

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

NOVEMBER 2023 £5.45

AT THE HEART OF THE HOBBY

VOLUME 74 No 877

RAILWAY MODELLER

Potters Bar & South Mimms

The heyday of the LNER in OO

**2023
WARLEY**

ALL YOU NEED TO
KNOW ABOUT
THIS YEAR'S
NEC SHOW

Bristol Avon Bridge

Capturing the essence
of Temple Meads in
the BR blue era in OO

Sweet Caroline

Making history in miniature
with Revolution Trains

The GWR '5101' large Prairies

Drawn & described
for TT:120

Reviewed inside ...

Rapido Trains UK '1500' 0-6-0PT in OO
Manor Class 4-6-0 from Accurascale in OO
Class 73 electro-diesel from Heljan in O

PUBLISHED BY

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RAILWAY MODELLER

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November 2023 vol 74 No.877

788 **Potters Bar & South Mimms** **Railway of the Month**

Phil Clarke chose to replicate the glamour of the East Coast Main Line during the 1930s, when Gresley's A3 and A4 Pacifics reigned supreme, with this digitally controlled system housed in a loft space.

796 **GWR '5101' 2-6-2T** **Scale Drawings**

At the Warley National Model Railway Exhibition in November, the full-size exhibit will be Great Western Railway '5101' No.5164. Toby Jennings describes this class, with drawings from the Ian Beattie archive.

800 **Warley National 2023 Preview**

Everything you need to know about the biggest modelling event of the year – the Warley National Model Railway Exhibition, to be held at the NEC in Birmingham on 25 & 26 November.

804 **Avalon shed**

Karl Heath describes how he used real slate in the construction of this atmospheric OO9 model, which takes inspiration from the former Dinorwic slate quarry system in North Wales.

808 **Talking Points**

Topical issues from the world of model railways. This month, Jackie Kneeshaw, Chairman of Events for the Gauge O Guild, reveals how a team of modelmakers built a 7mm scale layout in one weekend.

810 **A goods shed for Mallerstang Junction**

Having constructed the baseboards and installed the wiring for his OO gauge Settle & Carlisle-inspired layout, Ian Nuttall explains how he replicated the line's Midland Railway architecture in scratch-built form.

816 **Bristol Avon Bridge**

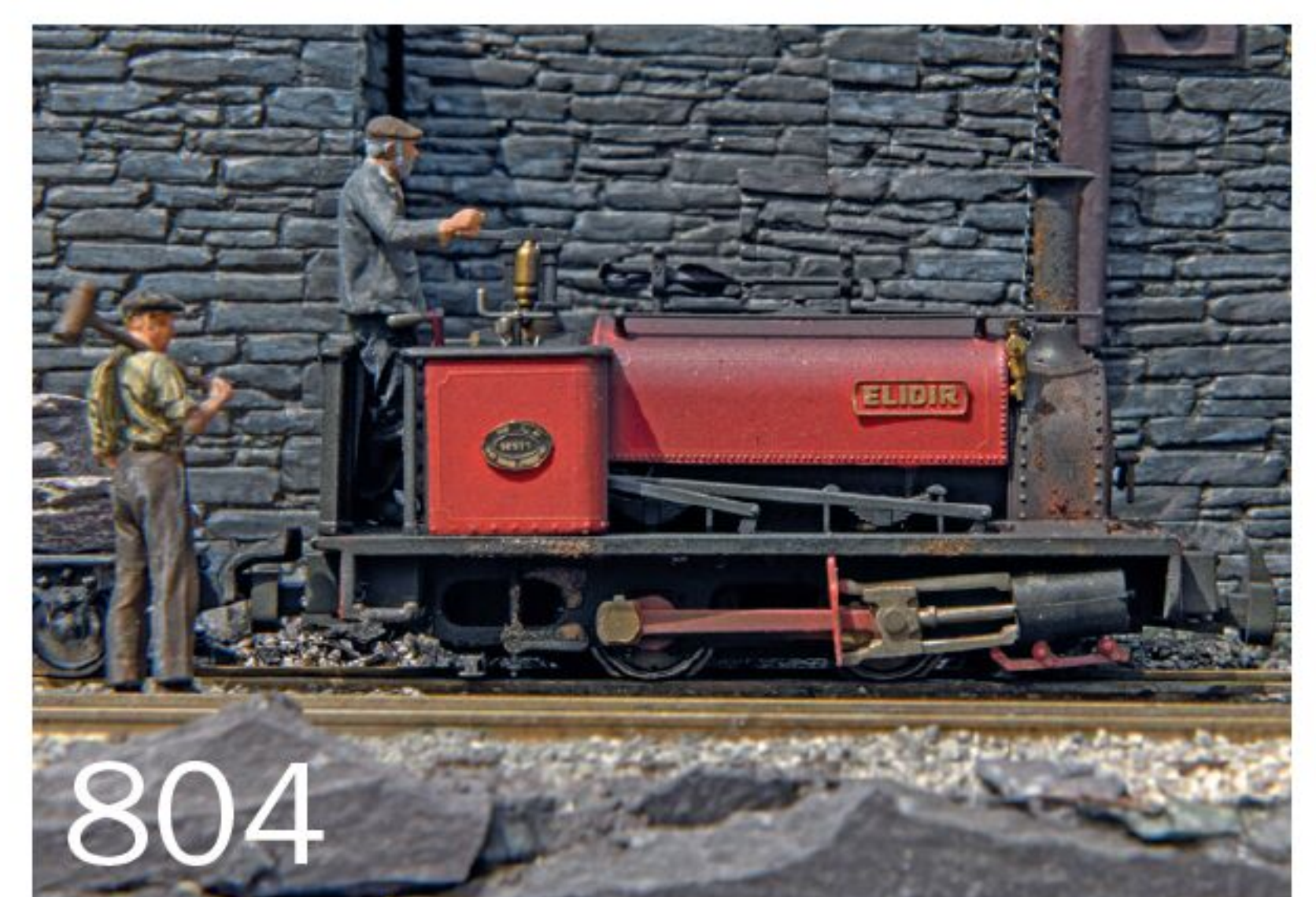
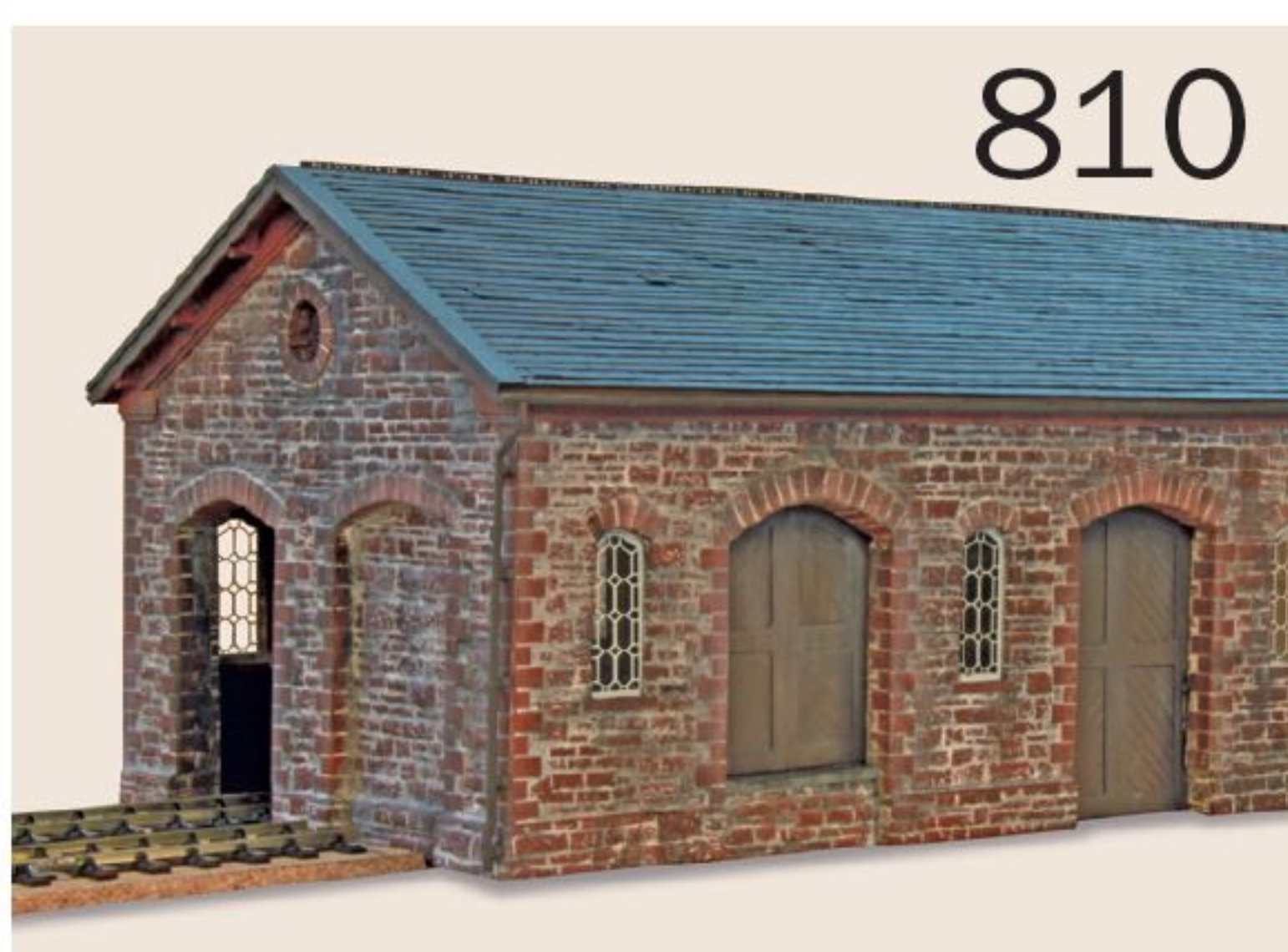
Inspired by the BR blue diesel era of the 1970s and 1980s, Keith Sully set out to capture the essence of Bristol Temple Meads station in OO – including its grand train shed – in a scenic length of just 12'.

822 **Sweet Caroline – making history in miniature**

In the concluding instalment of a three-part series, Ben Ando of Revolution Trains takes us through the final stages of developing and producing the firm's new model of Southern Region inspection saloon *Caroline*.

826 **A static caravan in 7mm**

How often do you see a model of a static caravan on a layout? Andy Hudson of the Warley Model Railway Club tells how he built one as part of an O gauge diorama for the upcoming Warley exhibition.



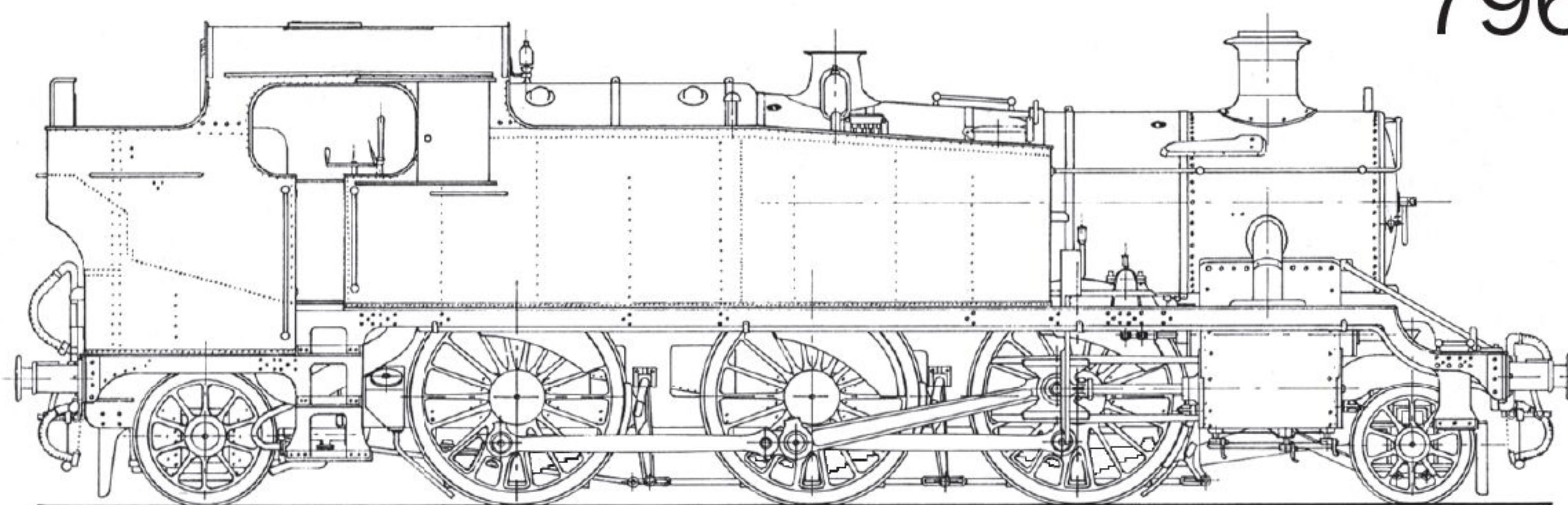
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Projects, hints and tips for beginners from Railway Modeller readers and staff

833 English China Clays – Trebrea

Joining a model railway club provided lifelong enthusiast Wayne Sharrocks with the encouragement and advice he needed to model a Cornish china clay system in OO.

836 Slate embankments

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Plan of the Month

Andy Offen has fulfilled a dream by modelling this former London Brighton & South Coast Railway station in Kent as it appeared in the BR steam era, in N gauge.

839 Comment

Opinions and observations across the field of railway modelling. This month, Paul Jones – a former Chairman and Exhibition Manager of Warley Model Railway Club – describes the challenges of organising the Warley exhibition in a post-Covid world.

840 Readers' Letters

842 New Product Reviews

A pair of new GWR-design locomotives in OO gauge lead the reviews this month, in the form of the Hawksworth '1500' 0-6-0 pannier tank from Rapido Trains UK, and the Collett Manor 4-6-0 which is the first steam locomotive from Accurascale. We also look at the O gauge Class 73/1 electro-diesel and OO gauge Eastern Region Newton Chambers car transporters from Heljan; the OO gauge Southern Region inspection saloon *Caroline* and FNA-D nuclear flask wagon from Revolution Trains; the upgraded Ivatt 2MT 2-6-0 and the latest BR Mk.II coaches in N from Graham Farish; TT:120 BR Mk.I coaches from Hornby; several new buildings, figures and vehicles in various scales from Osborn's Models; a Dapol OO gauge wagon for the Mid-Suffolk Light Railway; parts from Peter's Spares; and *Oh, Mr Porter* and *The Music Box* figures from Buggleskelly Station.

854 Book & DVD Reviews

856 News

Minerva Model Railways announces a ready-to-run USA 0-6-0T in O gauge; a new range of BR 16-ton mineral wagons in OO from Accurascale; two new BR Mk.I coaches added to O gauge Lionheart range; livery samples of Hornby 'Turbomotive' and Bachmann Baguley-Drewry diesel; 62,000 visitors to Making Tracks III at Chester Cathedral; layout challenge to mark Scalefour Society Golden Jubilee; Peco releases kits for Rannoch station buildings and signal box; Midland, Irish and NCB liveries in second batch of Hattons Genesis coaches; exclusive locomotives, wagons and buildings for Kernow Model Rail Centre; Cavalex Foster Yeoman wagons ready for production; and much more...

863 Societies & Clubs

The biggest and best guide to the exhibition scene.

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



OO-9 Large England Locos - Due March 2024



51-251H - Large England 0-4-0 Loco 'Exmoor Pony' SR Green.....£153.00



51-251J - Large England 0-4-0 Loco 'Little Giant' Ffestiniog Railway Maroon.....£153.00



51-251D - Large England 0-4-0 Loco 'Welsh Pony' Ffestiniog Railway Purple And Brown.....£153.00



OO Gauge GW 44xx GW Prairie Tanks - Due Quarter 4 2024



951001 - GW 44xx Prairie Tank 4400 GW Green Great Western.....£147.00



951002 - GW 44xx Prairie Tank 4408 GW Green Great Western.....£147.00



951003 - GW 44xx Prairie Tank 4402 GW Green Shirtbutton.....£147.00



951004 - GW 44xx Prairie Tank 4406 GW Green GWR.....£147.00



951005 - GW 44xx Prairie Tank 4404 GW Green British Railways.....£147.00



951006 - GW 44xx Prairie Tank 4409 BR Black British Railways.....£147.00



951007 - GW 44xx Prairie Tank 4406 BR Lined Black Early Crest.....£147.00



951008 - GW 44xx Prairie Tank 4401 BR Black Early Crest.....£147.00

DCC Sound Fitted models available of each version listed above.....£242.20



N Gauge Class 14 Teddy Bears - Due November 2023



372-950A - Class 14 D9522 BR Green Wasp Stripes.....£131.71

372-950ASF - Class 14 D9522 BR Green Wasp Stripes **DCC Sound Fitted**.....£216.71



372-954 - Class 14 D9531 NCB 'British Oak' Orange & Black.....£131.71

372-954SF - Class 14 D9531 NCB 'British Oak' Orange And Black **DCC Sound Fitted**.....£216.71



372-955 - Class 14 D9523 BR Maroon Wasp Stripes As Preserved.....£131.71

372-955SF - Class 14 D9523 BR Maroon Wasp Stripes As Preserved **DCC Sound Fitted**.....£216.71

Latest Arrivals

Latest Arrivals

Latest Arrivals

Latest Arrivals

Latest Arrivals



N Gauge Mk1 Coaches



374-013E - BR Mk1 TSO Tourist Second Open Coach BR Blue & Grey W5025.....£40.76

374-013F - BR Mk1 TSO Tourist Second Open Coach BR Blue & Grey M4966.....£40.76

374-039D - BR Mk1 BG Brake Gangwayed Coach BR Blue & Grey SC81330.....£40.76

374-062D - BR Mk1 SK Second Corridor Coach BR Blue & Grey E25898 Weathered.....£42.46

374-062E - BR Mk1 SK Second Corridor Coach BR Blue & Grey SC25219.....£40.76

374-062F - BR Mk1 SK Second Corridor Coach BR Blue & Grey M25241.....£40.76

374-110C - BR Mk1 RMB Restaurant Miniature Buffet Coach BR Blue & Grey M1869.....£40.76

374-258E - BR Mk1 CK Composite Corridor Coach BR Blue & Grey W15944.....£40.76



374-012E - BR Mk1 TSO Tourist Second Open Coach BR Maroon E4472.....£40.76

374-012F - BR Mk1 TSO Tourist Second Open Coach BR Maroon M4440.....£40.76

374-036C - BR Mk1 BG Brake Gangwayed Coach BR Maroon M81314.....£40.76

374-061D - BR Mk1 SK Second Corridor Coach BR Maroon M25749.....£40.76

374-061E - BR Mk1 SK Second Corridor Coach BR Maroon M25745.....£40.76

374-107C - BR Mk1 RMB Buffet Coach BR Maroon M1817.....£40.76

374-257D - BR Mk1 CK Composite Corridor Coach BR Maroon E15136.....£40.76

374-257E - BR Mk1 CK Composite Corridor Coach BR Maroon SC15148.....£40.76



374-010F - BR Mk1 TSO Tourist Second Open Coach BR Crimson & Cream SC3987.....£40.76

374-010G - BR Mk1 TSO Tourist Second Open Coach BR Crimson & Cream E3870.....£40.76

374-035B - BR Mk1 BG Brake Gangwayed Coach BR Crimson & Cream E80803.....£40.76

374-060E - BR Mk1 SK Second Corridor Coach BR Crimson & Cream SC24172.....£40.76

374-113 - BR Mk1 RMB Buffet Coach BR Crimson & Cream M1853.....£40.76

374-255D - BR Mk1 CK Composite Corridor Coach BR Crimson & Cream SC15180.....£40.76



374-014B - BR Mk1 TSO Tourist Second Open Coach BR WR Chocolate & Cream W4739.....£40.76

374-014C - BR Mk1 TSO Tourist Second Open Coach BR WR Chocolate & Cream W4743.....£40.76

374-064D - BR Mk1 SK Second Corridor Coach BR WR Chocolate & Cream W24164.....£40.76

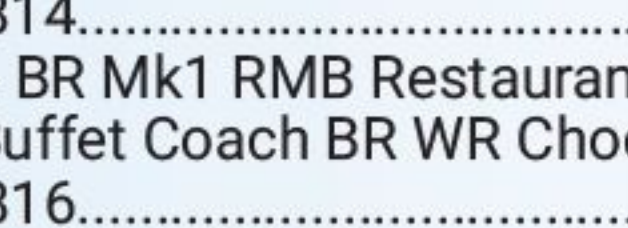
374-064E - BR Mk1 SK Second Corridor Coach BR WR Chocolate & Cream W25196.....£40.76

374-109A - BR Mk1 RMB Restaurant Miniature Buffet Coach BR WR Chocolate & Cream W1814.....£40.76

374-109B - BR Mk1 RMB Restaurant Miniature Buffet Coach BR WR Chocolate & Cream W1816.....£40.76

374-256B - BR Mk1 CK Composite Corridor Coach BR WR Chocolate & Cream W15060.....£40.76

374-256C - BR Mk1 CK Composite Corridor Coach BR WR Chocolate & Cream W15072.....£40.76



374-018 - BR Mk1 TSO Tourist Second Open Coach WCRC Maroon 4973.....£40.76

374-018A - BR Mk1 TSO Tourist Second Open Coach WCRC Maroon 4960.....£40.76

374-112 - BR Mk1 RMB Restaurant Miniature Buffet Coach WCRC Maroon 1860.....£40.76



OO Gauge 15xx Pannier Tanks - Limited Availability



904002 - BR 15xx 0-6-0 Pannier Tank 1500 Unlined Black Early Crest.....£127.45



904003 - BR 15xx 0-6-0 Pannier Tank 1505 Lined Black Early Crest.....£127.45



N Gauge Mk2 Coaches



374-690A - BR Mk2F BSO Brake Second Open Coach BR Blue & Grey M9521.....£46.71

374-735A - BR Mk2F TSO Tourist Second Open Coach BR Blue & Grey M6116.....£46.71

374-735B - BR Mk2F TSO Tourist Second Open Coach BR Blue & Grey M6181.....£46.71



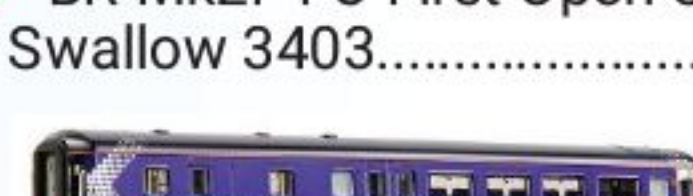
374-693 - BR Mk2F BSO Brake Second Open Coach BR InterCity Swallow.....£46.71

374-693A - BR Mk2F BSO Brake Second Open Coach BR InterCity Swallow.....£46.71

374-738 - BR Mk2F TSO Tourist Second Open Coach BR InterCity Swallow 6115.....£46.71

374-738A - BR Mk2F TSO Tourist Second Open Coach BR InterCity Swallow 6110.....£46.71

374-763 - BR Mk2F FO First Open Coach BR InterCity Swallow 3403.....£46.71



374-691 - BR Mk2F BSO Brake Second Open Coach ScotRail Saltire 9527.....£46.71

374-691A - BR Mk2F BSO Brake Second Open Coach ScotRail Saltire 9539.....£46.71

374-736 - BR Mk2F TSO Tourist Second Open Coach ScotRail Saltire 9545.....£46.71

374-736A - BR Mk2F TSO Tourist Second Open Coach ScotRail Saltire 9587.....£46.71

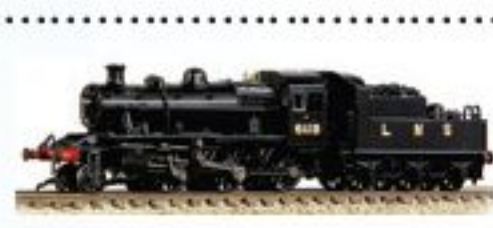


N Gauge LMS Ivatt 2-6-0s



372-626B - LMS Ivatt 2MT 46474 BR Lined Black Early Emblem.....£140.21

372-626BF - LMS Ivatt 2MT 46474 BR Lined Black Early Emblem **DCC Sound Fitted**.....£225.21



372-627A - LMS Ivatt 2MT 6418 LMS Black.....£140.21

372-627ASF - LMS Ivatt 2MT 6418 LMS Black **DCC Sound Fitted**.....£225.21



372-628A - LMS Ivatt 2MT 46447 BR Lined Black Late Crest.....£140.21

372-628ASF - LMS Ivatt 2MT 46447 BR Lined Black Late Crest **DCC Sound Fitted**.....£225.21



372-630 - LMS Ivatt 2MT 46521 BR Lined Green Early Emblem.....£140.21

372-630SF - LMS Ivatt 2MT 46521 BR Lined Green Early Emblem **DCC Sound Fitted**.....£225.21



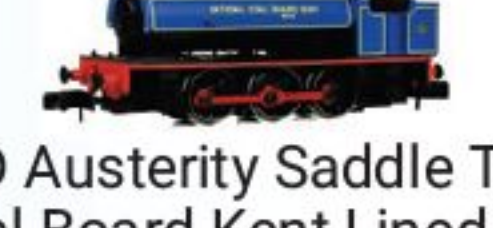
N Gauge Austerity/J94s



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



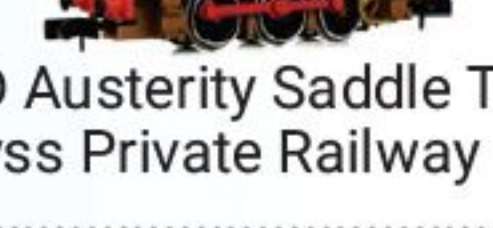
E85503 - WD Austerity Saddle Tank No.12 National Coal Board Kent Lined Blue.....£106.21



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



OO Gauge Class 20s



35-357A - Class 20/0 20010 BR Railfreight Red Stripe Disc Headcode.....£191.20

35-357ASF - Class 20/0 20010 BR Railfreight Red Stripe Disc Headcode **DCC Sound Fitted**.....£276.20



35-353 - Class 20/0 D8133 BR Green Small Yellow Panels Headcode Boxes.....£191.20

35-353SF - Class 20/0 D8133 BR Green Small Yellow Panels Headcode Boxes **DCC Sound Fitted**.....£276.20



35-356 - Class 20/0 20072 BR Blue Disc Headcode Weathered.....£199.71

OO Gauge Class 158



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

OO Gauge Mk1 Suburban Coaches



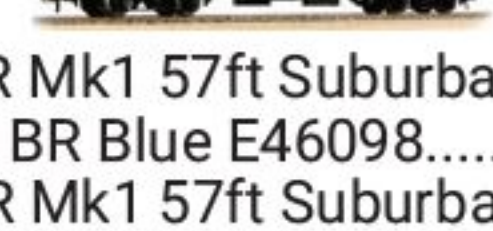
34-604D - BR Mk1 57ft Suburban S Second Class Coach BR Maroon W46135.....£29.71

34-630C - BR Mk1 57ft Suburban BS Brake Second Coach BR Maroon W43104.....£29.71



34-608A - BR Mk1 57ft Suburban S Second Class Coach BR Crimmon M46095.....£29.71

34-631A - BR Mk1 57ft Suburban BS Brake Second Coach BR Crimmon M43293.....£29.71



34-607B - BR Mk1 57ft Suburban S Second Class Coach BR Blue E46098.....£29.71

34-607C - BR Mk1 57ft Suburban S Second Class Coach BR Blue E46159.....£29.71

34-629B - BR Mk1 57ft Suburban BS Brake Second Coach BR Blue E43159.....£29.71



OO Gauge Battle Of Britain



R30129 - SR Battle of Britain 4-6-2 34072 '257 Squadron' SR Green British Railways.....£239.84

OO Gauge West Country



R30114 - SR West Country 4-6-2 34046 'Braunton' BR Green Early Crest.....£239.84

OO Gauge GW Castle



R30328 - GW Castle 4-6-0 4073 'Caerphilly Castle' GW Green Shirtbutton.....£188.09

OO Gauge L&MR 'Wagons'



R60165 - L&MR Sheep Wagon Pack.....£71.99



R60166 - L&MR Horse Wagon Pack.....£71.99



R60164 - L&MR Coal Wagon Pack.....£69.29



OO Gauge Class 22s

New Tooling with different front ends to previous releases



4D-012-010 - Class 22 D6330 BR Green Disc Headcodes.....£146.88

4D-012-011 - Class 22 D6328 BR Green Small Yellow Panels Disc Headcode.....£146.88

4D-012-012 - Class 22 D6356 Green Small Yellow Panels Headcode Boxes.....£146.88

4D-012-013 - Class 22 D6352 BR Blue Headcode Boxes.....£146.88

Price Reductions

Only available while stocks last!



OO Gauge 9Fs



32-861 - BR Standard 9F 2-10-0 92134 BR Black Late Crest BR1G Tender.....£183.95



32-852B - BR Standard 9F 2-10-0 92010 BR1F Tender BR Black Early Emblem.....£183.95





BACHMANN
Europe plc
Quality Since 1833

BRITISH RAILWAY ANNOUNCEMENTS

**NEW ITEMS
ARRIVING
AUTUMN 2023**



00 SCALE - BACHMANN BRANCHLINE



SOUND FITTED



32-862SF BR Standard 9F (Tyne Dock) BR1B Tender 92060 BR Black (Late Crest)

STANDARD

32-862 BR Standard 9F (Tyne Dock)
BR1B Tender 92060 BR Black (Late Crest)



SOUND FITTED



32-862ASF BR Std 9F (Tyne Dock) BR1B Tender 92097 BR Black (Late Crest)

STANDARD

32-862A BR Std 9F (Tyne Dock)
BR1B Tender 92097 BR Black (Late Crest)



SOUND FITTED DELUXE



35-305SFX Class 37/0 Centre Headcode
37371 BR Railfreight (Red Stripe)

SOUND FITTED

35-305SF Class 37/0 Centre Headcode
37371 BR Railfreight (Red Stripe)



STANDARD

35-305 Class 37/0 Centre Headcode
37371 BR Railfreight (Red Stripe)



SOUND FITTED DELUXE



35-309SFX Class 37/0 Centre Headcode
37260 'Radio Highland' BR Blue (Large Logo)

SOUND FITTED

35-309SF Class 37/0 Centre Headcode
37260 'Radio Highland' BR Blue (Large Logo)



STANDARD

35-309 Class 37/0 Centre Headcode
37260 'Radio Highland' BR Blue (Large Logo)



SOUND FITTED



31-495SF Class 158 2-Car DMU 158884 South West Trains

STANDARD

31-495 Class 158 2-Car DMU
158884 South West Trains



SOUND FITTED



31-497SF Class 158 2-Car DMU 158839 Transport for Wales

STANDARD

31-497 Class 158 2-Car DMU 158839
Transport for Wales



SOUND FITTED



31-499SF Class 158 2-Car DMU 158844 Northern

STANDARD

31-499 Class 158 2-Car DMU
158844 Northern



SOUND FITTED



31-516ASF Class 158 2-Car DMU 158856 Central Trains

STANDARD

31-516A Class 158 2-Car DMU 158856
Central Trains



SOUND FITTED



31-420SF Class 411/9 3-CEP 3-Car EMU (Refurbished)
1199 South West Trains

STANDARD

31-420 Class 411/9 3-CEP 3-Car EMU
(Refurbished) 1199 South West Trains



SOUND FITTED



31-424SF Class 422/7 4-TEP 4-Car EMU (Refurbished)
2703 BR Blue & Grey

STANDARD

31-424 Class 422/7 4-TEP 4-Car EMU
(Refurbished) 2703 BR Blue & Grey





34-608A BR Mk1
57ft 'Suburban'
S Second
BR Crimson



34-631A BR Mk1
57ft 'Suburban'
BS Brake Second
BR Crimson



34-703A BR Mk1
57ft 'Suburban'
C Composite BR
Crimson



34-604D BR Mk1
57ft 'Suburban'
S Second
BR Maroon



34-630C BR Mk1
57ft 'Suburban'
BS Brake Second
BR Maroon



34-700D BR Mk1
57ft 'Suburban'
C Composite
BR Maroon



34-607B BR Mk1
57ft 'Suburban'
S Second
BR Blue



34-607C BR Mk1
57ft 'Suburban'
S Second
BR Blue



34-629B BR Mk1
57ft 'Suburban'
BS Brake Second
BR Blue



009 SCALE - BACHMANN NARROW GAUGE



393-225 Dinorwic Slate Wagons
without sides 3-Pack Grey



'TWLL MWG'/'ABYSSINIA'
/'HAFOD OWEN'



393-226 Dinorwic Slate Wagons
without sides 3-Pack Red



393-227 Dinorwic Slate Wagons
with sides 3-Pack Grey



7.3.0 / 7.3.0 / 7.0.0



393-228 Dinorwic Slate Wagons
with sides 3-Pack Red



N SCALE - GRAHAM FARISH



All of our Graham Farish Train Sets come with an Analogue Controller, Power Supply, Oval of Track (measuring 540 x 714 mm) and a Power Clip. See our website for full details www.bachmann.co.uk



370-052 Western Rambler Train Set



370-062 Suburban Sulzer Train Set



370-165SF The Thanet Flyer
SOUND FITTED Train Set

ALSO AVAILABLE
370-165 The Thanet Flyer Train Set



370-221SF Moving Mountains
SOUND FITTED Train Set

ALSO AVAILABLE
370-221 Moving Mountains Train Set



372-135A LMS 5MT 'Black 5' with Riveted Tender
5000 LMS Lined Black



372-135B LMS 5MT 'Black 5' with Riveted Tender
5004 LMS Lined Black



372-136A LMS 5MT 'Black 5' with Welded Tender 45407
'The Lancashire Fusilier' BR Lined Black (Early Emblem)



372-136B LMS 5MT 'Black 5' with Welded Tender
45247 BR Lined Black (Early Emblem)



372-137A LMS 5MT 'Black 5' with Welded Tender
45195 BR Lined Black (Late Crest)



372-137B LMS 5MT 'Black 5' with Welded Tender
45198 BR Lined Black (Late Crest)

SOUND FITTED



372-950ASF Class 14 D9522
BR Green (Wasp Stripes)

STANDARD

372-950A
Class 14 D9522
BR Green (Wasp
Stripes)



SOUND FITTED



372-954SF Class 14 D2/9531
NCB British Oak Orange & Black

STANDARD

372-954
Class 14 D2/9531
NCB British Oak
Orange & Black



SOUND FITTED



372-955SF Class 14 D9523
BR Maroon (Wasp Stripes)

STANDARD

372-955
Class 14 D9523
BR Maroon
(Wasp Stripes)



SOUND FITTED



SOUND FITTED      

371-780ASF
Class 90/0
90006
'High Sheriff'
BR InterCity
(Swallow)

STANDARD

371-780A Class 90/0 90006
'High Sheriff' BR InterCity (Swallow)

SOUND FITTED



SOUND FITTED      

371-782A
Class 90/0
90017 'Rail
Express Systems
Quality Assured'
Rail Express
Systems

STANDARD

371-782ASF Class 90/0 90017 'Rail Express
Systems Quality Assured' Rail Express Systems

SOUND FITTED

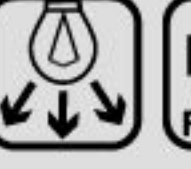


SOUND FITTED      

371-785ASF
Class 90/0
90048
Freightliner
G&W

STANDARD

371-785A Class 90/0 90048
Freightliner G&W

SOUND FITTED

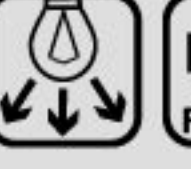


 **SOUND FITTED**     

371-850SF Class 158 2-Car DMU 158849 BR Regional Railways

STANDARD

371-850 Class 158 2-Car DMU 158849
BR Regional Railways

SOUND FITTED

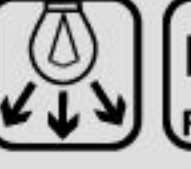


 **SOUND FITTED**     

371-857SF Class 158 2-Car DMU 158766 GWR Green (FirstGroup)

STANDARD

371-857 Class 158 2-Car DMU 158766 GWR
Green (FirstGroup)

SOUND FITTED



SOUND FITTED      

371-781ASF
Class 90/1
90139
BR Railfreight
Distribution
Sector

STANDARD

371-781ASF Class 90/1 90139
BR Railfreight Distribution Sector

SOUND FITTED



SOUND FITTED      

371-783ASF
Class 90/0 90002
'Mission:
Impossible' Virgin
Trains (Original)

STANDARD

371-783A Class 90/0 90002
'Mission: Impossible' Virgin Trains (Original)

SOUND FITTED



 **SOUND FITTED**     

371-862SF Class 158 2-Car DMU 158856 Central Trains

STANDARD

371-862 Class 158 2-Car DMU
158856 Central Trains

SOUND FITTED



 **SOUND FITTED**     

371-851SF Class 158 2-Car DMU 158711 ScotRail Saltire

STANDARD

371-851 Class 158 2-Car DMU
158711 ScotRail Saltire

SOUND FITTED



 **SOUND FITTED**     

371-858SF Class 158 2-Car DMU 158844 Northern

STANDARD

371-858 Class 158 2-Car DMU
158844 Northern





376-200A LNER Thompson First Corridor
136 LNER Teak Effect

376-225A LNER Thompson Composite
Corridor 147 LNER Teak Effect

376-250A LNER Thompson Third Corridor
1006 LNER Teak Effect

376-275A LNER Thompson Brake Third
Corridor E1915 LNER Teak Effect

ALSO AVAILABLE

376-200B LNER Thompson First
Corridor 141 LNER Teak Effect

ALSO AVAILABLE

376-225B LNER Thompson Composite
Corridor 145 LNER Teak Effect

ALSO AVAILABLE

376-250B LNER Thompson Third
Corridor 1452 LNER Teak Effect

ALSO AVAILABLE

376-275B LNER Thompson Brake Third
Corridor E1920 LNER Teak Effect



376-201A LNER Thompson First Corridor
E11174E BR Crimson & Cream

ALSO AVAILABLE

376-201B LNER Thompson First Corridor
E11182E BR Crimson & Cream



376-226A LNER Thompson Composite
Corridor E1230E BR Crimson & Cream

ALSO AVAILABLE

376-226B LNER Thompson Composite
Corridor E1239E BR Crimson & Cream



376-251A LNER Thompson Third Corridor
E1568E BR Crimson & Cream

ALSO AVAILABLE

376-251B LNER Thompson Third
Corridor E1513E BR Crimson & Cream



376-276A LNER Thompson Brake Third
Corridor E1917E BR Crimson & Cream

ALSO AVAILABLE

376-276B LNER Thompson Brake Third
Corridor E1931E BR Crimson & Cream



376-202 LNER Thompson First Corridor
E11176E BR Maroon

ALSO AVAILABLE

376-202A LNER Thompson First Corridor
E11185E BR Maroon



376-227 LNER Thompson Composite
Corridor E1236E BR Maroon

ALSO AVAILABLE

376-227A LNER Thompson Composite
Corridor E1229E BR Maroon



376-252 LNER Thompson Second
Corridor E1029E BR Maroon

ALSO AVAILABLE

376-252A LNER Thompson Second
Corridor E1435E BR Maroon



376-277 LNER Thompson Brake Second
Corridor E16857E BR Maroon

ALSO AVAILABLE

376-277A LNER Thompson Brake
Second Corridor E16859E BR Maroon



374-860 LNER Thompson Full Brake
E15E LNER Teak Effect



374-861 LNER Thompson Full Brake
E13E BR Crimson & Cream



374-862 LNER Thompson Full Brake
E19E BR Maroon



374-863 LNER Thompson Full Brake
E11 BR Blue



374-198 BR Mk1 BSK Brake Second
Corridor 'Laboratory 11' RDB975046
BR RTC (Revised)

**BACHMANN
DECODERS**



36-570B

- 1.2A continuous load
- Multi-mode with Back EMF function
- 12 Powered Function Outputs
- 2 additional Servo or SUSI or Logic Level Outputs
- RailCom® Feedback System

Plux22 DCC Loco-Decoder
(with Brake Button function)



36-567B

- 0.7A Continuous Load
- Multi-mode with Back EMF Function
- 4 Powered Function Outputs
- 2 additional Logic Level and 2 SUSI/Logic Level Outputs
- RailCom® Feedback System

Next18 DCC Loco-Decoder
(with Brake Button function)



OO SCALE - SCENECRAFT BUILDINGS & STRUCTURES



44-0182B

Shunter's Hut Blue

Also Available

44-0182W - Shunter's Hut White



44-170R

Shillingstone Goods Shed Red

Also Available

44-170 - Shillingstone Goods Shed



44-0178M

GCR Lamp Hut
Maroon & Cream

Also Available

44-0178G - GCR Lamp Hut
Green



44-0180A

S&DJR Train Shed
Green and Cream

Also Available

44-0180B - S&DJR Train
Shed Chocolate and Cream



44-0212B

Low Relief Raised Office Blue

Also Available

44-0212G - Low Relief Raised Office Green

44-0179A

S&DJR Brick Station
Green and Cream

Also Available

44-0179B - S&DJR Brick Station
Chocolate and Cream



N SCALE - SCENECRAFT



42-170

Shillingstone
Goods Shed

Also Available

42-170R - Shillingstone
Goods Shed Red

44-0177

Fire Station



44-0218

Low Relief Alleyway
(for use with 44-202)



44-0217B

Low Relief Rear
of Terrace Left
Hand Door Blue

Also Available

44-0217G - Low Relief Rear
Terrace Left Hand Door Green



44-0216Y

Low Relief Rear
of Terrace Right
Hand Door Yellow

Also Available

44-0216W - Low Relief Rear
Terrace Right Hand Door White



44-0542

Dinorwic Wagon
Slate Load (x4)



44-0184G

Platform Mounted
Signal Box Green

Also Available

44-0184B - Platform Mounted
Signal Box Brown

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: Q4 2023
Price: from £107.41
Digital: 18-pin



Class 43xx Mogul 2-6-0
Due: Q4 2023 - Q1 2024
Price: from £154.18
Digital: 18-pin

HELJAN



Class 02 Tango 2-8-0
Due: Q1 2024
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

HORNBLY



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

RAPIDO



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 2024
Price: from £140.21
Digital: 18-pin



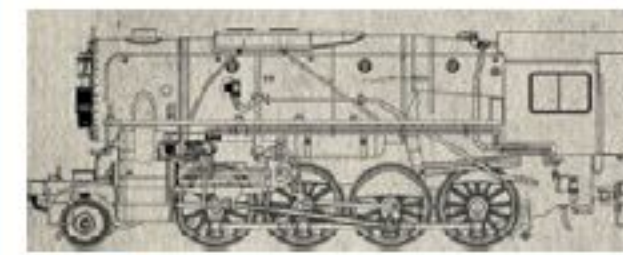
Manning Wardle 'L' 0-6-0T
Due: TBC 2024
Price: TBC
Digital: 18-pin



GWR Class 44xx 2-6-2T
Due: TBC 2024
Price: from £147
Digital: 18-pin



HR 'Jones Goods' 4-6-0
Due: TBC 2024
Price: from £186.96
Digital: 21-pin



USATC S160 2-8-0
Due: TBC 2024
Price: TBC
Digital: 18-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: Q1 2024
Price: from £177.65
Digital: 21-pin



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



Class 57 (Updated Model)
Due: Dec 2023
Price: from £160.65
Digital: 21-pin



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

OO Gauge Multiple Units

HELJAN



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



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



Class 104
Due: Q2 2024
Price: from £330.65
Digital: 21-pin

HORNBLY



Class 755 FLIRT BiMU
Due: Q2 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: Q2 2024
Price: from £46.75
Digital: 6-pin (Taillamps)

GWR Toplight City Coaches

Due: Q4 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



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



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



25t Lowmac Well Wagon
Due: TBC 2024
Price: £33.95 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: Q2 2024
Price: from £93.50
Digital: PCB Swap required



GWR 63xx Mogul 2-6-0
Due: Q4 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 2024
Price: from £189.98
Digital: 18-pin

N Gauge Diesel & Electrics

dapol



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

N Gauge Multiple Units

dapol



Class 142 Pacer
Due: Q2 2024
Price: from £37.70
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



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: 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: Q1 2024
Price: from £330.65
Digital: 21-pin



Class 37/0
Due: Feb 2024
Price: from £568.65
Digital: ESU XL



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



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



Class 73 Electrodiesel
Due: Oct 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: Apr 2024
Price: TBC
Digital: 21-pin



BR Mk2/ Mk2A Coaches
Due: Q1 2024
Price: from £254.15
Digital: N/A



SR CCT/ PMV Vans
Due: TBC 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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00 Gauge (1:76 Scale)

