & Halstead MRC and East Anglian Railway Museum.
Venue: East Anglian Railway Museum, Chappel & Wakes Colne Station, Station Road, Wakes Colne CO6 2DS.
Open: 1000-1700
Admission: adults £12.00, children (4-15) £8.00, under 4s free.
Amenities: parking, disabled access, café.
Features: Small Trains Day with layouts including *Molehill Green* (OO9), *Foxbury* (3mm), *The Blitz* (OO), *Ousewell St Jude* (EM), *Lowe St* (OO), *Northmoor* (OO), *Long Melford Junction* (OO), *Engane-cum-hardy* (N), *Crib Lane* (G), *Garden Gateway* (OO), club layouts, unlimited standard gauge steam-hauled train rides, miniature railway, free vintage bus rides, drive a diesel for £15.00 (must be booked in advance).
Website: www.earm.co.uk

Saturday 14 October
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 14 October
LEICESTER
Organiser: Leicester Model Railway Group.
Venue: St Margaret's Church, St Margaret's Street, Leicester LE1 3EB.
Open: 1000-1700
Admission: £5.00, accompanied under-16s free (proceeds support club and church).
Amenities: venue opposite main Leicester bus station (St Margaret's).
Features: 10 layouts, three trade stands.
Website: www.lmrg.co.uk

Saturday 14 & Sunday 15 October
DUNDEE, Angus
Organiser: Dundee Model Railway Club.
Venue: The Ardler Community Complex, Turnberry Avenue, Dundee DD2 3TP.
Open: 1000-1630
Admission: adults £5.00, children £3.50, family £12.00, under 5s free.
Features: model railway exhibition.
Contact: 07497 919817.
Email: dundeemrc@outlook.com
Website: www.dundeemrc.uk

Saturday 21 October
BARSHAM, Suffolk
Organiser: Norfolk & Suffolk Narrow Gauge Modellers.
Venue: Barsham & Shipmeadow Village Hall, Barsham, Beccles, Suffolk NR34 8HA (off B1062 two miles out of Beccles).
Open: 1030-1600
Admission: adults £3.00, accompanied under-16s free.
Amenities: parking by hall, overflow in adjacent paddock, light refreshments.
Features: narrow gauge model railways, displays and demonstrations in various scales.
Contact: Richard Doe, 01502 471760.
Email: nsngm@yahoo.co.uk

Saturday 21 October
CAMELON, Falkirk
Organiser: SCOTGOG O Gauge Show.
Venue: Camelon Education Centre, Abercrombie Street, Falkirk FK1 4HA.
Open: 1000-1600
Admission: £6.00.
Amenities: free parking, on-site café.
Features: two layouts, eight trade stands, demonstrations, test track.
Contact: Chris Smith, 01383 880844.
Email: scotgog@gmail.com

Saturday 21 October
DERBY
Organiser: Black Diamonds Group/National Model Railroad Association – British Region.
Venue: The Derby Conference Centre, London Road, Derby DE24 8UX.
Open: 1030-1630
Admission: adults £10.00, accompanied children free.
Features: 78th Union City Convention with American layouts and specialist traders.
Email: stevedennison46@yahoo.com
Website: www.black-diamonds.org.uk/convention/

Saturday 21 October
ICKENHAM, Middlesex
Organiser: Ickenham and District Society of Model Engineers.
Venue: Ickenham Village Hall, 33 Swakeleys Road, UB10 8DG.
Open: 1000-1630
Admission: adults £3.00, children £1.00.
Amenities: disabled access, light refreshments.
Features: model railway show celebrating 75 years of the society: seven layouts, miniature train rides.
Website: www.idsme.co.uk

Saturday 21 October
WOMBOURNE, South Staffordshire
Organiser: Midarc Show Team.
Venue: Wombourne Civic Centre, Garvel Hill, Wombourne, near Wolverhampton, WV5 9HA.
Open: 1000-1600
Admission: adults £6.00, concessions (OAPs and children 12- 16) £4.00, children under 12 free (cards and cash taken).
Amenities: buses Nos.15 & 16 from Wolverhampton and Stourbridge, free parking, wheelchair-friendly, light refreshments (cards and cash).
Features: *Lochty Rd Refuel Depot*, *Pipet Crewcoreu*, *Auch Ae*, *Southbridge*, *Levisham Station*, *Bond Lane*, *Ella Road*, *Market End*, *Funtime*, *Cripple Creek*, demonstrations, information and trade stands.
Contact: Bryan Shear, 07927 059930.
Email: Midarc@hotmail.co.uk

Saturday 21 & Sunday 22 October
BURNLEY, Lancashire
Organiser: Lancashire and Yorkshire DCC Model Rail Group.
Venue: Burnley Masonic Hall, Nelson House, Nelson Square, Burnley BB11 1LA.
Open: 1000-1630
Admission: adults £7.00, accompanied children £1.00.
Amenities: parking, disabled access, refreshments.
Features: layouts, demonstrations, traders.
Contact: 07918 627448, 01706 828868.

Saturday 21 & Sunday 22 October
CAISTOR, Lincolnshire
Organiser: Caistor Model Railway Club.
Venue: Caistor Town Hall.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £5.00, accompanied children £3.00 (card payments available).
Amenities: refreshments.
Features: 11 layouts, displays and traders.
Contact: 07733 414866.
Email: rgp2828@gmail.com
Facebook: www.facebook.com/groups/464928214440733

Saturday 21 & Sunday 22 October
CARDIFF
Organiser: Cardiff Model Engineering Society (Heath Park Miniature Railway).
Venue: Sophia Gardens Cricket Ground, Cardiff CF11 9XR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £10.00 – under 15s free but must be accompanied by an adult.
Amenities: hot and cold refreshments.
Features: *Broadwell* (OO), *Caroline Concrete Works* (O-16.5), *Cog Road* (O), *Ffordd-y-Deryn* (16mm), *Foxwood End* (N), *Heybridge Wharf* (3mm), MAFVA, *Midsomer Mardy* (Z), *Nantgarw* (OO), *Oasis Camp* (HO/HOn3), *Orfe Quay* (EM), *South Wales Coals* (OO), *Spriggs Lane* (OO), *Three Cocks Junction* (EM), *Trevanna Dries* (EM), *Up the Line* (O-16.5), demonstrations, societies, traders.
Contact: 029 2025 5000 opt 3 (0900-1700 Monday to Saturday).
Email: enquiries@cardiffmodelrailwayshow.co.uk
Website: www.cardiffmodelrailwayshow.co.uk

Saturday 21 & Sunday 22 October
TAUNTON, Somerset
Organiser: Somerset Railway Modellers Club.
Venue: Taunton School, Staplegrove Road, Taunton TA2 6AD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £14.00, concessions £12.00, under 16s free.
Amenities: on-site parking, access for all, catering.
Features: 30 layouts including *Bath Green Park* (OO), *Old Elm Park* (O), *St Ruth* (2mm finescale), *Bovington Junctio*n (N), *Oldshaw* (OO), *Thiswaye* (O), *Cheddar SDJR* (P4), *Depot Nord* (HO), *Alderford* (OO), *Rolvenden* (P4), *Chilcompton Tunnel* (OO), *Beijiao* (HO), *Bristol Avon Bridge* (OO), *St Martin's Wharf* (O), *Polpendra* (N), *Ripley* (OO), traders.
Contact: A H Ingall, 01643 702273.
Email: ingall@btinternet.com
Website: www.railextaunton.uk

Saturday 21 & Sunday 22 October
UCKFIELD, East Sussex
Organiser: Uckfield Model Railway Club.
Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE.
Open: 1000-1700 both days
Admission: adults £9.00, accompanied children free.
Amenities: three-minute walk from railway and bus stations; free parking via adjacent High Street car park signposted from Uckfield bypass; wheelchair access; periscopes available to borrow; licensed restaurant.
Features: 38th Uckfield Model Railway Exhibition incorporating Scalefour Southeast, a new Scalefour Society regional event, featuring the society's publicity stand and the Scalefour Stores, along with associated P4 layouts, demonstration stands and a special Iain Rice Extravaganza comprising at least five 4mm/ft finescale layouts constructed by him or in which he was a major contributor. 20 layouts portraying British, Continental & American prototypes including *Northport Quay* (O-36.75), *Wenford Dries* (O), *Bedlam Brewery* (O-16.5), *Tony's Forest* (O-14), *Arcadia* (S), *Faringdon* (P4), *Hepton Wharf* (P4), *Trerice* (P4), *Debenham Cade's Green* (P4), *Longwood Edge* (P4), *Butley Mills* (EM), *Shwt* (EM), *Ewe* (OO), *Eddington Verso* (OO), *Rodwell Green* (OO9), *Cessy-en-Bois* (HO), *Kamiak Falls* (HO), *Foxbury* (TT), *Banbury* (British N) and *Moretonhampstead* (2FS), demonstrations, trade and society stands.
Contact: Adrian Colenutt, 01903 745759.
Email: enquiries@uckfieldmrc.co.uk
Website: www.uckfieldmrc.co.uk

Saturday 21 & Sunday 22 October
WARRINGTON, Cheshire
Organiser: Warrington Model Railway Club.
Venue: Warrington and Vale Royal College, Winwick Road, Warrington, WA2 8QA.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £1.00.
Amenities: ample free parking, wheelchair access, refreshments.
Features: 14 layouts in a variety of scales, demonstrations, trade stands.
Contact: 01925 815092.
Website: www.warringtonmodelrail.co.uk

Sunday 22 October
WHITWELL & REEPHAM, Norfolk
Organiser: C.A.K.E. MRG.
Venue: The Sidings Function Room, Whitwell & Reepham Station, Whitwell Rd, Reepham, Norwich, NR10 4GA.
Open: 1030-1630
Admission: adults £3.00; under-16s free but must be accompanied by an adult.
Amenities: parking, disabled access, refreshments.
Features: layouts including *Little Sefton* (O), *Cromer Beach Shed* (O), *The North Bay Railway* (OO9), *The Norfolk Mardlers*, Lawrie Rose's *Table Top Railway*, *Barton Farm* (OO9), *Penny Royal Lane* (N), 32A MRC Test Track (OO), trade and society stands, standard gauge Whitwell & Reepham Railway and 7¼" gauge Top Field Light Railway in operation.
Contact: 01603 871694.
Email: robertewles79@gmail.com
Website: www.whitwellstation.com