Dapol - Diesel locos



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

Heljan - Diesel locos



1082 NBL diesel prototype 10800 in BR black black bogies - final condition **NEW** £216.71



1081 NBL diesel prototype 10800 in BR black silver bogies - post 1954 condition **NEW** £216.71



1081 NBL diesel prototype 10800 in BR black silver bogies - post 1954 condition - weathered **NEW** £225.21



1083 NBL diesel prototype 10800 in BR green late crest **NEW** £216.71

Hornby - Steam locos



R30129 Class 7P6F "Battle of Britain" 4-6-2 34072 "257 Squadron" in SR malachite green British Railways lettering **NEW** £239.84



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



R3984 Class P2 2-8-2 2002 "Earl Marischal" in LNER green as-built body £229.04



R3983 Class P2 2-8-2 2007 "Prince of Wales" in LNER green as-built body £229.04



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



R30232 Liverpool and Manchester Centenary (1930) Pack With 0-4-2 "Lion" and Three Coaches £215.99

Diesel locos



R30013 Ruston 48DS 4wDM shunter 200793 "Gower Princess" in plain black flat wagon in Pontypool & Blaenavon Railway bauxite £98.09

HSTs

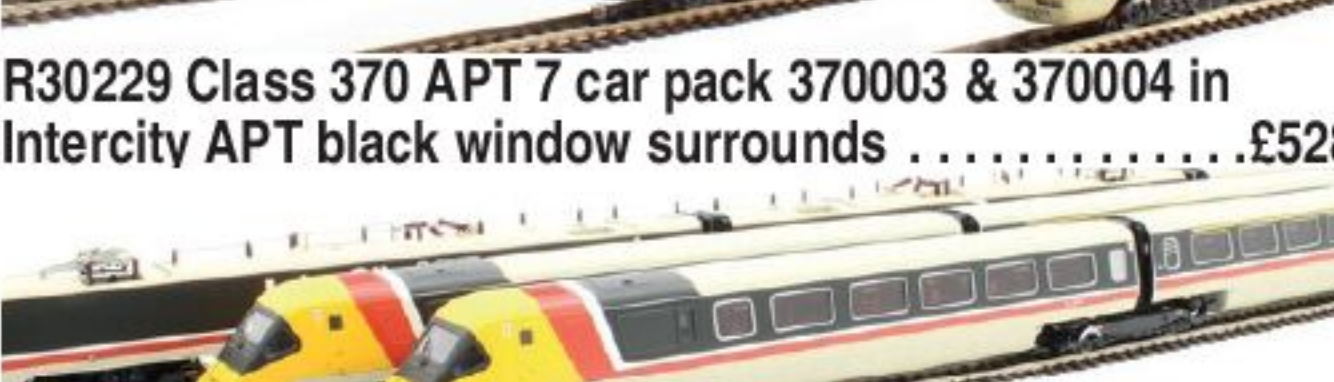


R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains £326.69

EMUs



R30104 Class 370 APT 5 car pack 370001 & 370002 in Intercity APT £430.19



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



R3874 Class 370 APT 7-car pack 370001 & 370002 in Intercity APT black front window surrounds £529

Bi-Modal Multiple Units



R3872 Class 800 IET 5-car set 800008 "Trainbow" in GWR green Pride markings £452.24

Train sets - analogue



R1255M Flying Scotsman - starter train set (RRP £219.99) **BARGAIN** £160

Coaches



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



R40370 Mk4 DVT driving van trailer in LNER Flying Scotsman - 82205 £76.49

Wagons



R60082 7-plank open wagon Christmas gifts - Hornby Merry Christmas 2023 £21.59

NEW



R60164 Liverpool and Manchester Railway 4 wheel coal wagons - pack of 3 **NEW** £69.29

NEW



76K2002 Austin K2 Ambulance in 51st Highland Division 1944 brown **NEW** £14.50

NEW



76RL004 Bedford RL Bomb Disposal Van in Broadridge Heath green & red **NEW** £16

009 Narrow Gauge

Peco Products - Steam locos



51-251-B Ffestiniog "Small England" 0-4-0TT 2 "Prince" in Ffestiniog Railway maroon £135

Coaches



GR-555 4-wheel Ffestiniog "Bug Box" third class coach in FR victorian plum and cream £32.18

N Gauge

Dapol - Steam locos



2S-017-007 Class 7MT 4-6-2 "Britannia" 70050 "Firth of Clyde" in BR green early emblem (RRP £156.55) **BARGAIN** £110

HSTs



2D-019-013 Class 43 HST Book Set in BR blue & grey - E43078, E43079 Set number 254012 & two Mk 3 coaches **NEW** £211.14



2D-019-014 Class 43 HST Book Set in Intercity Swallow - 43120, 43039 & two Mk 3 coaches **NEW** £211.14

Coaches



2P-005-027 Mk3 FO First Open in BR blue and grey - E41079 **NEW** £30.25



2P-005-224 Mk3 FO First Open in Intercity Swallow - 41039 **NEW** £30.25



2P-005-041 Mk3 TSO Trailer Second Open in BR blue and grey - E42155 **NEW** £30.25



2P-005-042 Mk3 TSO Trailer Second Open in BR blue and grey - E42156 **NEW** £30.25



2P-005-236 Mk3 TSO Trailer Second Open in Intercity Swallow - 42058 **NEW** £30.25



2P-005-237 Mk3 TSO Trailer Second Open in Intercity Swallow - 42059 **NEW** £30.25

0 Gauge (1:43 Scale)

Corgi - Cars



VC01501 Ultimate Ford Escort RS Collection - including Mk1 RS1600, Mk2 RS2000, Mk3 RS1600i, Mk4 RS Turbo & Mk4 RS Cosworth **NEW** £144

Dapol - Wagons



7F-067-002 GWR 12 ton "Fruit A" van in BR bauxite - B143313 £47.18



7F-066-005 GWR 12 ton van in BR bauxite - W145570 £47.18



7F-065-003 LMS 12 ton van in BR bauxite - M508580 £47.18

Heljan - Diesel locos



2679 Class 26/1 26037 in BR Blue - Weathered £568.65

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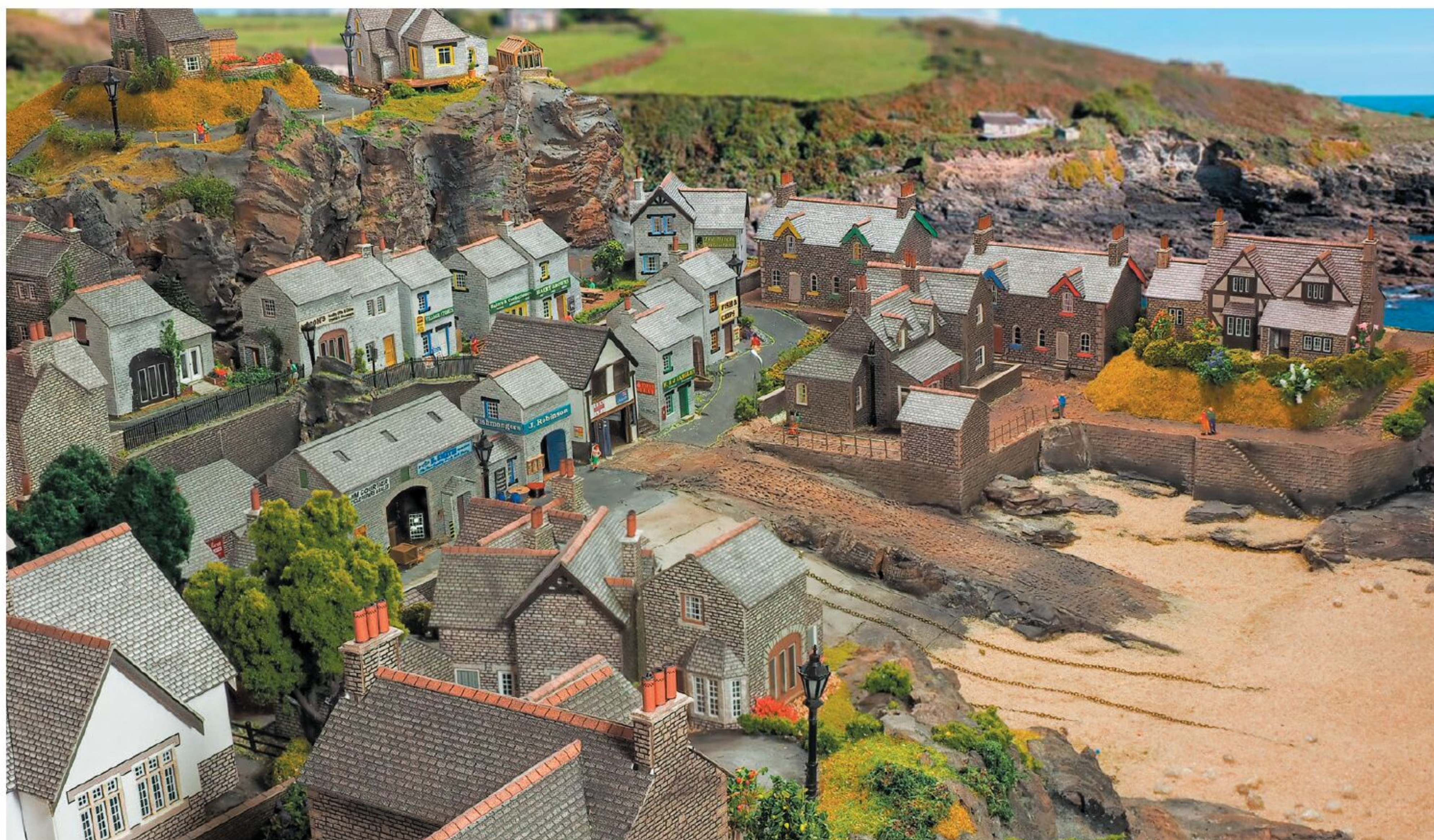
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GRANGE HOUSE

00 SCALE - PO257 - £13.00
N SCALE - PN157 - £8.50



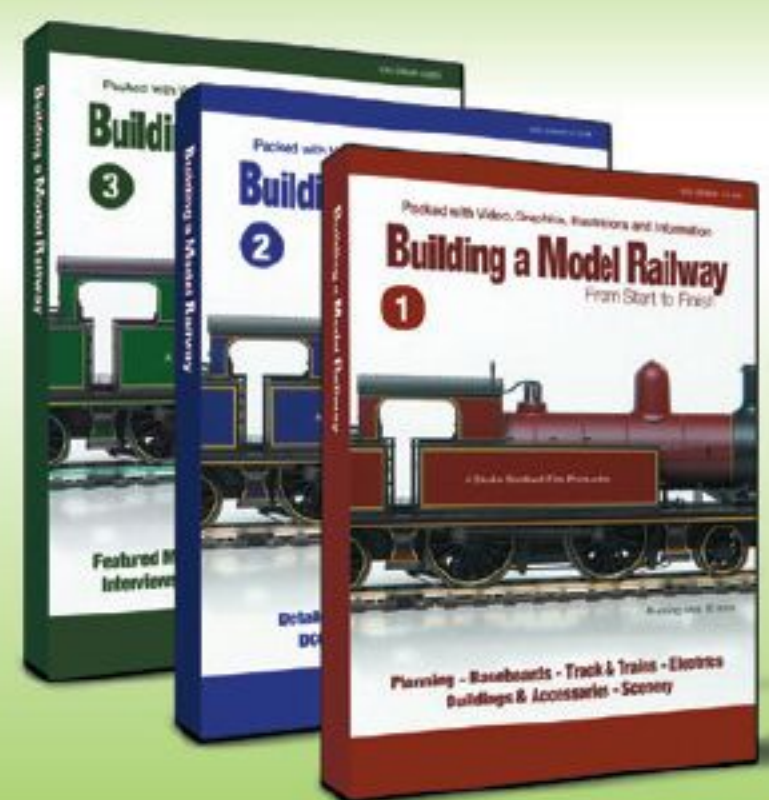
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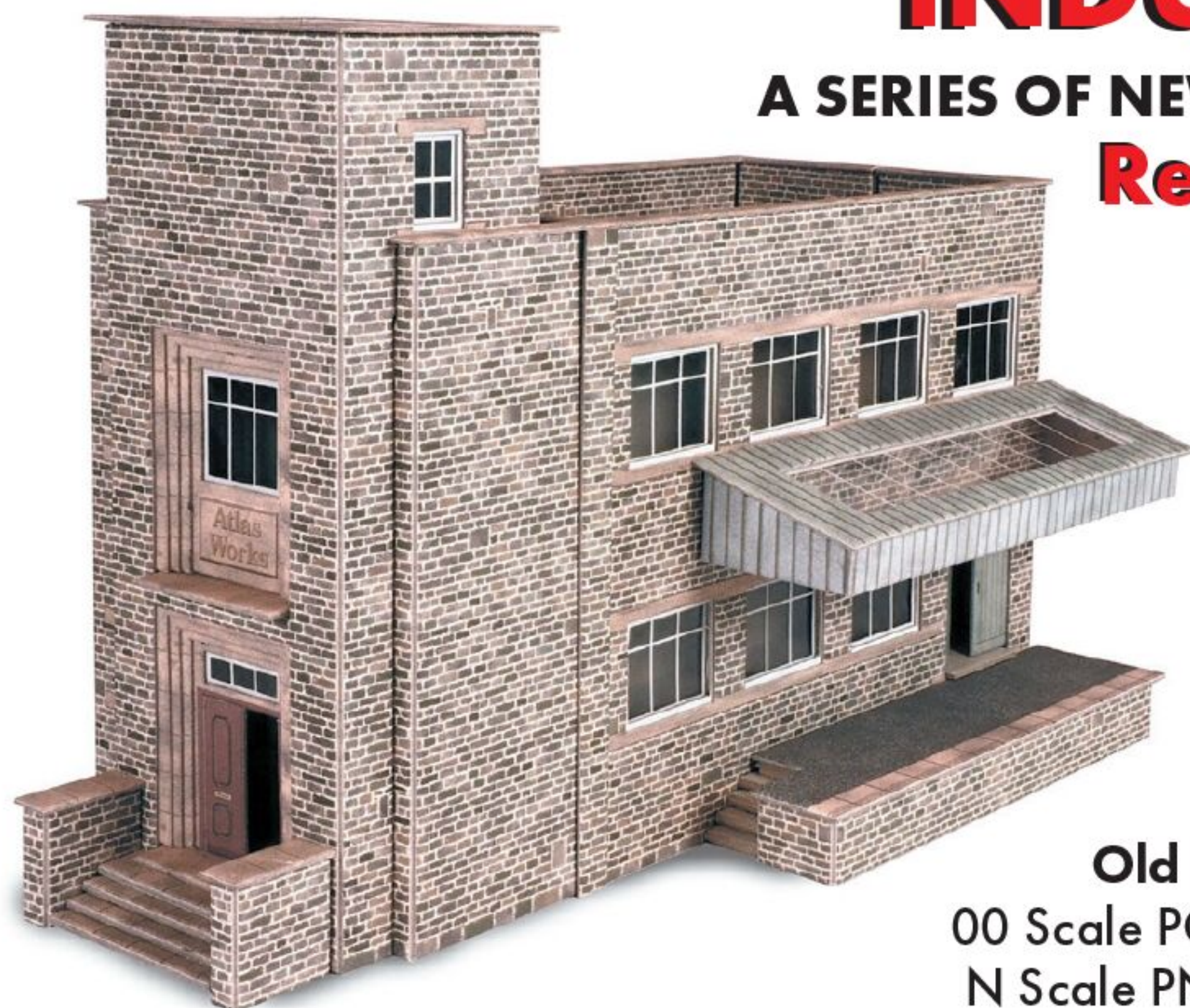
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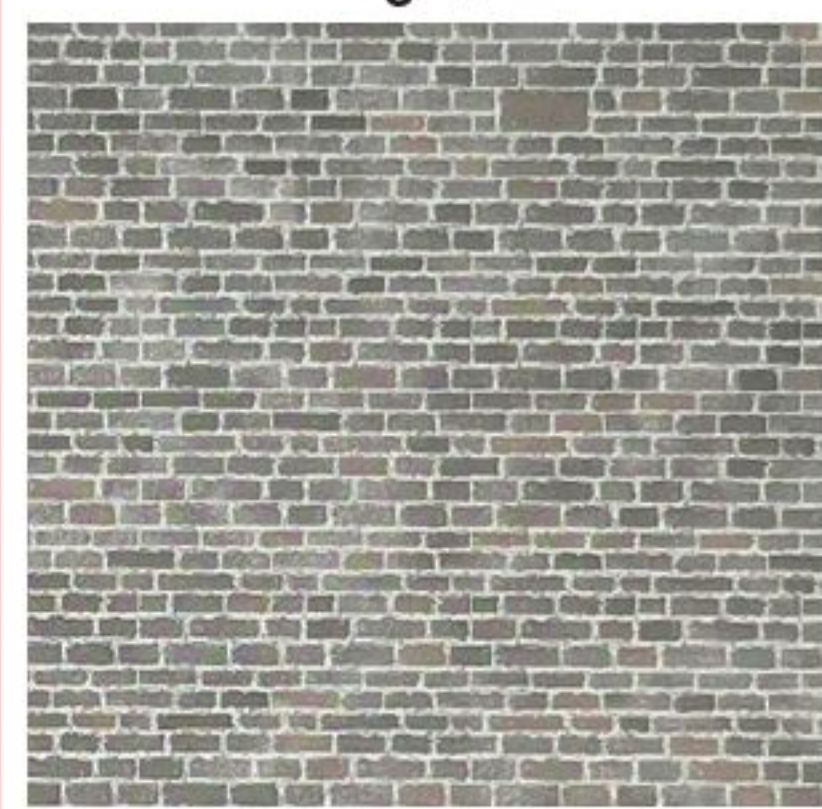
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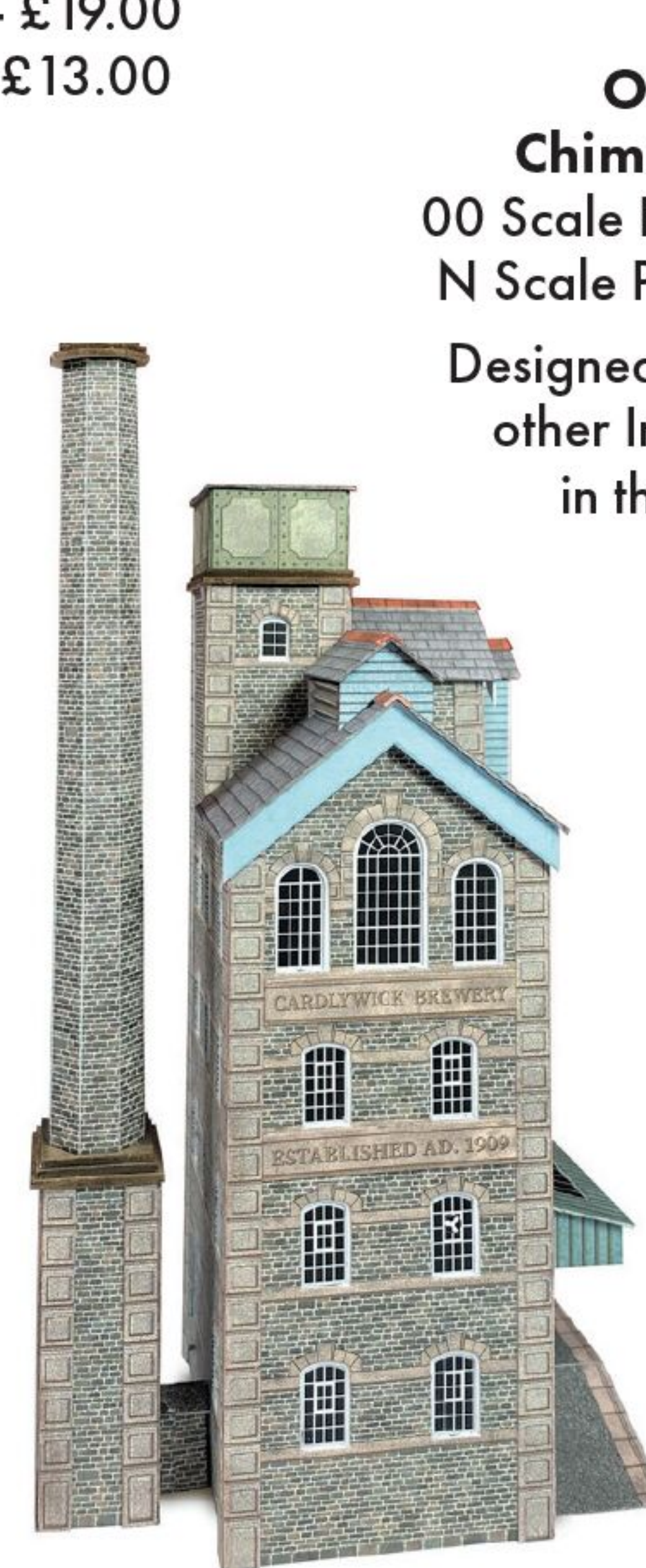
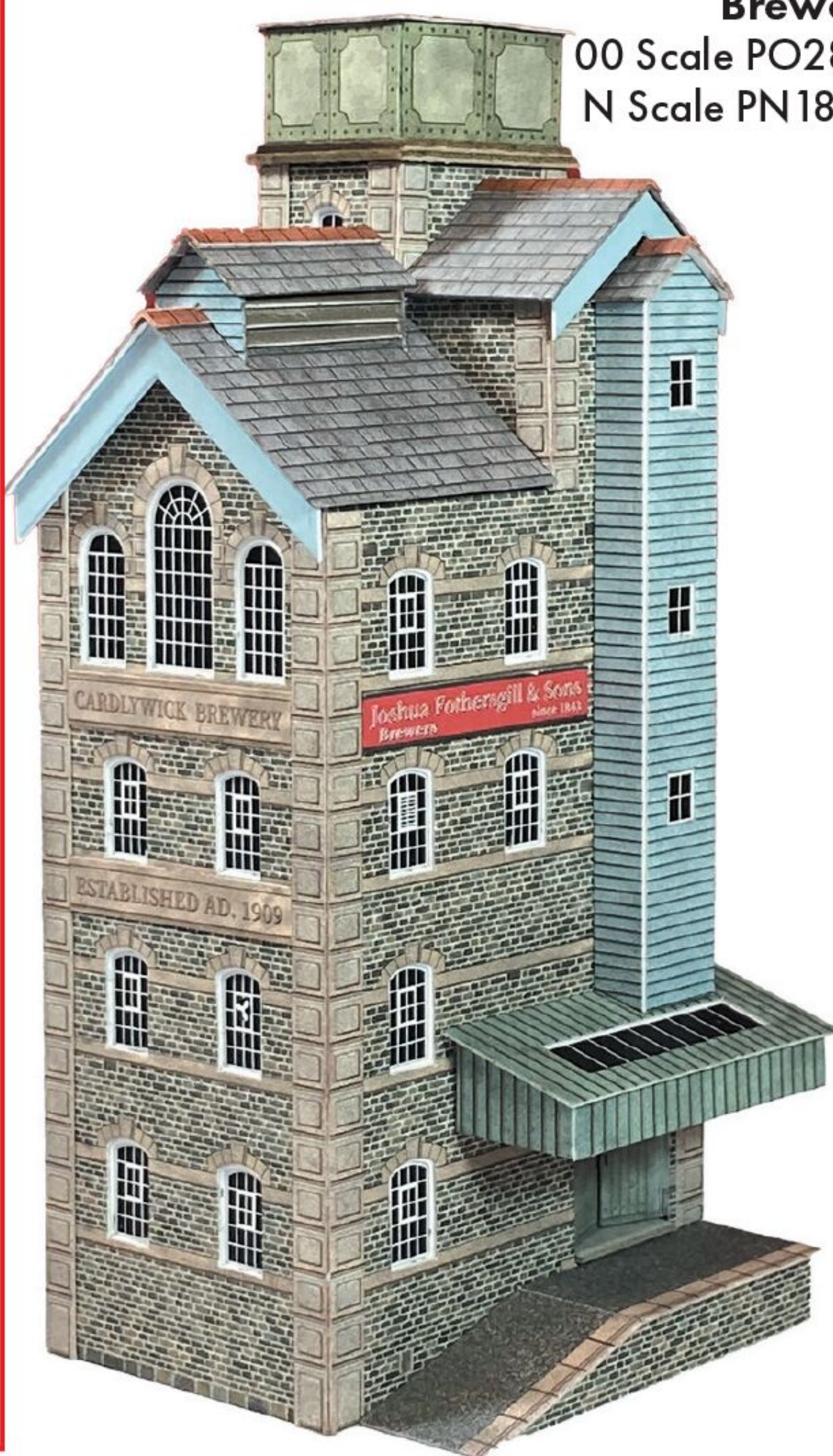


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N Scale PN991 - £7.00

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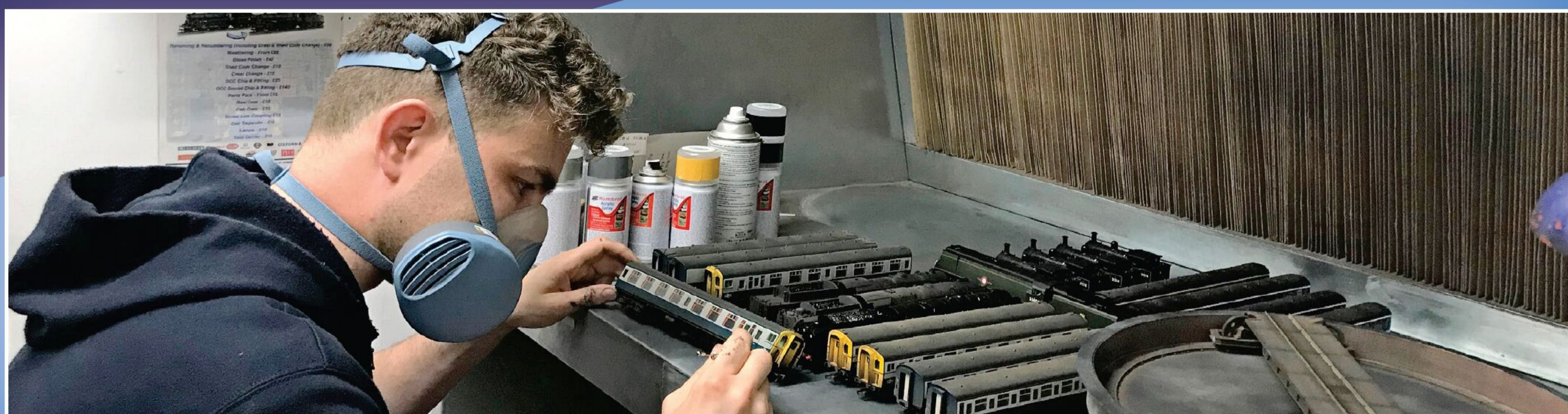
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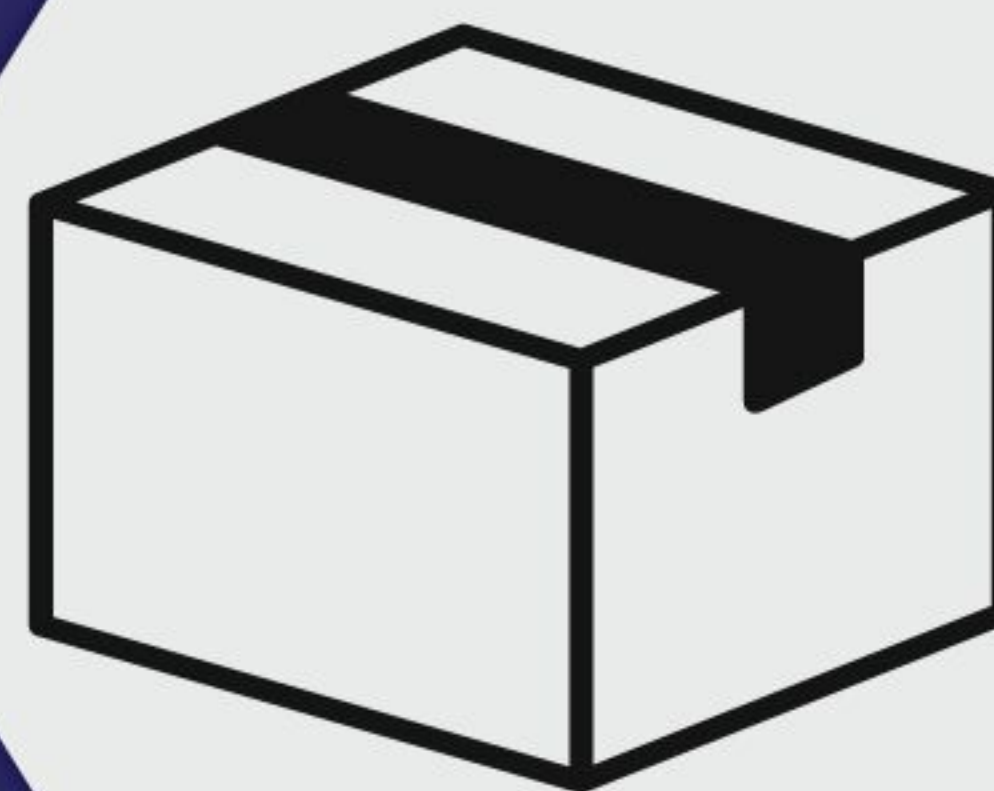
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ACC2200-92042 CI92 DB Red.....£189.99

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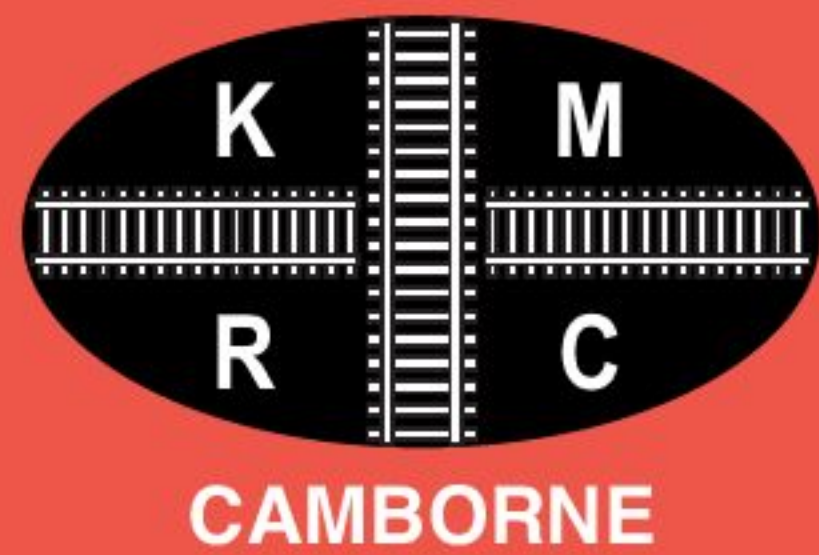
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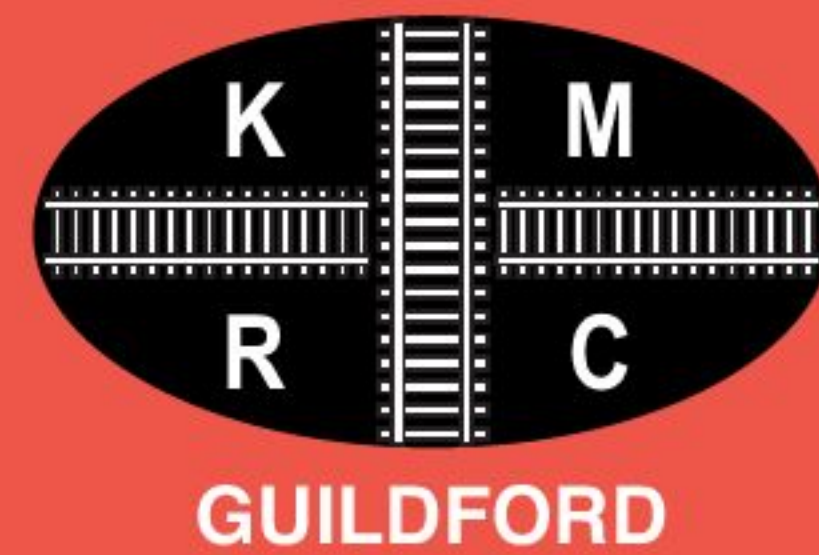
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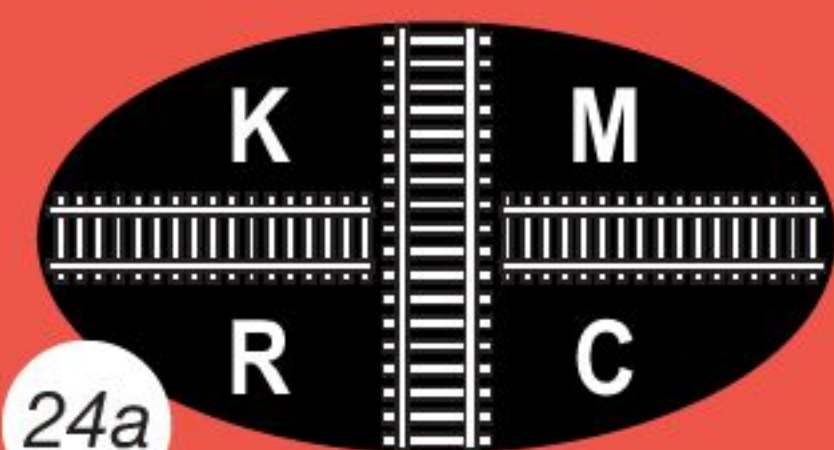
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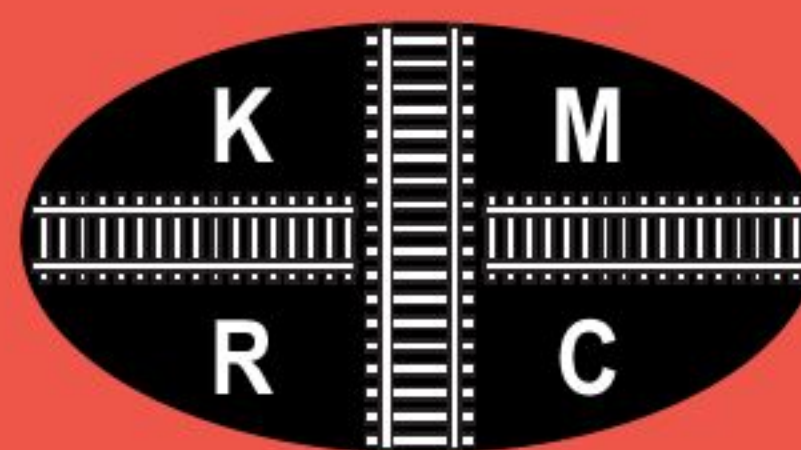


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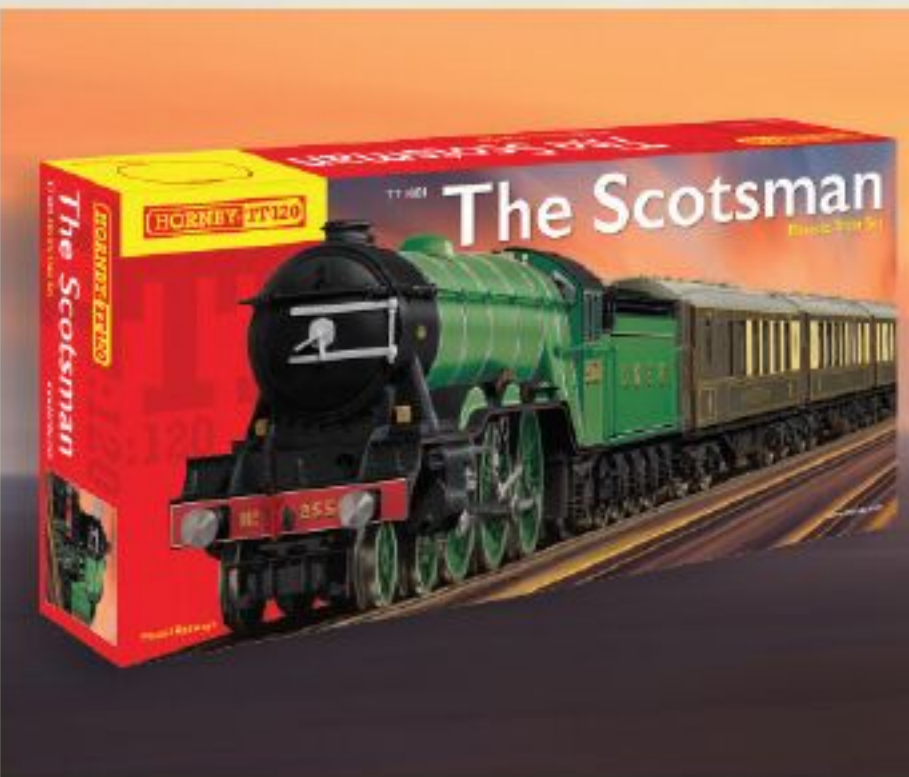
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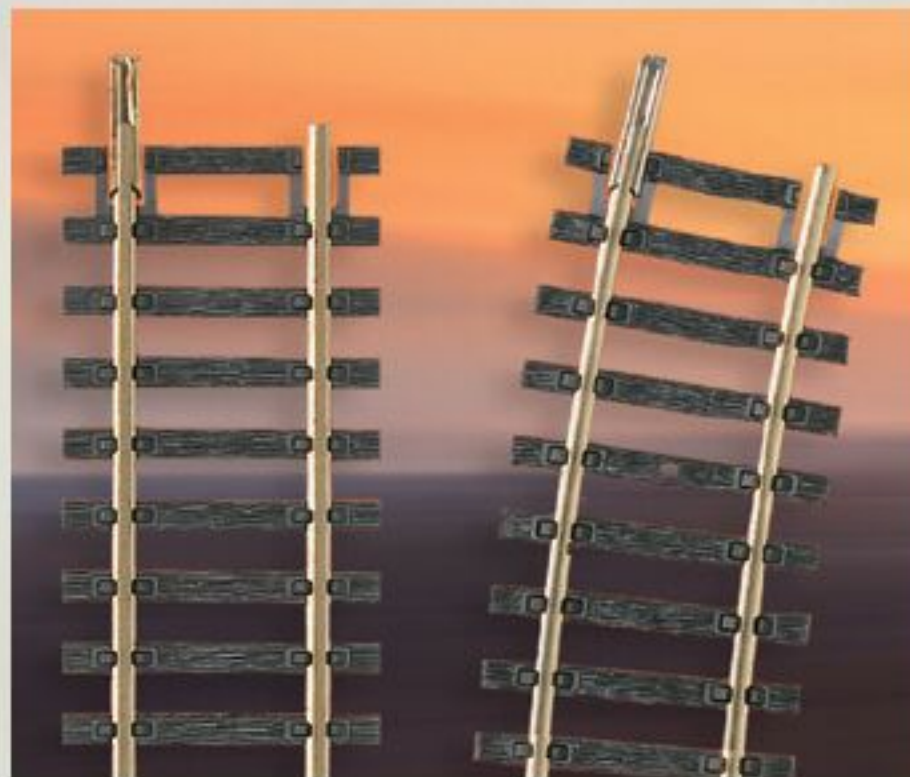
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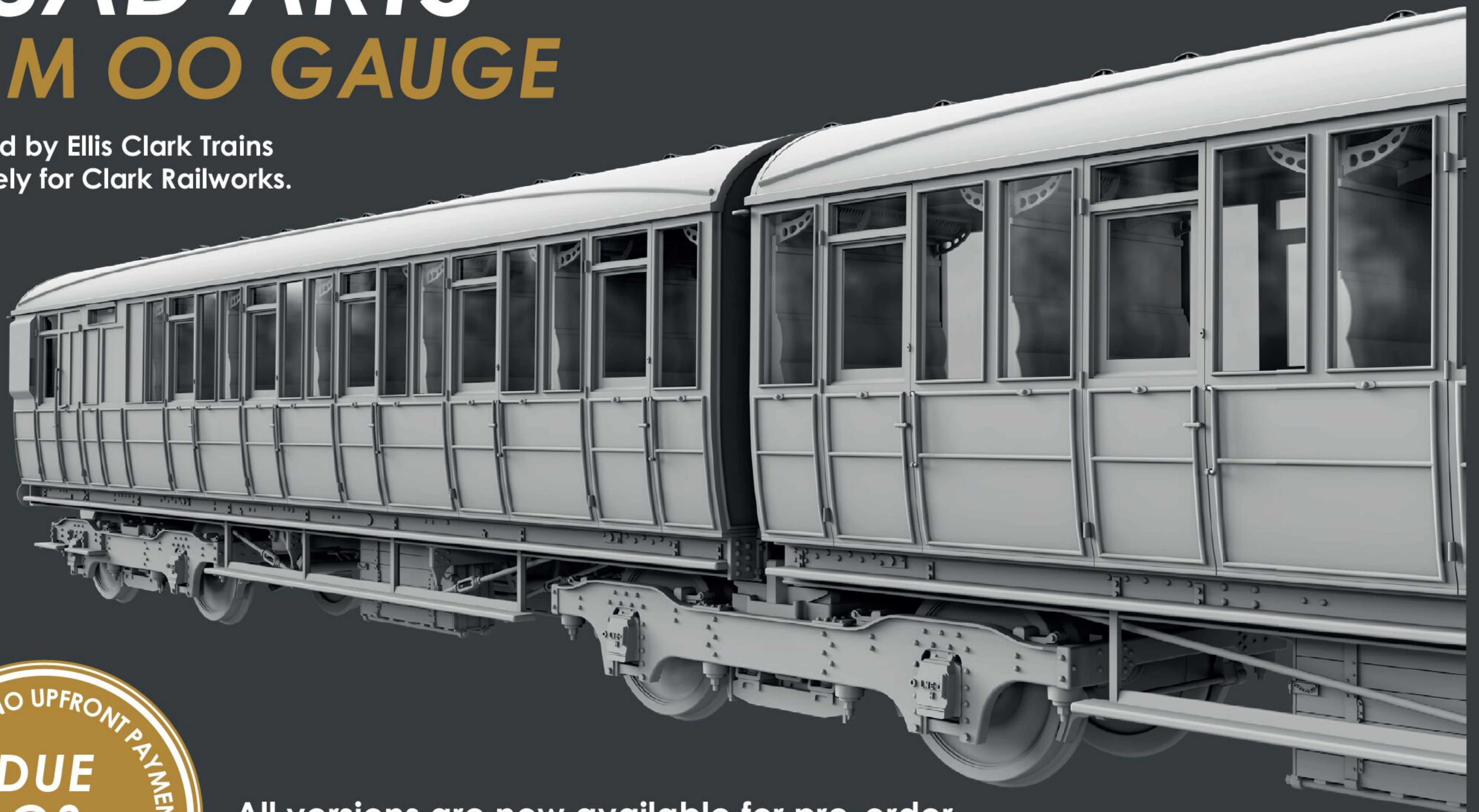
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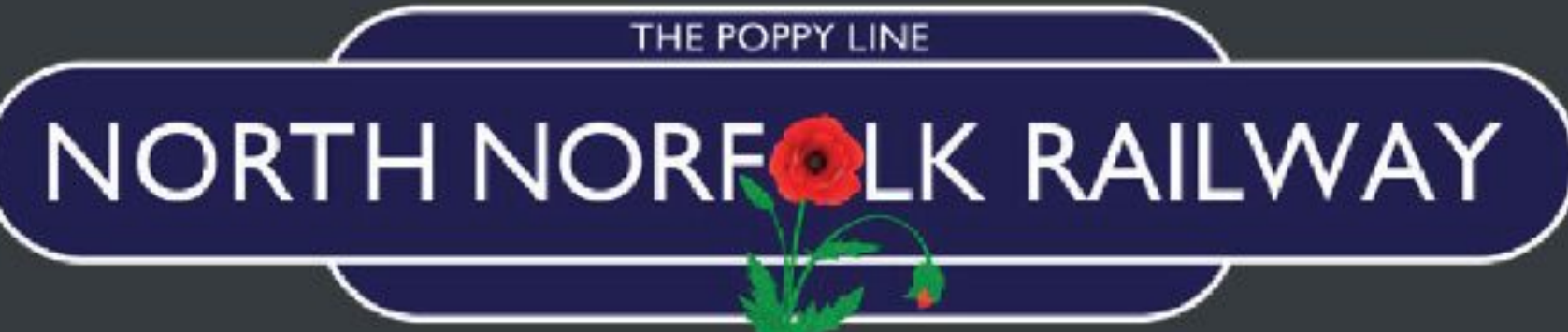
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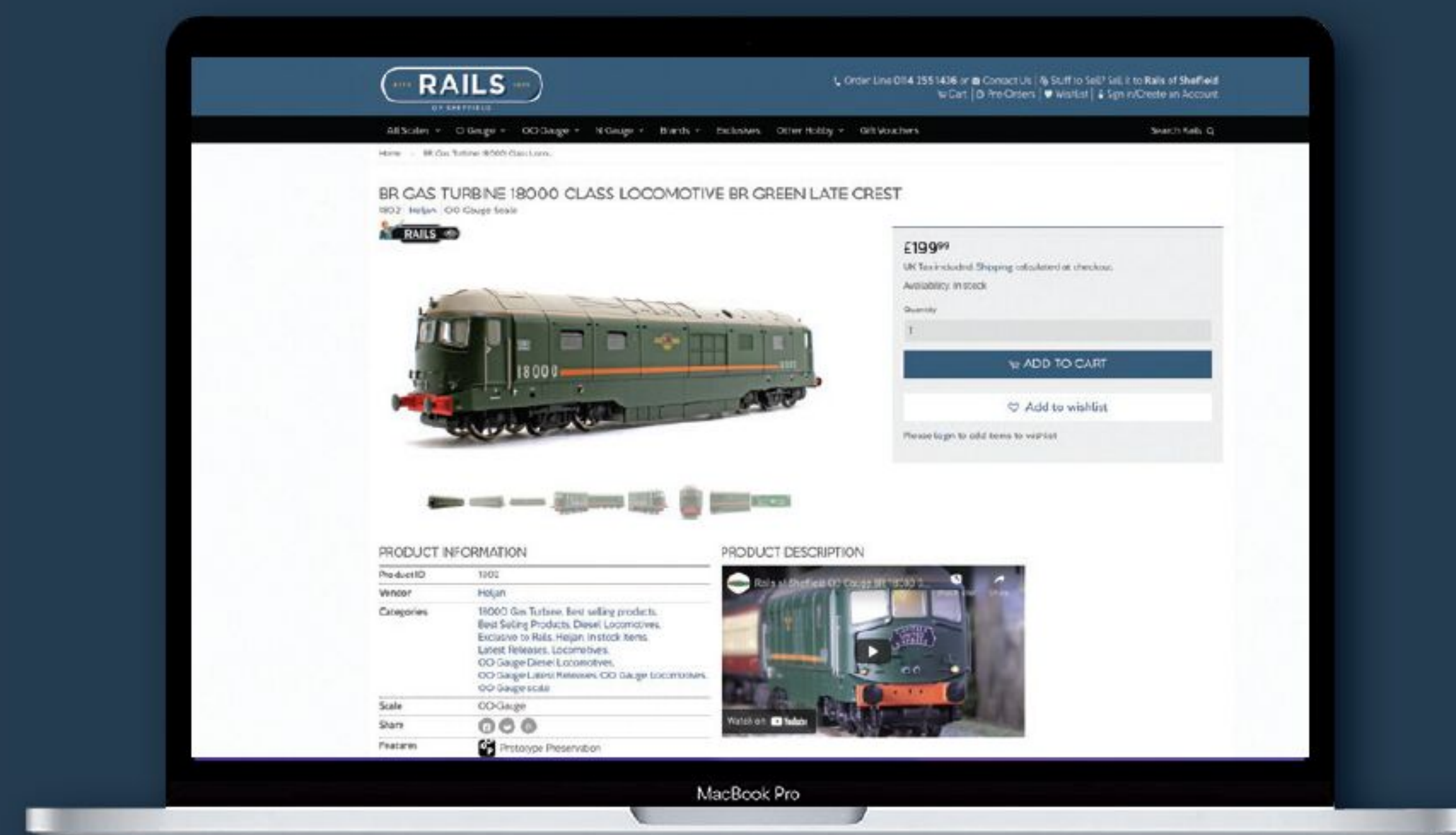
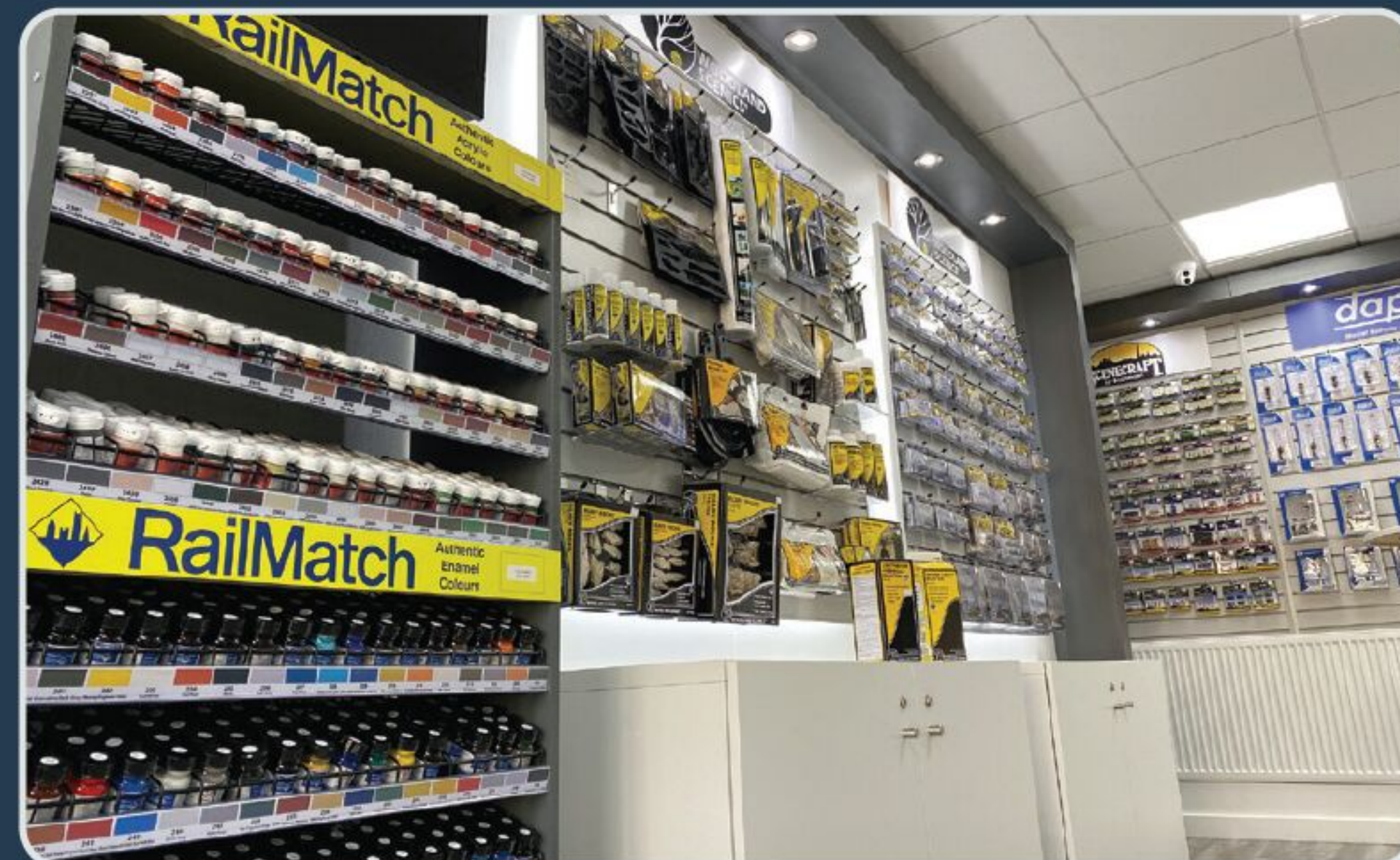
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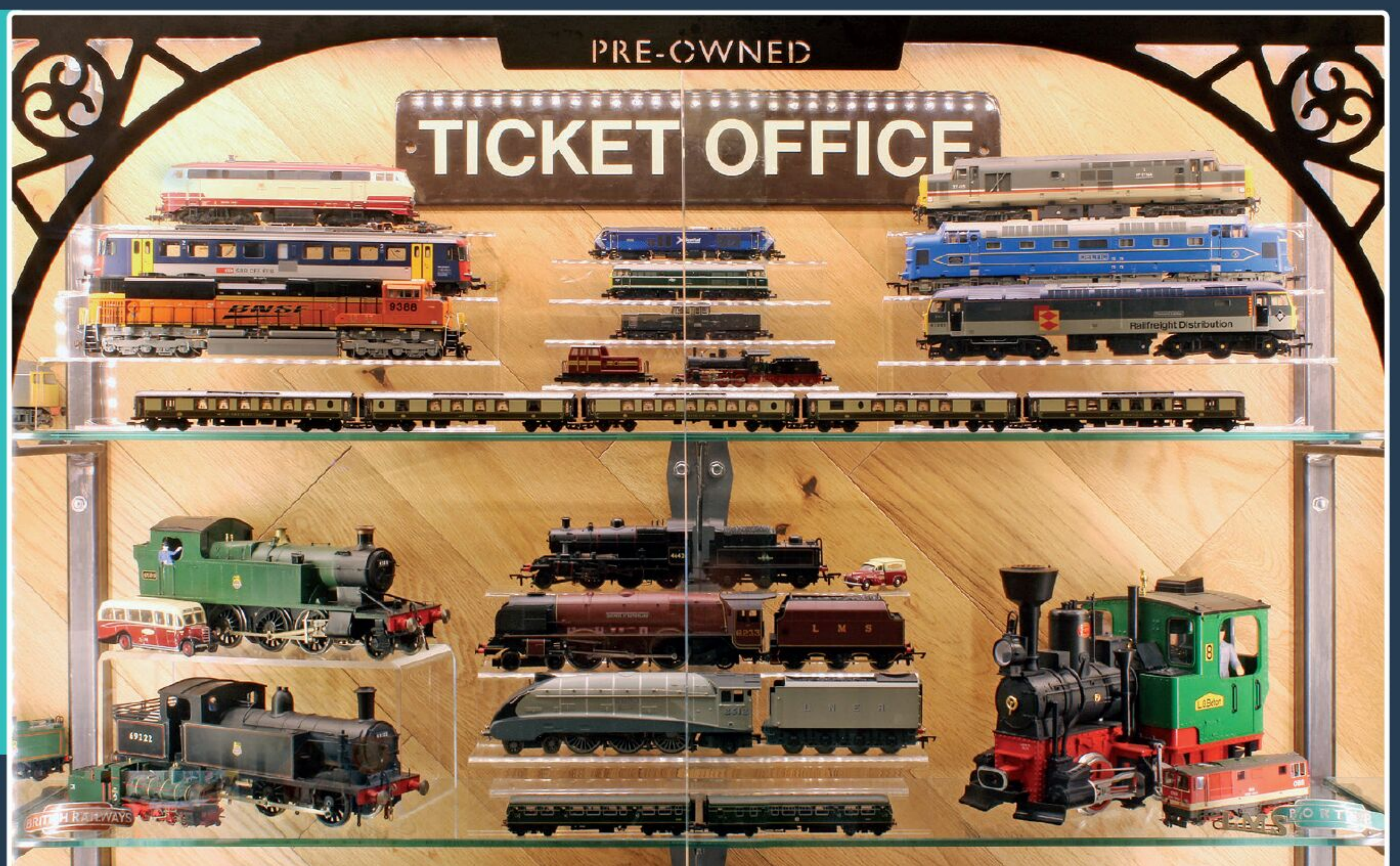
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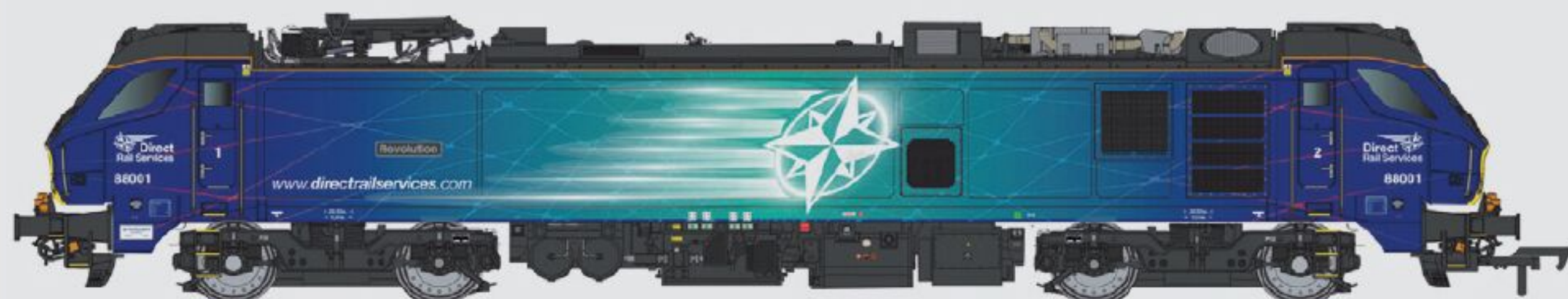
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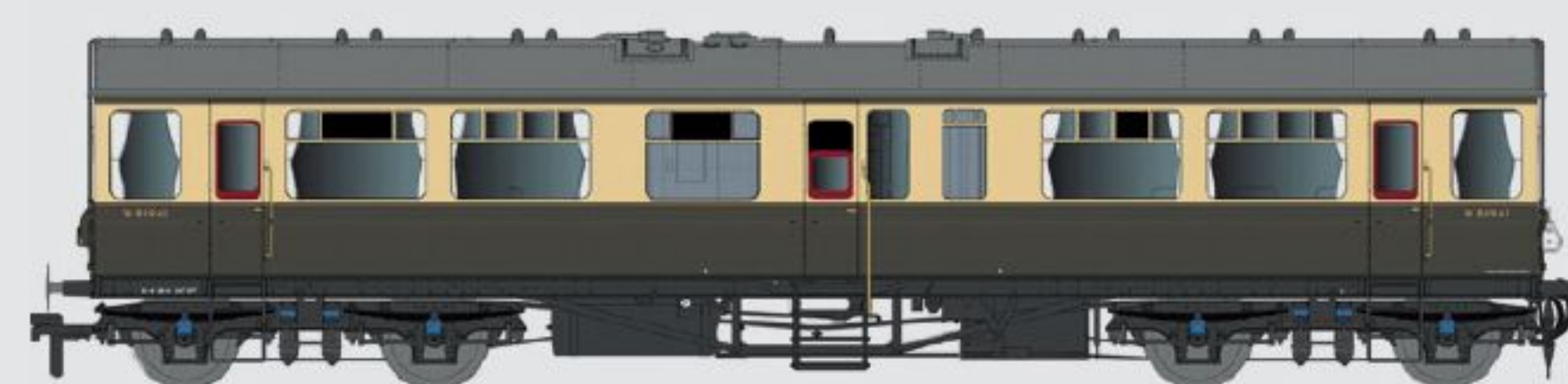
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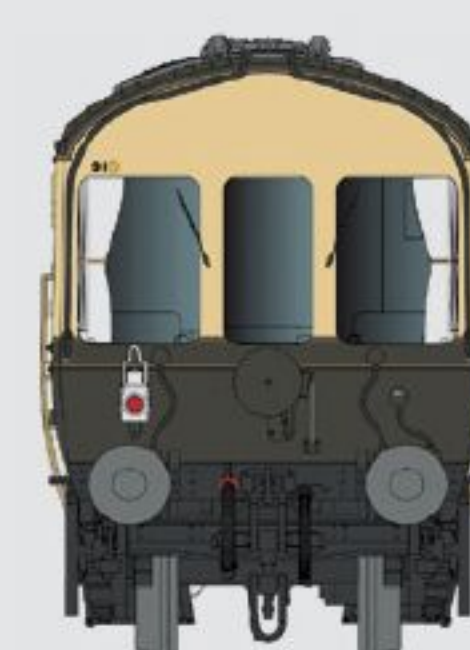
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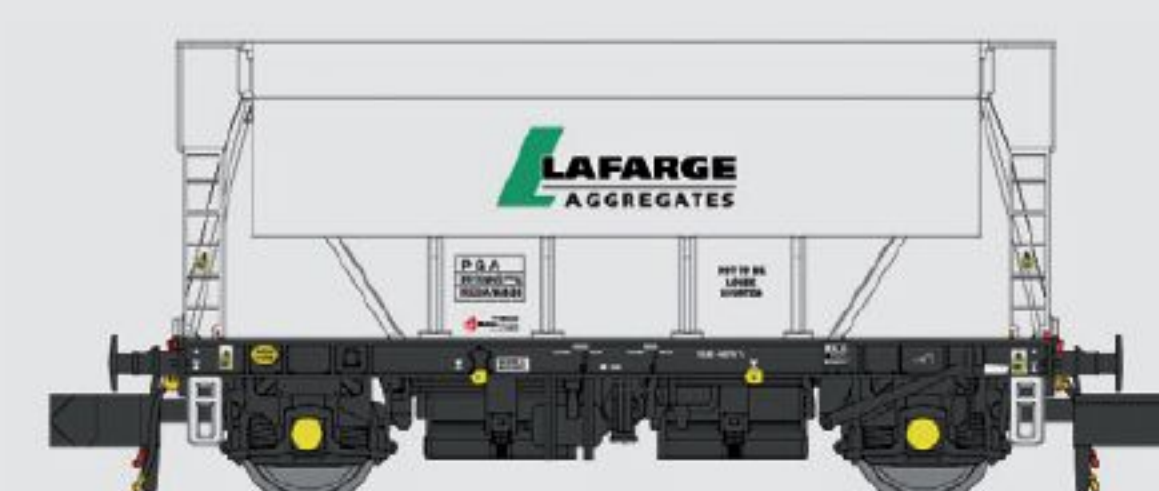


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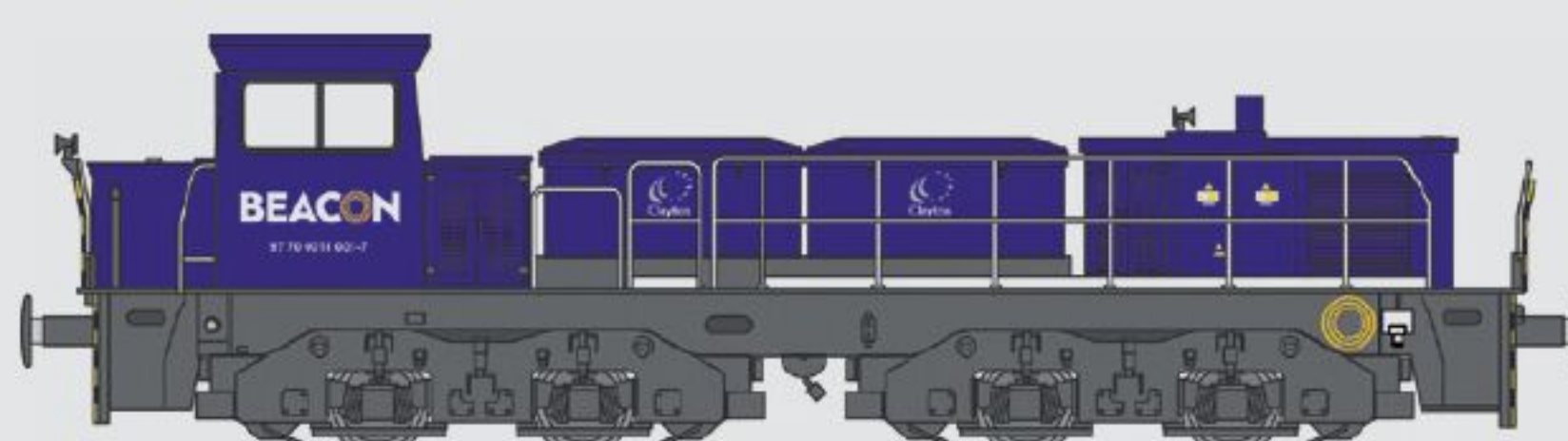
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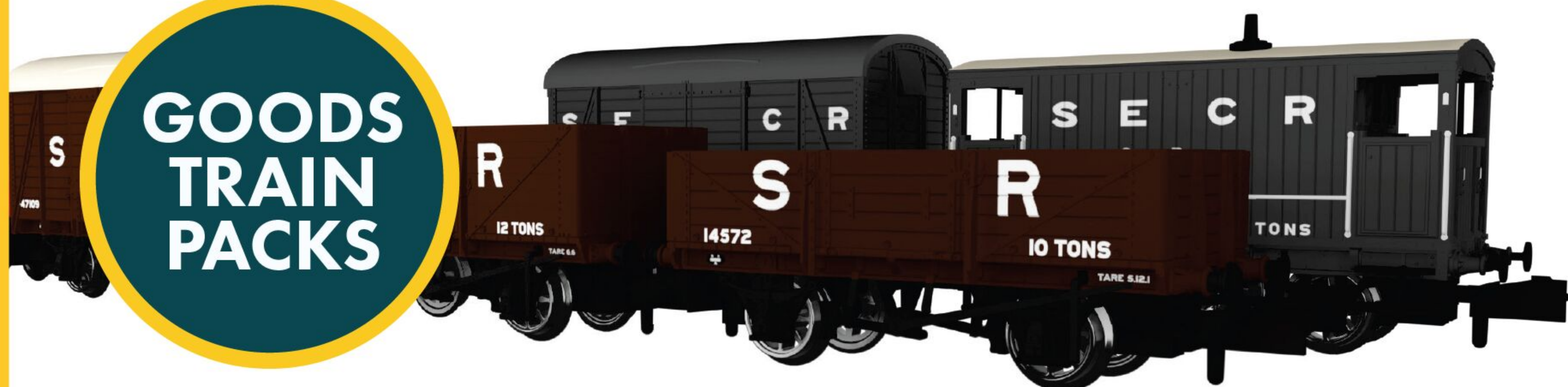
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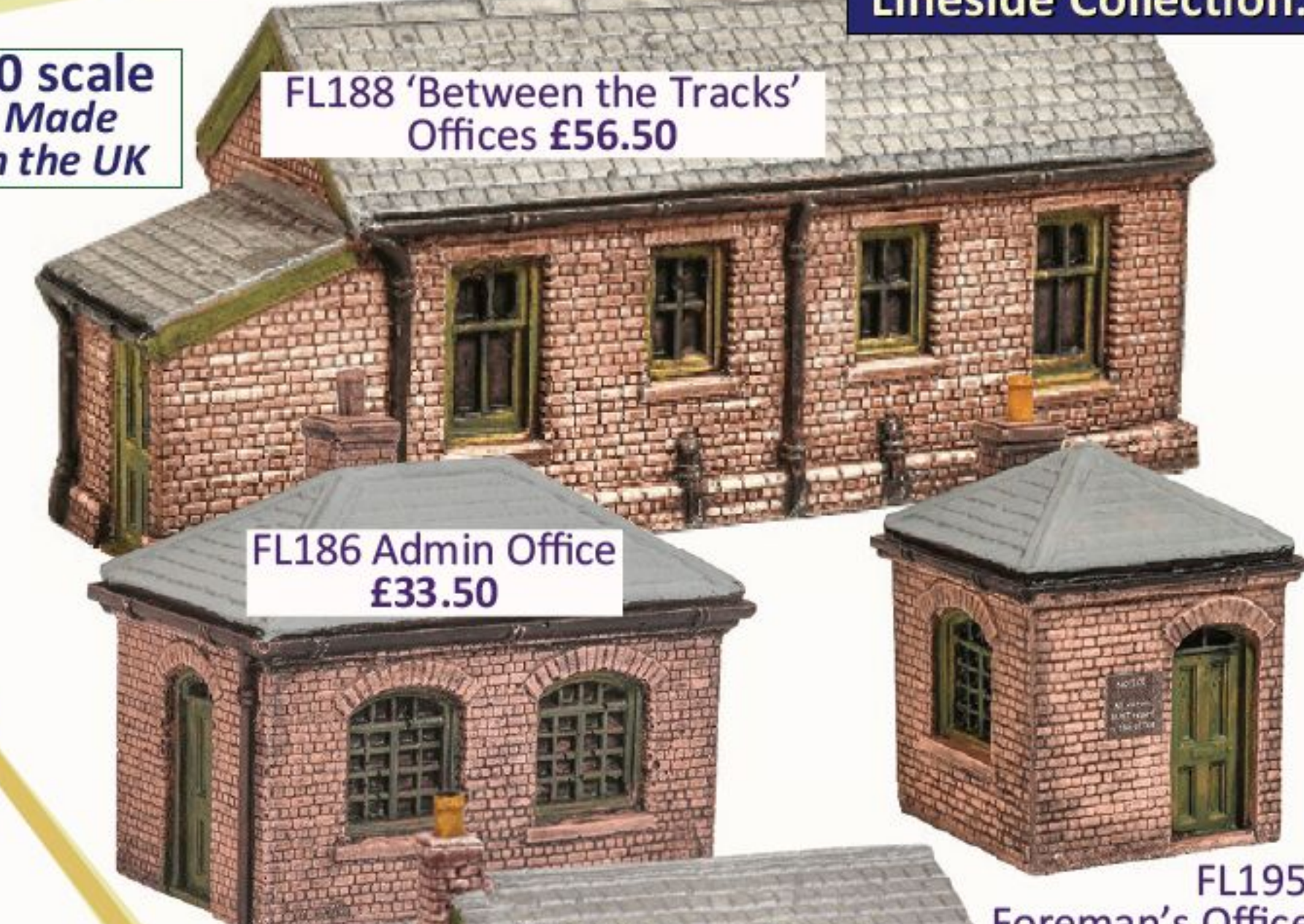
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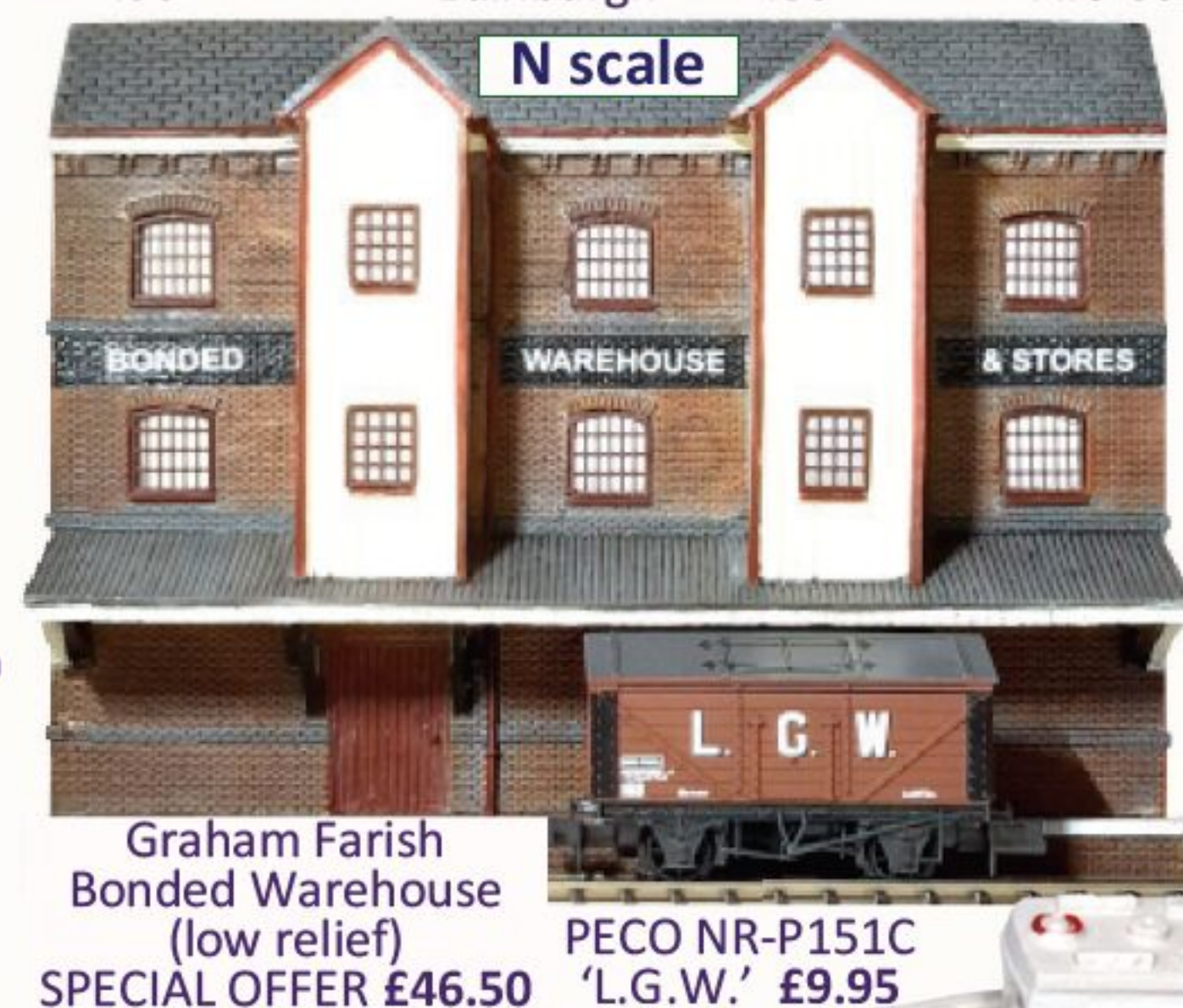
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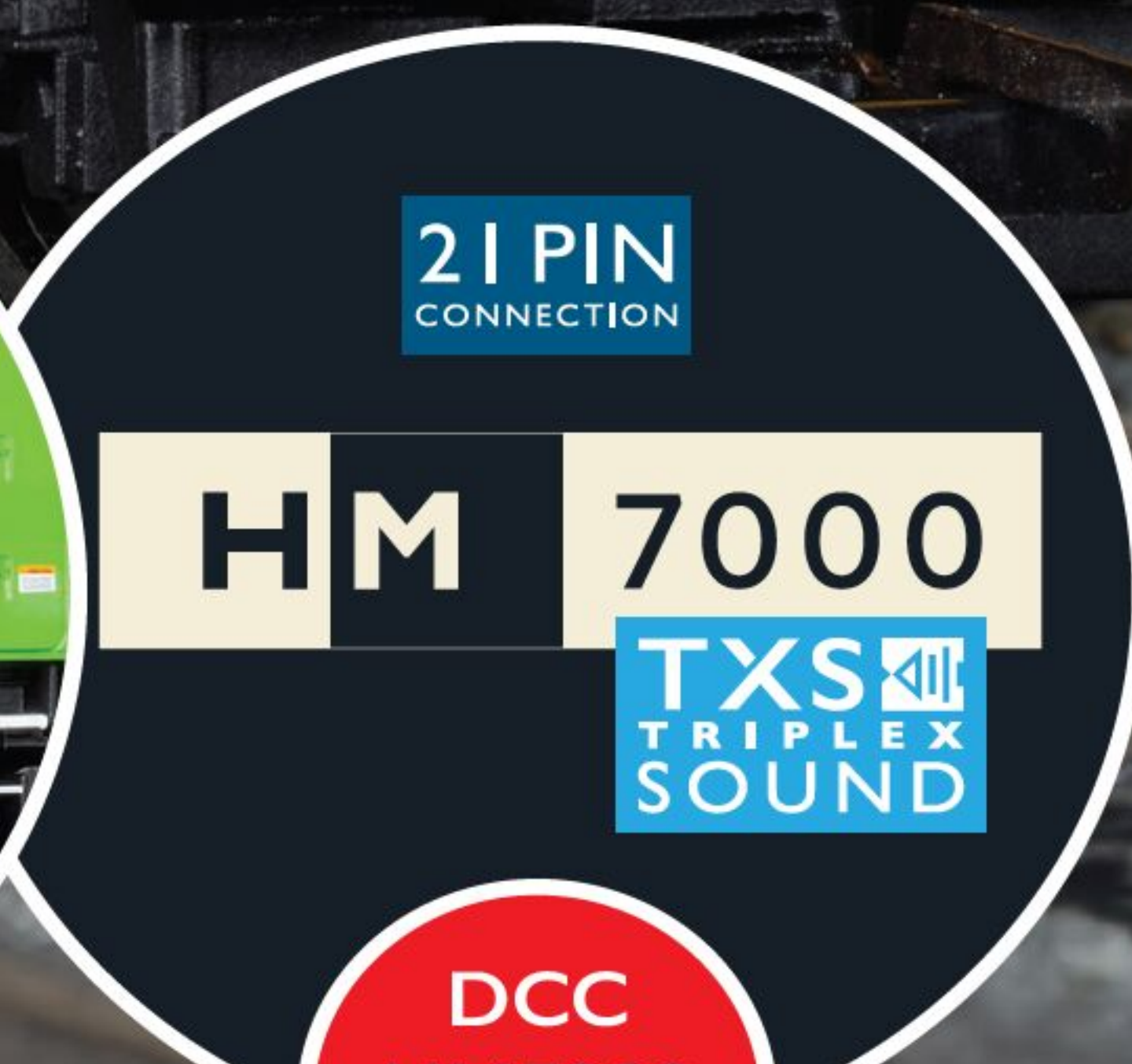
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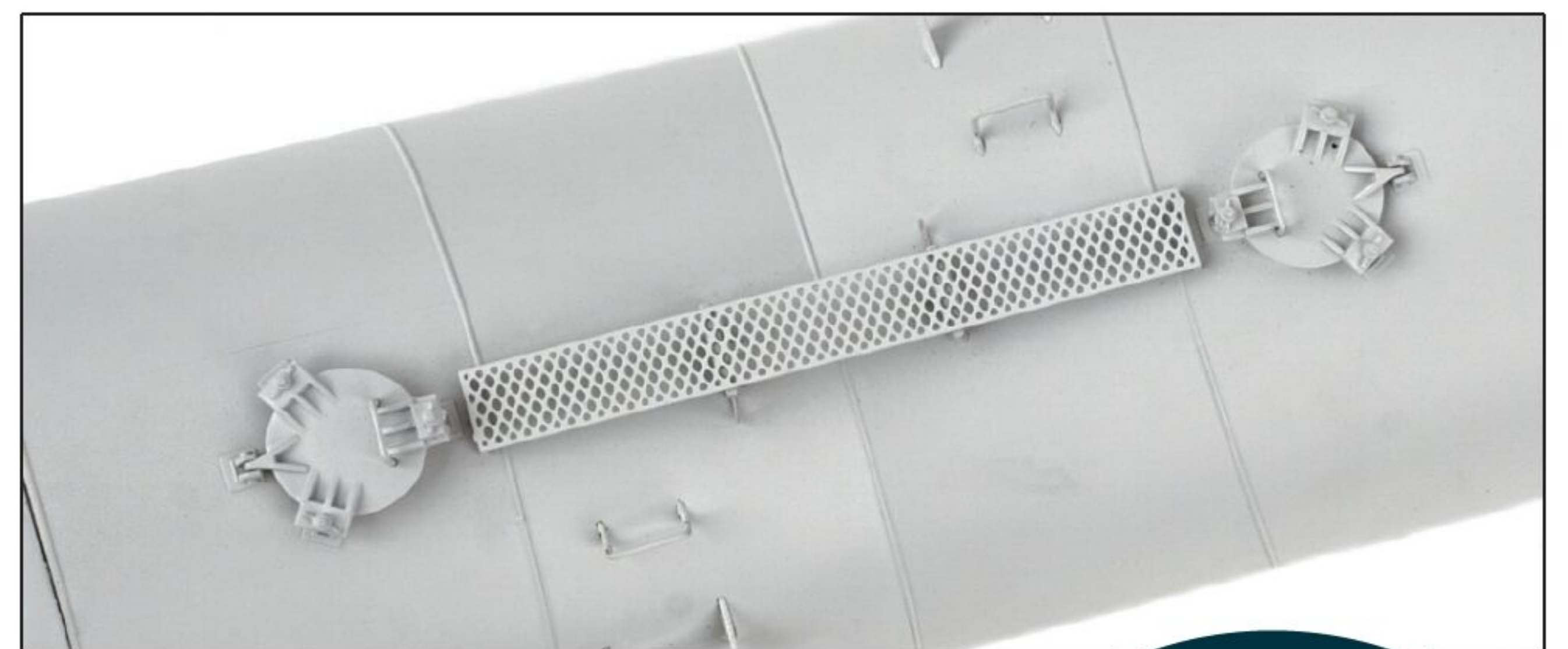
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www.pecopublications.co.uk

**Published on the second Thursday
of the preceding month.**

ISSN 0033-8931

Annual subscription (12 issues):
United Kingdom – £45.00 post free.
Overseas including Eire –
£74.00, Air Saver Post.

Airmail rates on request.
Peco Technical Advice Bureau,
address as below.
Back numbers information – see Classified
advertisement under 'Trade Sales Books'.

Peco Publications & Publicity Ltd,
Beer, Seaton, Devon,
EX12 3NA, England.
Telephone: 01297 21542
Website: www.peco-uk.com

Email: editorial@railwaymodeller.co.uk



Welcome

Chance encounters

Attending model railway exhibitions around the UK often provides opportunities to travel to faraway and unfamiliar places. I always enjoy exploring new towns and cities, the process of which can often turn up an interesting discovery or two. Such was the case recently when I journeyed to the West Midlands for the Stafford Railway Circle's annual model railway exhibition.

Venturing out from my hotel for an early morning run before the show, I headed away from Stafford town centre and along the Isabel Trail – a footpath that runs northwards from a point close to the town's railway station. The first section of path was near level and almost straight; I soon determined that it had all the hallmarks of a former railway trackbed. This was confirmed when, a short distance later, the path crossed the River Sow over a substantial iron bridge – unmistakably of railway origin. And then, further along the path I spotted the remains of platforms buried in the undergrowth on either side, the weak light of daybreak dappling small areas of the crumbling brickwork. Further evidence of the route's railway history could be seen in the form of overbridges, cuttings and vestiges of boundary fencing.

With my curiosity piqued, I investigated my discovery further upon returning to the hotel, online research soon revealing that the trackbed was part of the former Stafford & Uttoxeter Railway route. I also established that the platforms I had seen were remnants of Stafford Common Station, which closed to passengers as long ago as 1939 and was once part of the Great Northern Railway network. I found myself imagining how this station could be realised in model form, perhaps setting it in the pre-war era with trains including an ex-GNR Ivatt D2 4-4-0 on a short rake of wooden-bodied coaches...

Although such a layout may remain nothing more than a pipe dream, I derived a huge amount of enjoyment from making the initial discovery, undertaking further research and then dreaming up a potential scheme in model form. The experience did lead me to wonder, however, just how many of the layouts we feature in the pages of RM have resulted from similar chance encounters? And how many could so easily have remained undiscovered?

A fond farewell at RAILWAY MODELLER

This month we say goodbye to Senior Editor Steve Flint who has stepped down from his role at Peco Publications. His association with the production of RAILWAY MODELLER spans more than three decades, both as a freelancer and an employee, with a 13-year tenure as the magazine's editor from July 2008 to June 2021. I am sure that all RM readers, advertisers and contributors will join myself and everyone else at Peco in thanking Steve for the immense contribution that he has made to RM over the years and to wish him well for the future.



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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Distribution to the model trade, direct subscriptions (Home & Overseas) Pritchard Patent Product Co Ltd (address and telephone as above).

Distribution to the newsagency trade (Home & Overseas) Marketforce (UK) 121-141 Westbourne Terrace, Paddington, London W2 6JR

Printed by William Gibbons & Sons Ltd., P.O.Box 103, 26 Planetary Road, Willenhall, West Midlands WV13 3XT

Contributing to RAILWAY MODELLER

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 Geoff Helliwell



The heyday of the LNER in OO

Potters Bar & South Mimms

PHIL CLARKE chose to replicate the glamour of the East Coast Main Line during the 1930s, when Gresley's A3 and A4 Pacifics reigned supreme, with this digitally controlled system housed in a loft space.

Initially I had decided not to base this layout on a real location. I believed that this approach would present too many challenges for what would be my first such project. However, the more research and planning I undertook, the more I realised that I wouldn't be satisfied with something I had invented. Therefore I turned my attention to searching for a suitable location that met my criteria.

It had to be a relatively small station with a simple track plan so that it could be made to fit the loft space I had available, as well as being achievable to build. It also had to be based on the East Coast Main Line during the London & North Eastern Railway era of the 1930s and have potential for running a large variety of different classes – this to make use of the locomotives that I had already begun to buy or make.

Welwyn North was my initial choice but a combination of the need for a large viaduct and the fact that inner suburban trains, N2s hauling 'Quad-Art' sets and LMS services on the old North London Railway route, did not run that far meant I started looking further south – specifically at Potters Bar. It was a country station but just outside London so had a maximum variety of trains and loco classes passing through. It also had the added advantage of being where the ECML moved from two to four tracks and this added a little extra interest.

Making a start

When planning the layout, which was first drawn up on computer using SCARM layout planning software, a railway crash report from 1949 proved invaluable as it came with a large scale plan. To fit a reasonable

Left
Ivatt C2 Atlantic No.3259 arrives at Potters Bar & South Mimms with a stopping passenger train. Coal drops were once a feature of many LNER country stations.

Right
Great Northern Railway N2 0-6-2T No.4753 slows for the station stop with a suburban service formed of Gresley 'Quad-Art' sets.



Below
No.4771 *Green Arrow*,
prototype of Gresley's
celebrated V2 Class,
hauls one of the fast
fitted freights for which
it was designed.

made the boards out of Dow Floormate foam insulation. This was glued together two layers thick in the scenic sections and a single layer for the rest. Ply strips were then screwed to either side to provide rigidity, neat edges, and a backscene. This has worked very well and has provided the layout with a very strong but light base, which has shown no evidence of the bending or warping that could result from the extreme temperature variations encountered in the loft.

Wiring and trackwork

The biggest challenge with a layout so low was that it makes any wiring routed underneath the boards inaccessible. Therefore the wiring had to be attached to the plywood sides and be kept to a minimum. This need

to minimise hidden wiring was one of the reasons I decided to adopt digital control. It meant that I could run the main bus wires around the side of the layout with accessory decoders positioned, again on the side of the layout, all the way along. This meant the only wires under the layout were the ones running directly to the point motors and these were very carefully checked after soldering to ensure they were strong. Sooner or later one will fail but after a fair few years it's a case of so far so good!

To try and minimise my expenditure with adopting DCC I decided to control the layout using a Sprog 3 command unit. This, combined with an old laptop a friend was no longer using, a Wi-Fi router and an old smartphone, gave me 'hands free' train and point



control for a relatively small investment. Obviously the decoders represent the significant financial outlay, but I have found that generic offerings available from retailers such as Hattons are more than sufficient for my needs. The biggest drawback I have found with DCC so far has been how sensitive I find the locos can be to dirty track: as many pick-ups as possible has become the name of the game for my kit-built locos.

Track is all code 75 Peco Streamline with Peco solenoid point motors clipped directly to the points. This method of using the ability to clip the motors to the points allowed me to complete all the wiring away from the layout and then set them down into holes cut in the foam base before joining the wires to the bus on the side of the layout.

Scenery and structures

The methods and materials used for the layout scenery don't break any new ground – card formers over screwed-up paper and covered in plaster bandage provide the base for paint, glue and static grass.

I sourced as many reference photos of the station as possible to try to model the buildings correctly; the vast majority are built from embossed plasticard. The only exceptions are a couple of huts constructed from kits and the footbridge, which is a very heavily modified kit.

In making the buildings I made use of a silhouette portrait cutting machine. This enabled me to draw up the buildings and then create an accurate set of ready-cut parts for assembly. I have since started using it to draw and cut coach sides and other parts for items of rolling stock – overall the machine was a very worthwhile investment.

Motive power

Locos are a mixture, split evenly between ready-to-run products and kits I have built. Most of these were bought second-hand to keep costs down and, on the whole, I limit myself to one example of each class of loco – Gresley A4s with their large variety of liveries excepted!

Whitemetal kits from DJH, Nu-Cast, Wills and McGowen have provided a C1, C2, D2, J6, J3, N7 and B12/1. A lockdown project was a PDK P1; my first etched loco, the construction of which reinforced my view that brass is the most rewarding material to work with.

All the R-T-R locos are weathered and a few have been modified, including a model of No.4485 *Kestrel* in green livery, which utilises a body from a static *Mallard* model that came free as part of a magazine partwork.

I do try to stick to classes that fit the location and time period but did break this rule with a Nu-Cast Sentinel railcar. I have liked the look of these since I saw

Right

A4 No.4485 *Kestrel* wears a short-lived variation of LNER Apple green livery, with the whole nose of the streamlined casing painted black.

Below

Another Great Northern Railway Ivatt Atlantic – C1 Class No.3278 – is in charge of the Down 'Cambridge Buffet Express'.

Below right

Gresley A3 Pacific No.2750 *Papyrus* has just passed Potters Bar with an Up goods train, circa 1930. Photo: Rail-Online





one in a copy of RAILWAY MODELLER as a kid. Besides, rules are made to be broken! I am sure some excuse can be found for one to run through Potters Bar – maybe heading down to Edgware after a refit?

Coaching stock

The coaching stock comes mainly from Ian Kirk kits to which I have added a few more details and so far this includes an inner suburban 'Quad-Art' set, outer

suburban set and a King's Cross-Leeds train with the distinctive GNR quint dining set built from a resin Mailcoach kit. Of course it would not be a 1930s ECML layout without the streamliners and both the 'Coronation' and 'Silver Jubilee' formations have been modelled using Mailcoach kits.