Sunday 22 October
WIMBORNE, Dorset
Organiser: Central Southern Gauge O Group.
Venue: Allendale Community Centre, Hanham Road, Wimborne BH21 1AS.
Open: 1000-1600
Admission: £6.00, accompanied children free.
Amenities: paid parking, catering.
Features: 10 finescale O gauge and 7mm narrow gauge layouts, test track for fine and coarse scale (DC & DCC), specialist traders, bring & buy stand.
Website: www.csgog.org

Wednesday 25 October
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 28 from Taunton, hot and cold refreshments.
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 28 October
BEER, Devon
Organiser: Pecorama.
Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1600
Admission: included in Pecorama entry prices (adults £12.95, children 4-17 £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 28 October
CASTLE BROMWICH, West Midlands
Organiser: Birmingham Model Railway Club.
Venue: Arden Hall, Castle Bromwich B36 9PB.
Open: 1000-1600
Admission: adults £6.00, concessions £5.50, children free with adult.
Amenities: Bus X12 to door, X13, 94, 71 and 96 nearby, free car park, refreshments.
Features: 19 layouts, nine trade stands.
Contact: 07766 923361.

Saturday 28 October
EXETER, Devon
Organiser: South Devon Garden Railway Group.
Venue: Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter EX2 8FD.
Open: 1030-1630
Admission: £10.00, accompanied children under 14 free.
Amenities: free parking, level access, refreshments.
Features: layouts in the popular garden railway scales (including live steam and with vintage/heritage trains), traders, bring & buy stand.
Contact: 01548 550077.
Email: show.coordinator@sdgrg.org.uk
Website: www.exetergardenrailwayshow.com

Saturday 28 October
SEAFORD, East Sussex
Organiser: Newhaven & District MRC.
Venue: Seaford Baptist Church, Belgrave Road, Seaford, East Sussex BN25 2EE.
Open: 1000-1700
Admission: adults £6.00, accompanied under-16s free.
Amenities: Brighton and Hove bus routes 12 and 12A pass very close to venue, on-street parking, light refreshments all day.
Features: nine layouts of various gauges, trade stands.
Website: www.newhavendmrc.com

Saturday 28 & Sunday 29 October
ABERDEEN
Organiser: Aberdeen Model Railway Club.
Venue: Curl Aberdeen, Eday Walk, Aberdeen AB15 6LN.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children £4.00, family (2+2) £20.00, under 3s free.
Amenities: free parking, disabled-friendly venue, refreshments.
Features: layouts in a variety of scales and gauges, trade and society stands.
Contact: 07768 266444.
Email: Info@aberdeenmrc.co.uk
Website: www.aberdeenmrc.co.uk
Facebook: www.facebook.com/AberdeenModelRailwayClub

Saturday 28 & Sunday 29 October
CHELTENHAM, Gloucestershire
Organiser: Cheltenham Great Western Modellers Group.
Venue: St Margaret's Hall, Coniston Road, off Windermere Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, children £2.00, family (2+2) £12.00 – cash only, raising funds for Victoria's cancer of heart treatment.
Amenities: bus route D from town centre and railway station to Windermere Road, disabled access, refreshments.
Features: *Aimford End Halt* (OO), *Ashbridge* (OO), *Hartburn* (EM), *Llanteulyddog* (OO), *Mallingford* (N), *Marshleigh* (OO), *Penny Lane* (OO), *Rannoch* (N), *Swanish* (EM), *Thursley* (O), Thomas (OO, drive yourself), *Weobley Marsh* (OO), dioramas, modelling displays, traders.
Contact: 01242 517788.
Website: www.cheltmodrail.org.uk

Saturday 28 & Sunday 29 October
GAYDON, Warwickshire
Organiser: Publishing Works.
Venue: British Motor Museum, Banbury Road, Gaydon, CV35 0BJ.
Open: Saturday 1000-1700
Sunday 1000-1600
(0930 entry with pre-booked tickets.)
Admission: adults £16.00, concessions £14.00, under-16s £10.00, family £44.00 (on the day prices – discount if pre-booked).
Amenities: free bus from Leamington Spa station, free parking, fully accessible venue.
Features: layouts including *Swaynton* (EM), *Stedham Mill* (TT), *Hind-Leigh Yard* (OO), *Overlord* (OO), *Tetbury* (O), *Sandy Bay* (N), *Hackworth Trafalgar Terrace* (OO), *St Mary's* (O-16.5), *Holland Beck* (OO), *Stamford East* (N), *Grafty Green* (O), *Exeter St George* (O), *Nine Mills* (N), *Bowlegget Manor & Farr End* (OO9), *Templeford* (O), *St Etienne en Caux* (OO9/HOe), Tri-ang Battle Space, Hornby OO live steam, trade stands.
Contact: 01507 524496.
Website: www.gbmrs.com

Saturday 28 & Sunday 29 October
WEYMOUTH, Dorset
Organiser: Weymouth Model Railway Association.
Venue: Weymouth College, Cranford Avenue, Weymouth DT4 7LQ.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £7.00, children £2.00, family (2+2) £15.00.
Amenities: venue 13 minutes walk from Weymouth station and served by buses, free parking, disabled access, catering.
Features: over 30 exhibits and traders.
Website: www.weymouthmra.org.uk

Sunday 29 October
NORMANDY, Guildford, Surrey
Organiser: Guildford O Gauge Group.
Venue: Normandy Village Hall, Glaziers Lane, Normandy GU3 2DD.
Open: 1000-1600
Admission: £4.00.
Amenities: free parking, light refreshments.
Features: club open day with two finescale layouts, test track for two- and three-rail and coarse scale, trade stands.
Website: www.gogg.co.uk

MEETINGS

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, 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.

Thursday 21 September – 1945
Nuneaton Railway Circle
The Year So Far by Committee & Members.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

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

Thursday 28 September – 2000
South East Essex Railway Society
SEERS@70 – slide show of over 300 SEERS visits.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Tuesday 3 October – 1930
Gravesend Railway Enthusiasts Society
20 years of high-speed rail in the UK by David Hanger.
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

Thursday 5 October – 1930
Bath Railway Society
Swindon to Saigon by Rail by John Sreeves.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Thursday 5 October – 1945
Nuneaton Railway Circle
Diesels in the Peak District by Phil Lockwood and Enid Vincent.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Monday 9 October – 1930
Lincoln Railway Society
Diesels in the Peak District by Phil Lockwood and Enid Vincent.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: Non-members £3.00.
Contact: 01522 698085 or email: grahamlightfoot1948@gmail.com

Tuesday 10 October – 1930
Pewsey Vale Railway Society
Irish Narrow Gauge Railways.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 10 October – 1900
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
Steam in the 1960s by Chris Wright.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.
Entry: free, but donations appreciated.
Contact: hitchin@rcts.org.uk

Tuesday 10 October – 1930
Wells Railway Fraternity
Flying Scotsman *by David Parker.*
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 12 October – 1930
South East Essex Railway Society
Test-Track night – setting up from 7pm – help to set up welcome.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Tuesday 17 October – 1900
Railway Correspondence & Travel Society – Thames Valley branch
WWI and WWII Cross-Channel Train Ferries and associated railways by Gordon Adams.
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00 donation – non-members welcome.
Website: www.rcts.org.uk

Thursday 19 October – 1930
Gravesend Railway Enthusiasts Society
Garden railway layout and presentation by Bob Gibbs.
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

Thursday 19 October – 1930
Marlow & District Railway Society
Cholsey & Wallingford Railway by Tony Stead.
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.

Thursday 19 October – 1945
Nuneaton Railway Circle
The Life and Times of 8F No.48773 by Ian Chapman.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Thursday 26 October – 2000
Gauge O Guild
Jakob Stachula – LCut Creative (lcut.co.uk).
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 September.

Thursday 26 October – 2000
South East Essex Railway Society
Trains and Trams on the Isle of Man by Richard Delahoy.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Tuesday 31 October – 1330
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
The Severn Valley and the Gloucestershire & Warwickshire railways by Richard Morris.
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

RAILWAY MODELLER
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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.*
Tel: 01297 20580. Please see website for prices.

GOOD SELECTION OF RAILWAY PERIODICALS. Model Railways and Prototype. We buy and sell. *See website at www.railmags.org*

MIDDLETON PRESS. Published on 10 June WEST SOMERSET RAILWAY Published on 26 August SHILDON TO STOCKTON Recently Published - LANCASTER TO OXENHOLME INVERKEITHING TO THORNTON JUNCTION WATERCRESS LINE - THE MID-HANTS RAILWAY *Albums £18.95 each + P&P MAIL ORDER SERVICE Cheque, Visa or Mastercard. Write or telephone for latest brochure. Middleton Press, 126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ Tel: 01730 813169 Email: sales@middletonpress.co.uk www.middletonpress.co.uk*

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone *01325 382 452* or write to: *DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 OTX.*

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service**.** Locos, Rolling stock, track, structures and scenic items. Any scale. *See www.aardstorm-models.com*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, Email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk*

BASEBOARDS BUILT IN TOP QUALITY 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.*
Tel: 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. Tel: 01491 681 262. Email: mjhtoys@aol.com*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786.*
Email: sjmodels@tiscali.co.uk
website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Tel: 01302 371 623, mobile: 07526 768 178. Email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email: footplate@btconnect.com*

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436. www.railsofsheffield.com*

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to CLAIRE CLARKE: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclarke@aol.com 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

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

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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

E.F.E 1938 LONDON TUBE STOCK. Northern Line (Kennington). 5 cars all very good. £200 plus £5 P&P. *Telephone Gary: 07932 052 918.*

COLLECTION OF 09 GAUGE KITS AND LOCOS, 40 PLUS WAGONS – mainly unit models and Avalon, some with chassis. 7 locos some in kit form. Box of O gauge scenery bits - £250. *jvardy507@gmail.com Tel: 0780 451 9244.*

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, Tel: 01482 227 777 or 01652 632 370 (evenings).*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric.
Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. *Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW.*
Tel: 01246 569 263.

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or Email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel.
Tel: 01302 481 274.
Mobile: 07767 356 890.
Email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased.
Tel: 01302 481274.
Mob: 07767 356 890.
Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required.
Tel: 01302 371623.
Email: sophiecull99@gmail.com

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 telephone 07769 335772 leave a message and I will call you back.*

WANTED – BACHMANN STEAM ERA 20 TON ANCHOR MOUNTED TANK WAGONS, Shell/BP (weathered black) code number 38-776A. *Telephone: 01642 483 672.*

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.

September 2023

24 September (Sun) 10am-1pm
CORNWALL - LOSTWITHIEL Community Centre, PL22 0HE.
Contact: Graham 01726 66730,
geedee45@yahoo.co.uk

24 September (Sun) 10am-2pm
POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.
Tel: Colin on 01279 301 407 or Joe 07866 641 215.

Saturday 30th September and Sunday 1st October 10am-4pm
DARLINGTON MODEL RAILWAY CLUB ANNUAL EXHIBITION - NEW VENUE Heighington Village Hall, Darlington Road, Heighington Village, Newton Aycliffe, Darlington DL5 6PE. Catering and Free Parking – Great day for all the family!
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Email: philip.ashlee@virgin.net

October 2023

1 October (Sun) 10.30am-3pm
NEC BIRMINGHAM 550 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £9.50, Senior Citizens £9, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest Toyfair.
Tel: 01604 846 688 www.bpfairs.com

1 October (Sun) 10am-2.30pm
NEEDHAM MARKET COMMUNITY CENTRE, IP6 8BB. Trade Stands, Club Layouts, Information table. Refreshments available. Entrance £2 (accompanied under 12's free). STOWMARKET MODEL RAILWAY CLUB.
Tel: 07876 243 427.
Email: enquiries@stowmodelrail.club

7 October (Sat) 10.30am – 3.30pm
CREWE TOY & TRAIN COLLECTORS FAIR, Crewe Heritage Centre, Vernon Way, Crewe, CW1 2DB. 6ft tables £20. Enquiries; 93 Merlin Way, Crewe, CW1 3YP *Tel: 01270 505781 (before 8pm).*

7 October (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

8 October (Sun) 10am-3pm
IVANHOE MODEL RAILWAY SOCIETY – NEW LARGER VENUE! Diecast, toy, and train fair. The Mountsorrel Memorial Centre, 105 Leicester Road, Mountsorrel, Leicestershire, LE12 7DB.
Light refreshments and ample free parking available. Admission £2.
www.ivanhoe-mrs.co.uk

8 October (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012.
www.srptoyfairs1.co.uk

8 October (Sun) 10.30am-3pm
STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4.50, Seniors £4, Children £1. There are many stalls selling OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

8 October (Sun) 10.00am - 2.00pm
WIMBORNE TOY & TRAIN FAIR. Queen Elizabeth QE School, Wimborne Minster, BH21 4DT.
Free parking, refreshments. Admission £2.
stevedevizes@aol.com 07732 330 305.

10 October (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

10 October (Tue) 6.30pm - 8.30pm
HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station.
Admission £1.
stevedevizes@aol.com
Tel: 07732 330 305.

12 October (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

14 October (Sat) 10.30am-3pm
OSWESTRY TOY AND TRAIN SALE. The Pavilion, Oswestry Showground, Park Hall, Oswestry, Shropshire, SY11 4AS. Located just off the major A5 road, close to the England/Wales border and within easy reach of all parts of Wales and much of England. 70 tables packed by many of the UK's top toy and train traders. FREE PARKING, CATERER. **BUY*SELL*EXCHANGE**.
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15 October (Sun) 10.30am-2pm
KIDDERMINSTER, Kidderminster Harriers Social and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50.
TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

15 October (Sun) 9.45am-1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

22 October (Sun) 9.45am-1.15pm
DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012.
www.srptoyfairs1.co.uk

22 October (Sun) 10.30am-3pm
DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £4.50, Seniors £4, Children £1.
Tel: 01604 846 688 www.bpfairs.com

22 October (Sun) 10.30am-2.30pm
OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9. Up to 60+ tables, Hornby & Bassett Lowke, 'O' Gauge Trains, '00' Trains, Tinplate Toys, Dinky Toys, Corgi, Meccano, Britains Soldiers, refreshments, Free Parking.
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www.toytraincollectorsfairs.com

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28 October (Sat) 10am-1pm
NORWICH – The Willow Centre, 1-13 Willowcroft Way, Cringleford, Norwich, NR4 7JJ. Admission £2, under 16 free, good parking, disabled access and refreshments. JOHN'S TOY FAIRS.
Tel: 07881 555 283.
Email: johnparsonage8@gmail.com

29 October (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

31 October (Tues) from 6pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. KEVIN WRIGHT
Tel: 07908 494 097.

November 2023

26 November (Sun) 10.00am-2pm
BRISTOL TOY & TRAIN FAIR. BAWA Health and Leisure Centre, Southmead Road, Bristol, BS34 7RG, (close to M4 and M5). BUY*SELL*EXCHANGE. Ample free parking, café, 60 tables. Many top dealers. Admission £2.00. Enquiries to FELIX FAIRS.
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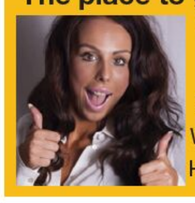
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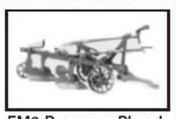
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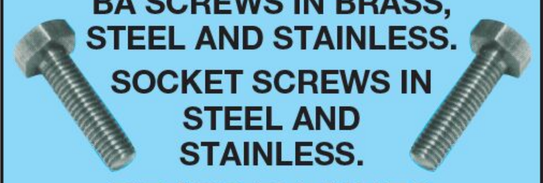


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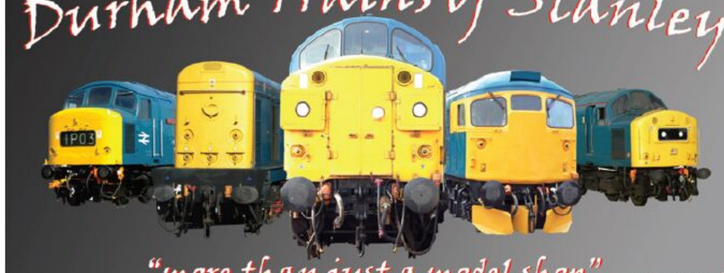
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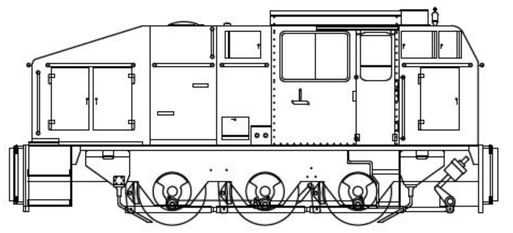


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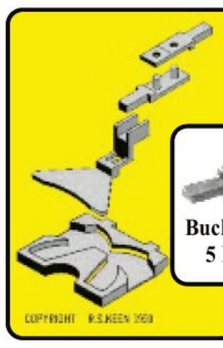
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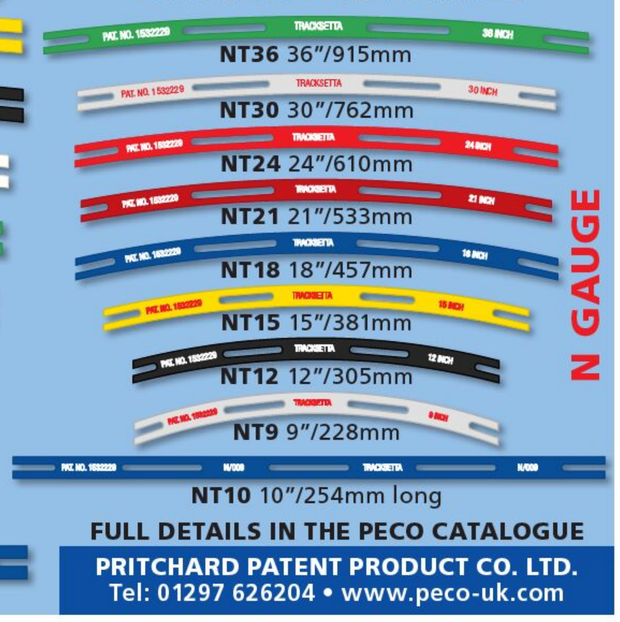
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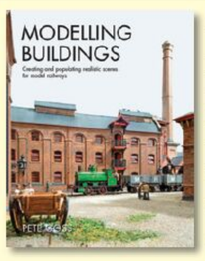
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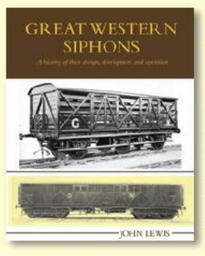