I have also made up a train representing the 'Cambridge Buffet Express'. This five-coach set was made when I realised the older (too short) Hornby





Gresley coaches were the exact length for creating 56' GNR stock. With new sides produced on the silhouette cutter and stuck onto the old coaches, this has given me a pretty accurate representation of the train. Importantly, a Cambridge train gives an excuse for D16s, B12s and B17s normally on ex-GER lines to run through Potters Bar.



Goods stock

Freight vehicles comprise a mixture of ready-to-run and kits, many of the latter being from the Parkside range. More recently, however, I have started using a resin 3D printer to create wagons. These I draw up on Tinkercad before printing and painting. A fully fitted 'Scotch Goods' representation is currently under construction consisting almost entirely of my own designed 3D prints. While not so satisfying to work with as metal and solder, it is certainly a cheaper method and I think it will be a big part of the future of the hobby.

Potters Bar Mk.II?

I may not be in my current flat much longer so I am pleased to have had the opportunity to document the layout before I have to take it to pieces. If in a new home I have available the same sort of space again, the next project might well be Potters Bar Mk.III! There are new skills I would like to learn and improvements I could make – not least making my own track and having working signals, but that is all for the future.

For the moment it's enough to pop into the loft occasionally, play a podcast in the background, and get a little taste of what it was like to see the LNER expresses in their heyday.

Above

As the 'Cambridge Buffet Express' heads north, Gresley P1 2-8-2 No.2393 crosses from the Up slow line with a goods train.

Right

The streamlined 'Silver Jubilee' express speeds northwards behind the first of the Gresley A4s, No.2509 *Silver Link*.

Left

The art deco 'Beavertail' observation car brings up the rear of the LNER's other famous streamlined train, the 'Coronation' of 1937.



GWR '5101' 2-6-2T

SEE IT AT THE WARLEY NATIONAL



Saturday 25 & Sunday 26 November

A long-lived stalwart of the Great Western Railway, described by **TOBY JENNINGS** with drawings from the **IAN BEATTIE** archive.

At last year's Warley National Model Railway Exhibition, visitors were able to view a full-size example of the BR Standard 3MT 2-6-2T, in the form of new-build No.82045 from the Severn Valley Railway. For this year's show, the 1:1 scale centrepiece will also be a 2-6-2T from the SVR, and a design that partially influenced that of the 3MT – No.5164, a Great Western Railway Collett '5101' 2-6-2T.

Like almost all GWR-design engines, these large Prairies, as they were known, could trace their ancestry back to the outset of the 20th century, when Locomotive Superintendent George Jackson Churchward was designing a modern, standardised fleet of steam locomotives that would serve the company well for decades to come. One was the prototype of a large 2-6-2T design, numbered 99, which was turned out from Swindon Works in 1903 with 5' 8" driving wheels, 18" x 30" cylinders and a boiler pressure of 195psi, the latter increased to 200psi in 1919.

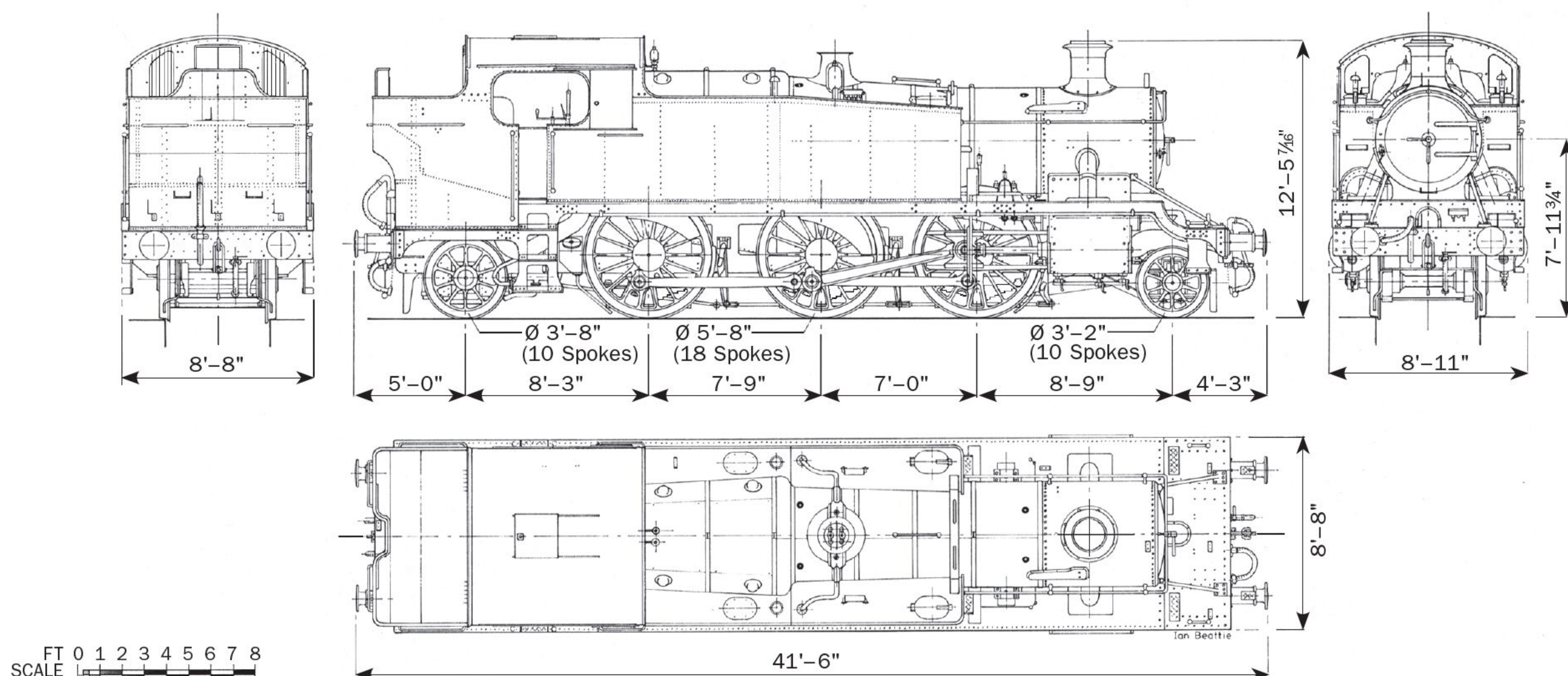


No.99 proved a success, and was joined during 1905-6 by a further 39 examples numbered 3111-3149, the prototype being renumbered 3100 to match. Their numbers changed again to 5100 and 5111-5149 following modifications to improve the weight distribution, and the

▲ A brace of '5101' 2-6-2Ts on shed at Taunton in July 1956 – Nos.4117 and 5172. Their duties here included working the Minehead branch and banking goods trains from nearby Wellington to Whiteball Summit. Note that No.4117 still wears GWR lettering, eight years after Nationalisation! Photo: Rail Photoprints

Preserved '5101' large Prairie No.5164 will form the full-size centrepiece at this year's Warley National Model Railway Exhibition on 25 & 26 November. It is seen approaching Foley Park Tunnel on the Severn Valley Railway during the 2010 Autumn Steam Gala. Photo: Craig Tiley





design was further developed in 1906 with the 200psi Swindon Standard No.4 boiler and slightly larger cylinders of 18½" diameter, creating the '3150' Class (Nos.3150 and 3151-3190), with their greater power being used mainly on banking duties.

Proven design

Churchward's successor as GWR Chief Mechanical Engineer, Charles Benjamin Collett, was a capable but conservative engineer who based virtually all his locomotives upon the sound principles laid down by his predecessor, rather than introducing completely new designs. His large Prairies, introduced in 1929, were no exception: merely a slightly updated version of the '3100' Class, with the 200psi boiler pressure, driving wheel size and cylinder dimensions all remaining the same; the only alterations were relatively minor details such as outside steam pipes and curved drop-ends on the running plates.

The new engines filled the gaps left in the 3100/5100 number series, starting with Nos.5101-5110 (hence the designation of '5101' Class) then carrying on from No.5150. When the series ran out at No.5199, the next batch of locomotives were numbered from 4100 onwards. Construction was halted during the Second World

War, but resumed in 1946, and the final 20 examples (Nos.4160-4179) were turned out after Nationalisation, in 1948-49 – a remarkable tribute to the soundness of the original 1903 design.

The '5101s' ranged far and wide across the GWR network, being used mainly on stopping passenger services, though as one of the pictures on these pages proves, their power and ready turn of speed meant that they could take on express trains when required. (In May 1956, for example, nine of the class – including the now-preserved No.5193 – worked expresses between Truro and Penzance while the turntable at the latter location was under repair.) Banking duties – such as helping heavy goods trains through the depths of the

Notes on the drawings

The drawings represent a Collett large Prairie after 1934, when the sliding cabside shutters first appeared on No.5190, also being retro-fitted to the earlier locomotives. Other detail differences were as follows:

- A taller safety valve bonnet was originally fitted, but later replaced with the shorter design shown here, although many locomotives retained the taller type until withdrawal.
- The recess in the fender at the back of the bunker containing the lamp bracket was extended downwards into the upper part of the overhanging bunker, as shown here, from No.5150 onwards. On the earliest engines, Nos.5101-10, the recess was only in the fender itself. (These designs were intended to protect the lamp from damage when coaling up, and to prevent it from being crushed against carriage gangways when buffering the engine up to a train.)
- Three footsteps were added to the fireman's (left-hand) side of the bunker on most of the class from 1952 onwards.

Drawings first published in the August 1993 edition of RAILWAY MODELLER.

No.5103 hauls 13 coaches forming the 9.25am Manchester London Road to Swansea express at St Mellons on 2 August 1958. Photo: Rail-Online





▲ **Outwardly identical to the '5101s', the '6100s' had boilers of higher-tensile nickel steel to work at a higher pressure of 225psi, giving better acceleration for Paddington suburban work, such as this Maidenhead train pictured with No.6120 at Kensal Green on 7 August 1932. Photo: Rail-Online**

Severn Tunnel – were another field in which they proved capable, and freight work was by no means unusual, especially in later years when diesel multiple units took over much of their passenger duties.

In short, they were among the GWR's 'maids of all work' and as a general rule, only smaller Great Western branch line layouts are complete without one; their Blue route restriction barred them from the more lightly engineered routes, but they proved very useful on some of the longer branches such as Taunton to Minehead, where their larger water capacity gave them an advantage over the otherwise capable '4500' and '4575' Class small Prairies.

Other developments

The evolution of the large Prairie design did not quite end with the '5101s', and brief mention must also be made of the, visually identical, '6100'

Class. These 70 locomotives were built between 1931 and 1935 with boilers working at 225psi, the higher pressure giving them a greater tractive effort and better acceleration for use on suburban passenger services in London.

With similar intentions, 10 of the original '3100'/'5100' series were rebuilt with smaller 5' 6" driving wheels to create the '8100' class, and five of the '3150s' with 5' 3" wheels for banking duties reusing the '3100' numbers, but both of these reconstruction programmes were curtailed by the war.

The link with the later BR Standard 3MT 2-6-2T is the boiler: the BR6 design used on these locomotives (described in Scale Drawings, RM December 2022) was closely based on the Swindon No.4 boiler, but with the addition of a dome and BR Standard fittings. With the completion of the new No.82045 and the planned overhaul of No.5164 (see right) there will, in future years, be an interesting opportunity to compare the two classes at work on the SVR.

Preservation

Examples of the '5101s', together with '6100s' and '8100s', survived until the final year of BR Western Region steam in 1965. One '6100', No.6106, was preserved straight from BR service and is now on display at Didcot Railway Centre, but it was only through Dai Woodham's Barry scrapyard that 10 '5101s' also survived: No.4110 (which is owned by the Dartmouth Steam Railway and was recently restored by the

▲ **The well-proportioned lines of a large Prairie are captured perfectly in this view of No.4140 at Gloucester on 17 May 1952, adorned with one of the early forms of 'BRITISH RAILWAYS' lettering. Photo: Rail Photoprints**



East Somerset Railway); No.4115 (part of the 'Barry 10' collection and subsequently broken up for spare parts); No.4121 (awaiting restoration at Tyseley); No.4141 (undergoing a contract overhaul for the Epping Ongar Railway); No.4144 (operational at Didcot); No.4150 (nearing the end of restoration at the SVR); No.4160 (under overhaul at the South Devon Railway); No.5164 at the SVR; and No.5199 operational at the West Somerset Railway. Also running at the WSR is No.5193 which, as part of its restoration, was converted into a lightweight 2-6-0 tender engine that was designed by the GWR in the 1930s but never built; it is now numbered 9351.

The star of the Warley show, No.5164, had a typically versatile career, including stints at Tyseley shed on suburban passenger workings out of Birmingham Snow Hill, and at Newton Abbot on banking duties over the steep South Devon inclines, before being withdrawn from Pontypool Road shed in April 1963.

10 years later, it was one of the first two '5101s' (along with No.4141) to depart from Barry scrapyard, and it returned to steam on the SVR in 1979, running until 1984. It next steamed in 2004 and ran until 2014, since when it has been on static display at Barrow Hill Roundhouse – but it has recently been acquired by the Erlestoke Manor Fund (owner of Collett 4-6-0s Nos.7812 *Erlestoke Manor* and 7802 *Bradley Manor*) which is now raising funds for a further overhaul of the Prairie – see: www.erlestokemanorfund.co.uk

Models

With the popularity of the GWR as a modelling subject, it is no surprise that plenty of ready-to-run large Prairies have been produced. Perhaps the most familiar is the Airfix model in OO gauge from 1977, which later



▲ No.5164 weighs in with its 24,300lbs of tractive effort to assist a goods train out of Totnes on Rattery bank, on 15 July 1958. At the front was '2800' 2-8-0 No.2843. Photo: Transport Treasury

No.5164 at Bewdley on the Severn Valley Railway in 2012. The locomotive is currently out of traffic awaiting overhaul. Photo: Craig Tiley

became part of the Dapol range and then, like many such items, passed to Hornby. While a very good model for its time, it has recently been replaced with large Prairies from all-new tooling by both Hornby and Dapol – reviewed in the November 2020 and February 2022 issues of RAILWAY MODELLER respectively.

N gauge modellers currently have only the old Graham Farish model, also dating from 1977, available second-hand, but as reported in the September 2022 issue of RM, Sonic Models is developing a new '5101' and '6100' in 2mm scale. For O gauge, Heljan released a new model in 2018, with a review in the December issue that year.

During its earlier foray into



the OO gauge market in the 1950s, Graham Farish made the first R-T-R large Prairie in this scale; interestingly, both this model and some of its N gauge offerings were numbered as '8100s', making them the only R-T-R models yet seen of this relatively obscure class.

Finally, a 3mm scale '6100' appeared in the Tri-ang TT

gauge range in 1961. With the recent introduction of the new TT:120 scale by Peco and Hornby, perhaps the latter firm might consider paying tribute to its history with a new model in this scale? In the meantime, here are drawings of a '5101' reproduced at 1:120...

Hornby released OO models of a '5101' from new tooling in 2020, including this one as No.4154.



▲ Heljan has produced models of the '5101' Class ready-to-run in O gauge. This example is presented as No.6144 in BR black.



Warley National 2023 Preview



The NEC in Birmingham – 25 & 26 November

More than 80 working layouts representing all the popular scale and gauge combinations, depicting a broad cross section of eras and subjects – of British and overseas outline. That is what the organisers of this year's Warley National Model Railway Exhibition will be serving up for visitors to enjoy at Birmingham's National Exhibition Centre on the weekend of 25 & 26 November.

Covering an area of 17,000m², the event is billed by Warley Model Railway Club as one of the largest single hall model railway events in Europe. It will be the club's 29th exhibition to be held at the Midlands venue and this year will be sponsored once again by Peco, Hornby, Bachmann Europe plc, Graham Farish and Crécy Publishing.

The organisers proudly state that their annual show – regarded as the UK's No.1 railway modelling event – is organised by enthusiasts for the benefit of fellow enthusiasts in true club tradition, where no individual profits from the event, and all surpluses are retained for the benefit of the hobby.

Show highlights

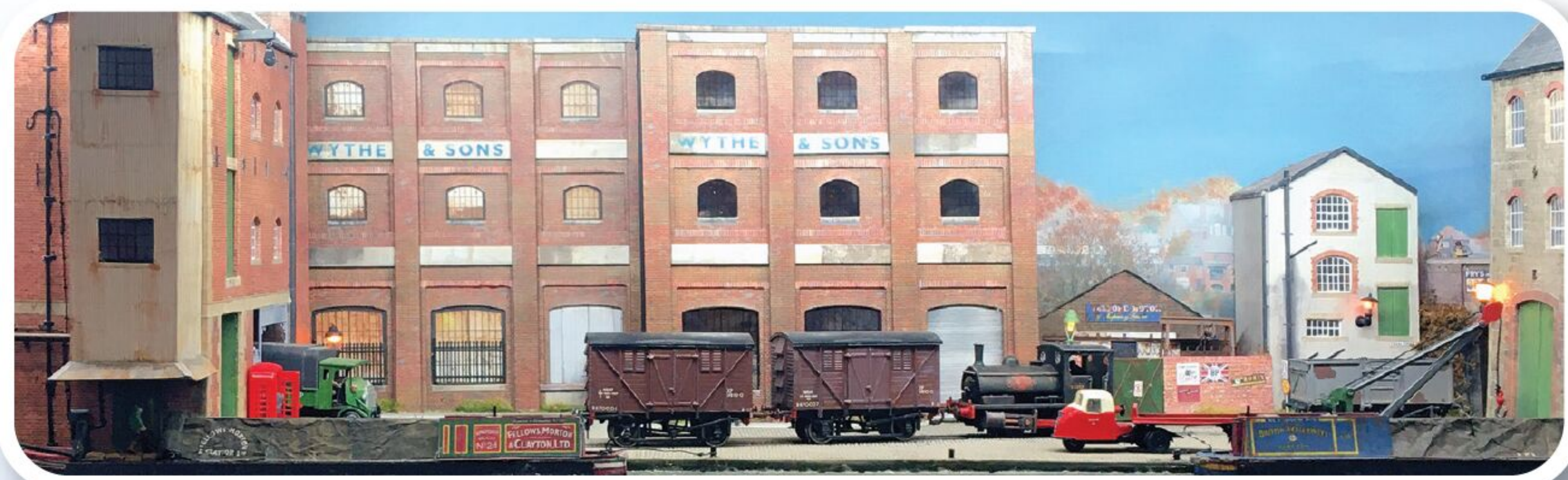
Of the most popular modelling gauges, there will be 19 layouts in OO, 11 in N and eight in O, whilst specialist scales such as P4, EM, Scale Seven and 3mm will also be represented. The 50th anniversary of the OO9 Society is to be marked with 14 exhibits showcasing narrow gauge modelling in 4mm scale.

Warley MRC's N gauge layout *Hawes Junction* (RM December 2019, B37) will be returning to the NEC show this year. Photo: Steve Flint

50 years of the OO9 Society will be marked, with layouts including the *Clyre Valley Railway*.



WARLEY NATIONAL NEC SHOW 2023 PREVIEW



▲ Hans Louvet from Holland will be exhibiting *Klützig* (German HO), plus a trio of static British dioramas. Photo Hans Louvet

Two layouts will be attending from Europe – one from Belgium and one from Holland – both of which are not otherwise seen in the UK. (For further details about the overseas outline exhibits, refer to the November issue of our sister publication, CONTINENTAL MODELLER.)

Full-size locomotive exhibit

The exhibition's traditional full-size display this year will be preserved ex-GWR large Prairie No.5164 (C60). The locomotive is being brought to the NEC courtesy of the Erlestoke Manor Fund, which is currently raising funds to return it to operational condition (see p796).

Traders and demonstrations

There will be in excess of 130 trade stands – the largest model railway trade gathering in the UK – from proprietary model manufacturers including Accurascale, Bachmann, Dapol, Ellis Clark Trains, Heljan, Hornby, Kato, KR Models, Peco, Rapido Trains UK and Revolution Trains, through to a whole host of specialist suppliers. A 'shop and drop' facility will

once again be available for the convenience of show visitors.

Society stands include those for preserved railways, historical and technical aspects, and scale societies such



▲ Collett large Prairie No.5164, seen here at Highley on the Severn Valley Railway, will form this year's full-size centrepiece exhibit.



Key information – at a glance

Venue:

Hall 5, the National Exhibition Centre, Birmingham B40 1NT
www.thenec.co.uk

Dates:

25 & 26 November 2023

Opening times:

Saturday 0945* – 1800
Sunday 0945* – 1700
(*0915 for advance ticket holders)

Admission prices in advance:

Adults **£21.00** (one day)
Adults **£38.00** (two days)
Junior* **£1.00** (one day)
Junior* **£2.00** (two days)
(*Age five – 16 years, must be accompanied by an adult)
Tel: 0844 5810 737
www.theticketfactory.com

Admission prices on the door:

Adults **£25.00** (one day)
Adults **£46.00** (two days)
Junior* **£1.00** (one day)
Junior* **£2.00** (two days)
(*Age five – 16 years, must be accompanied by an adult)

Keep up to date:

Website: www.thewarleyshow.co.uk

◀ Modelling demonstrations will be a major feature of the event, with experts on hand providing guidance on a range of topics.
All photos by Craig Tiley except where stated





▲ **Representing the post-Privatisation era will be *Passage Lane TMD in OO* (RM February 2018). Photo: Paul Bason**

as the OO9 Society (E57), N Gauge Society (B38), 2mm Association (B34), 3mm Society (C52), OO Gauge Society (C46), Scale 7 Society (C36), British HO Society (C56), EM Gauge Society (D15) and Scalefour Society (D24).

Don't miss the demonstrations of modelling techniques by experienced individuals from across the hobby, who will be passing on their knowledge and practical advice for topics such as soldering, digital control, scenic modelling, painting and weathering.

A full list of layouts, traders and demonstrators – together with a floor plan – can be found on the club's website at:

www.thewarleyshow.co.uk

Kids for a quid!

Once again, accompanied children aged five to 16 will be able to get into the show for just £1.00, reinforcing the organisers' marketing of the event as 'a great family day out'. There will be plenty going on for younger visitors to enjoy, including a number of layouts

built with younger modellers in mind, together with an under-construction layout by the new Warley MRC Student Group.

Early admission with advance tickets

Holders of tickets booked in advance will be admitted half an hour earlier, at 0915. Advance tickets cost £21.00 for adults (one day) and £38.00 (two days), and must be purchased from The Ticket Factory (see panel – note that an administration fee applies). Car parking tickets are also cheaper if booked in advance through the NEC website, up to midnight before the exhibition day.

Tickets purchased on the day cost £25.00 for adults (one day) and £46.00 (two days) but visitors should note that payment must be made by credit or debit card as the NEC is now a cash-free venue, including food and drink outlets.

▼ ***South Pelaw in EM by John Donnelly (D22) is set to be one of the main attractions at this year's show. Photo: Tony Lambert***

Getting to the NEC

The National Exhibition Centre is always a busy place (although Sundays tend to be slightly quieter) and access is easiest by train or car. If you have the time – and depending upon any planned industrial action – take the train as the station is adjacent to the centre and transit on foot is all under cover. If you are travelling by car, a little advance planning to get your parking space is recommended, as follows.

Car parking – buy in advance via the NEC website and save money

Parking at the NEC is priced £16.95 if paying on the day. However, if you purchase your ticket in advance (up to midnight before the day of your visit) via the NEC website you will get it for £12.95. As well as saving a few pounds this gives you a little peace of mind knowing that it is all taken care of before you travel. Parking for electric vehicles is also available, with charging points.

www.thenec.co.uk/visitors/parking/

Disabled car parking

Drivers who are blue badge holders may also pre-book a standard parking ticket as above, but on arrival they should follow direction signs for disabled parking (usually near to the Piazza entrance/Hall 5) and present both the ticket and the blue badge to the attendant. Disabled parking is on a first-come first-served basis so drivers may be directed elsewhere if no spaces are available.

Free parking at selected stations

Whilst most railway stations charge for parking, certain stations within the West Midlands transport area offer free parking. So another option is to travel to one of these, park up, then continue your journey by train straight to Birmingham International. Visit the West Midlands Railway website and go to *Travel information > At the station > Car parking* for further details:

www.westmidlandsrailway.co.uk



RM editorial team's must see!

CRAIG TILEY Choosing just one 'must see' exhibit from the huge amount of layouts appearing at this year's show is a difficult task. However, I am looking forward to journeying back to the splendour of the pre-Grouping era with *Weatherbury Magna & Monksbury* (C32), a huge 7mm scale system constructed by members of the Cornwall O Gauge Group. We featured the joint Great Western and London & South Western model *Weatherbury Magna* in our February 2019 edition, with the branch terminus of *Monksbury* forming a later addition that was covered in the September 2022 issue. The complete system measures in excess of 35' x 16' and makes for fascinating viewing – I thoroughly recommend spending some time to enjoy watching this layout in action.



▲ An Adams Radial 4-4-2T departs Monksbury – the branch terminus on the Cornwall O Gauge Group's extensive pre-Grouping layout. Photo: Craig Tiley

TOBY JENNINGS Warley showcases the best of railway modelling, and I appreciate that regardless of its subject. A pre-Grouping layout is always a delight to behold (and relatively rare, nowadays); I can enjoy the detail in a well-observed modern image layout, even if its motive power doesn't particularly excite me; and similarly, when an overseas model has captured its prototype well, it's fascinating to admire even if I know nothing about the passing trains.



My main interest, however, is the BR steam era, and so my must-see layout is John Donnelly's 4mm layout *South Pelaw* (D22, pictured). 9Fs are one of my favourite classes, and this layout recreates what is perhaps their most famous and spectacular exploit – yet one that you rarely see modelled.

Sticking with that theme of big engines on heavy freights in the north, I'll also be sure to visit the Warley Model Railway Club's N gauge layout, *Hawes Junction* (B37).



▲ A pair of Tyne Dock BR 9F 2-10-0s pass with rakes of bogie iron ore hoppers on the huge 4mm layout *South Pelaw*. Photo: Tony Lambert

CALLUM WILLCOX One aspect I always look forward to is getting to meet and speak to the representatives of the various manufacturers that attend the show; seeing progress on these firms' latest projects, as well as getting to know the passionate people behind the brands we all know and love. No doubt the event will be used as a springboard for new product announcements, which will hopefully excite. As for layouts, Paul Holwill's *Moors View* (RM January 2022, B40) is truly a delight, depicting a winter scene to great effect.



Measuring little more than 2m x 1m, it shows what can be achieved in a compact space. The operation at exhibitions sees a shift in the time frame over the course of the day, with 1950s steam the focus of the morning session, before hopping forward to the early 1990s with its eclectic mix of diesel traction for the afternoon. Therefore you'll have to visit twice to take in both eras – just remember to pack a warm coat!



▲ Into the 1980s on Paul Holwill's N gauge layout *Moors View*, with a Dutch-liveried Class 37 passing a Class 50 in BR blue. Photo: Callum Willcox

ANDREW BURNHAM In addition to the excellent selection of overseas prototype layouts, previewed in the current edition of *CONTINENTAL MODELLER*, among them two being brought from Europe for the first time since Brexit, I shall be particularly interested to see the 'OO9 village' which has been assembled to mark the 50th anniversary of The OO9 Society. It is due to feature several outstanding layouts, large and small, representing both actual prototypes authentically modelled and 'might have been' schemes that are just as plausible and convincing thanks to the work of some very talented modellers. They include *The Clyre Valley Railway* by Tim Couling (RM April 2020, E58), *Garreg Wen* by Matt Kean (RM January 2018, E52, pictured), *Green End* by David Gander (RM August 2004, E55), *Castle Caereinion* by Martyn Harrison (E60) and *Bron Hebog* by Rob Waller (E70).



▲ *Garreg Wen* is a Welsh narrow gauge line modelled in OO9 with a scenic section of just 4' x 2'. Photo: Helen Kean



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Welsh narrow gauge in 009

Avalon shed

KARL HEATH describes how he used real slate in the construction of this atmospheric model, which takes inspiration from the former Dinorwic slate quarry system in North Wales.

Photography by the author

Like many people, I found that creative hobbies provided me with an invaluable sanctuary during the past few years. It was during the periods of Government lockdown that I revived my railway modelling interests and constructed a number of small layouts, one of which is described here.

My father and I have always had a fondness for narrow gauge railways and,

Quarry Hunslet 0-4-0STs *Elidir* and *Holy War* (both Bachmann models) are fitted with custom etched plates from Light Railway Stores.

with the impending arrival of the Bachmann Quarry Hunslets, I wanted a suitable layout for them to run on. Having purchased a Bachmann Scenecraft narrow gauge slate shed already, naturally my thinking turned to the slate railways of North Wales and in particular Dinorwic.

Exploring Dinorwic

Following the decision to represent this system in a small layout, I obtained a number of books and scoured the internet for photographs of the quarries in order to



▲ *Holy War* is seen running behind the coal store, the photograph being taken through the aperture at the left end of the layout.

get an appreciation of how it could be represented in model form. It was not my intention to recreate an actual area of the galleries but to incorporate a number of features in a believable scene which would capture the spirit of Dinorwic.

I have been a keen photographer of





▲ A visual comparison between *Nesta*, a Quarry Hunslet 0-4-0ST, and *Blanche*, one of the larger Penrhyn 'Main Line' Hunslet 0-4-0STs.

railways for over 30 years and I recall reading in an edition of *Model Railway Enthusiast* many years ago the advice of a builder of a small GWR layout; to make small layouts seem larger you should build them as a series of scenes. Therefore, as with all of my lockdown layouts, I planned the layout with the scenes I'd like to photograph in mind.

It was obvious that slate would be a significant feature of the layout. Whilst I could have bought a suitable material from a model supplier, I wanted to have something more authentic so decided to go to Dinorwic

A small quantity of real waste slate was recovered from North Wales for use as part of the scenic detailing on the model.

to see the quarry system, get my own photos and obtain some slate. So I had a very enjoyable day exploring and, on my return home, having obtained a small quantity of genuine Dinorwic slate, I spent that evening breaking it into smaller pieces to use as the basis of the scenery.

A compact baseboard

Using my photographs as reference, I decided on the elements I wanted to include. These included a track running around the back of the shed through a tight cutting; two sidings beside the shed; a loop to provide operational interest; and the railway disappearing into a rough-cut tunnel.

All of these features were required to fit on a Scale Model Scenery 22-litre storage box baseboard (ref.BB018), giving a diorama area of 730mm x 210mm. These laser-cut baseboard kits were used for my recent

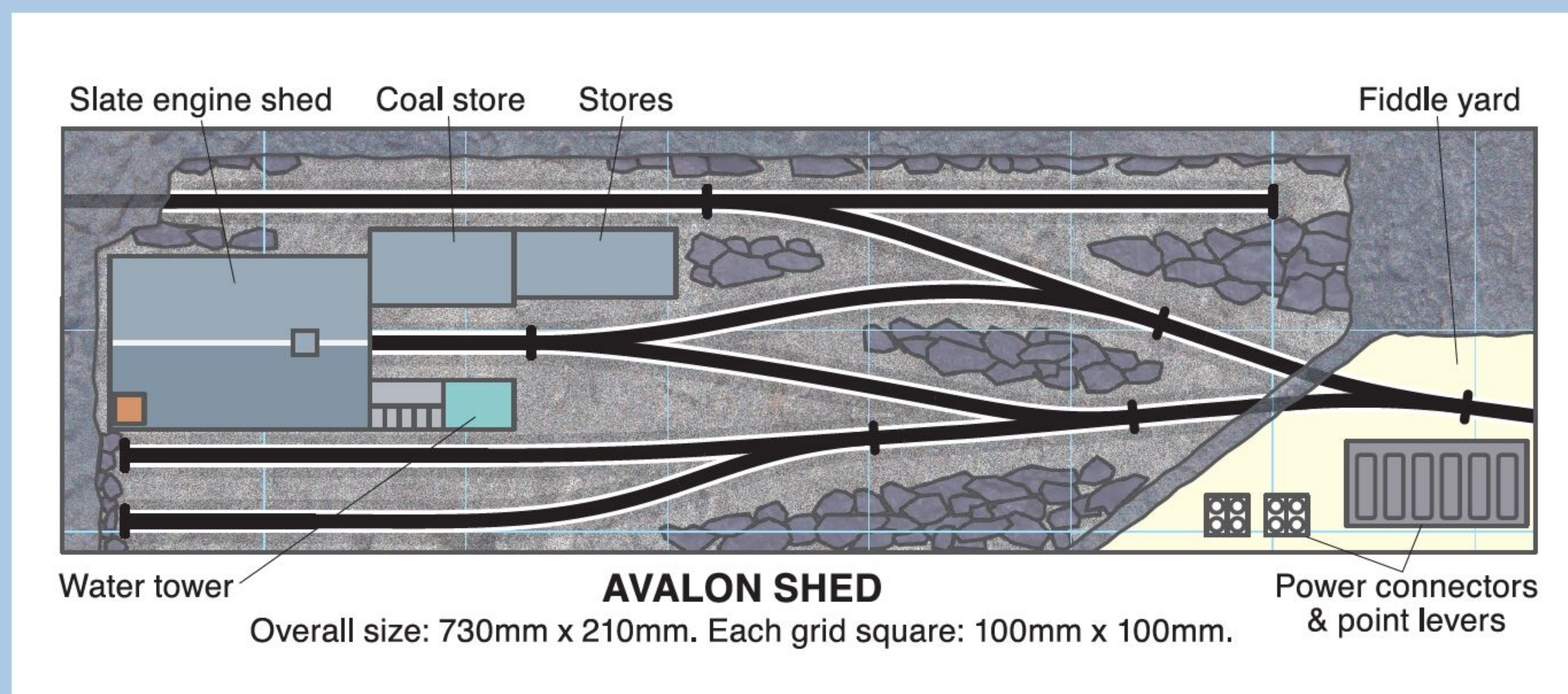
builds as they fit together well, can be easily stored and drive creativity by confining the space within which to plan everything.

Several evenings were spent placing buildings and pointwork to achieve a track plan that gave me the desired features. As this was being built in advance of the release of the Quarry Hunslets, a Peco 'bug box' coach was used to gauge the spacing needed. Accordingly, the layout has only 2mm of clearance on the line running behind the shed, giving the confined feel I was hoping for.

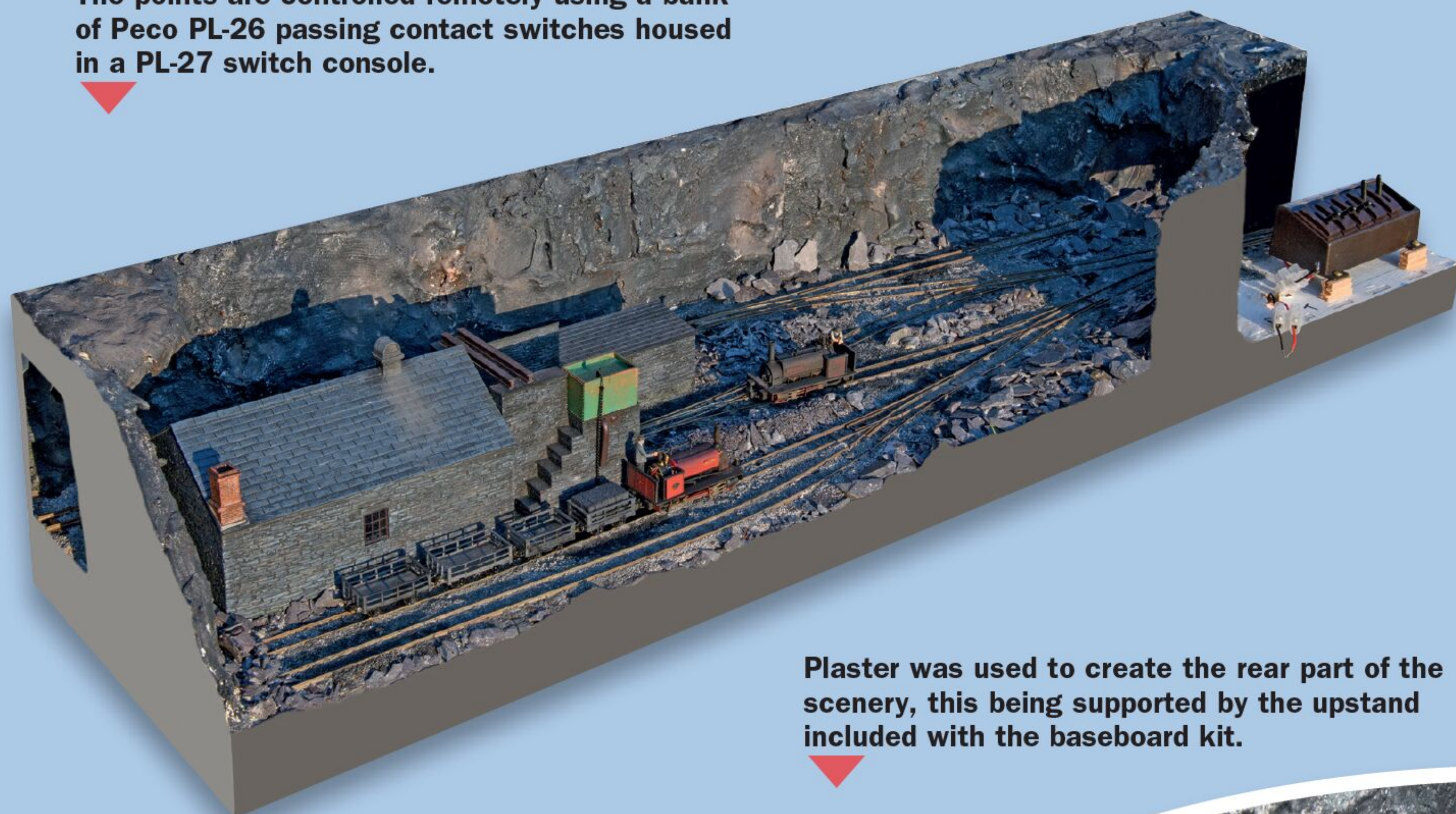
Buildings and trackwork

The buildings are from the Bachmann Scenecraft range of ready-to-place resin structures and consist of the slate-built engine shed (ref.44-0101), water tower (ref.44-0102), coal store (ref.44-0103) and boiler house (ref.44-0106). A small amount of



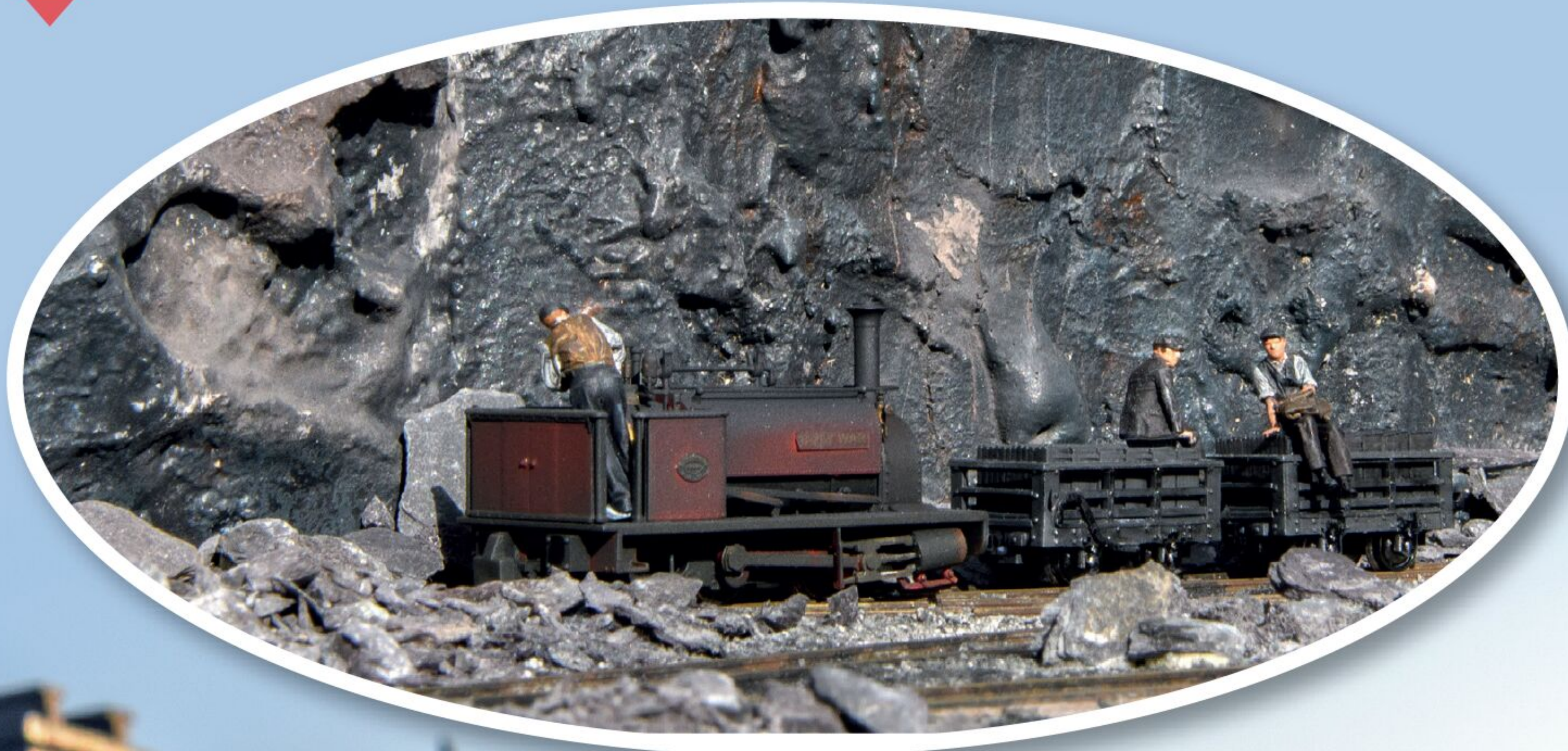


The points are controlled remotely using a bank of Peco PL-26 passing contact switches housed in a PL-27 switch console.



Plaster was used to create the rear part of the scenery, this being supported by the upstand included with the baseboard kit.

Photographing models outdoors in natural light can create interesting results, as seen here with *Holy War* glinting in some evening sunshine.



weathering has been added to these using weathering pencils but they are used largely as supplied – they proved ideal to represent the slate quarry look I wanted.

Trackwork comprises Peco Streamline code 80 OO9 items with Electrofrog points. Whilst the plan was for a ‘one engine in steam’ approach I wanted DCC flexibility to enable running more than one locomotive if desired.

All of the trackwork was laid on cork matting covered with a layer of ballast using Woodland Scenics fine grey ballast granules, fixed down using Deluxe Materials Ballast Magic. However, I wasn’t happy with the way this looked, the ballast being far too coarse compared to the photos of the real location. Therefore a second layer of ballast was applied over the top using the fine granules supplied in a Hatton’s Oil Spill Kit. This was fixed down in the same manner and the result was much more satisfactory. The oil effect from this kit was then used in areas where locos would be standing for long periods.

The point tiebars were motorised for remote operation using Peco Twistlock motors, with power for these supplied by a Gaugemaster Model D.

Landscaping

Due to the confined nature of the baseboard, the rear part of the scenery against the backscene had to be almost sheer in profile. Plaster bandage was laid over the MDF



▲ **Holy War arrives on scene with a short rake of slate wagons. The weathering of the locomotive was completed by Grimy Times, whilst the figures are Modelu 3D-printed items.**

upstand in order to provide a key for a layer of plaster which was then applied over the bandage to create an uneven surface. Once dry, some of the plaster surface was chipped away to give areas a more angular appearance, resembling that of a slate quarry. The uneven ground surface was created using the same process. Once dry, the baseboard and backscene were given a base coat of Woodland Scenics Slate Gray (*sic*) paint.

The ground scenery was then built up by placing larger pieces of the Dinorwic slate randomly across the whole board, still running a ‘bug box’ through periodically to check the clearances. Once these were glued down I placed smaller pieces of slate across the board to build up some variety. This was fixed down with an application of heavily watered-down PVA glue and before this dried the finest flakes and slate powder from the breaking up of the slate was then sprinkled over the whole scene.

At this stage the backdrop was treated to washes of yellow, burnt umber and greens to create subtle variations of colour and tone.

The final element of the landscaping was the baseboard front. For this I wanted to represent the gallery shelving effect of the quarries themselves and so larger slate pieces were glued across the front to give the impression of a gallery level.

Locomotives and rolling stock

As the layout was inspired by a number of archive photographs of Dinorwic, I wanted a model of Quarry Hunslet 0-4-0ST *Holy War* as this appears in many of them. This standard Bachmann model has been fitted with custom etched plates from Light Railway Stores and has recently been joined by sister locomotive *Elidir*, which was treated in the

same way. Incidentally, whilst this latter name was not carried by the locomotive during its original service on the Dinorwic system, on the day I visited it was in steam on the Llanberis Lake Railway, so I chose to model it with the name as a nod to my visit.