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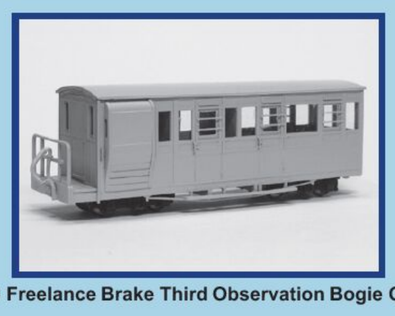
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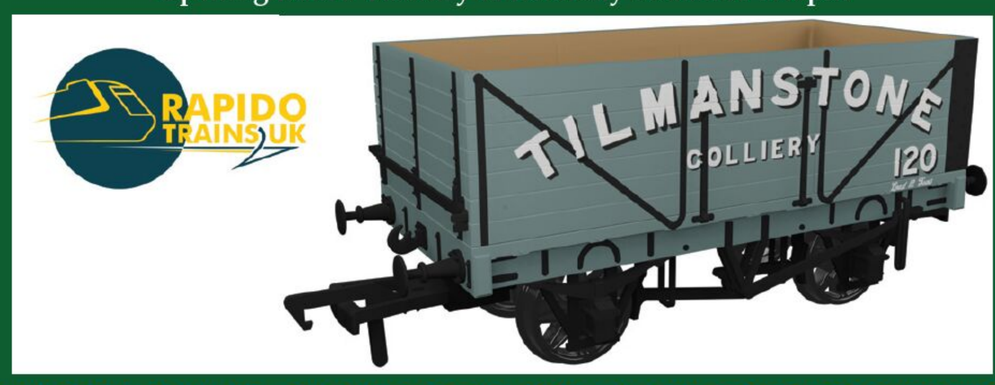
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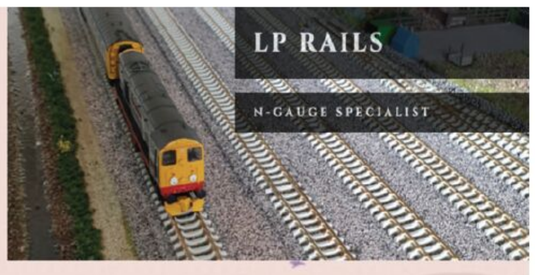
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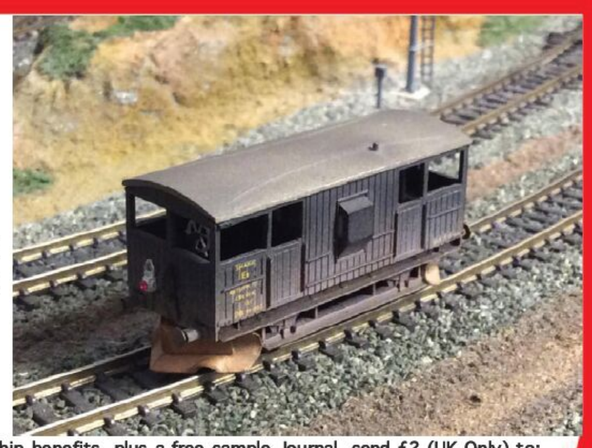
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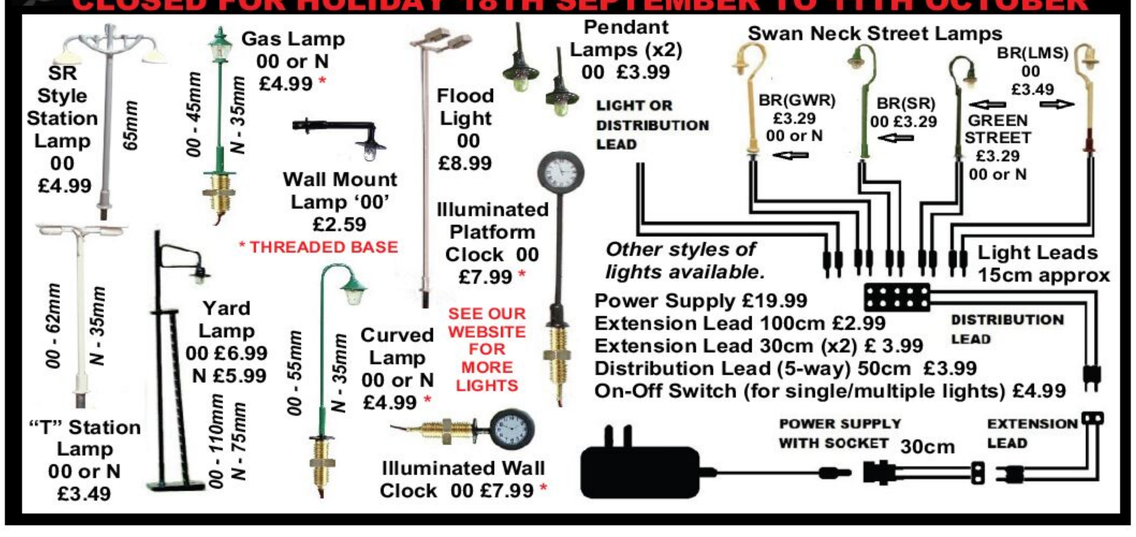
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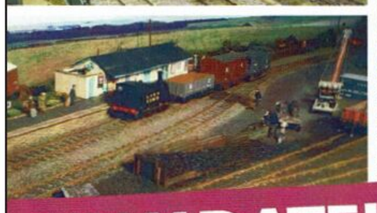
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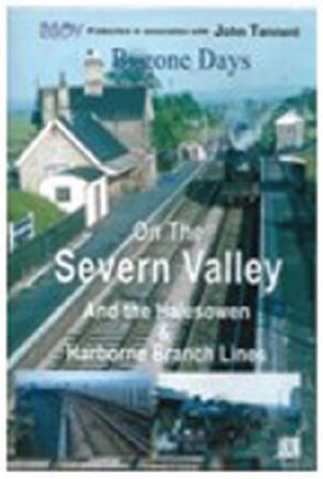
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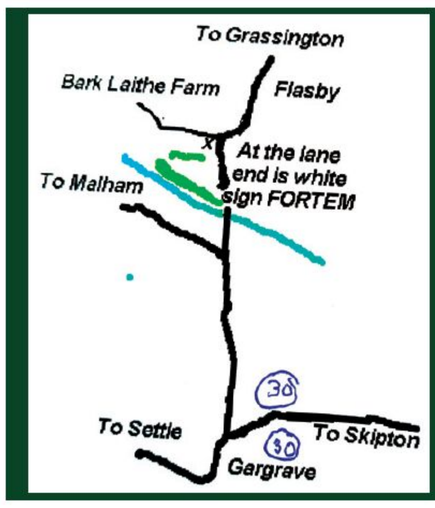
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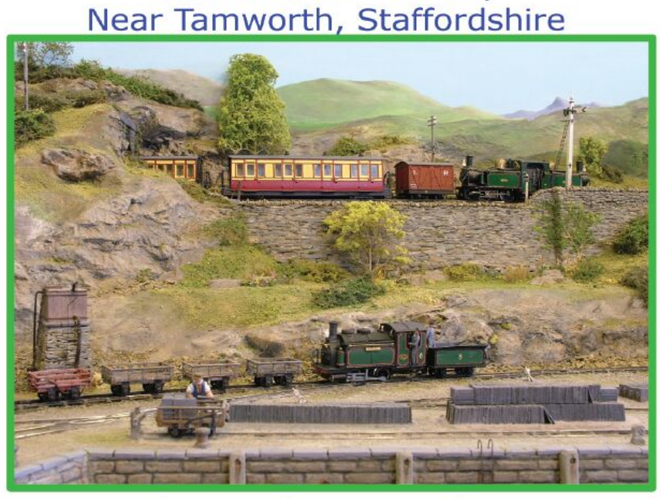
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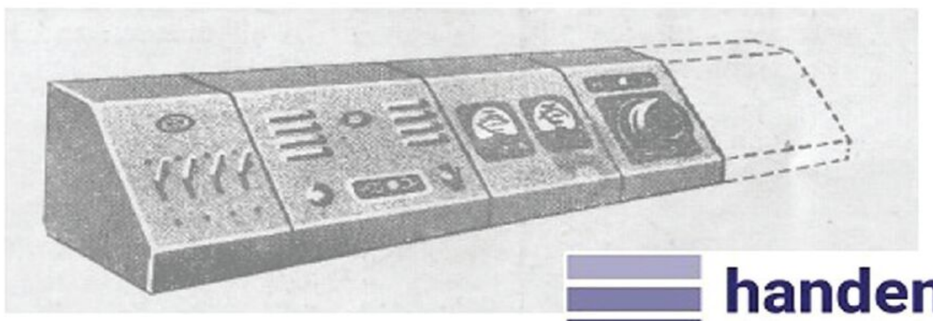
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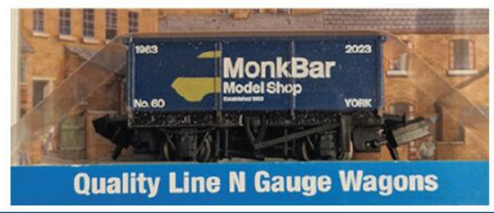
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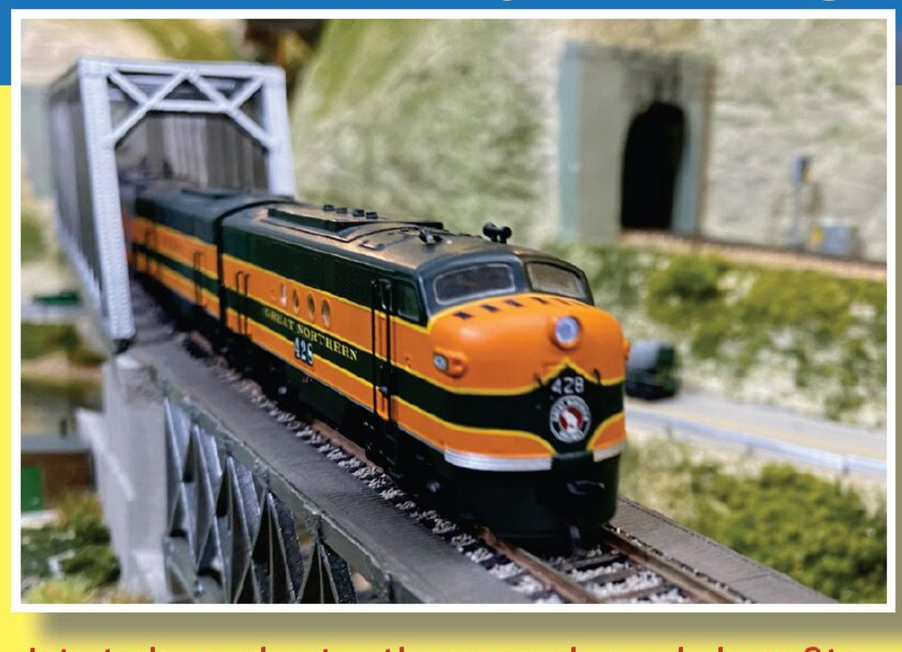
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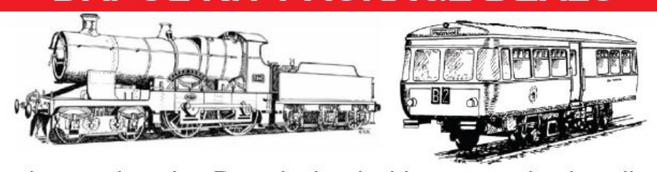
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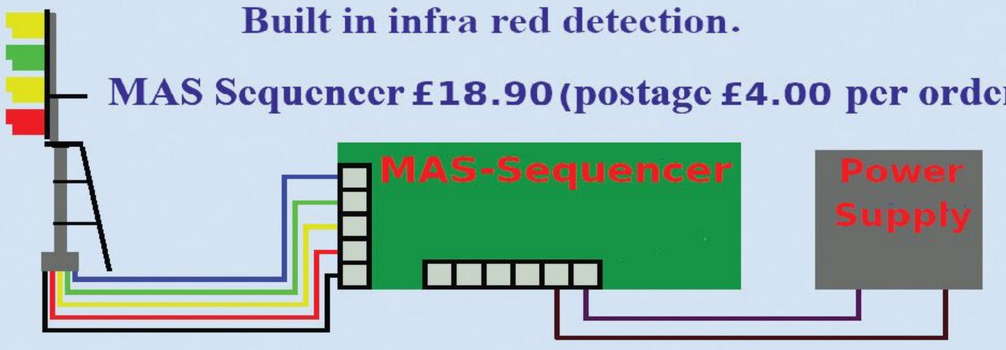
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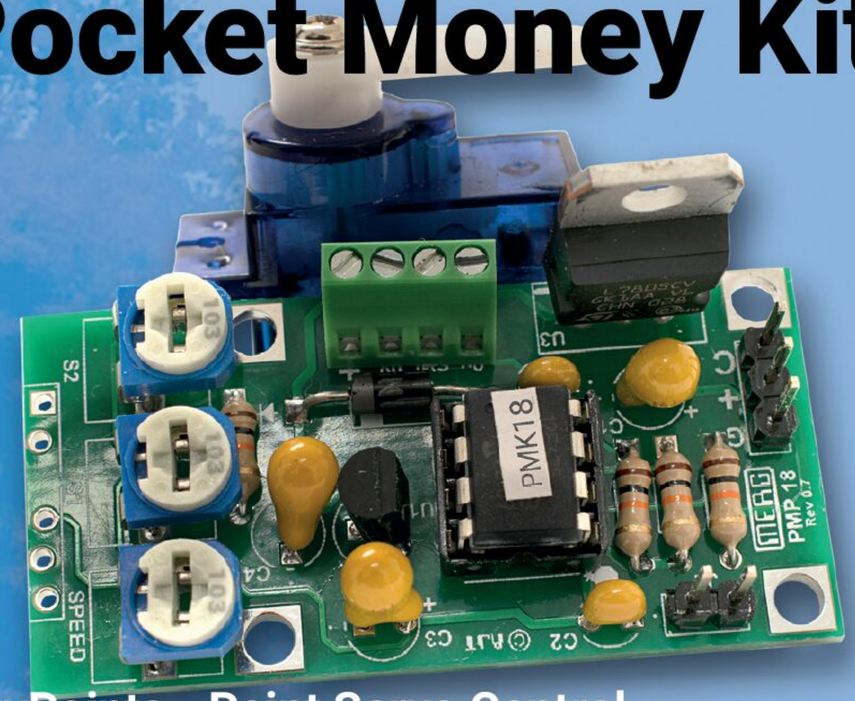
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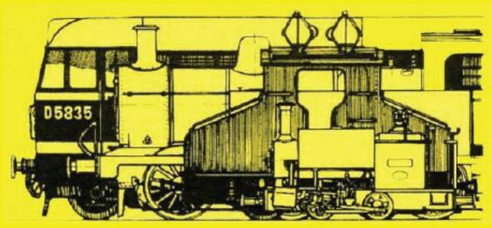
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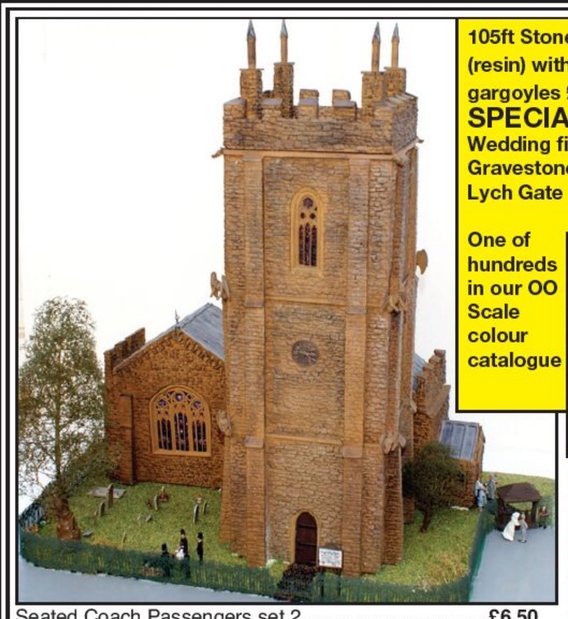
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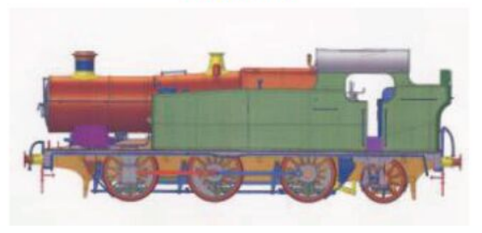
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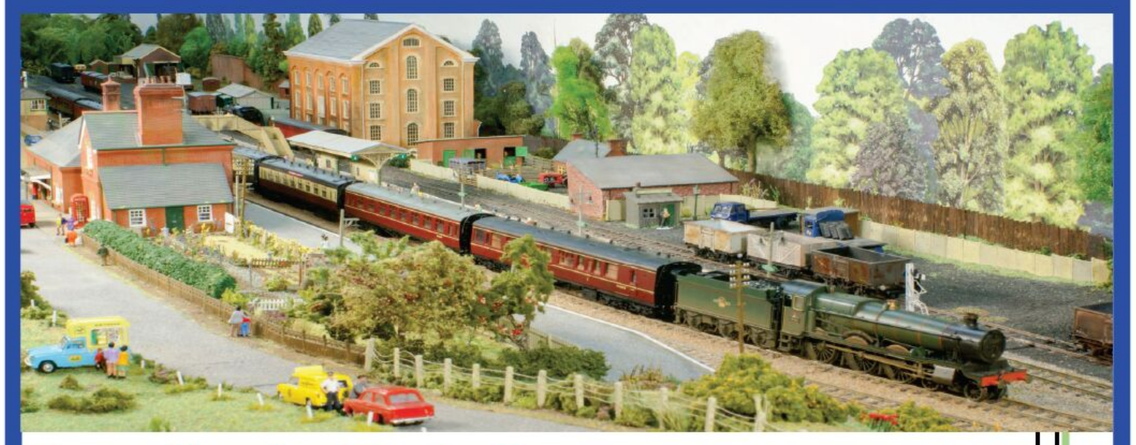