The engines were weathered by Grimy Times model shop although on *Elidir* I have added some rust effects around the smokebox. Other quarry engines do occasionally appear for photos but generally it is just the two Quarry Hunslets as, apart from anything else, the clearances around the slate piles prevent other classes from being able to run.

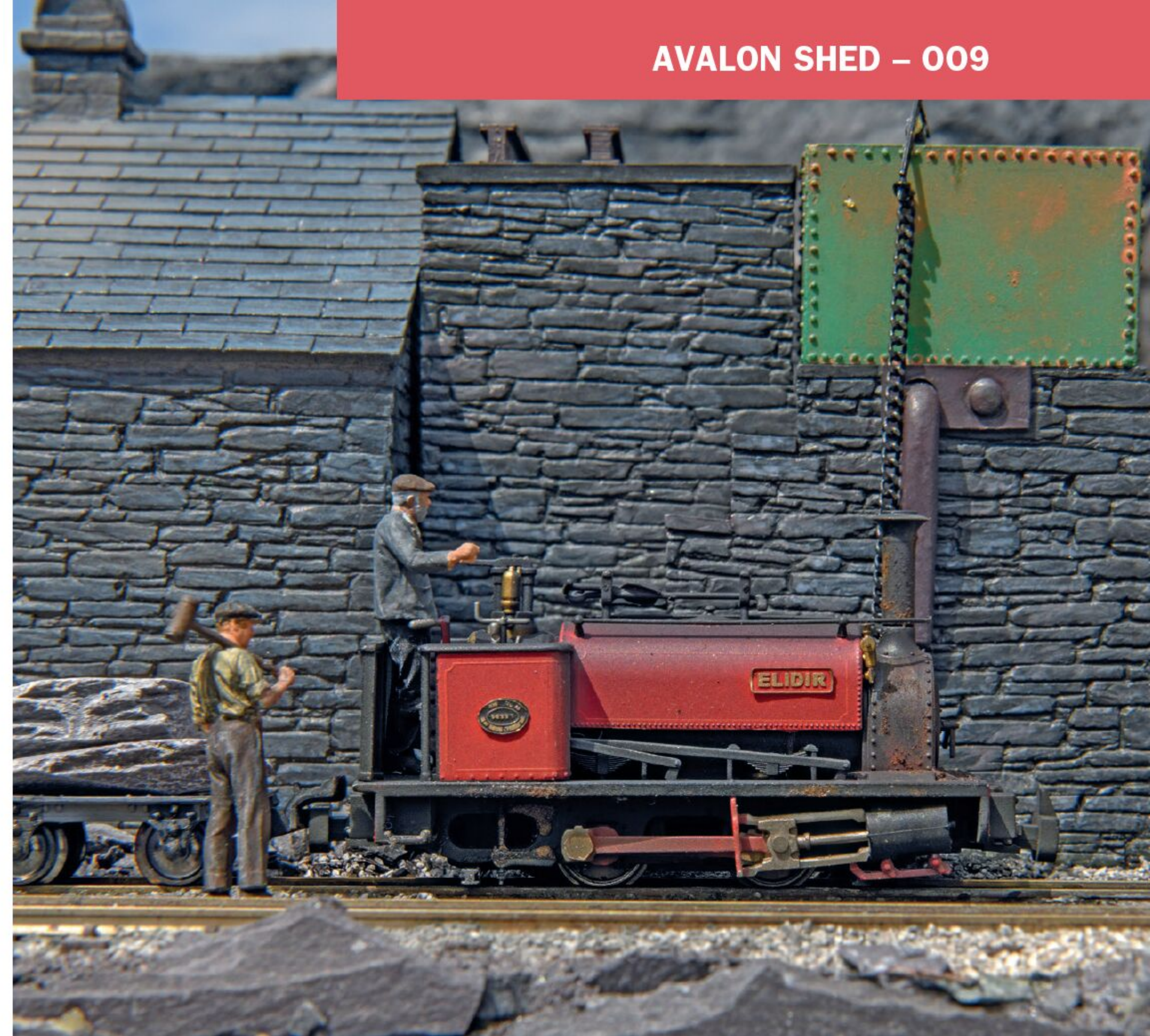
The rolling stock on the site comes from two sources, Bachmann slate wagons and Nigel Brooks 3D kits. These excellent 3D-printed kits require little more than painting and come with optional wagon loads, whilst the different types available help provide a more ramshackle look to formations.

A model for photography

A key element to the scenes for the photographs I take is the inclusion of figures from the Modelu range, all of which have been painted by Dan Evason of Tunnel Lane Model Railways – these really add character to the scenes.

It was always my intention to photograph the finished model outside, in natural light, as can be seen with the images that accompany this article. I have discovered that our driveway has some fabulous lighting on spring and summer evenings, although this has resulted in some strange looks from neighbours and delivery drivers when they have seen me photographing the layout balanced precariously on the roof of my car!

This build I found very enjoyable – particularly researching the quarry and its railways. I hope that I have created something that, if not perfect, is a reasonable representation of this lost



▲ **Elidir draws alongside the water tower to have its tanks replenished. The buildings are all ready-finished resin items manufactured by Bachmann Europe.**

industry and landscape. With hindsight I would try an alternative approach to the back wall to try and make it look more like a slate quarry face.

I have recently completed a scenic fiddle yard as an extension, but I think beyond that there is very little more to do with this diorama, although I am hopeful that the Bachmann spares department will eventually offer Quarry Hunslet bodies so that I can put some ‘scrapped’ locomotive parts around the scene.

As for what’s next, I have a large collection of OO gauge locomotives, so perhaps my next layout will be something standard gauge...

Supplier information

Scale Model Scenery
www.scalemodelscenery.co.uk

Deluxe Materials
www.deluxematerials.co.uk

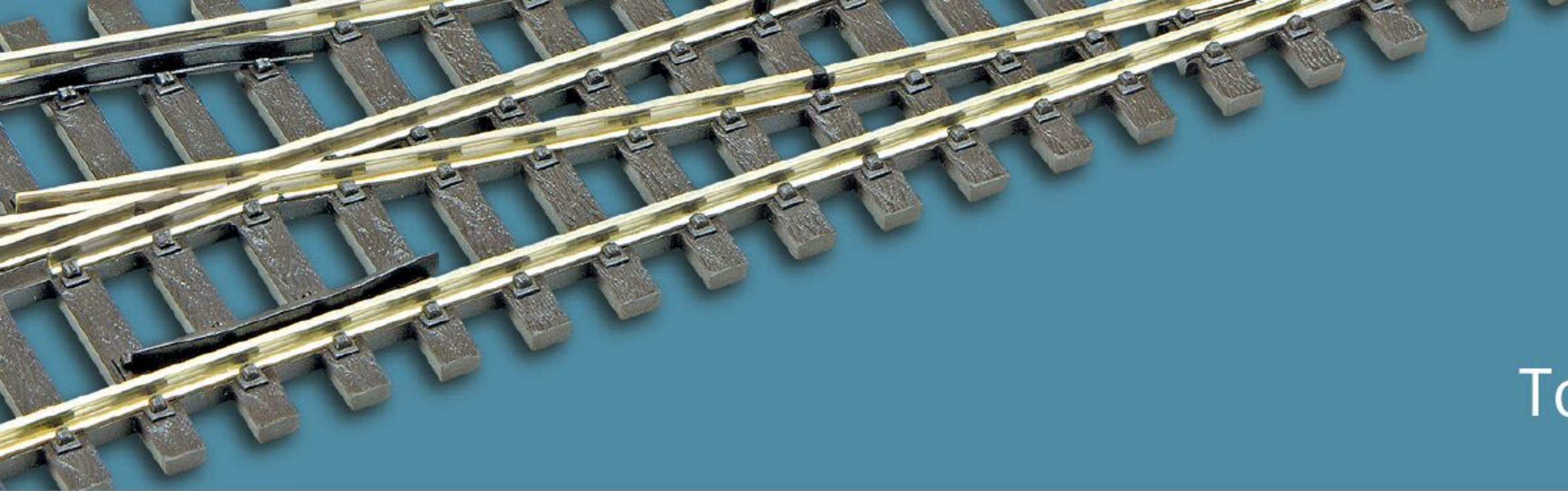
Light Railway Stores
www.lightrailwaystores.co.uk

Grimy Times
www.grimytimes.co.uk

Nigel Brooks 3D kits
www.brooks3dmodels.com

Modelu
www.modelu3d.co.uk

Tunnel Lane Model Railways (email)
tunnellanemodelrailways@hotmail.com



Talking Points

Topical issues from the world of model railways

A layout in a weekend?

That was the challenge for a team of modelmakers at this year's Guildex event, which took place in Stafford on 2 & 3 September. Jackie Kneeshaw, Chairman of Events for the Gauge O Guild, provides the background to this live layout build and reveals how the team got on.

In November 2022 I was chatting with Steve Haynes, Peco Sales Manager, during the Warley National Model Railway Exhibition at the NEC in Birmingham. We were discussing the Peco range of O gauge Setrack and Steve remarked how many people still believed you needed lots of space, money and model engineering skills to tackle anything in O gauge; we wondered whether there was something that the Gauge O Guild could do to help to dispel this myth.

An idea was developed there and then to build a small O gauge layout using readily available components and products in a short space of time. The aim was to prove that a modeller does not have to spend a fortune to build a modest-sized O gauge layout that could be accommodated in a modern home (such as in a spare room or garden shed) and that most items required are available straight off the shelf.

The brief

I approached Nigel Smith to lead the team. Nigel is currently the Warley National Model Railway Exhibition Manager and in the past has served as Chairman of the Gauge O Guild and Chairman of the Gauge O Guild Events Committee. Amongst other things, he is known for building layouts for himself and helping others. Nigel took up the challenge and asked fellow experienced 7mm modellers Neil Podbery and Paul Bambrick to join him. They soon started meeting up on a frequent basis to discuss the initial brief that had been drawn up. It was determined that the layout should be:

- No more than 10' long and a maximum of 2' deep.
- Sized to fit into a small bedroom or shed.
- Portable for taking to exhibitions if desired.
- Designed with shunting potential for operational interest.
- Based upon a track plan from one of the Gauge O Guild Small Layouts publications, Volume 1, 2 or 3.

Paul produced a series of pencil sketches to help visualise the concept before construction started.

Planning and products used

After much discussion, a track plan was finalised. This was based on *Bankfield Road*, as featured in *Small Layouts Vol.3*. This scheme (see Plan of the Month, RM September) offered a small fiddle yard hidden behind a factory/warehouse, together with sidings for shunting and a selection of buildings typical of a small yard. The aim was that the model should be fairly nondescript in terms of era and location so that those inspired by the build could adapt the concept to suit their own preferences (such as steam or diesel).

With guidance from the build team, I started to secure the products required. It was essential that any interested modeller would be able to go out and buy the same components themselves, in kit- or pre-built form. The items obtained were:

- Two baseboards, each measuring 1350mm x 600mm, supplied assembled with legs and the over-centre catches by White Rose Model Works.
- One box of plain flexible track, one double slip, one Y-point (all bullhead rail), one ground level signal box, three packets of rail joiners, one packet of insulated rail joiners, one packet of track pins and three buffer stops – all supplied by Peco.
- Point motors (one pack of six) and levers (one pack of six) supplied by DCC Concepts.
- Various wiring and scenic materials supplied by Squires Model & Craft Tools.
- A warehouse (to hide the fiddle yard), bridge, retaining wall sections and water tower supplied by L-Cut Creative. (All of which are available as kits or pre-built.)
- A range of lineside items provided by Skytrex (2013) Ltd.
- A number of figures supplied by Northumbrian Painting Services.
- Specialist paint from Omen Modelling Paint.
- A DCC fitted Fowler 3F 0-6-0T with open wagon, van and brake,



▲ Jackie Kneeshaw, Chairman of Events for the Gauge O Guild.



▲ Tracklaying and wiring is under way with Kevin Wilson during the first day of Guildex 2023. Photo: Ian Kay



▲ Neil Podbery (left) adds the ballast/filler mix to the trackwork. Pictured just to the right of Neil is Nigel Smith.



▲ With scenic work at an advanced stage, Paul Bambrick sands the filler used on the front face of the layout.

After two days of dedicated work by the build team, the layout was largely complete. Photos supplied by the author unless otherwise credited

together with a DCC fitted Class 08 diesel shunter and later era wagons supplied by Dapol.

- A trio of Presflo wagons provided by Ellis Clark Trains.
- A layout name totem provided by Ron Connor of Totem Signs Whilst You Wait.

Presentation

A proscenium arch (a relatively straightforward item to fabricate from plywood) was designed to frame the viewing area of the layout.

It was decided to use painted, curved aluminium sheet as the basis of a generic backscene. Paul chose to paint this himself but commercial printed backscenes could be purchased and attached to achieve a similar effect.

Preparing for the show

As planning progressed it became apparent that another volunteer was required to help with the build. Three people working flat out over the two-day show would be tough going, so Thomas Hoy, a member of St Neots Model Railway Club, was recruited in May 2023. (His small O gauge layout, *Whaplode*, was featured in the March 2021 edition of *RAILWAY MODELLER*.)

With the whole team and Steve Robinson, Show Manager, needing to coordinate who was going to be doing what, together with establishing how much space would be required at the show, and the items which needed to be procured, a WhatsApp (phone messaging) group was set up in June 2023. This proved essential for sharing information, pictures and progress reports.

Each member of the team was tasked with ensuring that certain elements of the build would be ready to be put into use on the Saturday of the show. This was not 'cheating' because these particular components could be purchased ready to use if desired anyway; it was more a case of making sure that items such as the bridge would fit the baseboards, and undertaking the priming of the kit-built structures so that they had time to dry thoroughly before the start of the event.

Finding the equipment to do time-lapse photography from above the layout proved something of a challenge. Thankfully, Ian Allen, a member of the Guild's virtual events team, has professional TV experience, so he was able to provide me with another shopping list and fortunately Digital Direct came up trumps for us.

Visitor participation

The build team needed to arrange for a number of low-level barriers to be supplied (for health & safety reasons to keep visitors away from sanding equipment and wet paint etc.). However, the team actually wanted to encourage the visitors to get close to the action, to see what was happening, to ask questions and to help if they wanted to try some of the build techniques.

It was decided to give visitors the opportunity to choose the layout name by



See the time lapse video:

<https://www.youtube.com/watch?v=R1WSukA60lw>

posting suggestions in a box beside the layout. Signage was also created to provide visitors with details of where all of the products and components had been sourced from.

The build experience

Although the planning and preparations had all gone smoothly, there were a few unforeseen challenges that occurred immediately prior to the weekend of the event.

Neil Podbery got stuck in Portugal due to the Air Traffic Control system failure and had to find an alternative way home. He arrived on Saturday having journeyed via Switzerland, with a quick trip home to collect his materials. Thank you Neil.

Thomas Hoy was unwell, having contracted Covid and could not attend. As a result I travelled to Guildex via Thomas's home to collect his components, whilst Nigel Smith and Paul Bambrick managed to recruit Kevin Wilson at short notice, and he came to help the team in the absence of Neil and Thomas. Thank you Kevin.

The name pulled out of the suggestion box was *Weekend Yard*. Unfortunately, however, we don't have the name of the person who suggested it – perhaps they can let us know if they are reading this?

A successful initiative

I am delighted to report that the live layout build was a success, as was Guildex 2023. Despite the rail strike there were over 1,500 attendees and the feedback was very positive.

The accompanying photos show how *Weekend Yard* looked by the end of the event on the Sunday afternoon. Essentially complete, there is scope for further detailing and scenic work, which we plan to undertake ahead of the layout's planned appearance as part of the Gauge O Guild Village at this year's Warley show (see Societies & Clubs for further details).

The layout will also be attending all Gauge O Guild shows during the course of 2024, including the Spring Show at Kettering Leisure Village on Saturday 2 March and Guildex 2024 on 7 & 8 September – further details for both events will be available nearer the time.



The Gauge O Guild

For further information about the Gauge O Guild, including details of membership and future events, refer to the website: www.gaugeoguild.com

SEE IT AT THE WARLEY NATIONAL



Saturday 25 & Sunday 26 November

A goods shed for Mallerstang Junction

Having constructed the baseboards and installed the wiring for his OO gauge Settle & Carlisle-inspired layout, **IAN NUTTALL** explains how he replicated the line's distinctive Midland Railway architecture in scratch-built form.

Photography by the author

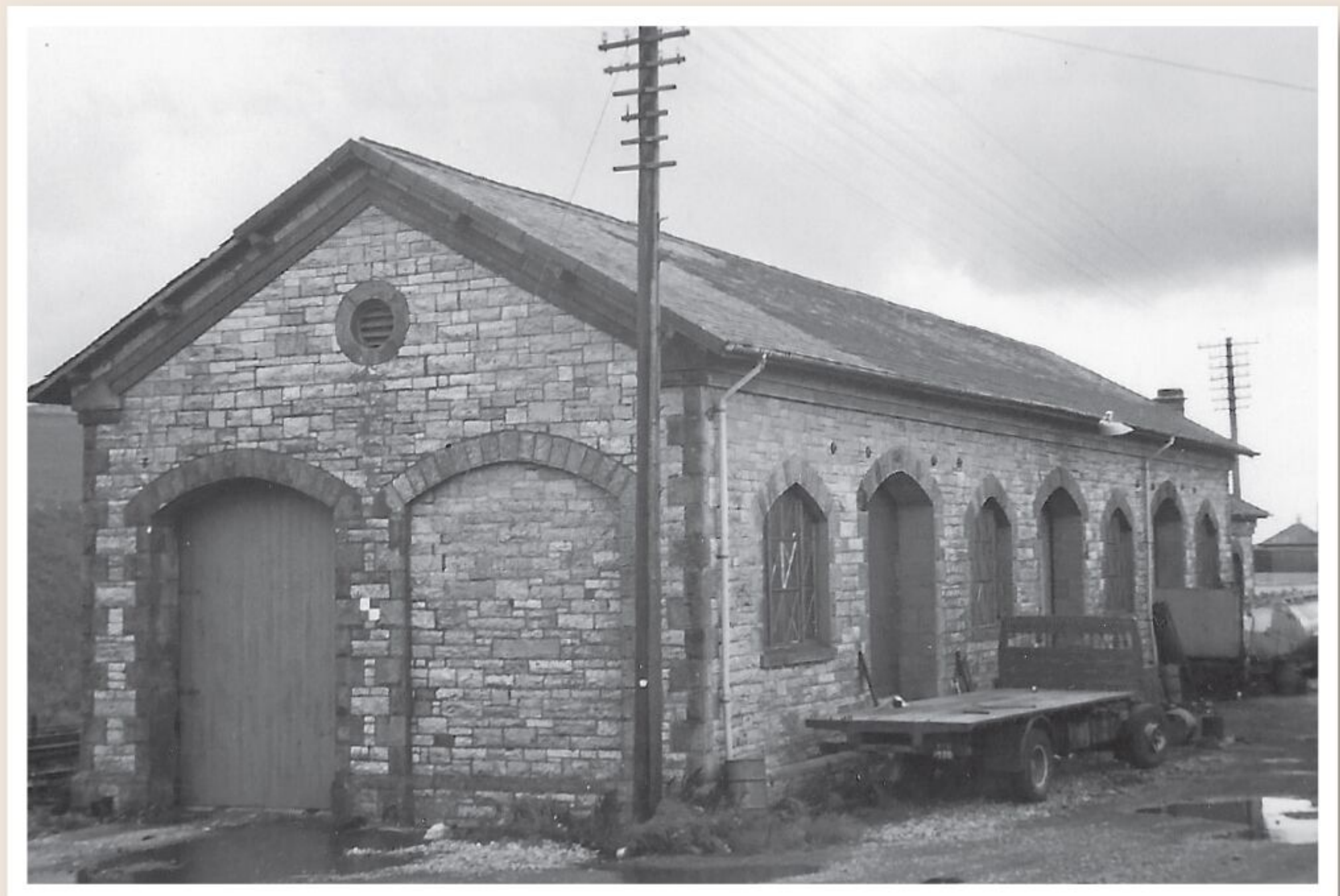
With track laid for Mallerstang Junction, the third and final section of my *Dentdale* empire, and the wiring installed, thoughts turned to the structures I would need to build. When at any Settle & Carlisle station you do not need any locomotives or rolling stock to know you are on 'the Long Drag'. Not only did the Midland Railway set out to create a main line trunk route up the very spine of England, they also used a building type, Midland Gothic, which was both stylish and instantly recognisable. Hence when I looked at a suitable goods shed, I knew it had to conform to plans for all others on the line.

Not all S&C stations feature a goods shed; indeed, none of the first four immediately north of Settle – Horton-in-Ribblesdale, Ribbleshead, Dent and Garsdale – can boast one, but I reasoned that I was creating a junction, potentially busier than Garsdale, with interchange facilities... so one could be justified. The three largest stations on the line, Settle, Kirkby Stephen and Appleby, had the larger option which could accommodate five



▲ Ian Nuttall's scratch-built model of a typical Settle & Carlisle goods shed for his fictional Mallerstang Junction. It is the smaller type holding three wagons.

Kirkby Stephen goods shed, an example of the larger, five-wagon variety, which only featured at Settle, Kirkby Stephen and Appleby. This is the view looking north on 31 August 1970 when black and white was still the go-to, cheaper option for photographs... yet it has lived to tell its tale, more than 50 years later.



wagons, whilst the other locations to warrant a goods shed, the likes of Armathwaite and Lazonby, were given the smaller three-wagon design. I opted for this latter version.

You may be aware that Hornby did offer an S&C goods shed in its Skaledale range, and you may wish to go for this and save yourself many hours of construction... but, fine though it looks, it is well under scale length. This reduction, for the mass market, is understandable, as even the three-wagon shed is over a foot in length. Another consideration, when seeking authenticity, is that every goods shed on the S&C main line was located on a loop. Only that at



▲ The excellent Ambis Engineering etch for the S&C goods shed windows; without it this project may have been a non-starter. In an ideal world proprietor Alan Austin would have provided four fewer small windows and three more larger ones to avoid having to pay for a second sheet.



▲ **Tools of the trade.** For thicknesses of plasticard of 60thou and upwards a razor saw, such as this X-Acto one, or a jeweller's piercing saw can be preferable to a Stanley knife for cutting the sheets, although the last has myriad other uses.

Hawes, on the Wensleydale branch, was on a dead-end siding. Thus greater length is needed on a layout to accommodate this essential aspect, should you wish to keep in line with the real thing. This space consideration was a deciding factor for me selecting the shorter, three-wagon shed.

Scale drawings

To attempt to make a scale model an accurate drawing and clear photographs are crucial. I was hoping that either *Midland Architecture* or *Stations And Structures Of The S&C* might come up trumps. Sadly there were drawings in neither, and photos in the latter did not show sufficient detail. However, I then recalled *Rails In The Fells* by David Jenkinson (published by Peco). There were photos, albeit too small really to be of use, but there was a drawing, although to an unusual scale for 'best fit' on the page. Applying some basic maths I needed to enlarge the drawing by 256% to make it 4mm:1ft. My printer wouldn't rise to this, but it would do 200%, which I did, and then enlarged that by 28%... job done.

For pictures I recalled a trip up the line I made with my good friend Roger Ellis in my trusty, probably more appropriate to say rusty, Morris 1100 in August 1970. We carried out a photo survey, including several shots of Kirkby Stephen goods shed. I surprised myself by locating these with ease... one included an incredibly youthful looking Roger. They weren't of large format, but they did show, clearly, the corner quoins,

although they also revealed a non-standard type of window which, to my mind, was less pleasing on the eye than the classic 'lozenge' design.

I took to the internet and unearthed a great colour shot on The Historic England website of Langwathby goods shed, which was the three-wagon version I sought, and had the appropriate lozenge windows. I also found a detailed shot of the interior of a five-wagon shed showing all the roof trussing clearly, and also the design of the cranes used for loading and unloading; hence construction could begin.

Proven plasticard

Ever since plasticard became an alternative medium for modelling in the 1960s I have been a fan and continue to use it extensively today. If exposed to direct sunlight for extended periods it will become brittle, yet wagons I built over 50 years ago show no signs of deterioration – testimony indeed for a proven product.

I try to keep a stock of all common thicknesses of sheet available. I buy these as large sheets at exhibitions (in the past from Eileen's Emporium, now no longer trading), then cut them into A4-sized sheets for ease of storage back home. This is a much more economical approach than buying the sheets individually. A project such as this requires a lot of Mek-Pak. I obtain mine a litre at a time via the internet. Mine is actually Butanone, though I believe it is identical to MekPak chemically – it certainly works in the same way – and I paid

My scraperboard cutting tools which have proved invaluable over the years as they create a neat groove without leaving a burr, a tell-tale mark when a knife blade has been used. The two bodies are decades old, whilst replacement blades are available, cheap as chips, from the likes of Jackson's Art Supplies.



▲ **First stages underway;** the Wills Corner Quoins sit neatly, and the reveals for the stone arches have been cut out of the stone outer layer... yet not the inner as this will support the DAS clay. My piercing saw made the end vent hole, whilst the bottom stone plinth will be added later.



▲ **To maintain consistency I made templates for the basic door and recessed panel openings (they are all the same size) and also for the windows and stone arches, a combination of razor and piercing saw work.**



▲ **You do not need to be too precise when kneading in the DAS sausage, but you do require sufficient. I scribed the plain backing sheet, and applied a thin layer of PVA, to help the DAS bind to the plasticard... no failures to date. Basic work with a file and then the application of my scraperboard tool reduced the DAS to the exact profile I required. DAS is very workable, and forgiving.**

7



▲ The first two arches are complete, and the backing wall has been added to the right-hand section.

8



▲ Work progresses on the windows. These are a bit more fiddly, being smaller, but you soon become aware of potential pitfalls, and how to avoid them; stay positive. DAS has been used as a grout/mortar down the right-hand edge to fill a small gap, whilst I have begun to use a triangular needle file to continue the mortar courses round the inside edge of the windows, though I have further work to do on this.

9



▲ Throughout construction I was keen to provide support for all the sections. Some may view it as overkill, but I will persevere with my belt and braces approach.

£11.00 for my last batch. As an aside, Mek-Pak and Butanone can attack the surface of thinner sheets if flooded on too liberally, so, for the likes of ridge tiles, I use the less

aggressive Limonene, available from Andrew Hartshorne at MSE/51L Models... it takes longer to bind, but it does smell lovely!

I prefer my models to be of a

10



▲ Experiments with stone finishes. I made use of two scrap pieces to test out options for paint. The left-hand sample boasts six different tones of bauxite/brown/oxide, all Humbrol matt enamels, dry-brushed on after I had applied filler to the mortar course. The other is just Humbrol 70 (Brick Red); both received a thin weathering wash. Whilst the single colour option was infinitely less intricate, it actually gave a better match to what I was after, and saved me several hours in the process... I don't always go for the long slog approach!

sound and solid structure, so opted for 60 or 80thou plasticard to form the basic carcass and also for the interior loading platform and roof supports. Straight cuts can still be made with several passes of a Stanley knife blade along a steel ruler, and then snapping along the groove. However it is also feasible to use a razor saw, or a jeweller's piercing saw for more complex cuts. This last approach proved invaluable for all window and door openings.

Having used plasticard for many projects over the years I was reasonably confident of completing the goods shed to my satisfaction, but several potential hurdles were apparent. I needed a suitable source for the stone walling, the corner quoins, the intricate lozenge style windows and the gable end ventilators. Having had success with Wills Coarse Stone (ref.SSMP200) it proved an almost perfect match for my needs, whilst Wills also offer Corner Quoins (ref.SS76) which proved ideal, providing a neat, uniform finish. Because the corners are mitred at 45° in a thicker plastic, I found I had to stop each stone sheet 1mm short of where each quoin would be, for a perfect fit.

Window of opportunity

The lozenge windows were the real breakthrough, as making them accurately by hand may have proved too big an ask. I have applied Ambis Engineering products in the past, and can

state that I am a very satisfied customer. Amongst hundreds of bits and bobs which are a boon to kit-builders and scratch-builders, proprietor Alan Austin lists etched brass sheet BSG1 (Goods Shed Windows (MR) For Settle-Carlisle Railway). Manna from heaven, and the sheet even includes gable end ventilators. Alan had provided eight large and eight small windows, but what he didn't appreciate was that even a three-wagon shed needs eleven large, yet only four small, windows. Hence I had to buy a second sheet... However, I could now forge ahead fully equipped.

As I built up each basic wall I addressed several issues. There is a stone plinth with an angled top going round the whole base of the building. The height of the Wills Coarse Stone sheet isn't quite sufficient to cover in one go, so I fixed a rectangle of plain 40thou plasticard, the same thickness as the stone sheet, to match the plinth. Then, after fixing the stone in place on the rest of the wall I added further stone strips, chamfered along the top edge, to complete the plinth. Where two strips meet at a corner I mitred them at 45° for a neat finish and applied a triangular needle file to fettle the stone courses so they aligned. I have seen model buildings losing quality when made by folk who have not addressed this, but each to their own.

The windows were recessed by what I estimated as the thickness of the Wills stone

11



▲ I built the end office as a separate add-on module. The profile for the steps was achieved with my piercing saw and careful measurement. The steps are 80thou plasticard, representing 6" in reality. The lower stone plinth has been fixed in place with the corners and top edge filed to 45°. The mortar course at the corner still needs dressing with a triangular needle file.

sheet, so I cut larger window openings in the plain inner layer, so the etched windows could sit inside that and be fixed immediately behind the stone skin.

Each window and door opening is topped by a characterful arch of stone. To achieve this effect I cut the required shape from the stone sheet using my piercing saw. In fact I made three templates, one for the doors and panels... both the same, and the others for the two sizes of window, so I could have each set matching. Next came DAS modelling clay, which is so versatile and easily worked. I applied a thin layer of PVA to each location in turn, formed a small sausage of DAS and kneaded it into place, not worrying at this stage if it protruded too much, for it sands to shape readily once dry. The planned joints between the stones were marked with pencil before being scribed in with a scraperboard cutting tool, which is cheap, yet also brilliant

for creating the grooves for wagon planks etc. in plasticard.

Mortar and stonework

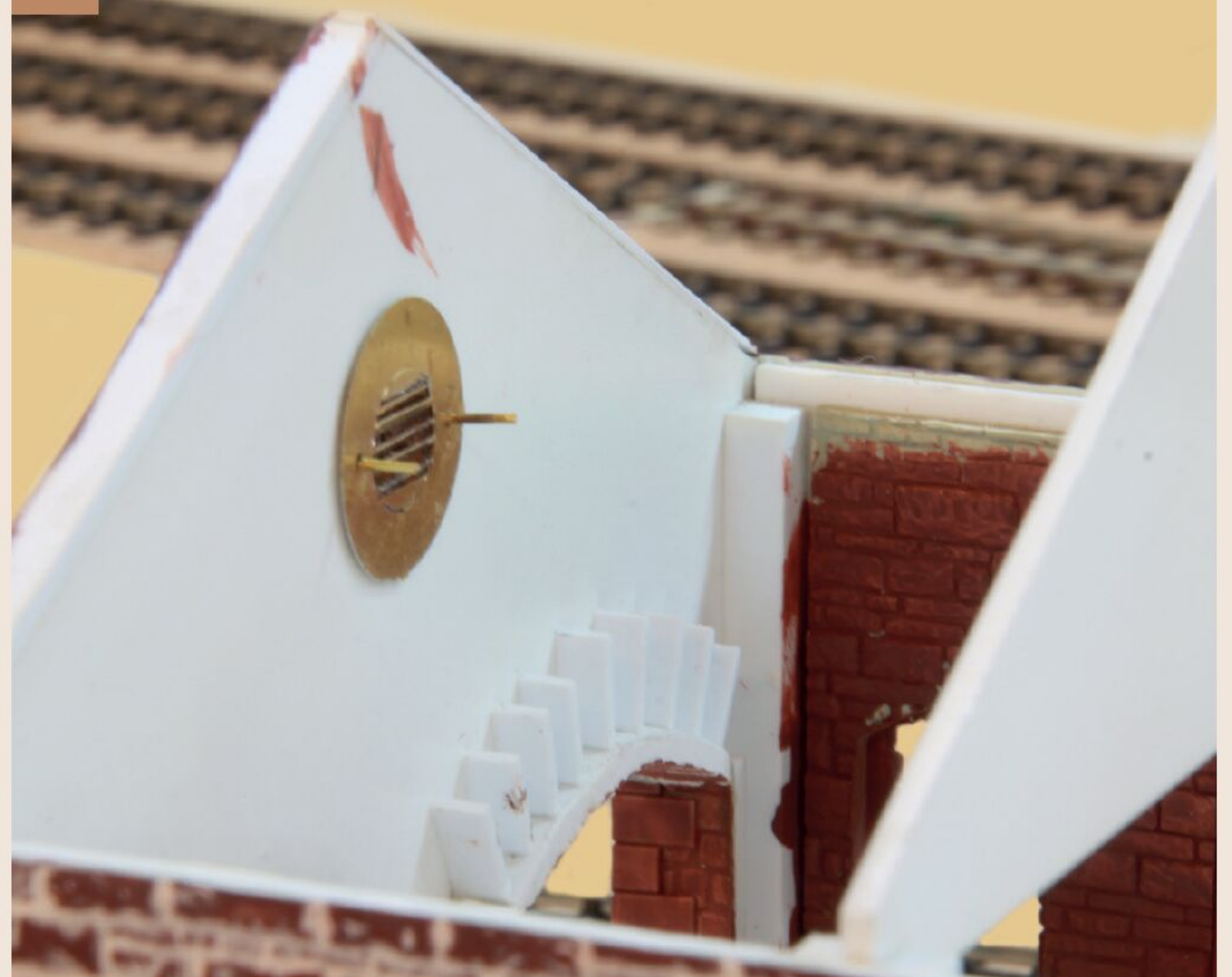
The mortar courses on the Wills sheets are quite deep, whereas I was aware that those on my goods shed should be less pronounced. My approach to address this difference involved several stages. First, before any windows were fixed, I painted everything in Humbrol Matt 70, a bauxite/red oxide shade that seems to match the red sandstone finish prevalent on the northern end of the S&C. My location is roughly halfway up the line, so I could have opted for this or the limestone in use further south.

Once dry I mixed up a small quantity of DIY filler and rubbed this into the stonework. Before it set I wiped off the excess from the face of the stones leaving a fillet to represent the near, but not totally flush, mortar course. Needless to say a bit of tidying up/fettling was required, and I took great care not to affect the



▲ A close-up view of one of the non-standard windows on Kirkby Stephen goods shed. Should you wish to replicate these, my on-site measurements were – width 7' 9½"; height of sides 6' 1"; height to apex 7' 7". The corresponding dimensions for the attached office were – 5' 0¼", 3' 7½" and 4' 5½".

12



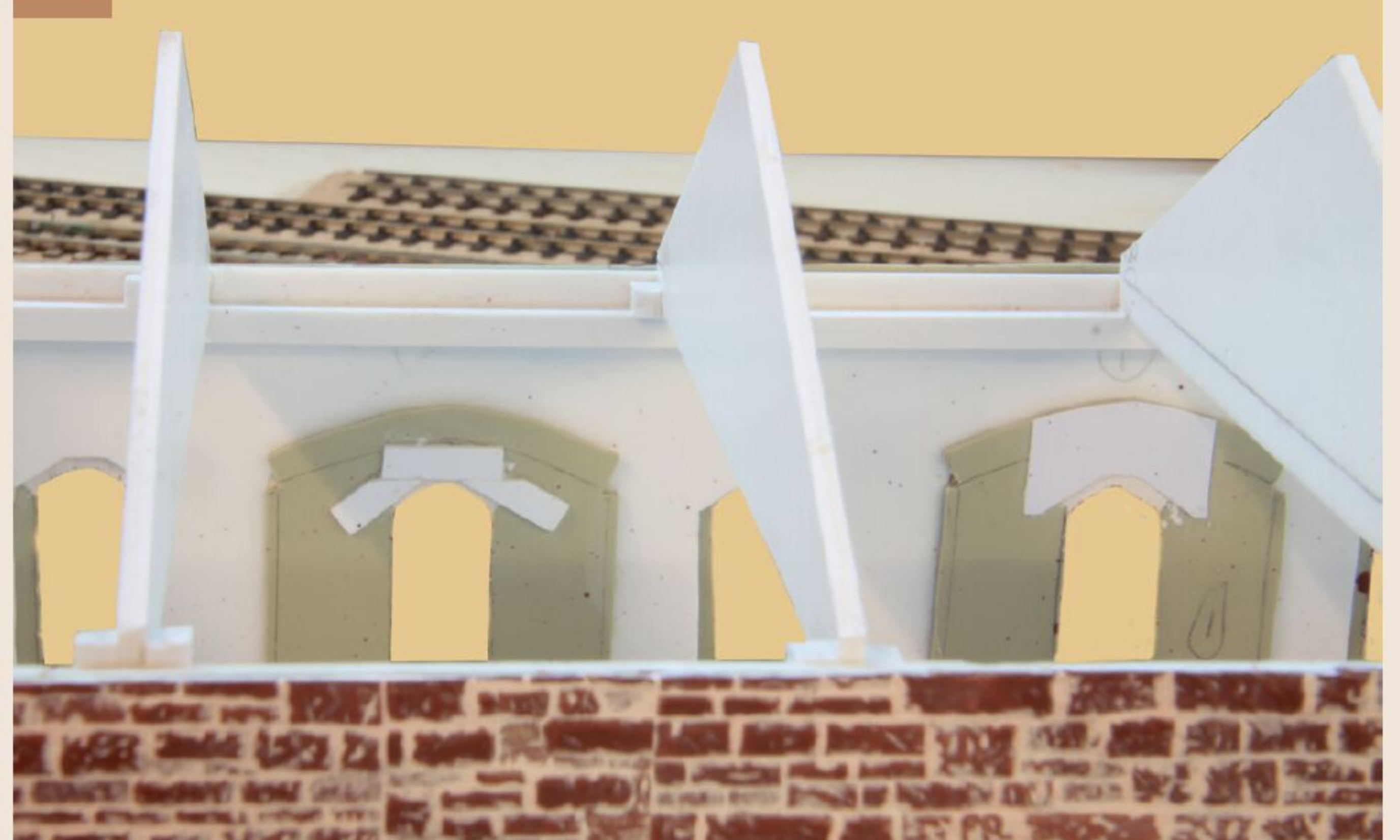
▲ Each end ventilator comprised three parts, and is a clever design. Brass rods pass through holes to provide accurate alignment... another potentially tricky task made easy; thank you Ambis Engineering.

13



▲ With a basic coat of Humbrol 70 in place the extra 'grouting' to achieve flusher mortar courses has been applied to the office. It appears too white at the moment, but this is overcome by judicious wiping with a damp kitchen towel followed by a weathering wash to tone things down.

14



▲ Evidence of the substantial 80thou roof supports. I made one as a 'master', checked it fitted to my satisfaction, then used it as a template to create a set of identical supports; 'simples'. The windows in the far side panels do not have the plain sheet backing so I added extra bits to provide a base for the DAS stone arch section.

15



▲ Timbers under the roof project beyond the outer stone wall, and, yes, there are a lot. I made a simple template to cut the top end of the 0.125" x 30thou plasticard strips to the correct angle, then glued them in slightly over length.

16



▲ Once the Butanone had set fully, I allowed 24 hours and cut off most of the surplus with side cutters before using a needle file to achieve an exact finish. The horizontal strip representing the soffit to support the guttering could then be attached.

DAS stone arches, but the job was done. The weathered stone finish was thanks to a thin wash of Humbrol matt white/black/light grey, gradually worked in until satisfied. Don't rush it; advice that is pertinent for all aspects of modelling, and keep comparing results with sections you have done earlier to maintain a degree of consistency. It made sense to

paint the internal loading platform etc. before the roof was added. In fact it would have been a nightmare, nigh on impossible, if I had put the roof on first; so be warned.

4,000 individual slates

The roof itself is a major undertaking, or at least I made it so, by opting for individual slates, a mere 4,000 of the little

17



▲ A close-up highlighting the weathered finish I was seeking. Mallerstang Junction is a far-flung, exposed outpost of the Midland Railway and would attract a fair amount of interesting weather. Also apparent is the diagonal boarded finish of the doors, so typical of the Midland.

18



▲ All is coming together. An additional feature shown here is the double thickness plinth fitted to the top of all wall sections. Overlapping strips of 30thou plasticard produced these. The see-through nature of the gable end circular ventilator is also obvious.

19

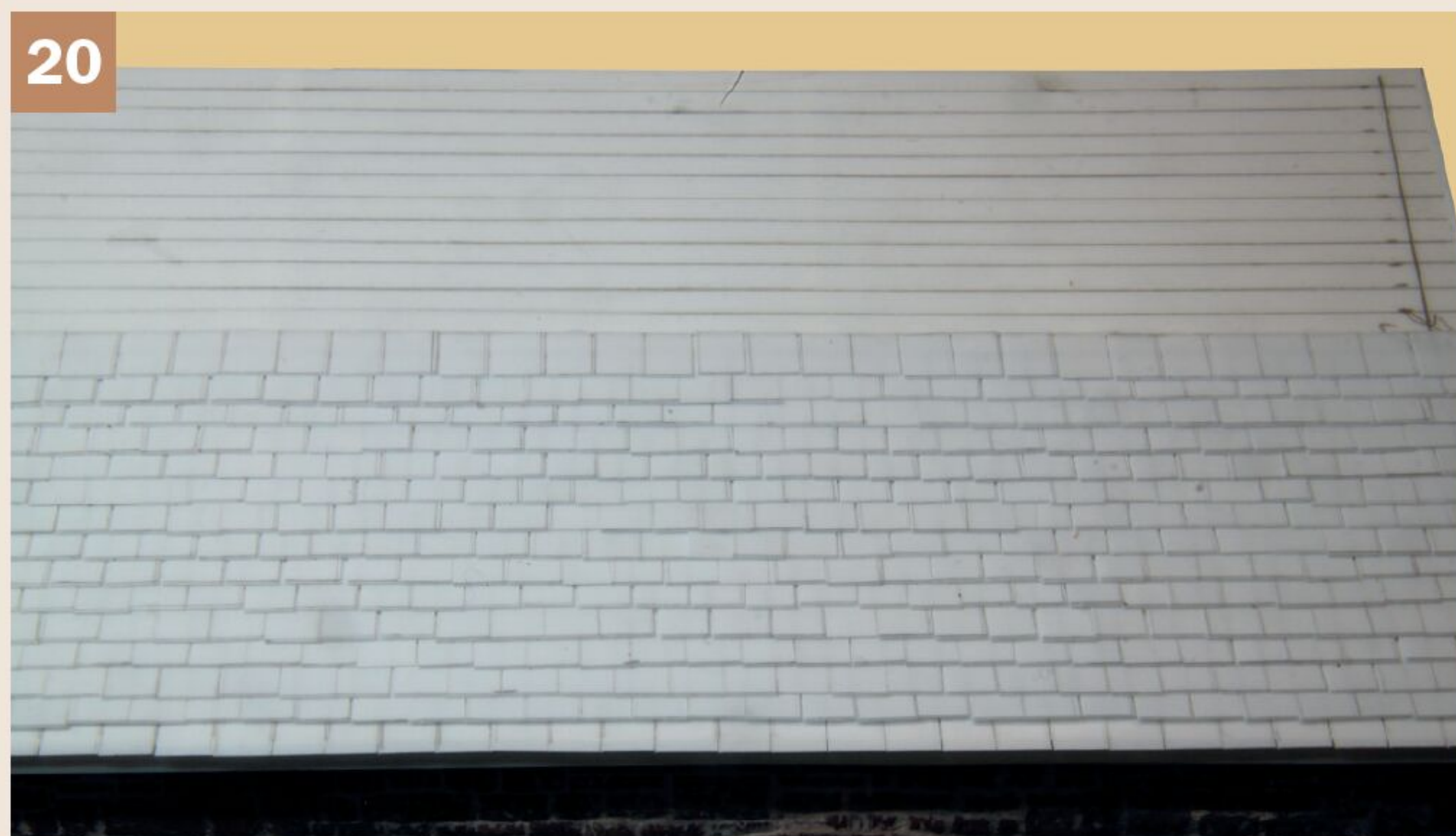


▲ The chimney on the office was surprisingly ornate. I used 40thou plasticard for the core, clad with Slater's 2mm scale dressed stone as the outer skin, as it seemed to match the prototype. DAS was employed to bed in the cast chimney, whilst the slight gap between the chimney and the roof will be hidden by the slates and the flashing.

darlings... ah, the fun we have. I am aware of the plasticard strip slates from Slater's, and the smart laser-cut offerings from York Model Making and the like, but I had to remind myself that all the other buildings I have made for *Dentdale* have featured individual slates, so, to maintain consistency, I followed this course and was prepared to put in the extra time involved...