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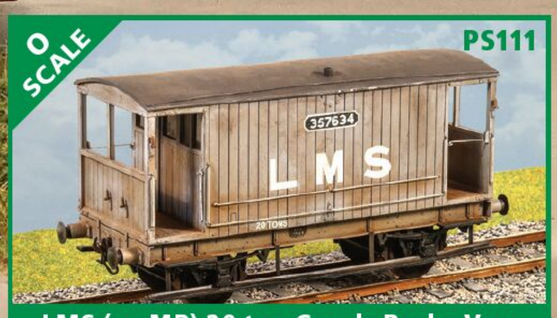
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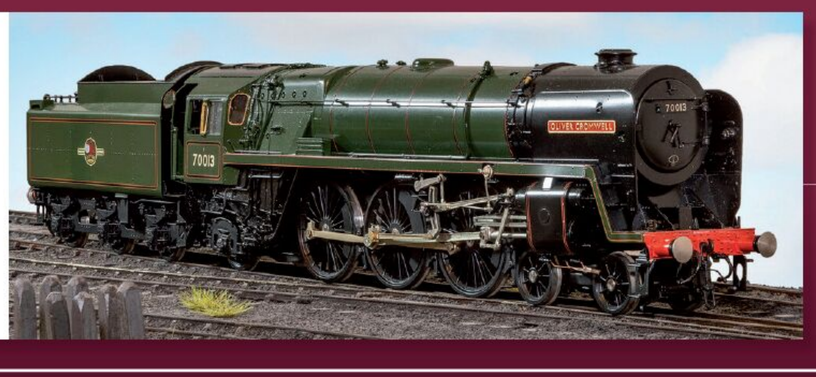
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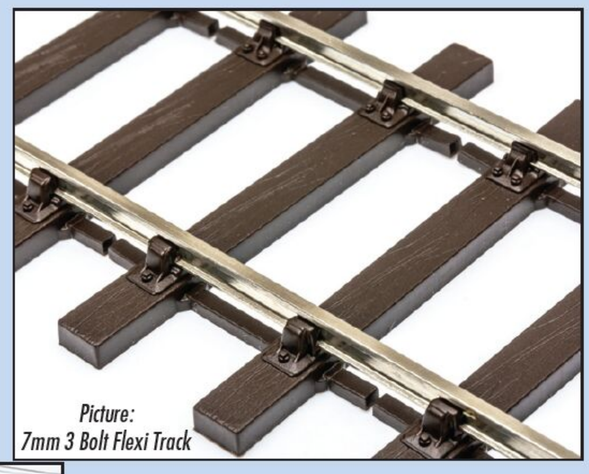
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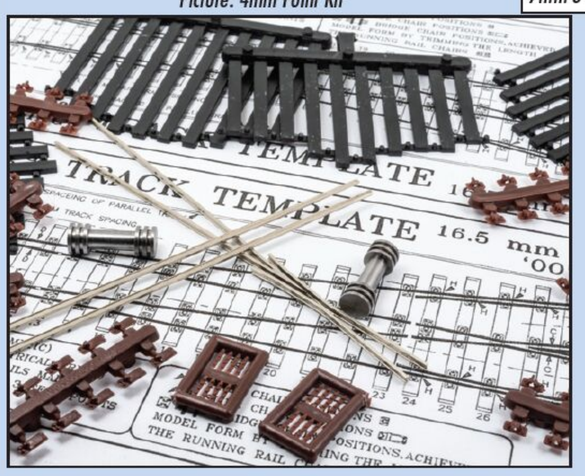
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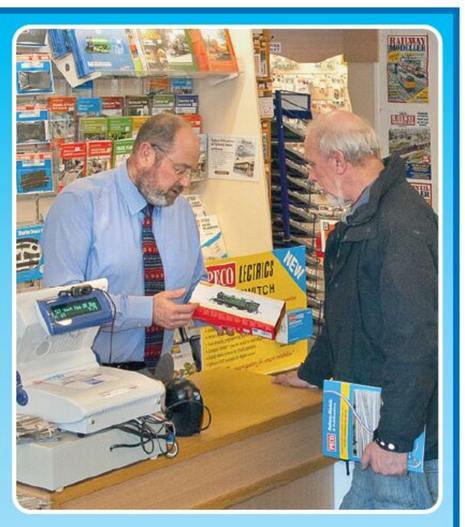
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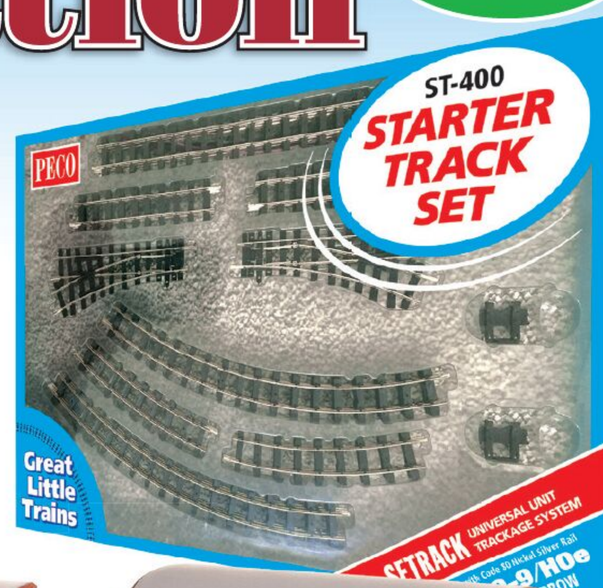
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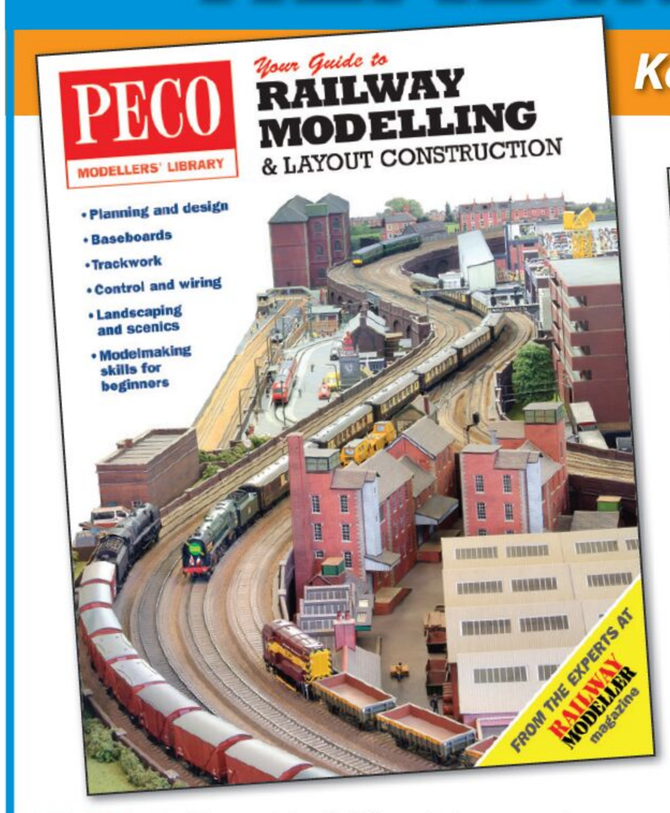
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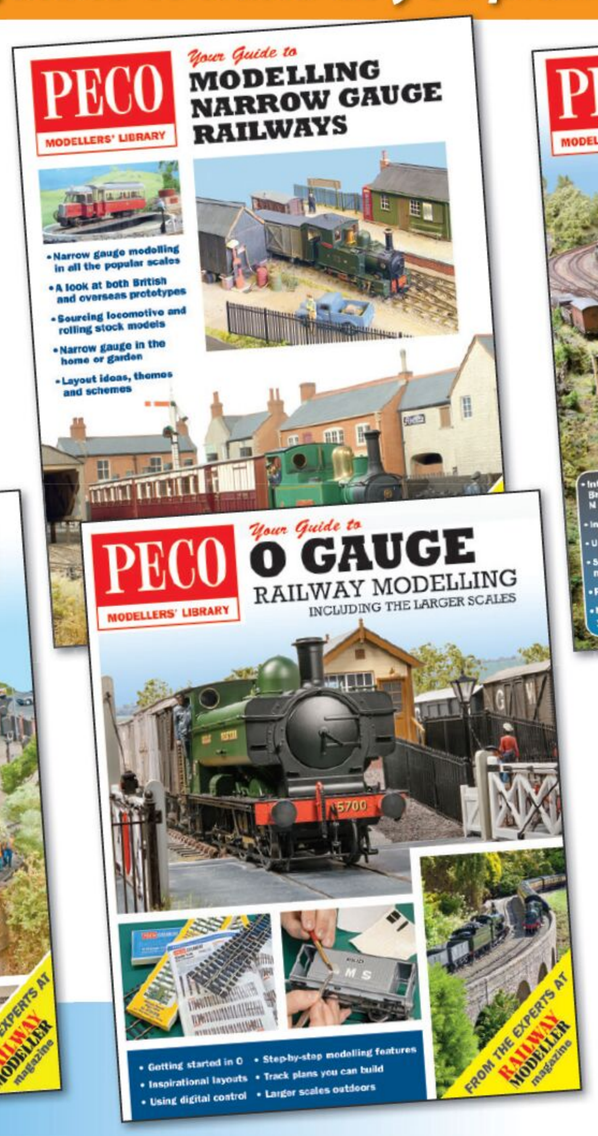
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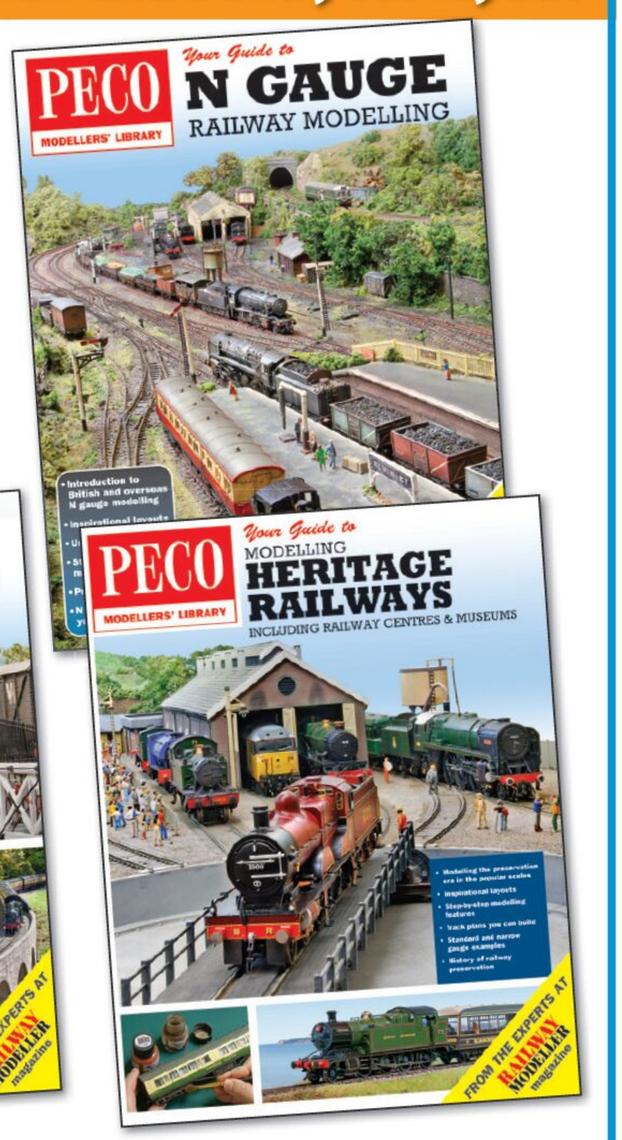
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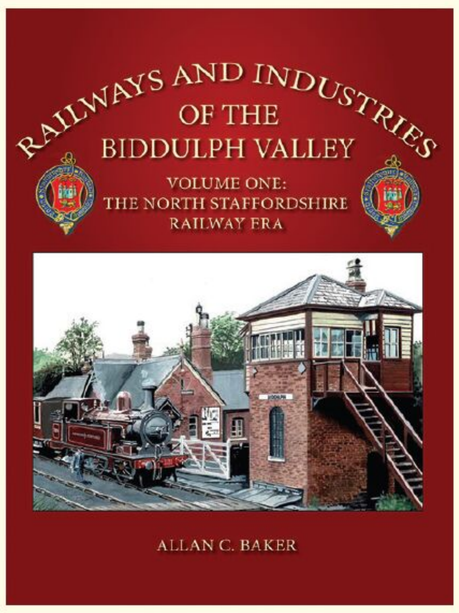




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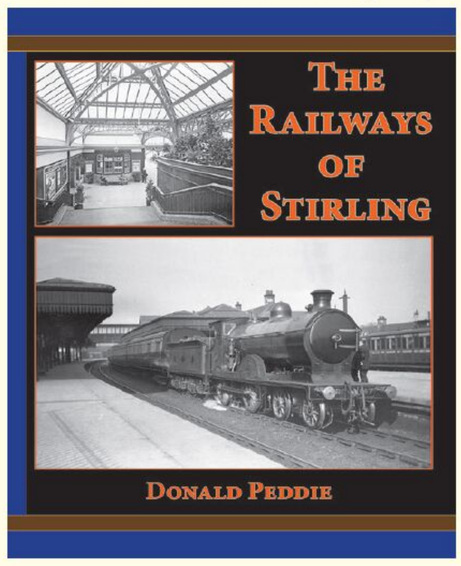
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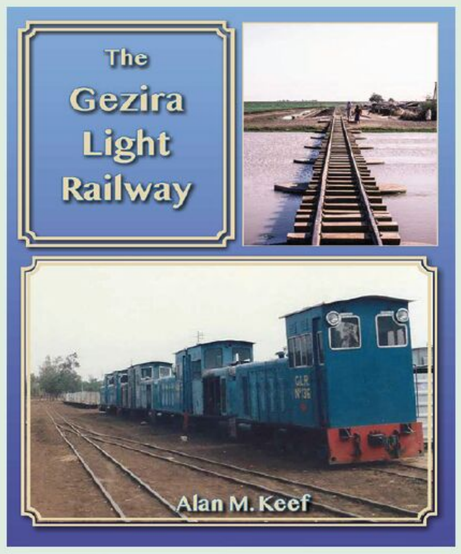
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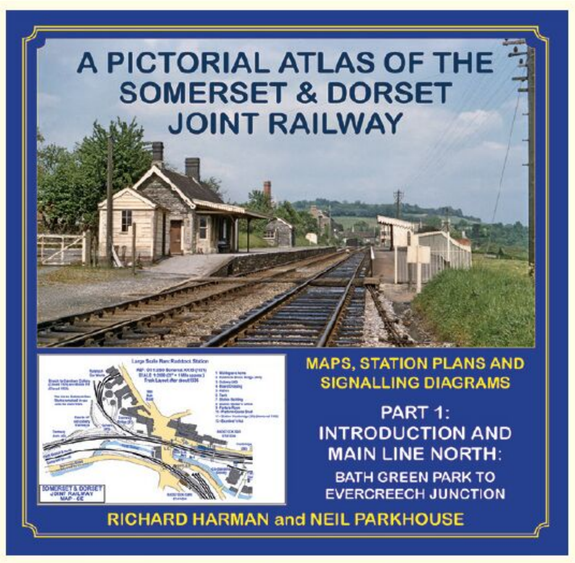