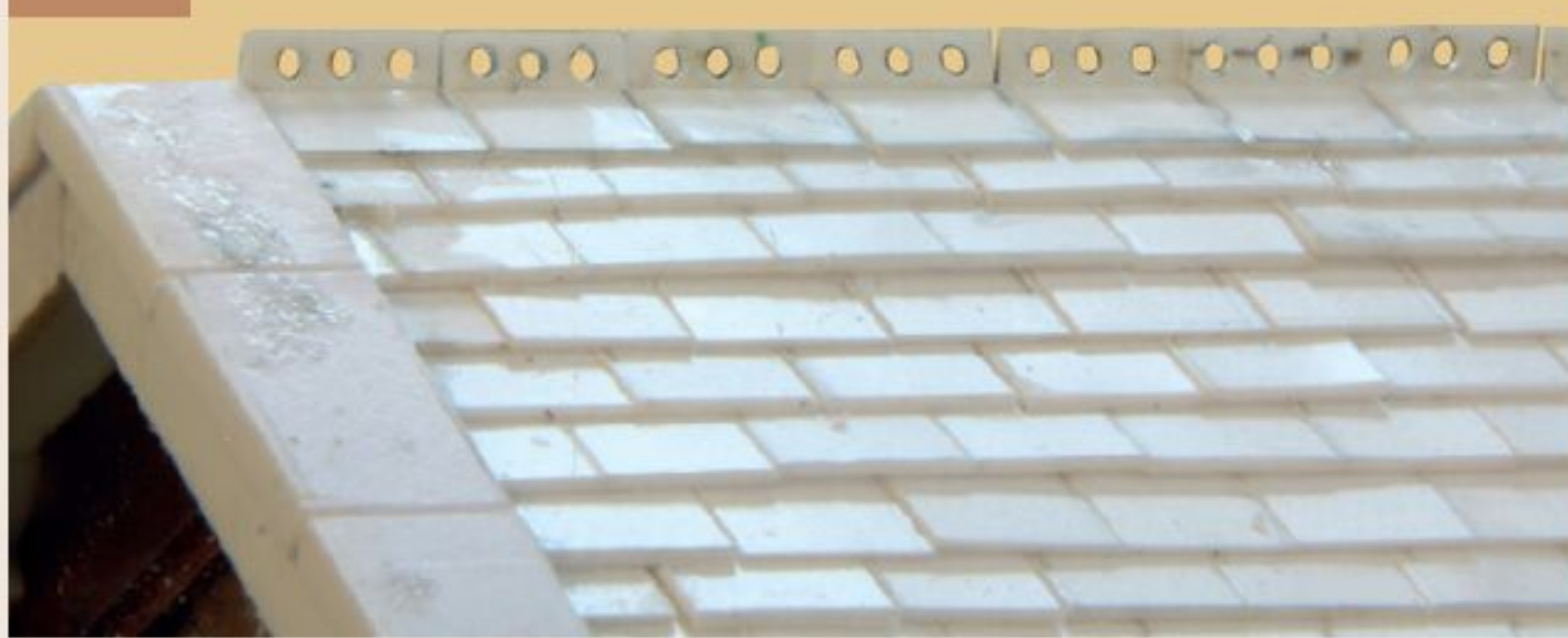
have I made a rod for my own back? The four basic rectangles forming the two roofs were from 40thou plasticard, and horizontal lines ruled at 3mm spacing greatly aided the accuracy of laying the 5mm x 6mm slates. Butanone was used sparingly on the top edges only to avoid any tendency for the thin 10thou sheet to be attacked by the solvent. Strictly speaking

20



▲ Slating well under way. The 3mm spaced horizontal guide lines are an aid to accuracy. I didn't want the finish to be perfect, as my model represents a building which is 70 years old; movement will have occurred. Along the bottom edge I glued a 10 x 40thou strip of plasticard to ensure that the bottom row sits at the same angle as all the others. With 4,000 slates to lay I soon developed a routine.

21



My choice of ornate ridge tiles. I recall doing the same for my station roof at Dent. This is now nearly 40 years old, yet every ridge tile is still intact. Fingers crossed that the goods shed enjoys the same fortune.

22



The main horizontal roof timbers project outside the gable ends; they are visible, so need modelling. Those on the main building have triangular fillets inserted, no doubt for stability and strength; they were not there on the office. Although you can see the white interior wall this does not concern me unduly as it is impossible to view the model from this angle once the goods shed is in situ on the layout.

5thou is closer to scale thickness for the slates, but I have always been happy with the outcome by choosing 10thou; it's up to you.

Finishing touches

You have several choices for the style of ridge tiling. Gluing fine plastic rod, 0.5-0.7mm diameter, in the top groove created by the vee of the ridge tile is the least complex, but I opted for the original, more ornate, Midland Railway version, which I made from 5mm x 1.5mm rectangles of 10thou plasticard with three collinear 0.7mm holes drilled in each (see Fig. 1 for exact dimensions). To batch build these I drew a fine pencil line

down the centre of a length of 1.5mm wide plasticard, then marked off every 5mm where it should be cut and also where each hole should be drilled. Using a fine, sharp compass point I spot marked all drilling points, which helped enormously with keeping the holes in line. It took a while, but I think the effort was worth it.

More modern, replacement doors can feature horizontal or vertical planking, but the originals had diagonal planks, another Midland Railway trait, and this is the type I have used as I believe it is appropriate for my late LMS period. Once again the scraperboard tool came into its own making neat grooves

23



And here we have the finished article. Where its footprint coincided with the 3mm cork underlay I have cut a groove for it to sit in, whilst, on the near side, my chosen ground cover will hide any unwanted gaps. I try to ensure that the building looks as though it sits in the ground, not on it.

24



The completed office; note the lead flashing round the chimney and at the join with the main building, the Ratio gutters and drainpipes and the metal handrail on the steps from 0.6mm brass rod.

25



A close up of the 'bespoke', home-produced stop block which allows me to fit an extra brake van in the short siding reserved for their storage... every little helps. The timber baulks, resembling old sleepers, are fashioned from Evergreen heavy-duty plasticard strip, whilst the bufferbeam itself is a spare from a Lanarkshire Models Supplies MR Buffer Stop kit. Suitably weathered, it sits naturally and provides the protection required.

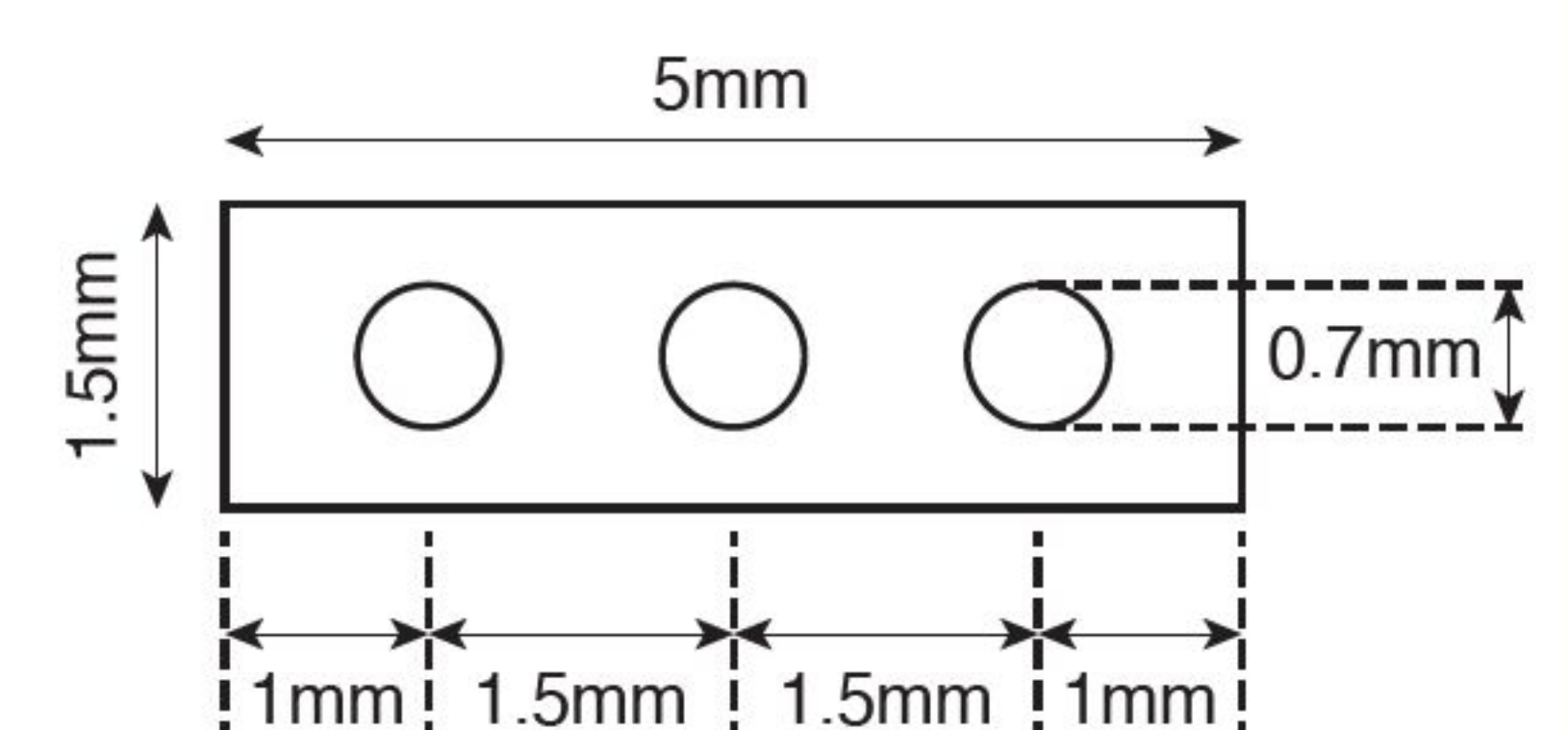
It is fitting that the Slater's ex-MR eight-ton box van is lettered 'K/Stephen (LMS)' – the next station down the S&C. Sleepers have been painted weathered wood, and the rail sides are, mostly, rusty. I must revisit a couple of bits; photographs can be so cruel and revealing... whilst ballast has yet to appear.

between the planks. Other details include the lead flashing on the office annexe and chimney base (thin grey paper), guttering and drainpipes (Ratio) and the railing outside the office door (0.6mm brass). The gutters do slope slightly, as in reality, towards the drainpipes.

Worth the effort

I fear a project such as this may not be for the majority – you are not obliged to put yourself through all this – as it has consumed around 100 hours of my modelling time, yet I have thrived on the research and the construction. Steady progress

Fig.1



has been the key, and it has proved a pleasant diversion from the baseboard construction, tracklaying and wiring of late. They say a picture is worth a thousand words so I will let the photos highlight the various stages. Mallerstang Junction's first building is complete, though there is much else still to do.

BR blue diesels in OO

Bristol Avon Bridge

KEITH SULLY set out to capture the essence of Bristol Temple Meads station – including its grand train shed – in a scenic length of just 12'.

Photography by Steve Flint

This layout is the result of my nostalgia for the High Speed Train, together with my interest in mail and newspaper traffic – plus a little of what I remember of visits to Bristol Temple Meads with my school model railway club.

The layout is loosely based upon Platforms 1 to 5 of the station's 'new' train shed, as it appeared during the BR blue diesel era of the 1970s and 1980s. The activity depicted includes long-distance trains stopping for crew or loco changes, with some being re-marshalled or taken out of service to the nearby carriage sidings or into Bath Road Depot.

I decided at the outset of the project that I wanted the ability to run full-length HST formations and for the train shed to dwarf the DMUs plying their trade. A few compromises, together with a certain amount of modeller's licence, made the project achievable. This included straightening the formation through the station (which in reality formed a large

The focal point of the layout is this grand train shed, inspired by that at Bristol Temple Meads.

reverse curve) and bringing the Bath Road bridge a few hundred metres closer to the platforms.

I chose to restrict what can be seen from the viewing side because I love layouts that challenge you to look into the scene. Accordingly, viewers are encouraged to look through the windows of the station building, under the canopies, or through the booking hall entrance and across the platforms, catching glimpses of the trains as they pass through the scenic section.

Exploring the station

Taking a walk along Platform 3 from the north end, there is the bay for the Severn Beach service with the Royal Mail chain conveyor buildings and bridge towering above, this connecting the platforms directly

▲ Diesel locomotive models are all from ready-to-run ranges, including this Heljan Class 33. All are fitted with Kadee couplings.

to the sorting office (all now long since demolished following the demise of mail by rail).

Next we walk under the canopies, past BRUTE trolleys waiting for the next mail service. Looking up to see the cast iron train shed structure soaring overhead, we continue past the buffet and the entrance to the booking hall. Next we approach the Motorail loading ramp in the southern bay platform, which



The hustle and bustle of a busy city station is captured with a wide array of services evident; parcels, local passenger and Motorail – together with a High Speed Train.





“ – I love layouts that challenge you to look into the scene – ”

Keith Sully

is mainly used for newspapers as a WH Smith wholesalers is located below the station. Beyond the platforms is the 1940s ARP (Air Raid Precautions) signal box guarding access to Bath Road Depot. The original signal box and depot were positioned behind the station, but in my world the depot has moved conveniently out of sight beyond the Bath Road bridge.

The layout gets its fictional name from its position on a bridge over the River Avon.

Traffic variety

Looking out from Platform 5 (sitting in the classic spotter's position on a parcels trolley at the Bath Road end) you will see plenty of movement across the station with two main lines and their respective avoiding lines in between. Those avoiding lines often have stationary locos ticking over awaiting their next turn, or occasionally a Speedlink or engineering train pausing for a crew change.

The ARP-style signal box was scratch-built and is complete with interior detail.

HSTs roar through on their way to and from the South West, working to or from the North and London, whilst Class 33s are seen running round Cardiff and Portsmouth services, and DMUs scurry about on local trains. Supplementing these workings is a steady flow of parcels and mail traffic, whilst the south-facing bay sees DMUs operating to and from Taunton or Weston-super-Mare, plus

occasionally Motorail flats being marshalled. Finally there is the seemingly ever-present station pilot – a Class 08 with a brake van permanently attached.

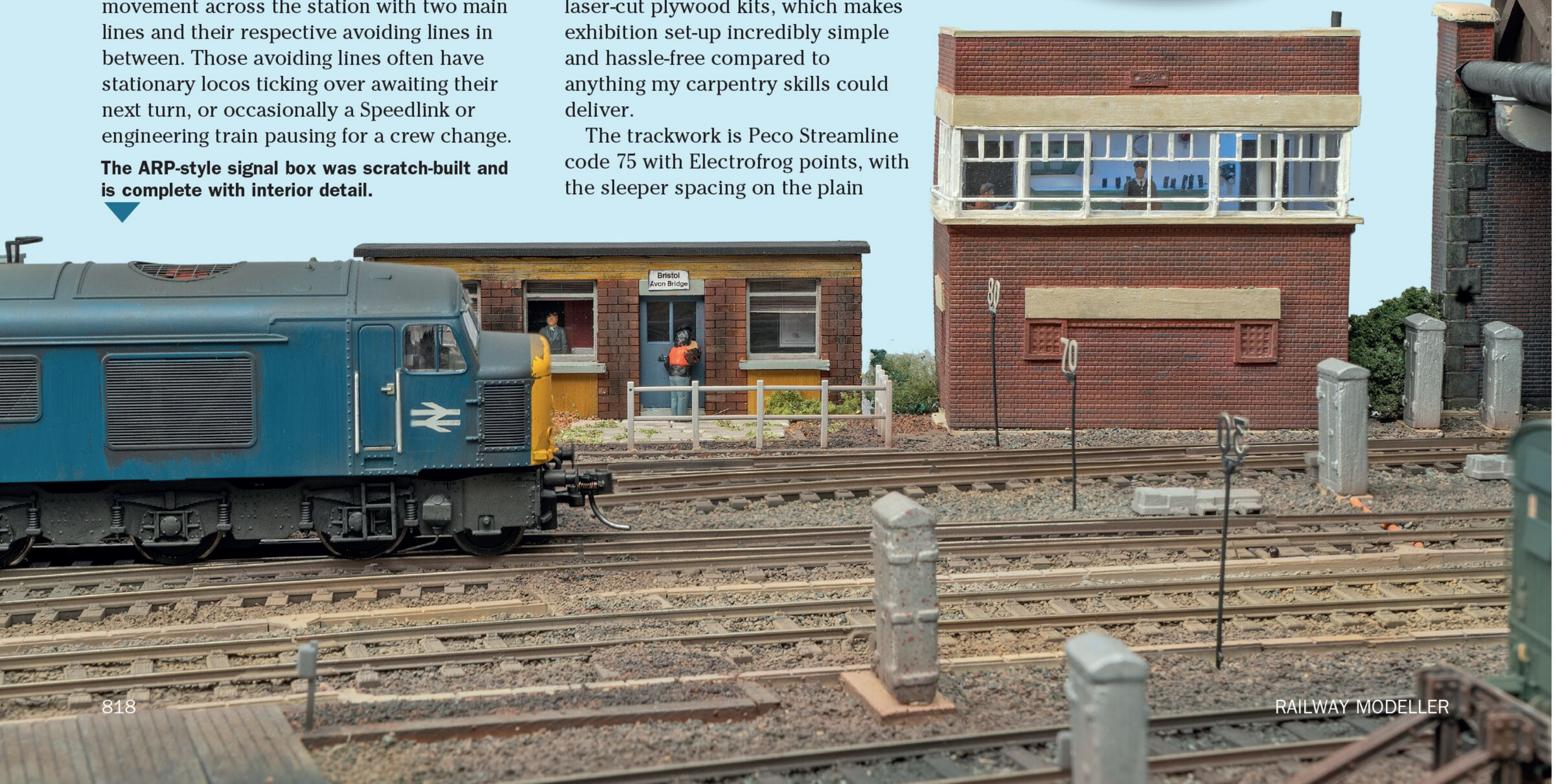
Boards, trackwork and control

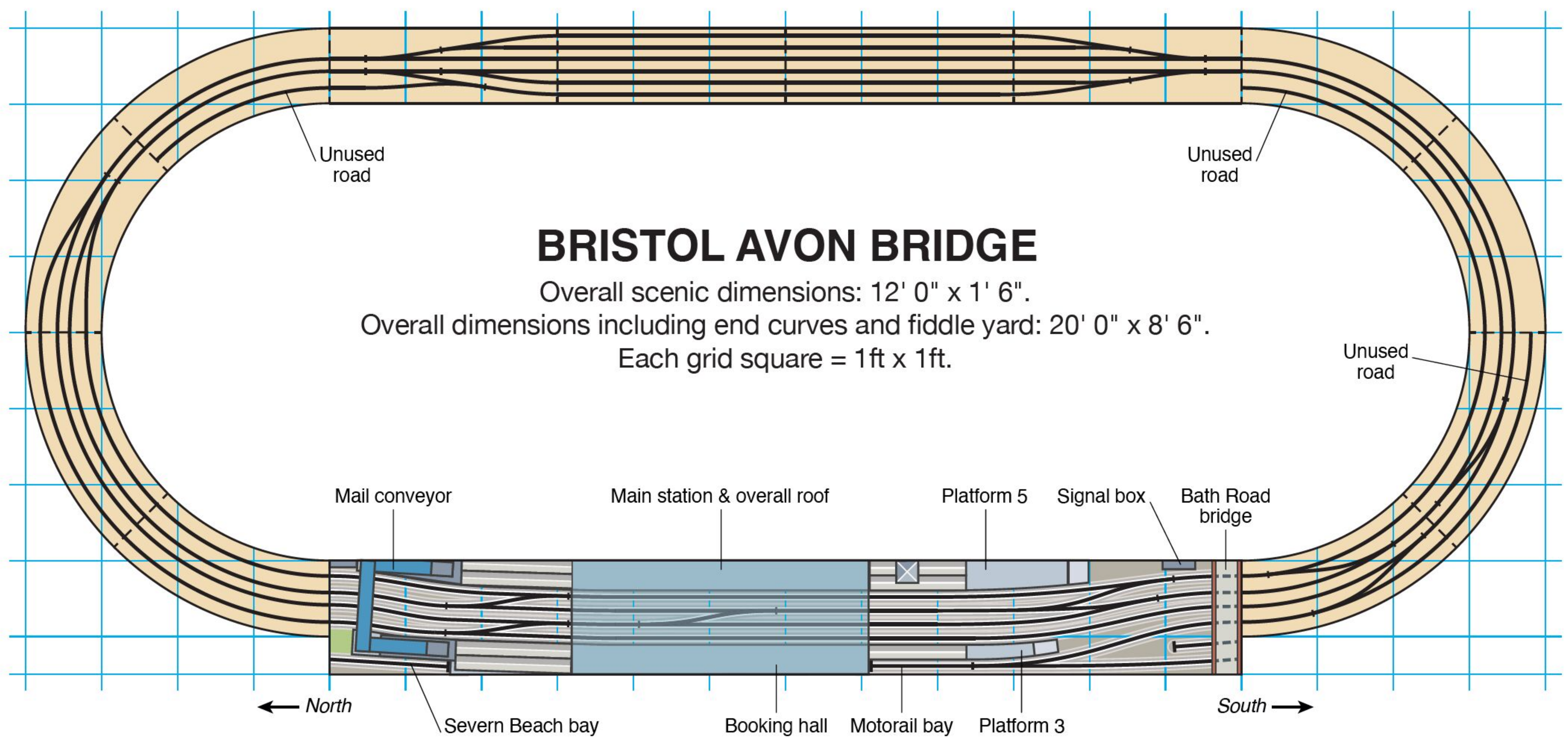
The scenic section measures 12' long and shares a fiddle yard with my other layout (*Bere Banks*), which equates to an overall footprint in exhibition format of 20' x 8' 6". All my baseboards are assembled from Tim Horn's excellent laser-cut plywood kits, which makes exhibition set-up incredibly simple and hassle-free compared to anything my carpentry skills could deliver.

The trackwork is Peco Streamline code 75 with Electrofrog points, with the sleeper spacing on the plain

▲ **Class 47 Co-Co 47 148 rolls through one of the centre roads. The sack trolleys that litter the platforms on either side were modelled using 3D-printed products.**

DMU services are an important part of the traffic depicted on the layout. Pressed Steel Class 121 railcar W55024 works a special.





track adjusted slightly. All the trackwork was weathered using an airbrush, highlighting areas where locos regularly stand, or where the HSTs have emitted brake dust.

Whilst I have adopted digital control for the trains (with some of the locomotives sound-fitted), I find it simpler to operate the points via push buttons in a more traditional manner with a CDU (Capacitor Discharge

Unit) and Peco solenoid motors.

Accordingly, each baseboard has a dedicated control panel for the points on that board. The points are all equipped with frog juicers.

The signalling uses Train-Tech kits and is automated with Heathcote Infrared MAS sequencers with micro-switches installed on the appropriate points. Operators just need

to remember to throw a switch if running 'wrong line' into the station.

Constructing the train shed

Creating such a large station structure was daunting to say the least. My eureka moment was realising that the engineers of Brunel's day often devised simple solutions to construct the most complex of structures.





◀ **HST 253 027 leaves Bristol Temple Meads and passes south underneath Bath Road Bridge on 13 June 1981. Two Class 47s and an 08 can also be seen. Photo: Rail Photoprints**

With the train shed at Temple Meads, they used multiples of identical cast iron components, essentially creating a huge kit of modular parts. Therefore, I designed my own 650+ piece card kit in 4mm. With the need for 60 wall panels and 96 identical roof trusses, I utilised the precision of laser-cutting for speed, accuracy and consistency.

The main brick part of the building is made up of three different types of modular wall section to give the impression of Bristol's architecture, with the roof trusses slotting into these.

Some of the wall sections were given individual modifications, such as blanked-off arches, set-back doors etc. Balsa strip was used to create the sandstone features and trunking, whilst doll's house wooden architrave was re-purposed for the corbels supporting the roof trusses.

Creating all the parts uniformly was key to tackling what could otherwise have been an overwhelming task. I need to acknowledge the great support from Martin at Architectural Railway Models who interpreted some of my designs into CAD and then laser-cut them for me. L-CUT Creative also provided great advice and an additional 400+ components from its building elements range, which I used to construct the conventional platform canopies, as well as doors and other fittings in the main building.

Other structures and details

The Post Office chain conveyor buildings, the lift house on Platform 5, and the ARP-style signal box, were all scratch-built from plasticard after studying photos.

It is the smaller details, such as notice boards and the like, that bring the model to life. I am particularly pleased with the BRUTE cages, trolleys and other items that were sourced as 3D-printed products from West Hill Wagon Works. These I hope bring out the organised chaos of an evening at

◀ **A glimpse through the arches of the grand train shed reveals advertising hoardings of the period for a Ford Transit and a Mk.I Capri.**





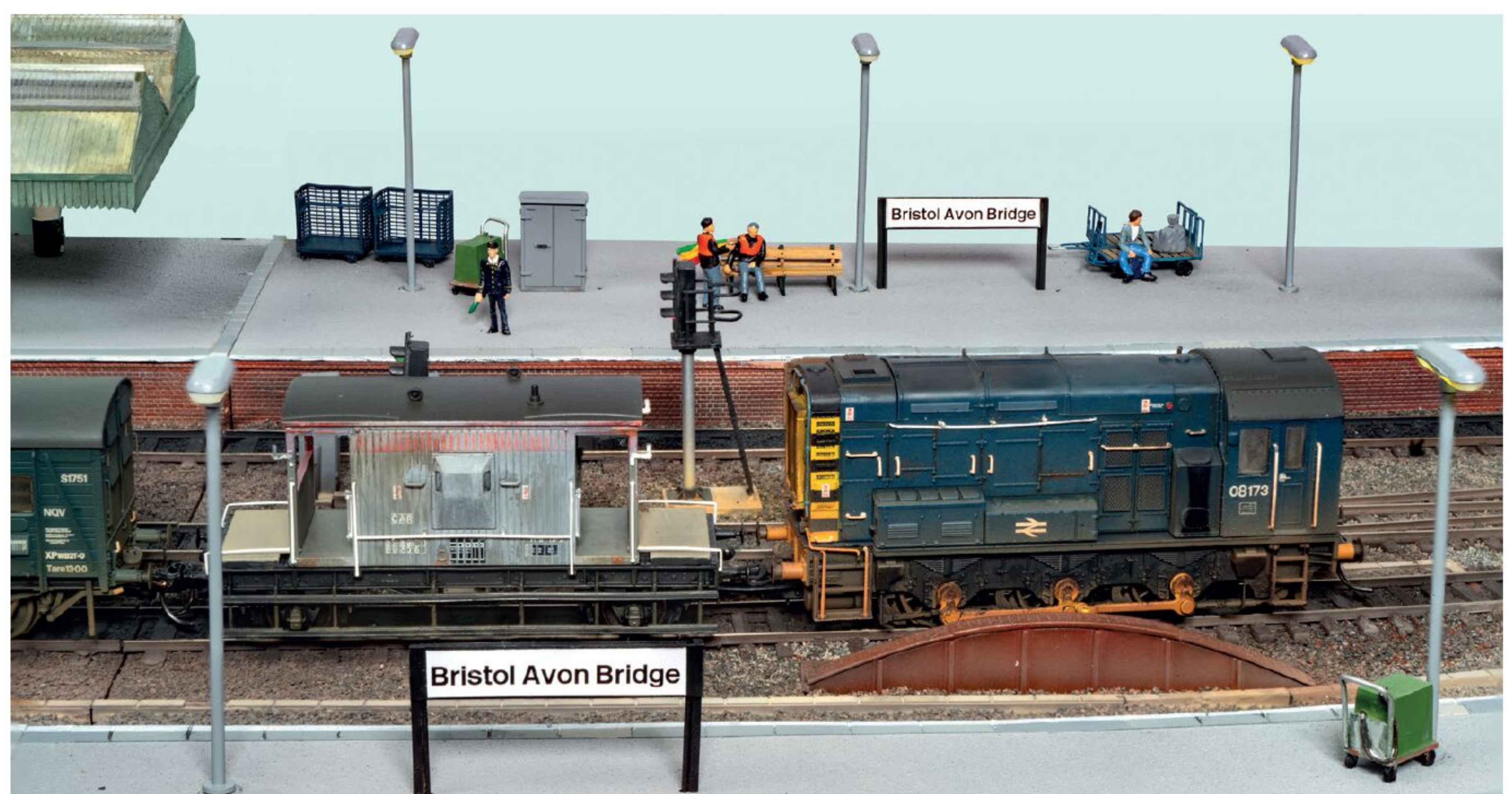
▲ A southbound HST arrives at Bristol Avon Bridge, the sound from its Valenta power units reverberating around the inside of the train shed.

Temple Meads when station staff were busy keeping the mail and papers moving.

I find a certain satisfaction in depicting rail and road vehicles, buildings and infrastructure in use, so you will rarely find anything too shiny on my layouts, and the era lends itself to a bit of a world-weary look. Toning the whole scene down with various weathering techniques using powders, washes and an airbrush I find is very therapeutic and this process helps to bring all the parts of the model together visually.

Locomotives and rolling stock

The stock list comprises weathered ready-to-run products, with some items modified to represent the huge variety of vehicles used for mail, parcels and newspaper traffic. In the future I plan to model the first generation DMU conversions to add further



▲ Class 08 shunter 08 173 – with its companion brake van – assumes its usual role of station pilot at Bristol Avon Bridge. Note the BRUTE trolleys on the far platform.

variety to the mail stock. Kadee magnetic couplings enable 'hands free' loco changes and shunting of mail trains.

Acknowledgements

Thanks to all who provided me with encouragement along the way, including members from my local club, and those on the DEMU online forum (Diesel and Electric Modellers United). A special thank you to my wife, Sarah, who is always very forgiving when I set up the layout for 'testing', which entails me taking over the lounge!

See the layout at Rail-Ex Taunton

Bristol Avon Bridge is booked to appear at Rail-Ex Taunton on 21 & 22 October 2023. For further details see Societies & Clubs or go to: www.railextaunton.uk

▼ An unusual working – in the form of a breakdown train – arrives from the south behind Class 25 Bo-Bo 25 052.



Part three: final stages and a special railtour

Sweet Caroline – making history in miniature

*Revolution Trains is producing models of the former Southern Region manager's saloon Caroline in OO and in N. Previous instalments (RM September and December 2020) described the history of this fascinating vehicle and the first steps in developing the models. In this concluding part **BEN ANDO** takes us through the final stages of production and includes a report on the manufacturer's exclusive 'Sweet Caroline' railtour.*



Once the computer design work (CAD) for the models has been completed, it's time to spend the big money.

The most expensive part of developing any model is creating the steel or aluminium moulds (known as 'tools') that are used to produce the plastic bodyshells and various detail parts.

The injection moulding process is simple: raw plastic granules in a hopper are fed into a heating barrel and then pushed into the mould at a pressure of several tons to ensure all cavities are filled and no details are missed. The plastic cools quickly, and within seconds the mould is parted and the

component or sprue of parts ejected. The simplest moulds are two plates that come together, with engraved cavities on each side, while most vehicle bodyshells with undercuts or openings such as window and door apertures require more complex, and expensive, collapsible tools. Detail variations can be depicted using different 'slides' in such moulds, but this adds to the cost and any joints between these slides can leave witness marks on the finished model.

Testing a new tool is often done at the end of the day and usually using any plastic granules left in the dispensing hopper. For this reason, the first parts are often in

▲ The finished OO gauge model being propelled by a Class 37, this version of *Caroline* reflecting the current condition of the real vehicle (see review on p848). Photo: Craig Tiley

random colours. Every tool can require slightly different settings of temperature and pressure so the operator will need to experiment a little to find the optimum levels.

An engineering prototype

Once these 'first shots' are satisfactory, the engineers will assemble them to check they fit together as they should, and that there are no obvious sink holes, moulding problems or distortion. Assembly of these



▲ Examples of some of the 'first shots' produced from the mould tools.

parts creates what is known as the First Engineering Prototype (EP1) and this is sent to us for our assessment and comments. Usually the EP1 will also include the lighting PCBs, pick-ups and other mechanical parts so the model can be thoroughly tested.

We received the first moulded samples of the OO gauge model in early summer 2021, which was some time later than originally anticipated but due to the ongoing effects of the Covid pandemic in China. It was assessed, and alterations and improvements were fed back to the designer, and then we moved on to the next stage.

Decorated samples

For these, the factory require us to send painting diagrams which detail exactly which colours and markings each model should have. Preparing the painting diagrams is perhaps the most laborious – and important – stage of the process. Dozens of photographs are pored over, and those who worked with the real thing often consulted. Sometimes detailed records are not available; however, rail markings, at least in the BR period, were usually fairly consistent across coaching stock and where lettering is



▲ A pair of First Engineering Prototypes showing some of the detail differences that the tooling has been designed to cater for. Images courtesy of Revolution Trains except where stated

features the correct combination of detail parts.

Decorated samples were received in December 2021, and quickly assessed and approved. After allowing a further three months for final pre-orders to be placed, the order book was closed and the final Purchase Order was submitted.



▲ A factory-decorated sample received by Revolution Trains for evaluation.

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CHASSIS

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An example of the painting diagrams that are supplied to the factory, identifying all colours and markings present on each version of the model.

Caroline Plate Artwork 600N > 1:76.2

CAROLINE

Two plates to be supplied with model in a bag with a card support.

Body Printing 600N > 1:76.2

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Packaging and shipping

After this the only jobs remaining for Revolution are to design the packaging and instruction sheet. We decided to create a complete manual including not just the operating instructions and parts diagrams, but also an illustrated account of the saloon's life and times.

Normally it would take around three to four months for an item of rolling stock to be produced; however, due to lingering effects of the pandemic and power shortages in China (with factories in some industrial areas limited to opening just two days a week for a period) production took nearly twice this.

The last stage of the production – and the first indication to us that the models will soon be ready to ship to the UK – is when the factory asks us for the barcodes to be applied to the finished, boxed models.

Once these are sent we will be given the weight and volume of the consignment of models and then it's a question of obtaining quotes for air and sea freight. After a post-Covid period of massively inflated prices the cost of sea shipping has now dropped back to normal, and is usually about a sixth of the cost of air freight, which makes sense as it takes about six times longer!



▲ Producing the packaging represents in itself a significant part of the design and manufacturing process. Photo: Callum Willcox

The OO gauge models arrived into Southampton docks aboard the *One Tradition* container ship at the end of July and were delivered to us in early August having cleared customs, VAT payment and so on.

Delivery

The very last stage of the process is sending them out to customers – for that my co-director Mike Hale usually comes up to Cambridgeshire and we spend two or three

days simply picking, packing and posting models out to those customers who pre-ordered. Revolution is a tiny company – there are only four of us in the business – and we don't contract out deliveries so we all pitch in if necessary!

We usually send out paid-up pre-order models first, then as balance payments are received we send out those models and supply retailers with the ones they've ordered. At the time of writing all the pre-ordered models (bar a tiny number) have been dispatched, and we are now looking ahead to the next delivery of different OO models!

The secret diary of TDB975025, aged 53¼

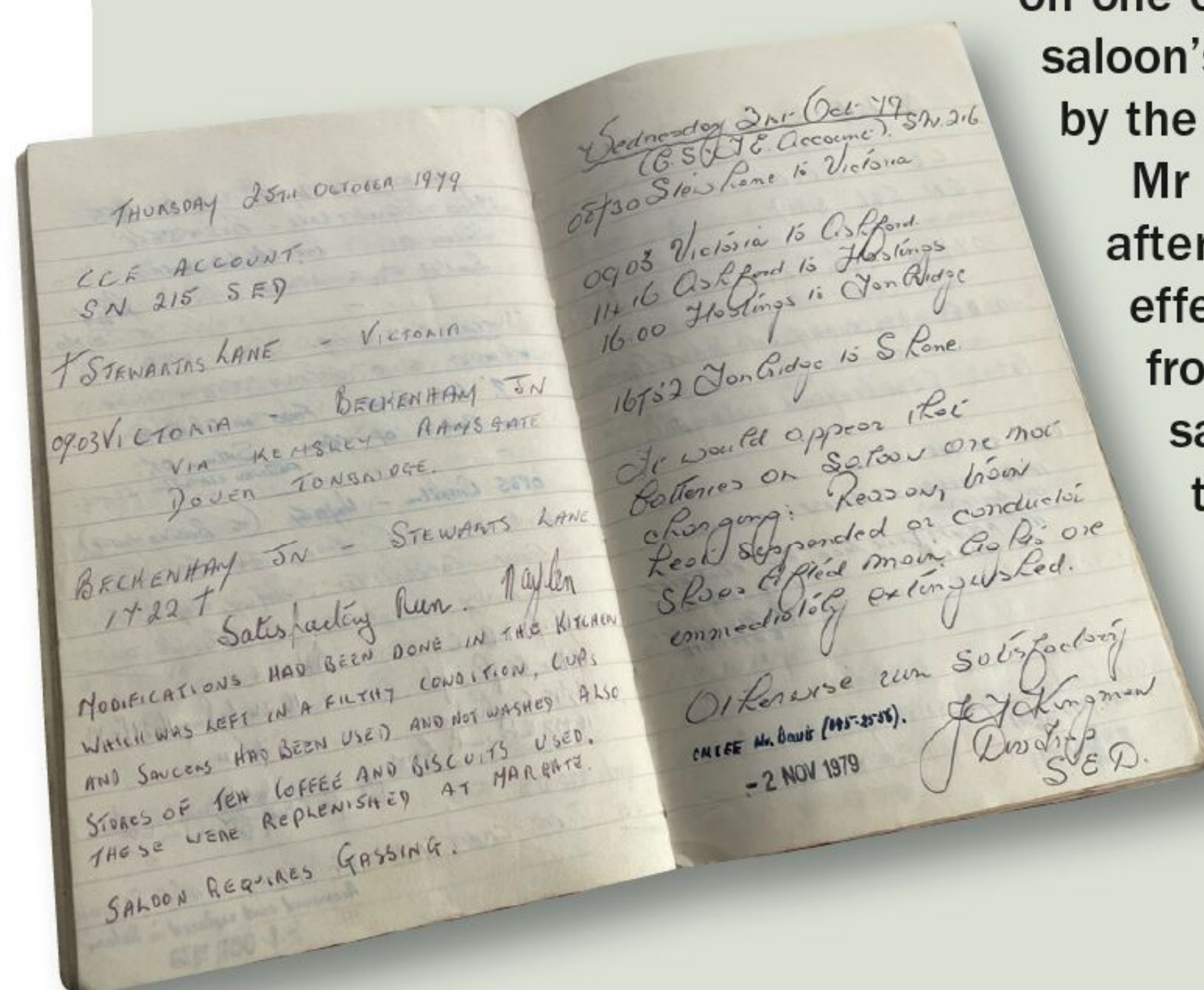
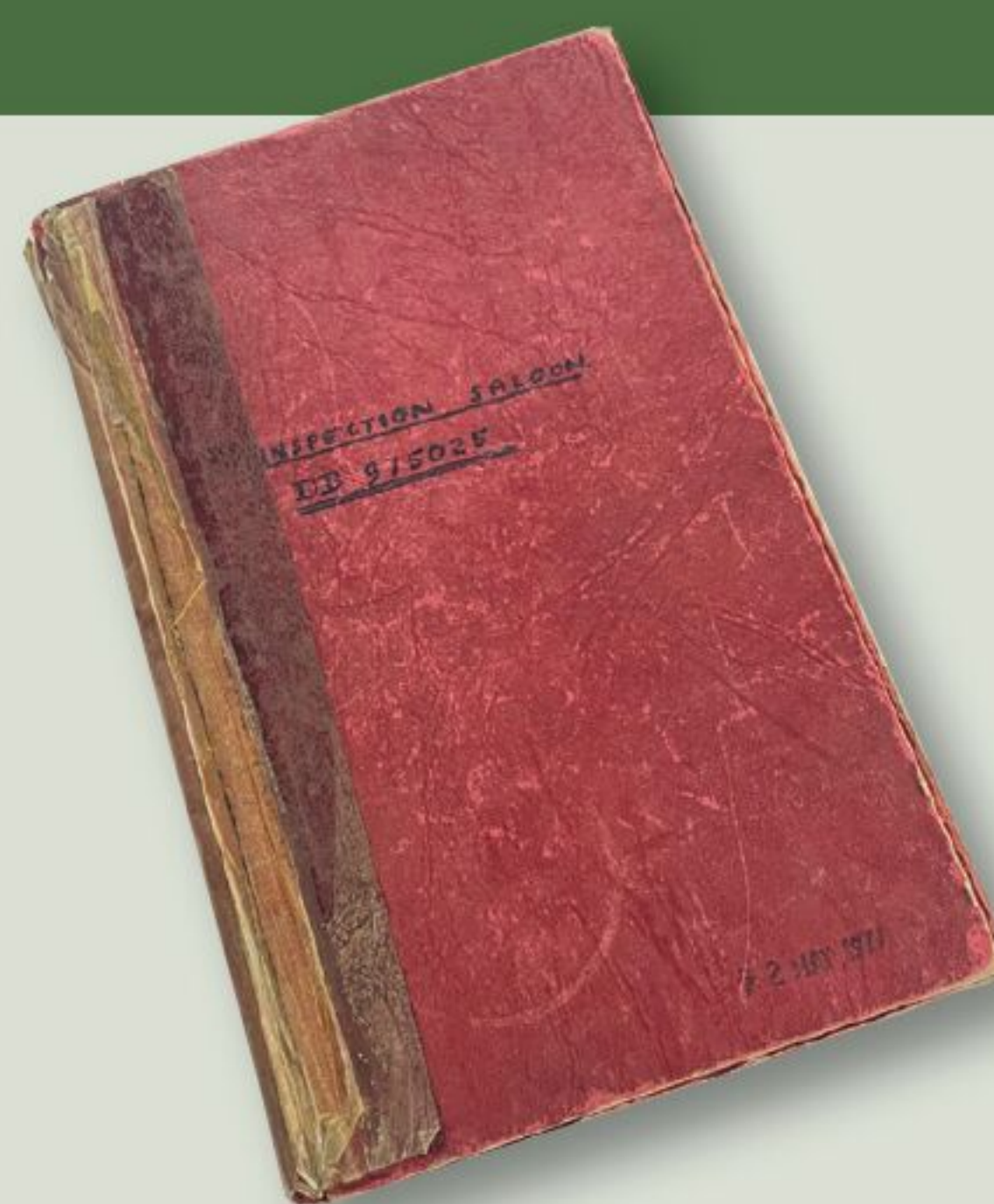
Readers who have followed this three-part series of articles will know that the mysterious identity of the real *Caroline* was solved by a letter sent in response to the first article, and now something equally fascinating has come to light thanks to reader John Cherry: the operating diary of the saloon from May 1977 to September 1988.

The journal was allocated to 'Room 341 – Waterloo Station' and the first recorded journey of this period was from Stewarts Lane to Wimbledon Park sidings via East Putney, then on to Waterloo and down to Eastleigh. On this trip it is recorded that the driver's window at the No.1 end would not fully close, with the result that it "whistles at high speed."

While many entries record the saloon's performance as 'satisfactory' other gripes listed include a lack of hot water, occasional gas leaks in the kitchen, stiff doors and, on one occasion in October 1979, that the saloon's kitchen was left in a "filthy" condition by the previous users!

Mr Cherry says he came across the journal after being asked to sort out the personal effects of a former colleague who rescued it from the bin soon after stewardship of the saloon passed from the Southern Region to Network SouthEast.

As *Caroline* has been set aside for the National Collection, we intend to forward the journal to the National Railway Museum at York, to be placed inside the saloon once it is withdrawn for preservation.



A special railtour

However, this was not the end of the *Caroline* story. Network Rail and Loram had agreed that we could charter *Caroline* for our own exclusive 'Sweet Caroline' railtour, and this took place on 11 May 2022.

There was something of a panic the day before the trip as we were informed that Loram's usual driver did not have the route knowledge required, but after some stressful phone calls GB Railfreight came to the rescue and provided a route conductor for those sections.

Everyone gathered at Derby station that morning before we were ushered through the gates by station staff. The VIP guests on board included those whose names were selected in the free draw we had held for those who pre-ordered a model, including one customer who travelled all the way from Australia, and the winner of an auction to raise money for charity.

Caroline drew in, pulled by 37 418 *An Comunn Gaidhealach* in its retro BR large logo livery, and we were invited on board by the stewards Shanice and Andy. *Caroline* was at the rear proudly displaying a 'Revolution Trains – Sweet Caroline' headboard produced for us by Stephen Cliff of Procast Foundry.

The train had been marshalled to ensure that *Caroline* would be propelled, and just after 0900 we pulled out of the station with Carl from Loram driving and Tom from GBRf acting as route conductor, with the train being driven from the larger saloon.

Caroline is unique on the network in being the only vehicle in which passengers are in the same space as the driver. For the non-railway staff on board – including me – it soon became clear that not only did this give us a remarkable view of the line ahead, but also, on the parts that were route conducted, an excellent insight into the concentration required as we could hear the positions of upcoming signals, junctions, crossings and other potential hazards being called out.

The first stage of the trip took us from Derby south along the route of the former Birmingham & Derby Junction Railway through Burton-on-Trent and on towards Lichfield, where just north of the station itself we took the freight-only chord to join the northbound West Coast Main Line.

On this stretch a breakfast of bacon or sausage sandwiches was served and plenty of tea – but of course nothing stronger as the former ‘gin palace’ is now an alcohol-free zone.

We diverted off the WCML north of Rugeley to join the former North Staffordshire Railway, following the path of the Trent and Mersey canal, passing through Stoke-on-Trent and reaching Crewe from the south. After a short stop we continued north to Sandbach before branching onto the freight-only line at Middlewich. This is a single-track line and we had to pull into the loop in the former station to allow a southbound GBRf stone train to pass.

After reaching Northwich we continued on towards Manchester before diverting across the south of the city to reach the Hope Valley line. For me this was the high point of the trip, as the clouds broke to allow the spectacular Peak District scenery to be bathed in glorious sunshine.

Turning south at Dore & Totley, we joined the Midland Main Line, heading south to Chesterfield and then on to Toton depot, before turning west and finally returning to Derby station and the end of the tour.

As an additional treat Loram had offered a depot tour and those who wished to take up this kind offer remained on board and were driven into the depot.

The trip concluded with an opportunity to see inside many of the specialist coaches used for track inspections and monitoring that are kept and maintained for Network Rail by Loram at Derby.

Revolution Trains would like to thank Andrew Haines and Charlotte from Network Rail, Ross White of Loram and GBRf for their kind assistance in enabling the ‘Sweet Caroline’ railtour to take place.

N gauge models to come

In addition to the OO models mentioned in this article, N gauge versions of *Caroline* are

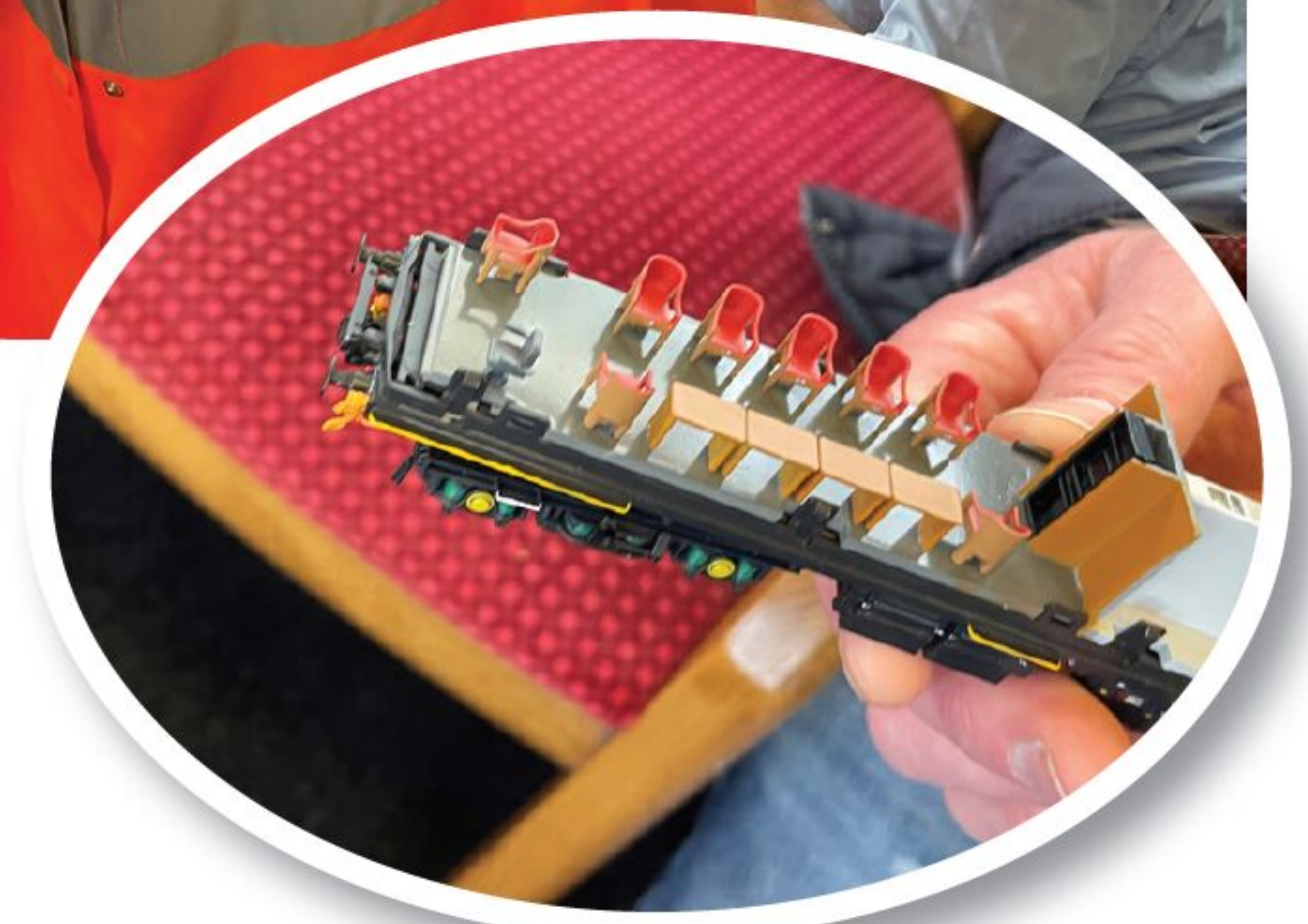


▲ The passengers of the ‘Sweet Caroline’ railtour are pictured at Derby before the start of their journey. Revolution Trains’ Ben Ando is second from left, whilst the firm’s Mike Hale and Mike Buick are also pictured (fourth from left and far right respectively).

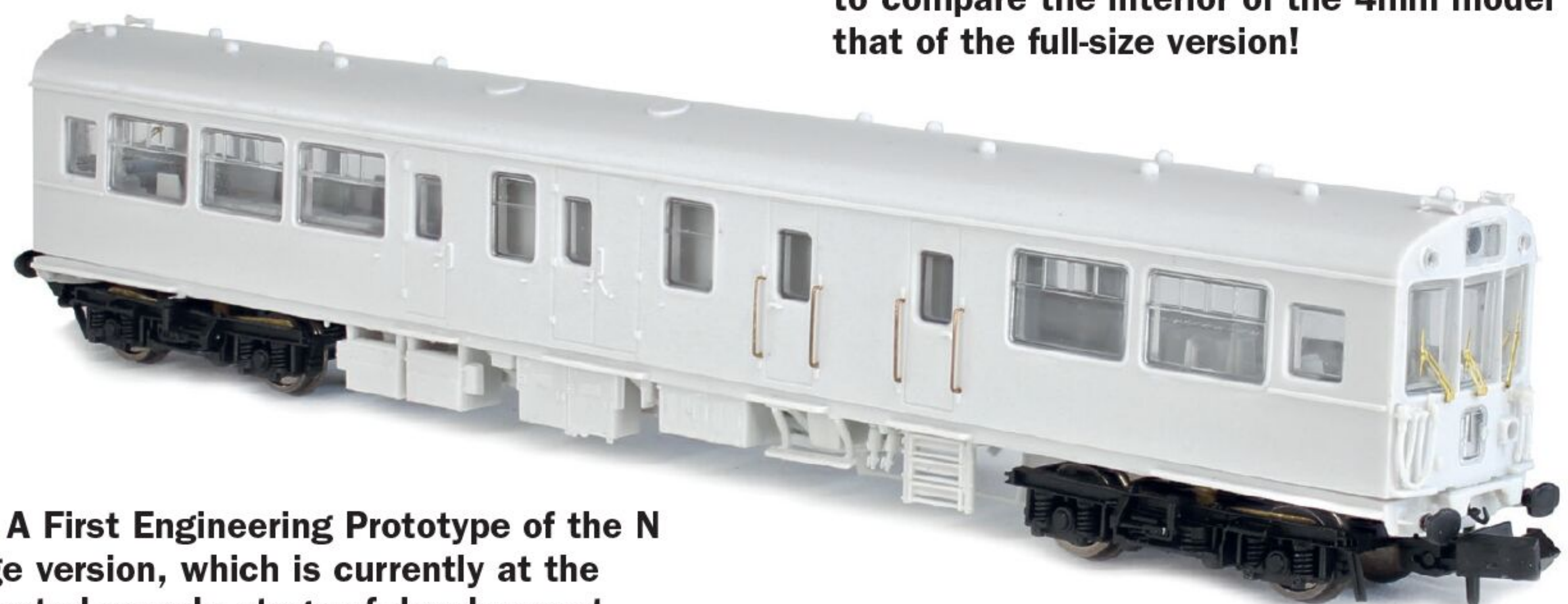


▲ *Caroline* is unique on the national network in being the only vehicle in which passengers can travel in the same space as the driver.

at the decorated sample stage with finished models expected in around six months time. These can be pre-ordered at:
www.revolutiontrains.com



▲ The railtour provided an ideal opportunity to compare the interior of the 4mm model with that of the full-size version!



▲ A First Engineering Prototype of the N gauge version, which is currently at the decorated sample stage of development.

A diorama project for Warley 2023

Constructing a static caravan in 7mm

Warley Model Railway Club's **ANDY HUDSON** is in the process of building a working 7mm scale diorama for display at the organisation's annual show at the NEC in November. Here he describes how he scratch-built one of the key lineside structures.

In the September edition I recounted the background to the O gauge diorama that I am in the process of constructing, which will be displayed on the Warley Model Railway Club's stand at this year's NEC show on 25 & 26 November.

The working diorama, which measures 14' long by 2' deep, will run end-to-end between two fiddle yards. It depicts a rationalised passenger route that has been reduced from double track to a single line.

Amongst the key scenic features that will be included on the diorama are a river bridge (described in the September issue*) and a caravan park. It is the construction of a static caravan for the latter that forms the focus of this article.

Online research

My first thoughts when building the static caravan were of establishing the overall size and shape. A common feature of holiday parks across the country, the appearance of these structures will be familiar to many, so I was keen to make sure I got it right.

I undertook some research online and found countless images, together with line drawings of static caravans, which were ideal for my needs (just search for 'static caravan drawings').

When I found the design I liked, I printed a copy at 7mm scale (1:43.5). The design was for a 35' caravan, which equated to a model 245mm long. Fortunately, the drawings I found also showed the interior, including all the internal walls and the positions of the kitchen, bathrooms, and bedrooms.

I attached my 7mm paper printouts to 1.5mm thick plasticard sheet using a glue stick and then cut the parts out by hand with my trusty scalpel. I would have loved to have had space for several caravans but there just wasn't sufficient space available.

Construction

Once all the parts were cut out and the edges sanded smooth, the basic structure was glued together. The parts were held in place using magnetic right-angle squares from York Modelmaking to ensure the corners were joined square. I used Tamiya Extra Thin Cement to weld the joints, this giving me a very sturdy shell for the structure (photo 1).

I added some relief to the surfaces of the exterior walls by attaching Plastruct strips of varying thicknesses and depths (photo 2).

The main shell of the caravan was painted using various Tamiya and Vallejo acrylic paints.

SEE IT AT THE WARLEY NATIONAL



Saturday 25 & Sunday 26 November

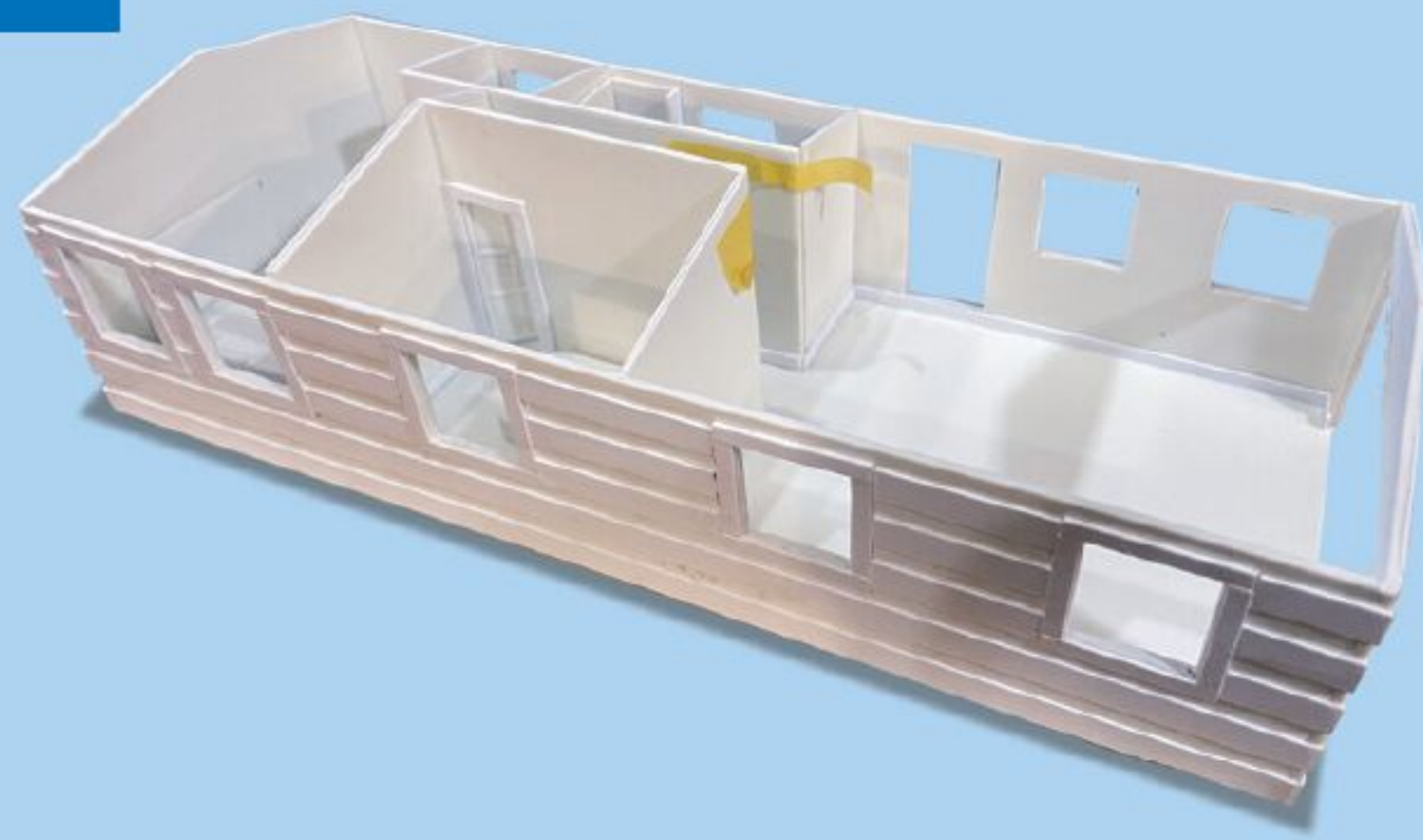


The static caravan is pictured *in situ* on the diorama, which is still in the process of being constructed. All photos by the author



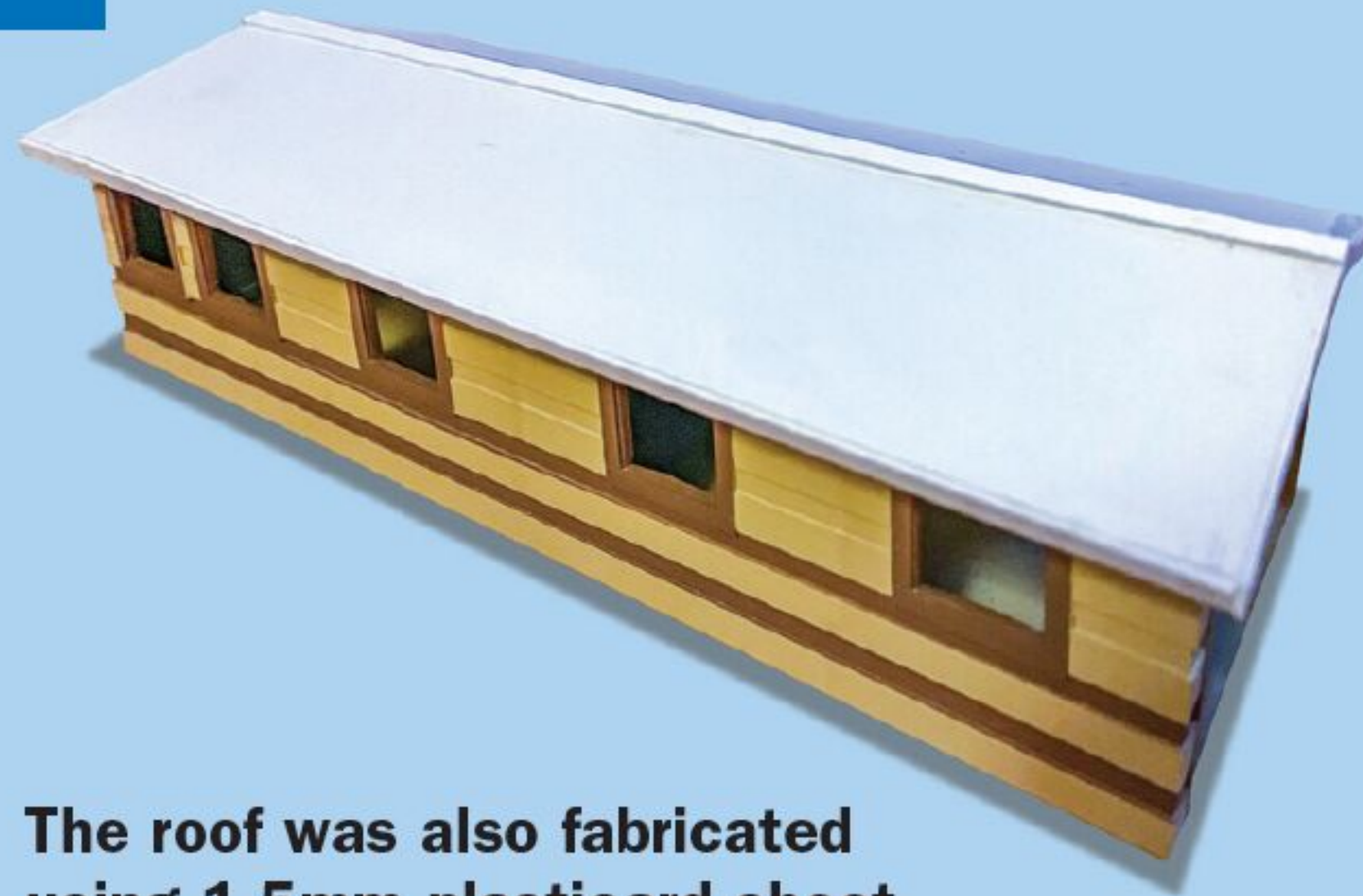
The basic shell was created using 1.5mm plasticard sheet.

2



Panelling on the external surfaces was added using Plastruct.

3



The roof was also fabricated using 1.5mm plasticard sheet.

4



Windows were formed of plasticard strip with clear plastic for glazing.

The next part to build was the roof. I used 1.5mm plasticard to form the two halves of this, with formers used to brace the parts at the required pitch (photo 3).

The internal ceiling was glued to the underside of the formers, this creating a cavity inside the roof space which I used to run the wires for the internal lights. (The roof is kept as a separate unit so that access to the interior can be retained.)

Windows were formed of styrene strip with clear plastic sheet used for the glazing (photo 4).

Slater's corrugated embossed sheet was used to simulate the roof surface (photo 5).

The base for the caravan had me scratching my head for a while; ideally I wanted to add support legs and wheels etc. but this could have proved to be quite fragile. Fellow Warley MRC member Paul Jones came to my rescue and suggested that I could add a brick base around the bottom of the caravan, which for me seemed like a sensible option (photo 6).

The deck area for the front of the caravan was made from a combination of 1.5mm plasticard, Slater's embossed planked sheet, and Plastruct strip of various thicknesses (photo 7). The deck was actually constructed in the same way that you would build a full-size version.

Internal detail

I really wanted to add interior detailing, but I realised that much of it wouldn't be visible on the finished model, unless you lifted the roof off. That didn't put me off, however, and I decided to go to town with the interior regardless!

The kitchen area, cupboards, stove and microwave were all sourced online via the retailer www.3dprintingcorner.co.uk (photo 8) along with the bins

5



Slater's embossed corrugated sheet was used to cover the roof.

6



A brick base was added around the lower part of the caravan.

7



A multitude of Plastruct section was used to create the decking.

8



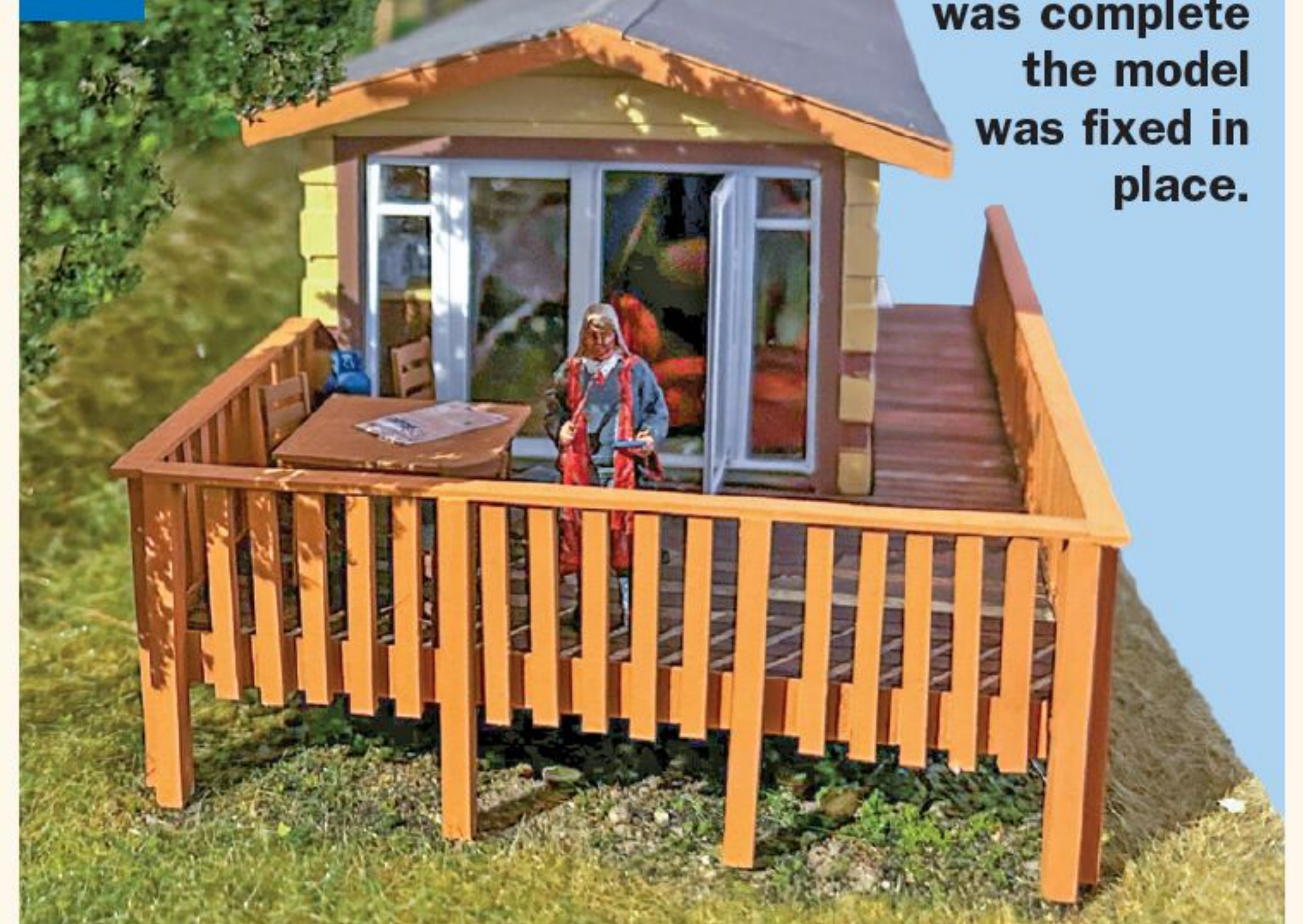
The caravan includes full interior detail – even a bathroom!

9



Many of the items used for the interior are 3D-printed products.

10



After painting was complete the model was fixed in place.

and chairs. The table was purchased from Scale Model Scenery whilst the bathroom (photo 9) was obtained from a well-known online auction site, and again 3D-printed.

Interior detail also includes a carpet, towel rail and towel,

whilst another internet find was the sofas, along with the TV from 3dprinting corner, to which I've added a screenshot from one of my favourite films.

With the caravan completed and fixed *in situ* (photo 10), attention then turned to

finishing other parts of the diorama.

* [Ed. In this article it was incorrectly stated that the stonework was Slater's embossed sheet: it was in fact made using Wills 4mm scale Coarse Stone material sheet (ref.SSMP200).]

Tunbridge Wells West

ANDY OFFEN had long dreamt of modelling this former London Brighton & South Coast Railway station in Kent as it appeared in the BR steam era. Now in retirement, he fulfilled his dream in a space of 11' 6" x 5' 6", using mainly proprietary products to echo the features of the real location.

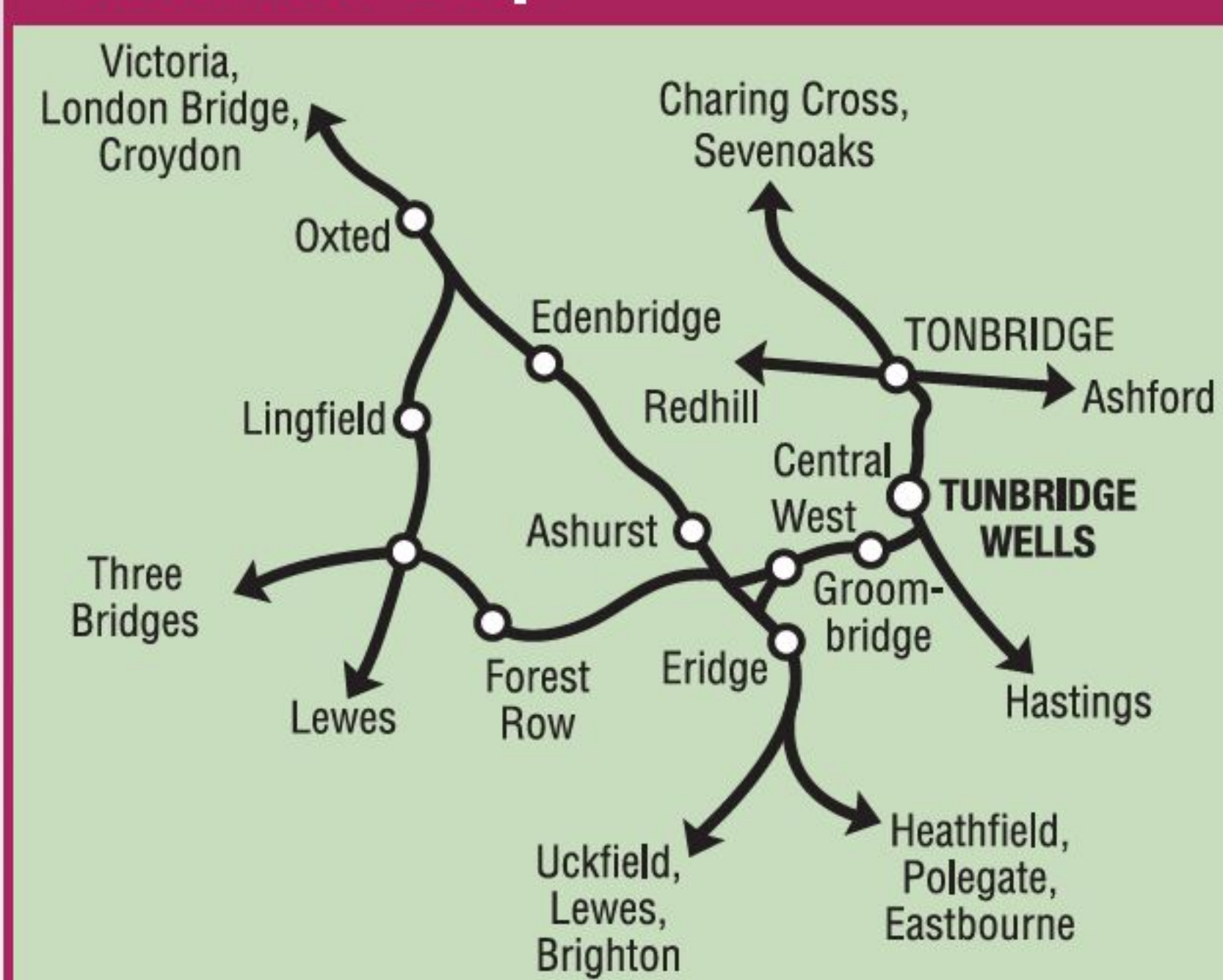
Tunbridge Wells West was once part of the London Brighton & South Coast Railway company's network. Lines converged from London (via Oxted), Three Bridges (via East Grinstead), Brighton and Eastbourne. A single line connection to the east met the South Eastern Railway's Tonbridge-Hastings line at Grove Junction.

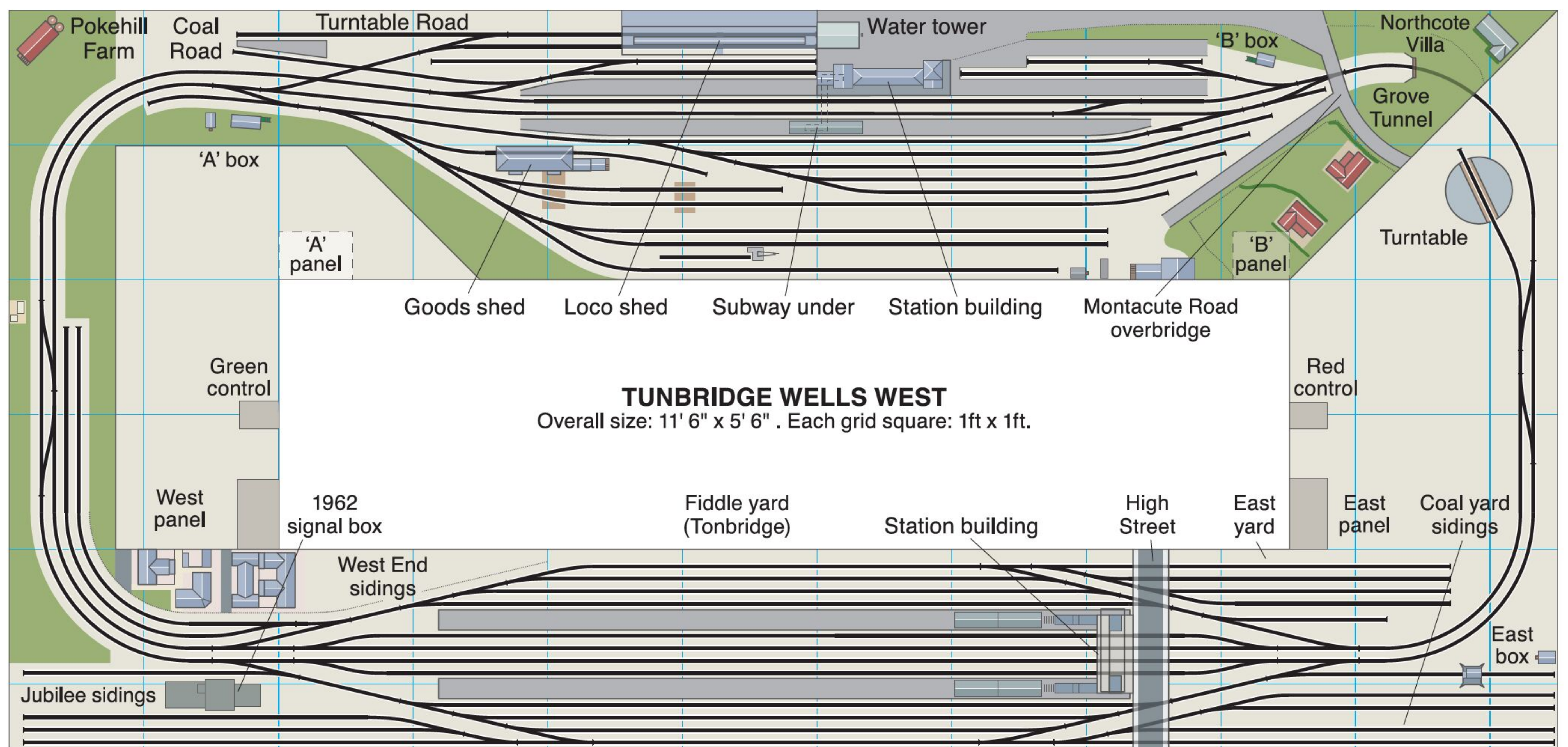
As such, TWW was very much the hub of operations for steam-operated services east

Bulleid light Pacific No.34066 Spitfire at Tunbridge Wells West with the 'Sussex Downsman' railtour from Waterloo on 22 March 1964. Photo: Rail Photoprints

of the Brighton main line. But Tunbridge Wells was not itself the prize. Its commuters could reach London more quickly from the SER's Central station. Most commuter traffic was collected en route from towns like Forest Row, East Grinstead, Lingfield, Edenbridge and Oxted. Services to Victoria and London Bridge reached Oxted either via East Grinstead High Level or more directly via Edenbridge Town. Push-pull services made connections at Oxted to match. Goods services also reached the West from all directions, but mainly served intermediate stations. Again, there were more extensive

Location map





goods and coal facilities at Tunbridge Wells Central Goods. TWW was, however, the destination for loco coal in (and ash out), mail, newspaper and fish traffic and also saw cattle and milk empties passing through.

Although it was laid out as a through station, the LBSCR operated it very much as a terminus. Arriving Down trains could only use the west bay or Down main platforms, but departing trains could be signalled to depart from all four west-facing platform roads.

The plan described

In the August 1977 edition of *RAILWAY MODELLER* there was an article titled *The Art of Compromise* by Keith A Ladbury. That art applies very much to my layout, in terms of



▲ Bulleid Merchant Navy Pacific No.35028 *Clan Line* runs through Tonbridge with the Down 'Golden Arrow' from London Victoria in August 1958. Photo: Rail Photoprints

▲ The 3.35pm to Tonbridge arrives at its destination behind a BR Standard 4MT 2-6-4T. The footbridge was adapted from a Metcalfe kit.



track plan, buildings, stock, time period and operations.

The track plan I devised (see above) includes the key features of the original station but I have simplified the sidings near the loco shed, reduced the shed to two roads and dispensed with the turntable – I'll return to that later. The short length of isolated track between the crane road and back road is an anachronism. It held oil tank wagons that formed the fuelling point for the diesel-electric units that replaced steam from 1962 onwards. However, this feature was so nostalgic for me from my memories of TWW in the 1970s that I had to include it.

Trackwork is Peco Streamline code 80 –

except for the corners which are Peco Setrack. I use third and fourth radius except for two fiddle yard sidings that extend inside the curve. Points are Electrofrog for the fans of sidings in the goods yard, carriage sidings and fiddle yard; Insulfrog for all others. All points are medium radius except for one large radius item at the entrance to the Up loop and two small radius examples for the east bay and the loco yard entrance. The large radius point dictates the angle at which the main line recedes north at each end to make full use of the baseboard corners. Short transition curves ease these entries with the curved sections.

The platforms are straight instead of curving southwards at their eastern end, but this greatly simplified construction. My platforms were made from 10mm by 36mm stripwood.

The plan preserves the satisfying tapered alignment of the carriage sidings against the goods yard access road.

The fiddle yard is modelled in the style of Tonbridge station, but with Tonbridge West Yard's north and south marshalling sidings enveloping the station. The real yard was, yes, to the west. With Jubilee Sidings running straight on behind the power box while the main line curves to the north, a nice illusion is made of the diverging Redhill and Sevenoaks lines. Facing and trailing crossovers at each end of the layout allow every fiddle yard road to be reached from any direction. Similarly, the turntable can be accessed from any fiddle yard road. Using Setrack curves makes for generous track centres on the main lines, but this gives welcome clearance for the arches of Tonbridge station's distinctive four-arch overbridge.

Traditional control

I adopted 12V dc analogue control for a number of reasons, one being that I find it more reminiscent of operating the layout under absolute block conditions.

Gaugemaster Combi controllers at each end of the layout are designated 'Red' and 'Green' control. Connection to the layout is via four panels, TWW 'A' and 'B' panels and Tonbridge 'East' and 'West' panels. Voltage drop is minimised by running three 'ring mains' around the layout for Red feed, Green feed and common return. The ring mains connect the four panels and two controllers with each other.

I have adopted a wiring convention that directs all feeds and section breaks to the outer rail and all returns and isolating section connections to the inner rail. All power feeds can be switched to either Red or Green control (or to centre-off). I usually operate the layout alone so I use Red control for movements to and from Grove Junction and Green control for everything else. Sections could easily be switched to operate TWW from one controller and the fiddle yard from the other, especially if operators were offering trains to each other. A third possibility would be to operate Down trains



▲ H Class 0-4-4T No.31263 outside the four-road Tunbridge Wells West shed on 7 July 1963. Photo: Rail Photoprints

The distinctive two-storey goods shed was fashioned from three Metcalfe Models card kits; two goods sheds and an engine shed. The trackwork has not been ballasted to facilitate maintenance. Layout photos by the author



from one controller and Up trains from the other.

(Incidentally, before TWW's boxes were renamed 'A' and 'B', the former was called Tunbridge Wells West West.)

There are isolating track sections where engines stand in each of TWW's Up and Down main platforms, in each bay platform and in the siding adjacent to the west bay. This last facilitates shunting of the coal and ash roads. In the loco yard there are numerous isolating sections in the shed roads and in the 'turntable' road.

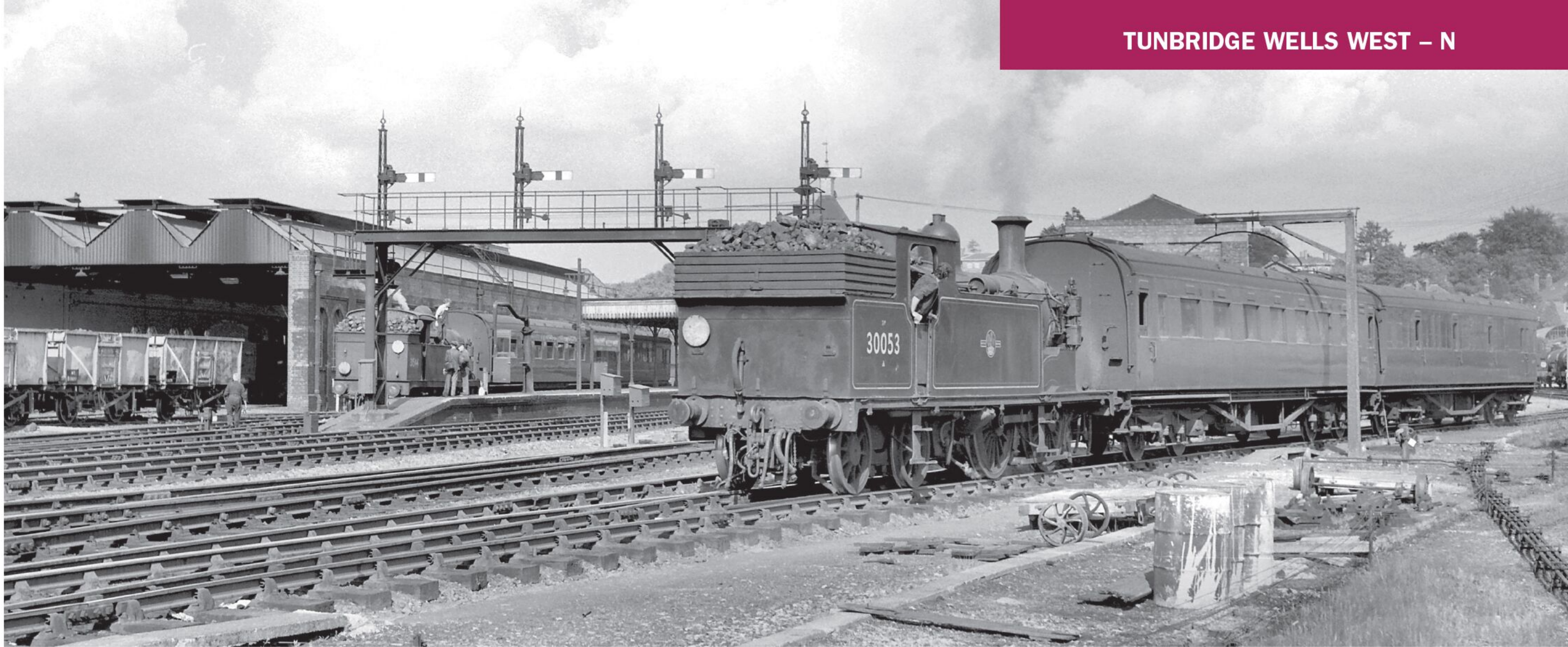
Except for the outermost roads, each fiddle yard loop is divided into two isolating sections. Each can therefore hold either two trains or one train with an engine at each end capable of independent control. The outer roads have power feeds and are kept clear for running round and shunting the sidings at each end.

The other fiddle yard loops are used as the following destinations: East Grinstead, Oxted and all points beyond, including Three Bridges, Victoria and London Bridge (three roads); Tonbridge (two roads); Uckfield, Lewes and Brighton (two roads); and Heathfield, Polegate and Eastbourne (three roads, including one spare). The fans of fiddle yard sidings are mainly for goods traffic but can also accommodate locos and passenger stock between turns.

The engine shed and goods shed both lift out to ease track cleaning. Point operation and uncoupling are both manual.

Buildings and structures

Buildings are mainly kit-bashed Metcalfe models. TWW station building is made from two country stations and a department store. The goods shed is built from two small goods sheds with its upper storey derived from an engine shed kit. The engine shed itself is formed from two kits joined together. It is only half-roofed. This is so I can see the isolating sections inside, but it is reminiscent of the state of the shed after wartime bomb damage until a new steel and asbestos roof went up in 1955. An old wardrobe mirror is mounted on part of the back wall and serves two purposes. Firstly, it gives sight of the street side of the station building and, secondly, it gives the illusion of the prototypical four-road shed. The water tank is a 4mm Dapol kit (TWW had a large specimen) – Ratio N gauge signal ladders bring it into proportion. Montacute



▲ Pull-push-fitted Drummond M7 Class 0-4-4T No.30053 (now preserved) leaves the yard at Tunbridge Wells West with empty coaching stock that will form the 4.47pm service to Three Bridges on 7 June 1963. Wainwright H Class 0-4-4T No.31544 waits in the background with a service to Oxted.

Photo: Mike Morant collection

Road bridge is a Metcalfe model and the tunnel portal is Peco.

Other buildings include some Kestrel Designs kits, such as Pokehill Farm, onto which I have grafted oast-houses made from cling film tube and paper cones. Others I have painted up as mock-Tudor desirable residences for the good people of Montacute Road. Northcote Villa (above the tunnel) is scratch-built from card using left-over glazing from the station kits. Kestrel/Faller also supplied the coaling crane, whose undercarriage straddles one of Tonbridge's Coal Yard sidings to support the East Box, a Peco kit. East and West boxes were replaced by the 1962 power box as part of the Kent Coast electrification.

Tonbridge station building and 1962 power box are scratch-built, the former from card, the latter from plasticard. A modified Metcalfe footbridge and Ratio canopies

An overall view of the station area with the 12.02pm passenger service to Brighton ready to depart behind a Fairburn 2-6-4T. Only two roads of the engine shed have been modelled, with a mirror used to create an illusion of a four-road structure.



adorn the platforms. Tonbridge High Street overbridge is built from wood, card, brick paper and Peco platform edging (as bridge parapets). It too is removable for track cleaning.

Operations

My research was helped greatly by using the Southern Railways Group Library. This is a fantastic resource for track plans, signalling diagrams, working timetables, engine workings, carriage working notices and much more. The group also has an excellent bi-monthly magazine covering Southern matters old and new.

Relatively recently I happened upon Xpress Publishing's *The District Controller's View* series. No.15 features all sorts of operating information for Tunbridge Wells West and East Sussex in summer 1952. I love this timetable as it pre-dates the hourly interval service introduced from 1955, which would've become rather repetitive.

The summer 1952 TWW timetable needed 39 engines from nine depots along with 46 carriage workings. I manage to run the sequence with 19 locos and 12 carriage sets. This is thanks to two factors. Firstly, the transit time from TWW to the fiddle yard is significantly less than from Tunbridge Wells West to Victoria calling at all stations to East Croydon via East Grinstead and Oxted. Secondly, some stock is able to teleport between locations. I try to keep this to a minimum but it is necessary in part due to

the number of unbalanced workings. Cases in point are Brighton services, many of which are balanced by workings by-passing Tunbridge Wells, either via the Groombridge triangle or direct from Lewes to East Grinstead via the Bluebell line. The mismatch generally reverses from the morning to the evening peak.