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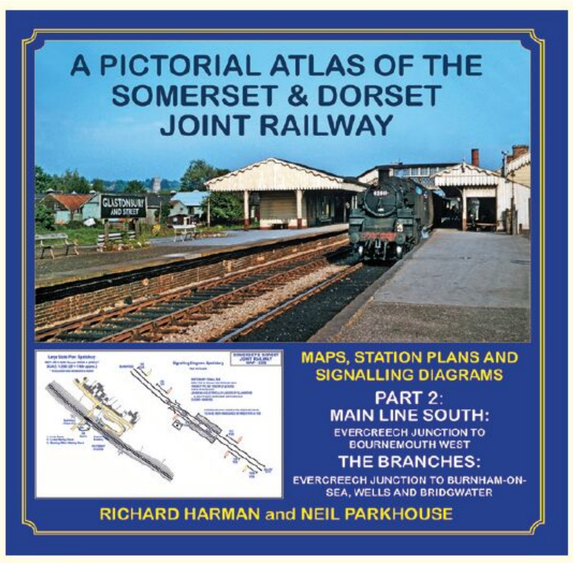
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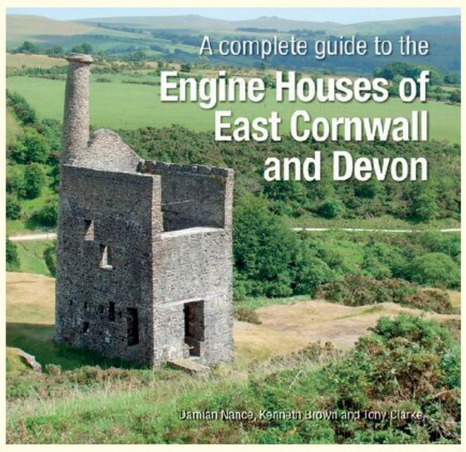
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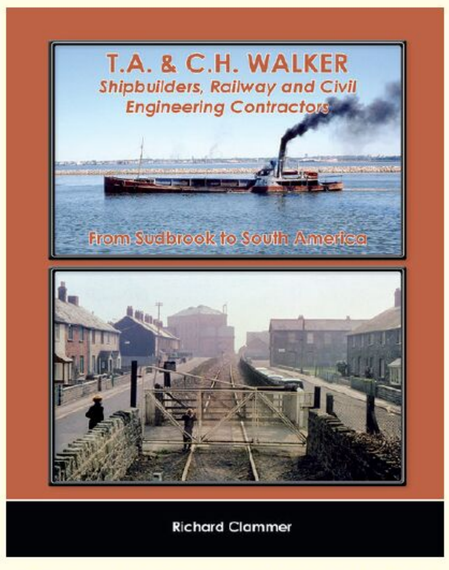
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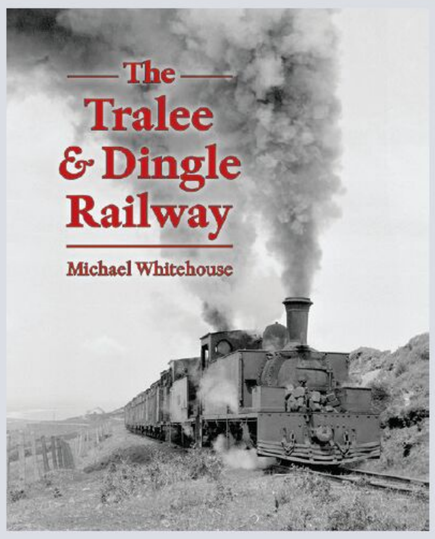
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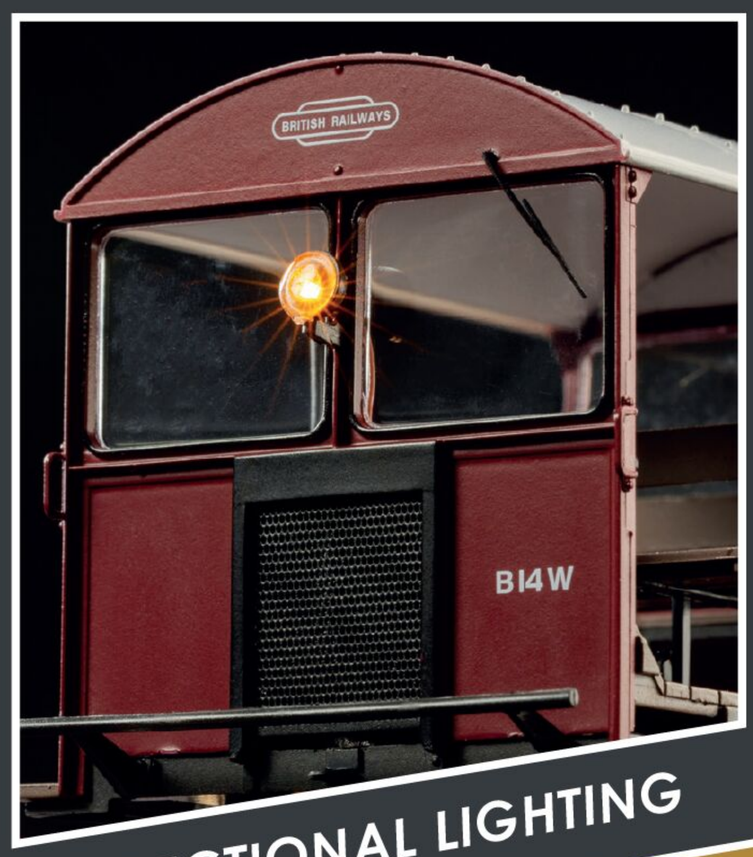
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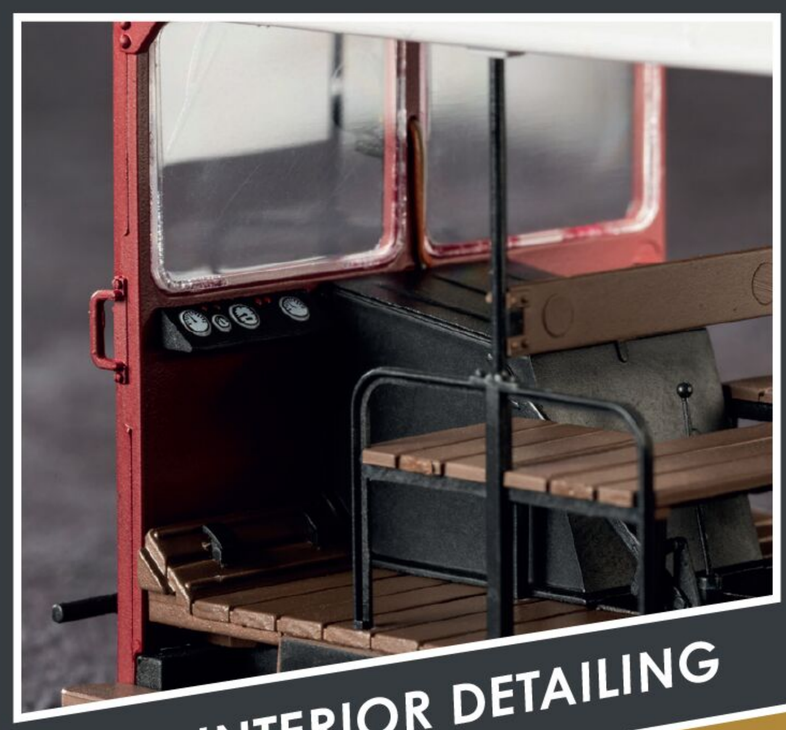
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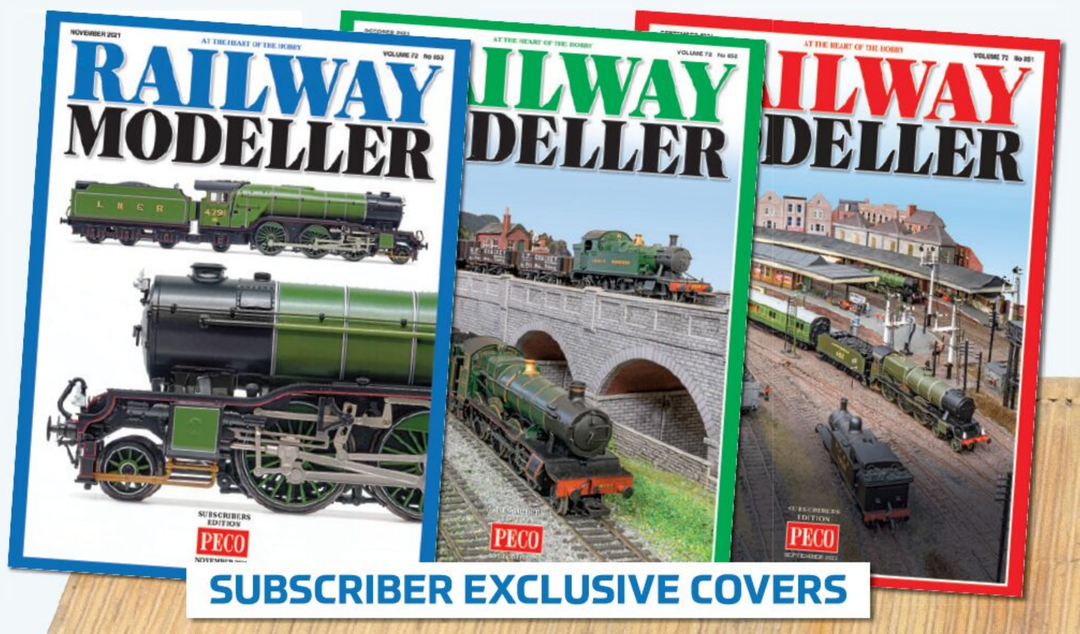
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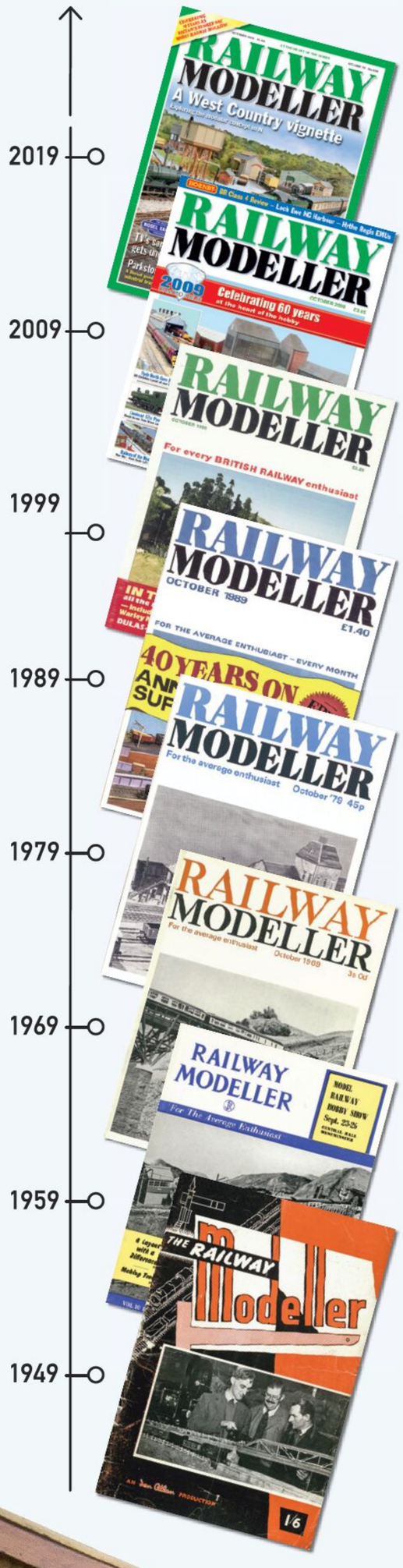
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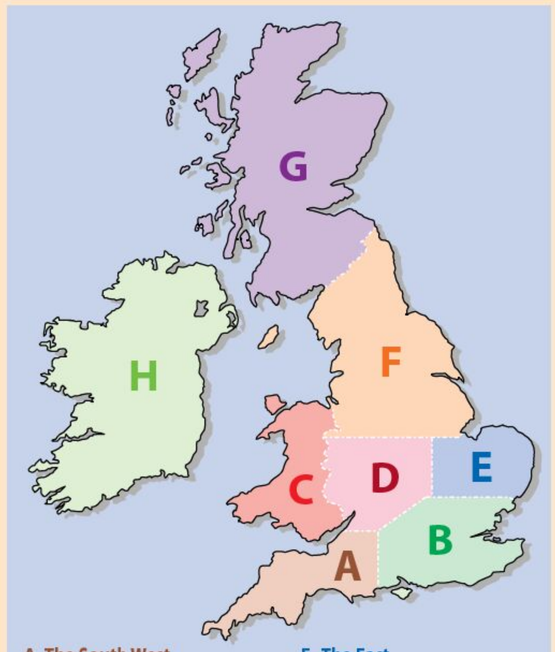
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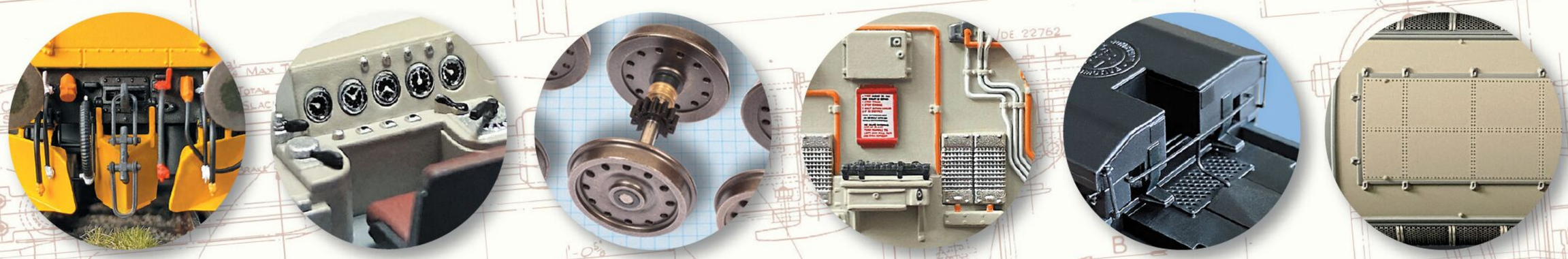
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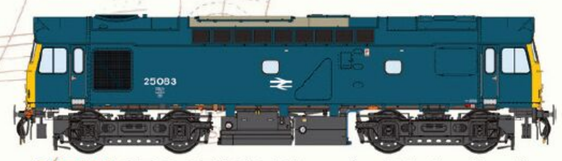
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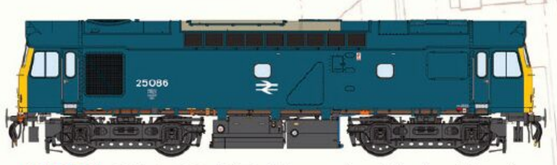
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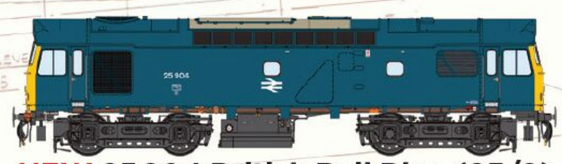
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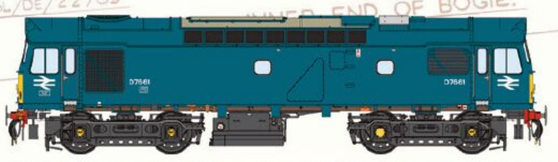
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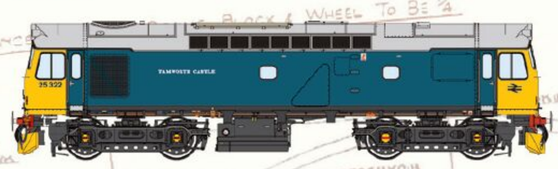
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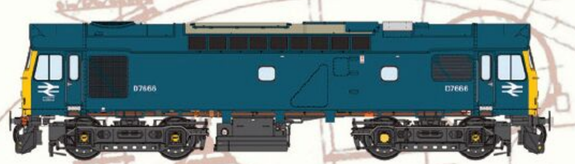
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