Motive power

TWW's locomotive allocation consisted entirely of tank engines, but tender locos did operate into the West. Unfortunately, large tender engines could not fit onto the 48' turntable. Instead, they were turned on the Groombridge triangle, running tender-first to Erridge then returning via Ashurst. Examples were: Stewarts Lane Duty No.503 which at various times was worked by a BR Standard 4-6-0 and a U1 Class 2-6-0; and Brighton Duty No.765, an LBSCR K class Mogul, in order to work its return goods to Lewes.

Pride of the line is Graham Farish Bulleid Merchant Navy Class No.35028 *Clan Line*, which I run in memory of an old friend, Eddie Hawkey. Merchant Navies never ran on the SR Central Division, but the Bulleid light Pacifics did, working into TWW at weekends and hauling the heaviest weekday business trains between London and Brighton via Oxted and Uckfield.

Smaller tender locos were turned at TWW, but I adopt the later practice of running the Tonbridge and Eastbourne goods through to each other's destination, instead of both turning back at TWW. A pair of Farish SECR C Class 0-6-0s cover these turns. Three Bridges passenger services had a remarkable variety of motive power, including goods engines. This affords me the chance to use the engines on the Norwood and Brighton goods on such workings. They can turn at Three Bridges, then return ready to head their homeward goods workings chimney-first.

I have a Dean Sidings kit for an LBSCR E4 Class 0-6-2T to build. In the interim a Farish J94 covers the Three Bridges freight turn. A Graham Hughes SECR L1 4-4-0 awaits similar attention before joining the Tonbridge-Brighton roster. I would love an LBSCR C2X

for the Lewes goods, but a Union Mills LSWR 700 Class 0-6-0 is an able substitute.

I use a Fowler 4F in lieu of an SR Q class 0-6-0 on the Norwood goods. At least it has the correct wheel arrangement and power classification. Midland engines – whatever next? In fact, Fairburn Class 4 2-6-4Ts were so successful on locomotive exchange trials that a production run was ordered from Brighton Works. They then formed the mainstay of TWW's allocation, along with their BR Standard equivalents. I run several examples, one a Fleetline kit (bought pre-assembled), the rest Farish. Several Ivatt Class 2 2-6-2Ts were also allocated to the Southern Region, including one at TWW. My example is by Minitrix.

TWW's allocation included six spare engines, but none was rostered as station pilot. Instead, shunting duties were allotted to engines between their regular passenger and goods workings.

The turntable at TWW was removed altogether before the end of steam. This was a problem for the Class 4 tank engines because they were not allowed to operate into London bunker first. The solution was for incoming engines to work the next train south to Brighton or Eastbourne, turn, work back to TWW, then be ready to return to London chimney first.

Most Brighton services worked through to Tonbridge, hauled by tender engines. I use a BR Standard 4MT 2-6-0 (Redhill shed had several), an SECR N Class 2-6-0 and a Dapol Schools Class 4-4-0, although the Schools would be more at home on the SER Hastings line.

Rolling stock

Carriage stock changed as older vehicles were cascaded down throughout the post-Nationalisation period. I run sets of Maunsell, Bulleid and BR Mk.I corridor stock and an SECR Birdcage three-coach set, mostly Farish and Dapol.

A Lima chassis supports an LBSCR push-pull coach, a 3D print by Recreation21. This

is usually in the charge of a Dapol A1X 'Terrier' 0-6-0T. 'Terriers' did not operate out of the West, but they bear a close family resemblance to the Stroudley D1 0-4-2Ts that ran pull-push services until replaced by SECR Class H and, later, LSWR Class M7 0-4-4Ts.

The SER's Hastings line had a famously narrow loading gauge and the tunnels between Tonbridge and Grove Junction had a similar, though less severe, restriction. I try not to run anything but 'Birdcage' three-coach sets and Maunsell four-coach sets through Grove Tunnel. Engine changes are sometimes necessary at TWW for the same reason.

Carriage enthusiasts would enjoy some of the sets allocated to TWW. For reasons of space, I have omitted the six-, seven- and eight-coach sets, which included a 6-TC set topped-and-tailed by redundant EMU driving trailers. Although known as a pull-push set, it was only ever used as hauled stock. I plug the resultant gaps in the service simply by sending the previous train on a second circuit of the layout.

I use a couple of Pullmans in place of the loose corridor thirds that strengthened some peak services. These never worked regularly out of TWW but the nearby Hastings line had some restricted gauge examples among its regular sets. When I am not running the TWW timetable it is fun to run the Pullmans among Maunsell or Bulleid four-coach sets and luggage vans behind *Clan Line* as Channel Ports boat trains through Tonbridge.

Passenger-rated vans were used for mail, newspaper and fish traffic. Milk empties usually took the form of vanloads of churns, but aesthetically I prefer to see six-wheeled tank wagons at work. Express Dairies had a siding and depot at Horam on the Heathfield line until that traffic was lost to road transport.

A c.1958 view of Tunbridge Wells West taken from Montacute Road overbridge with carriages seen stored on the left.
Photo: Transport Treasury

Finishing touches

Signals are by Ratio and include an unusual lower-quadrant under-slung bracket signal welcoming trains from Grove Tunnel. Three-bar fencing is by Peco. Trees are from Woodland Scenics components. Road vehicles, water cranes and platform lamps are by Langley Models. Subway entrances and other platform furniture are Peco.

Figures on the layout are a mixture of pre-painted Farish and self-painted P&D Marsh. These are mounted in groups on unobtrusive bases to aid placement and movement.

I have lost count of the number of compromises that I have made in order to make my layout possible. But by making them, I have fulfilled my pipe dream, at least to my own satisfaction and very great enjoyment.

Further reading

Branch Lines to East Grinstead by Vic Mitchell & Keith Smith. Published by Middleton Press. ISBN: 090652007X

Branch Lines to Tunbridge Wells by Vic Mitchell & Keith Smith. Published by Middleton Press. ISBN: 9780906520321

The Cuckoo Line by A C Elliott. Published by Wild Swan Publications. ISBN: 9780906867631

The District Controller's View – No. 15, Tunbridge Wells West & East Sussex. Published by Xpress Publishing. ISBN: 9781901056426

Southern Region Engine Workings by C J Gammell. Published by Oxford Publishing Co. ISBN: 9780860935100

To join the Southern Railways Group, email: membersec@srg.org.uk





RAILWAY MODELLING *Explored*



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

THIS MONTH • A Cornish freight scheme in OO • Slate walling in 4mm

English China Clays - Trebrea

Joining a model railway club provided lifelong railway enthusiast **WAYNE SHARROCKS** with the encouragement and advice he needed to model this Cornish freight system in OO.

Photography by the author

My earliest railway memories are of my grandfather taking me to watch High Speed Trains and DMUs (or Intercity 125s and Sprinters as I knew them then) at Camborne station in the late 1980s.

It was also around that time that I was presented with my very first model locomotives; a Hornby *Evening Star* and a GWR 0-6-0PT. My grandfather constructed a board with a couple of loops of track for them to run on and I would spend hours laying on the floor watching them go round and round.

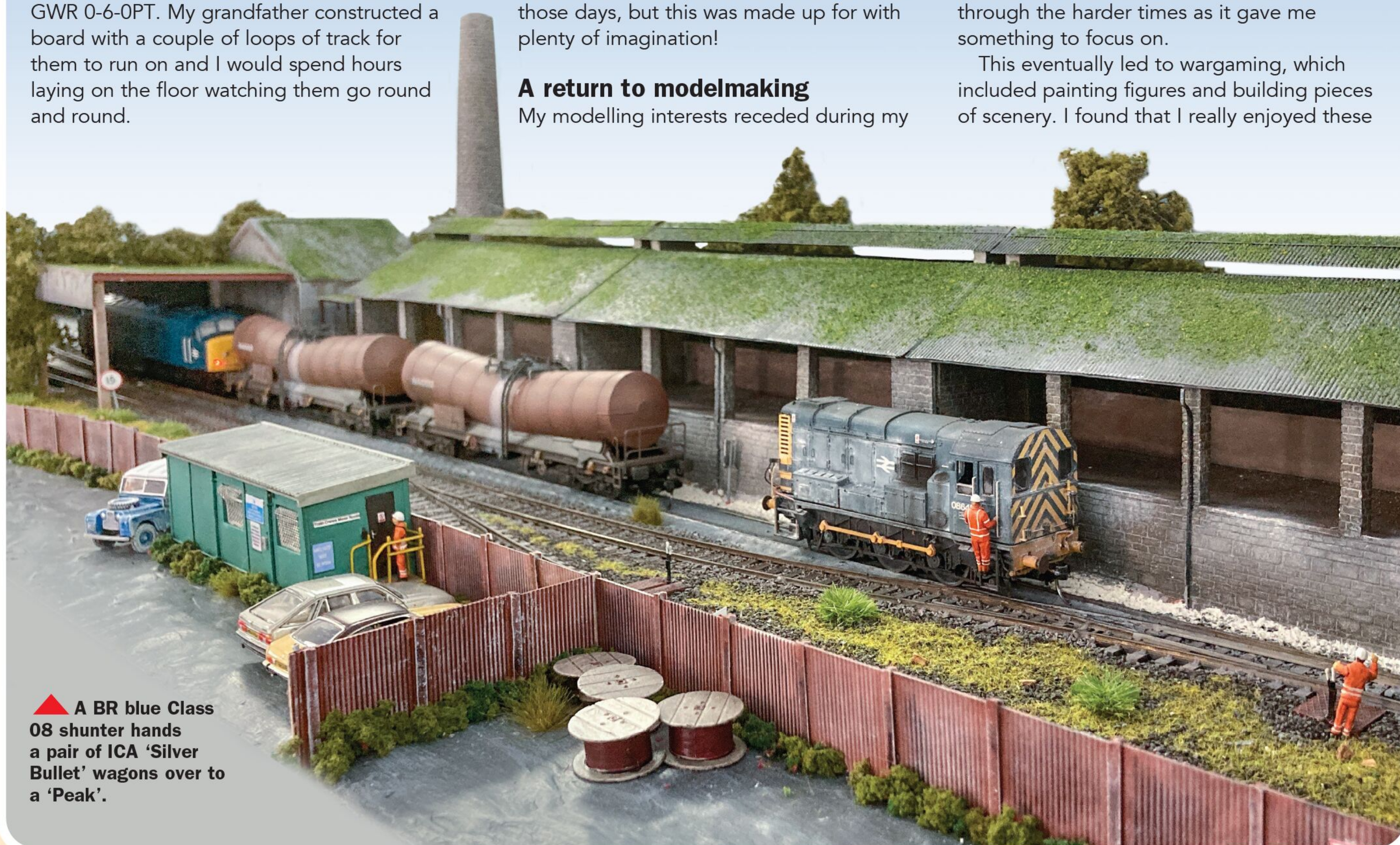
That was when my interest in model railways really started. My next acquisition was a HST set in Intercity 'Swallow' livery. By now I had a level crossing, station, bridge and a tunnel to go with the loops of track. None of it was attached permanently as it all had to be put away when I'd finished playing with it. My modelling wasn't up to much in those days, but this was made up for with plenty of imagination!

A return to modelmaking

My modelling interests receded during my

teenage years, but revived when I was in my early 20s: this came about when I had to give up work to look after my wife, who unfortunately had developed a life-changing disability, and my newborn daughter. In the quiet moments I started building model kits of ships and aircraft, which kept me entertained for long periods and got me through the harder times as it gave me something to focus on.

This eventually led to wargaming, which included painting figures and building pieces of scenery. I found that I really enjoyed these



▲ A BR blue Class 08 shunter hands a pair of ICA 'Silver Bullet' wagons over to a 'Peak'.

aspects, as well as playing the games that went with it.

Then, in 2014, my son was born. Happily, by then, my wife's disability had stabilised to a point where I was able to resume working, so things were going well.

A chance introduction

In 2016, I saw that there was a model railway exhibition at our local leisure centre and decided to take my son along to see the trains. Here I saw a layout that really caught my eye and I ended up talking at length with its owner, Roger Lean. Following our conversation, Roger persuaded me to visit the local model railway club (for which he was Exhibition Manager). I duly went along and had a look around, and was fascinated by all of the layouts that were in various stages of development.

This inspired me to construct a layout of my own (in N gauge), with Roger and the other club members providing encouragement along the way as it developed, helping me with the parts I didn't understand. When it was finished, Roger booked the layout for the club's next exhibition – I felt a great sense of achievement sharing what I had built with others.

Following this first layout, I built a number of other layouts, mostly in N gauge and OO, each one an improvement on the last as I developed my skills and understanding of the different aspects of the hobby.

A plan for Trebrea

Over the last few years, after seeing a layout built by Michael Hatton at another of our model railway exhibitions, I have taken a very keen interest in the china clay industry. This led to me deciding that I would build a layout based around this theme.

I drew up the track plan using SCARM track planning computer software (SCARM stands for Simple Computer Aided Railway Modeller). The layout was designed to be



▲ 47 306 *The Sapper* heads a rake of PRA china clay wagons (manufactured for OO by Kernow Model Rail Centre).

◀ The small single-road engine shed is home to 08 645 – the site's resident shunter, which is complete with an obligatory coating of china clay dust.

bringing a shunter and wagon onto the rear of a train, without the need to install isolating sections.

All of the point tiebars are controlled remotely using Gaugemaster SEEP PM2 motors, accompanied with Gaugemaster DCC80 Autofrogs. (The latter are used to switch the polarity of a live frog point automatically at the moment the wheels of a DCC fitted locomotive pass over the frog section.)

built on two 4' x 14" boards, with a hidden two-road fiddle yard behind the left-hand part of the scenic section.

All the track is Peco Streamline code 75, which I chose over code 100 as I prefer the finer rail profile.

As I already had a number of digital sound-fitted locomotives, together with a Gaugemaster Prodigy Express controller from a previous layout, I decided to configure the layout for Digital Command Control. I feel that DCC allows you to do so much more with regards to layout operation; for example

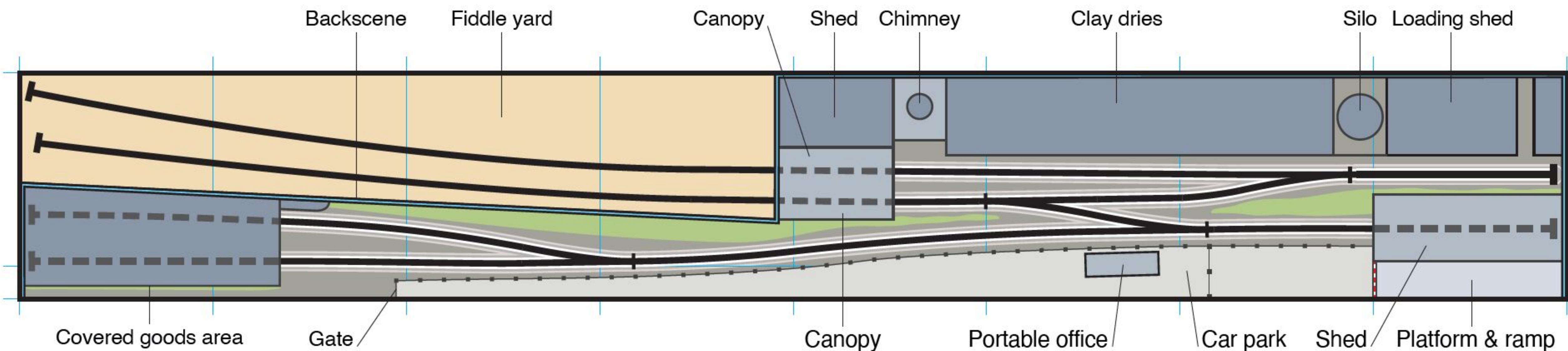
Creating the scene

I have used the Bachmann Scenecraft resin 'ready to place' china clay dries and chimney to provide the focal point of the layout. I have also used one of the manufacturer's storage silos and a portable office building.

The rest of the buildings I have scratch-built using foamboard and Slater's Plastikard. I am particularly pleased with the covered loading area of the layout, which is the large building to the left-hand side. This is based loosely on a building at the ECC (English

TREBREA

Overall dimensions: 8' 0" x 1' 2". Each grid square = 1ft x 1ft.



China Clays) Marsh Mills site. I saw a photograph of this, and decided that I was going to attempt to create something similar. I have added LED strips to the inside of this so that the shed's interior is illuminated.

The signage around the layout was sourced from the Sankey Scenics range, whilst the figures are a mix of Modelu and Noch. The vehicles are mainly Oxford Diecast.

Locomotives and stock

Locomotives are all ready-to-run, as is the rolling stock – with the exception of the clay hoods; these are Parkside kits that I have painted and weathered myself. For the most part I run the layout using Hornby CDAs, a small number of Kernow Model Rail Centre PRAs, a Bachmann VGA wagon and brake van, as well as a couple of Dapol 'Silver Bullet' wagons. I intend to purchase more china clay rolling stock in the future so that I can run trains depicting a more modern time period.

A hobby for life

As they say, a layout is never fully finished. The next major thing I intend to do is install overhead lighting. I would also like to add lighting to the interior of the goods shed at the front right of the layout. Scenically though, this layout is all but finished, although I expect I will continue to add the odd detail here and there.

Being a part of the club has been fantastic and I recommend joining a club to anyone interested in building a layout. Without the club, and all those members, both past and present, who have offered tips



▲ This Series I Land Rover in blue with English China Clays International branding is an Oxford Diecast 1:76 scale model.



▲ The headshunt at the right-hand end, with the silo and loading shed visible. Note the bar magnet for the Kadee couplings.

Setting the 1980s time frame is this trio of cars; a Vauxhall Cavalier (left), a Ford Capri (centre) and a Ford Escort (right).

and advice, I wouldn't have the skills I have now.

It would be no exaggeration to say that the hobby has completely transformed my life. I am now the Chairman of Hayle Railway Modellers where Roger introduced me initially, and I now also work at Kernow Model Rail Centre.

Acknowledgements

I would like to thank the club members who have helped me to get the layout finished. These include Joe Williams who helped with building the legs and who painted the clay hills in the background for me; Roger Lean for keeping me focused while I've been building the layout at the club; Anthony McCartney for providing me with a Capacitor Discharge Unit that he had hand-built, and for re-installing all my point motors just a week before the layout was due to appear at its first exhibition; Steve Miller for keeping me fuelled with coffee during club nights; and all the members of Hayle Railway Modellers who have helped me move and set up the layout at shows – namely Tom Nowell and Brian Andrews as well as those already mentioned.

Finally, I would like to thank my wife Claire and my children Leah and Thomas who put up with me commandeering the kitchen table on frequent occasions whilst I was building the model!

The layout will be appearing at the Cornwall O Gauge Group's exhibition on Sunday 29 October at Carn Brea Leisure Centre in Redruth – see the website: www.cornwall0gauge.org.uk



▲ The covered goods area at the left-hand end of the layout includes interior lighting. The resident Class 08 propels a rake of china clay wagons inside the structure.

Modelling slate embankments

Inspired by an image of Gwyndy Bank on the Ffestiniog Railway, **CALLUM WILLCOX** started with a clean slate and set about creating this narrow gauge diorama in 4mm scale using Wills Slate Walling material sheet.

Photography by the author



The Wills Slate Walling pack (ref.SSMP232) is a relatively recent addition to the range of plastic moulded material sheets manufactured by Peco. Supplied with four sheets per pack – each sheet measuring 133mm x 71mm – these represent the style of slate walling that is synonymous with the civil and railway infrastructure of North Wales, such as buildings, walls and embankments.

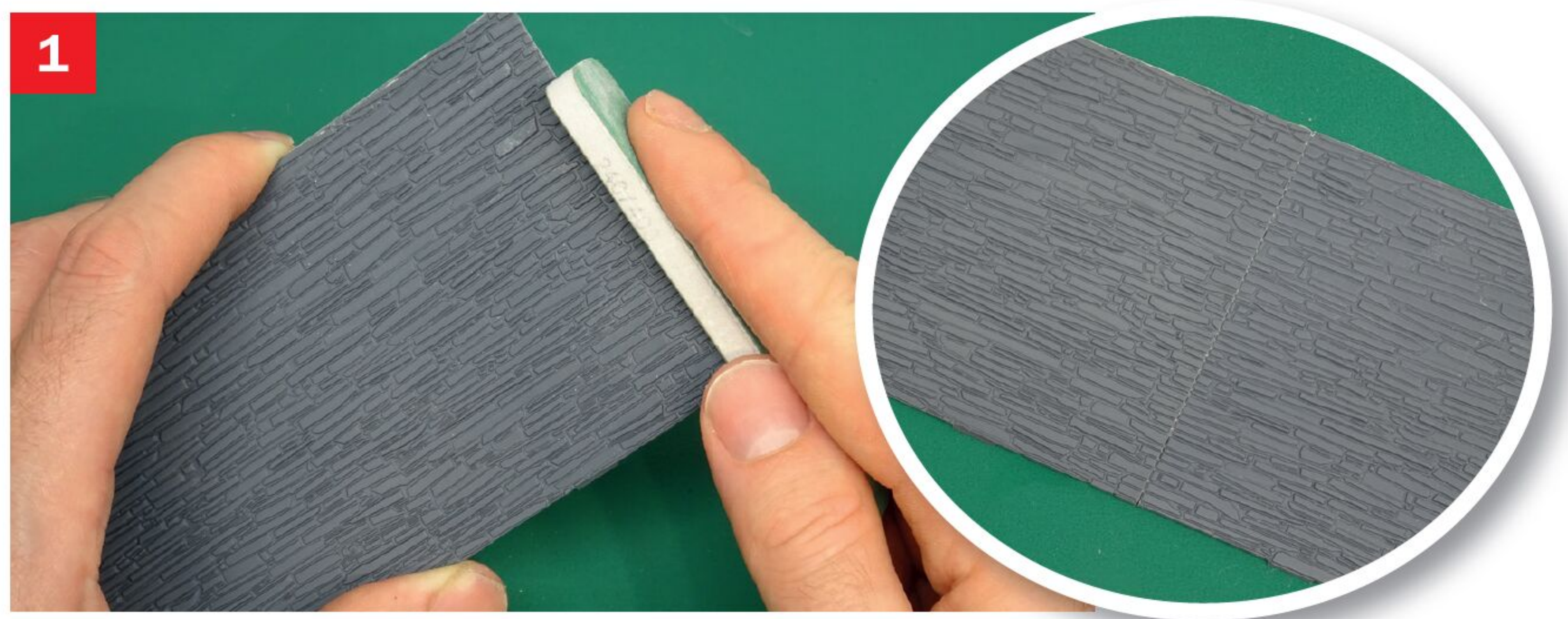
In this article I create a slate embankment scene in OO9 inspired by a section of raised trackbed on the Ffestiniog Railway's Gwyndy Bank. In the following steps I cover the basic aspects of using these material sheets, including how best to prepare, join, paint, and incorporate them into a lineside scene. Additional items used for the project include liquid solvent and a selection of acrylic paints and weathering powders, plus ballast of choice, together with a few basic modelling tools, including a craft knife and sanding block.

▲ **Bachmann Double Fairlie Merddin Emrys on the Wills slate embankment with Peco coaches.**

The real location: Fairlie David Lloyd George on the Ffestiniog's Gwyndy Bank on 31 August 2022. Photo: Declan Hargreaves

Preparing the sheets

1

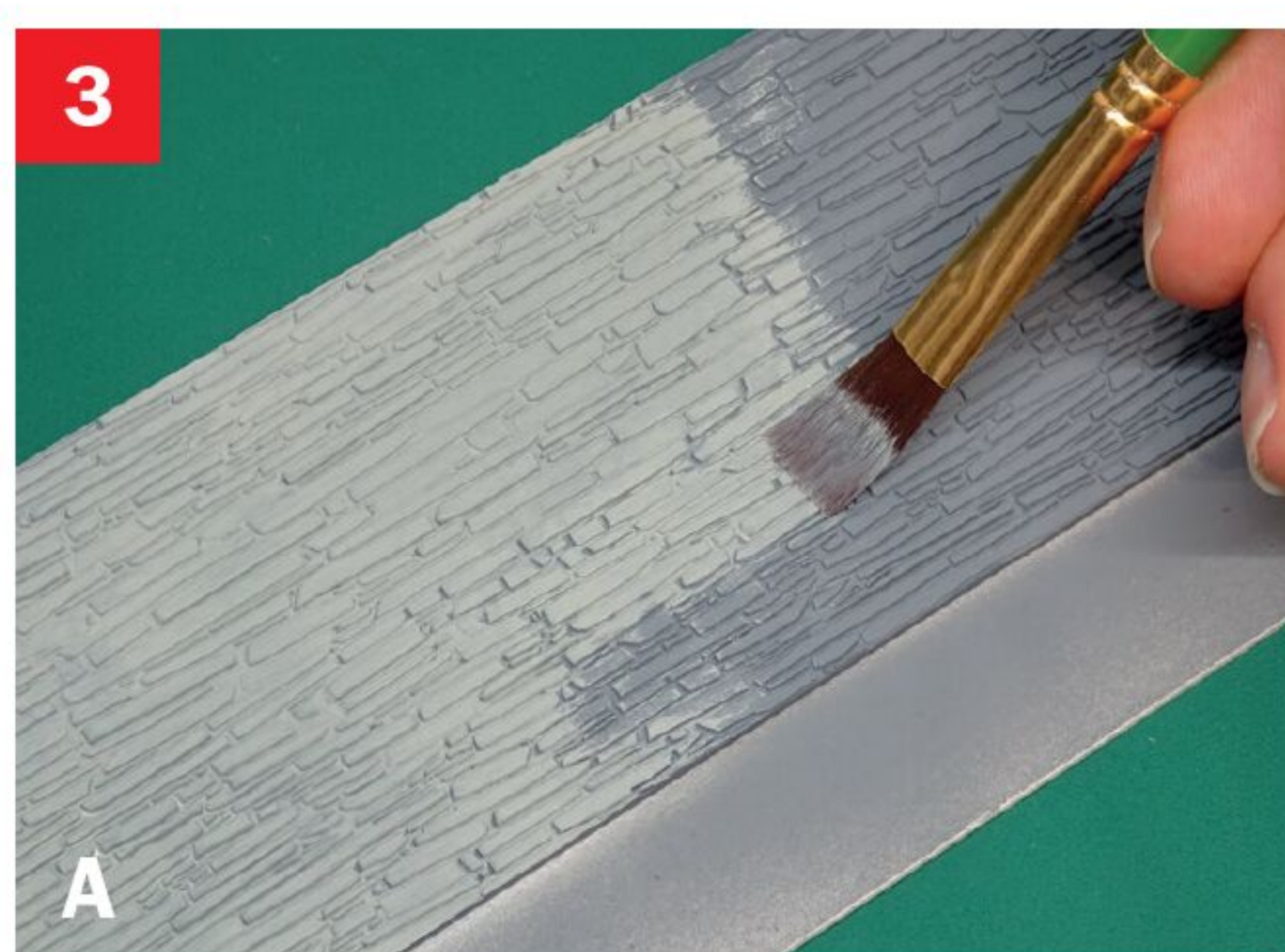


The ref.SSMP232 Slate Walling sheets have been designed with a repeatable pattern – allowing for multiple sheets to be almost seamlessly joined together (*inset*). To ensure a flush join, the notches resulting from the moulding process were first cleaned from the adjoining edges with a fine sanding block.

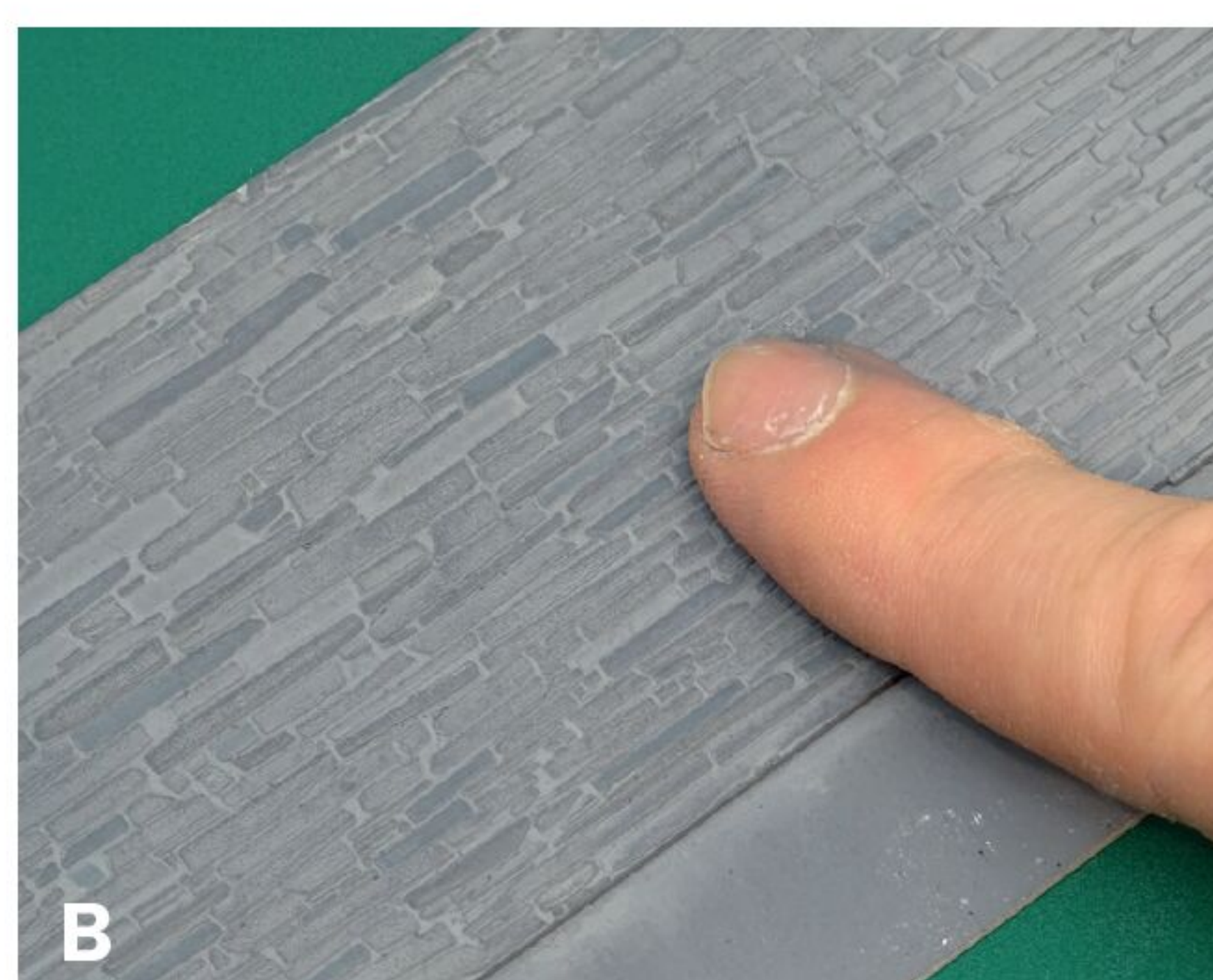


For ease of assembly, I opted to mount the sheets on modelling card; these were butted together and fixed in place, ensuring the slate pattern was aligned between each section (A). To help conceal the joins between parts, liquid polystyrene cement was applied sparingly with a brush – capillary action drawing the solvent into the join; this softens the plastic and forms a ‘cold weld’. Once dry, a modelling file was used to remove any imperfections, before the entire assembly was primed ready for painting (B).

Painting and weathering



As with many of my projects I elected to paint the slates prior to fitting to the diorama. This was achieved with a selection of acrylic paints (*inset*), starting with DecoArt Amish Grey as a base (A); once cured individual slates were then picked out with Model Color Blue Grey, and DecoArt Slate and Smoke (B). (These colours were applied at random to give a sense of natural variation across the surface of the wall.) Finally, highlights were added with a further application of DecoArt Smoke; this was dry-brushed over the raised details to simulate natural ageing and streaking (C).

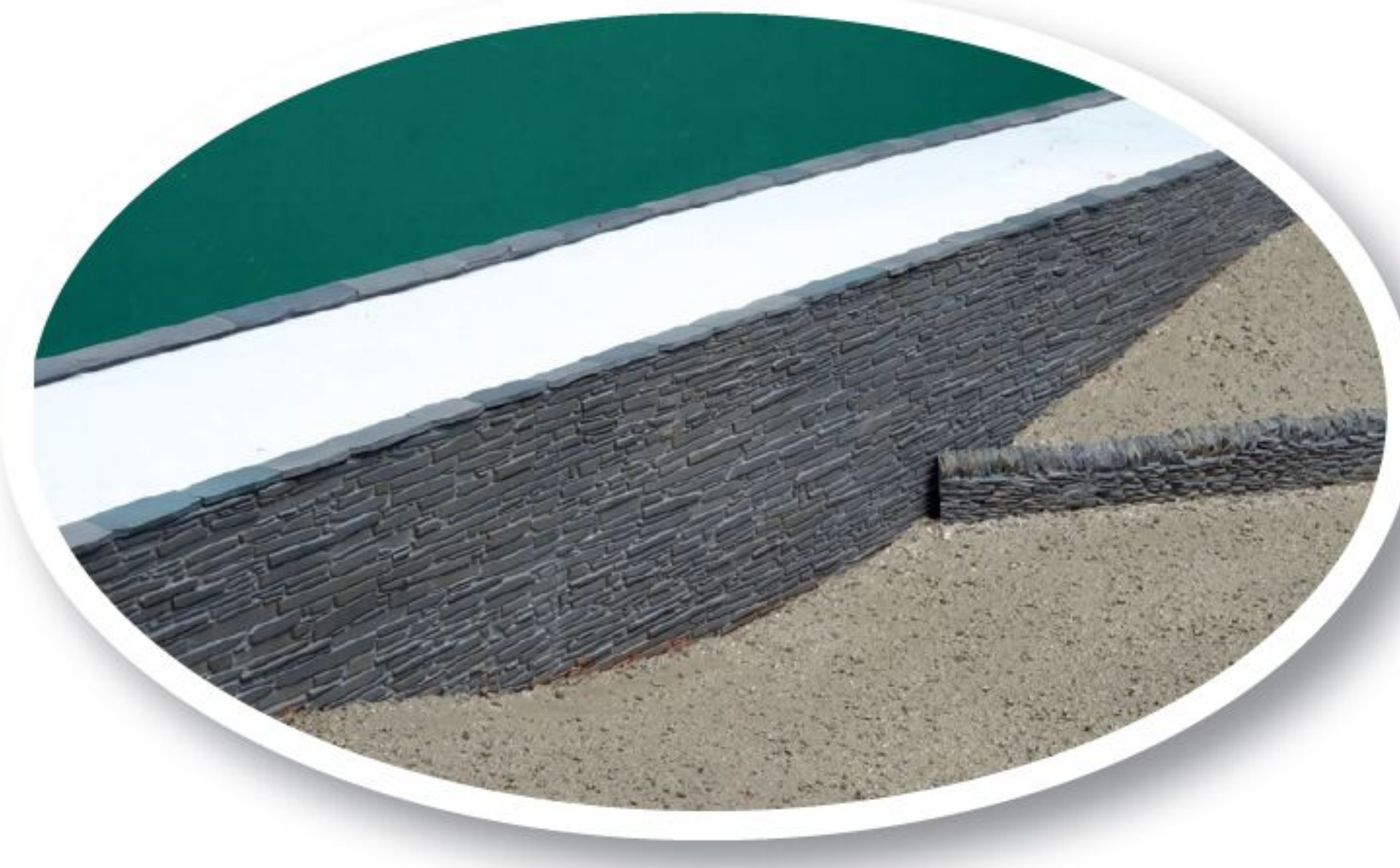


The paint finish alone is rather stark and requires some toning down and subtle blending. For this, a light dusting of medium grey weathering powders was applied in a downward motion using a large soft brush (A), before the majority was wiped off using the point of a finger (B). This process leaves powders where deposits would naturally form in the gaps between slates. This was sealed with a quick misting of Humbrol Acrylic No.49 Matt Varnish spray. The entire process was then repeated with an application of pale grey powders (C), this adding further tonal variations to the slate. Once I was happy with the results, the walls received one final pass of matt varnish.



Even a casual look at slate waste walling will reveal that it isn't a uniform grey. Therefore, I opted to pick out the individual slates with a selection of brown washes created using AMMO by Mig No.3004 Europe Earth and No.3013 Rubble pigments, mixed with No.3000 Pigment Fixer (*inset*). These were dry-brushed in various quantities over selected slates until the desired colour was achieved. Once cured, the powders give the wall a convincing natural finish.

Incorporating the wall into a scene



The walling assemblies were then ready for integrating into the surrounding scenery. The rolling landscape around the embankment was constructed using Celotex sheet (a material widely used in the building industry that is lightweight and easy to shape). DAS modelling clay was then used to create a hard and smooth outer shell (A). Once hardened, AMMO by Mig No.2101 Dry Earth Ground textured paint was applied for ground cover – ready for the addition of static grass fibres and other materials to simulate grass cover and foliage.



The capping slates were scratch-built from 1mm plasticard sheet. First, I cut the sheet into strips roughly 7mm in width, before individually carving each slate with a craft knife; the edges and corners shaped at random to give them some natural variation (A). Next, the slates were mounted onto 5mm wide strips, primed, and painted using the same methods and colours as described previously (B). Once complete the sections were then glued into position on top of the walls (C).



Fine grade Peco Weathered Grey ballast was used for the ballasting. Once dispensed as required, the granules were first moistened with IPA (isopropanol), before being fixed in place with the usual solution of PVA mixed 50/50 with water. The channel created by the capping stones helped to keep the ballast granules in place during this process.



The scenic treatment was completed with the addition of static grass fibres and other materials to simulate the grass cover and foliage; I used the new Peco PSG-4 static grass applicator, which is equipped with a fine hopper tool to reach restricted areas – such as along the base of the wall (A). A final cosmetic touch was to add a representation of climbing foliage, which can often be seen growing between the slates on real walls: to do this a PVA wash was dabbed onto the chosen area, before a selection of green scatters from the K&M range were sprinkled directly onto the surface (B).



Peco/Kato Small England 0-4-0ST+T
Prince hauls a rake of the forthcoming Peco 'Bowsider' bogie coaches in the green & ivory livery applied during the early preservation era of the Ffestiniog Railway, in the late 1950s and 1960s.

Comment

Observations and opinions on railway modelling

Paul Jones



Warley – organising the UK's largest show in a post-Covid world

“With the pandemic now believed to be behind us, the world, and model railway exhibitions in particular, have returned to normal, right? That is far from the truth though, and the ‘new normal’ has brought about significant challenges to all those organising model railway events, and in particular to us as organisers of the Warley National Model Railway Exhibition.

The staff at the National Exhibition Centre were particularly helpful to us when Covid struck and we had to cancel the 2020 exhibition; you may recall that this was replaced by a virtual event which was well received with over 100,000 views of the content. We decided that we couldn't take the commercial risk of a show at the NEC in 2021, so organised a ‘local’ show in our clubrooms over our traditional November weekend. The NEC staff fully supported us with the postponement of the exhibition in those years, despite the force majeure provisions of our contract with them.

The first issue in organising the 2022 event was the team remembering what had to be done when! Up to 2019 we had a well-oiled organising team, but unfortunately we lost some of these individuals during the Covid years with replacement members having only limited experience of staging the show. We do have processes and procedures recorded, but it is not quite the same as doing it for yourself, so there was quite a learning curve for several of us for the 2022 show. Likewise, there had been staff changes

at the NEC, with a new event manager overseeing our show who was not used to our arrangements; this required considerable time to be spent liaising with him to confirm our procedures to ensure that he was comfortable with our organisation of the show. Some new arrangements had been put in place during the periods of Covid lockdown by the NEC (in particular regarding vehicle access to the halls) which did create some consternation and confusion at last year's show. Improved arrangements will be in place for this year.

By far the biggest challenge has been a very significant increase in the cost of organising the event. Even before the ‘cost of living crisis’ hit, it was clear that costs were going to rise considerably. A significant increase in van hire, accommodation and fuel costs affecting our visiting layout and demonstrator exhibitors for 2022 meant a big hit to our budget. We were keeping trade exhibitor costs in 2022 the same as 2019, so no increase was expected from this source of our income. Therefore, we had to keep a tight check on these costs.

These same financial increases also applied to our trade exhibitors attending the show, so we were unsure in 2022 as to trade exhibitor support. Also, following Covid, some of our regular trade exhibitors had changed their trading approach, relying much more heavily on the internet and their websites for sales, so we were not sure if they would support the event. Some others retired during the pandemic, but fortunately, some new suppliers to the hobby have also appeared during this time, resulting in sufficient trade exhibitor support for the 2022 event. We are very grateful to the trade exhibitors for their confidence in, and support for, the event last year.

...It is certainly true that many individuals' attitudes have changed because of the pandemic...

Anno Domini affects us all and post-Covid it has impacted on the exhibition. The owners of several layouts (that had been booked previously) decided that they no longer wished to attend due to their age and the perceived difficulties with exhibiting at the NEC. It is certainly true that many individuals' attitudes have changed because of the pandemic, with many now thinking twice about attending large-scale public events to protect their health – an entirely understandable attitude given that Covid hasn't ‘gone away’. This also applies to some of our stalwart club members and other supporters whose assistance is required during the weekend of the show to ensure it takes place. It is also a factor as to whether enthusiasts and visitors will attend the show.

All aspects of the 2022 show were impacted by the Covid pandemic, and I don't think that we will ever return to the pre-2020 ‘normality’ as attitudes of visitors and costs (both of exhibiting and attending the show) continue to be affected by the changes in behaviours that we all experienced during the periods of lockdown. Having said that,

despite a rail strike on the Saturday of last year's event, it was a success and covered its costs, although attendance was lower than that for 2019.

We are hopeful that we can continue to run the Warley National Model Railway Exhibition at the NEC for

many years to come, but we will be evaluating the success of each show before committing to the following year due to the increased uncertainties. I am sure all other model railway exhibition organisers will be taking the same view in this post-Covid world. I wish all of us the best of luck!

Paul Jones is a former Chairman and Exhibition Manager of Warley Model Railway Club.

2022 saw crowds return to Hall 5 of the NEC for the first time in three years. Photo: Craig Tiley



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.

Request for LMS push-pull stock in OO...



For a long time now I have been appealing for a ready-to-run manufacturer to produce push-pull stock for London Midland & Scottish Railway modellers in OO gauge.

Other railway companies have long had models of push-pull vehicles available (including the Great Western Railway and Southern Railway) but the biggest company of them all has thus far not been catered for!

However, Bachmann has in its range four locomotive types that were adapted for these workings – the Ivatt 2MT 2-6-2T and Midland 1P 0-4-4T (for which versions are available motor-fitted), together with the Webb 0-6-2T Coal Tank and Fowler 3F 0-6-0T.

My suggestion has been centred around the 'Delph Donkey' set, which utilised an ex-LNWR M15 motor vehicle and an ex-L&Y saloon right up to the branch's closure in 1959.

Will a manufacturer step up to the challenge?

▲ **Ivatt 2-6-2T No.41281 at Delph with the 'Delph Donkey' on 12 March 1955.**
Photo: Rail-Online

SIMON CAREY

...and GWR restaurant cars

In memory of a good friend of mine I have a set of Hornby Hawksworth coaches in Great Western Railway chocolate & cream livery.

Recently I was looking for two more vehicles to create an attractive rake of nine coaches, although I was aware that only a few first class coaches were introduced before Nationalisation in GWR livery. I decided to try and include a Restaurant Car but was unable to source anything available ready-to-run with the exception of the Hornby Railroad model based on a Collett design.

The model manufacturers have served the British Railways era well with Mk.I, Mk.II and Mk.III restaurant and buffet cars, together with pre-Nationalisation restaurant cars for the Southern Railway/BR Southern Region, (Maunsell), London & North Eastern Railway/BR Eastern Region (Gresley) and the London Midland & Scottish Railway/BR London Midland Region (Stanier).

However, I am amazed that they have missed the opportunity to produce a GWR Restaurant Car of any type – especially as I was under the impression that the current manufacturers are struggling to find prototypes for new models without risk of duplication.

GEORGE RUSSELL

Wipers on Kings – further info

In the August RAILWAY MODELLER a letter from Clive Washbourne drew attention to what appeared to be a windscreen wiper on a Collett King Class 4-6-0. I am not a Great Western man and have never come across a steam locomotive being so fitted, but this enquiry intrigued me to the point of doing more research. I came across the Gloucestershire Transport History website, on which is the following statement: "...the Kings incorporated a host of new non-standard components including the first windscreen wipers fitted to a GWR locomotive – albeit a manual one on the driver's side only". There is a huge amount of information on this website about GWR King locomotives. The link is:

<https://glostransporthistory.visit-gloucestershire.co.uk/great-western-railway-4-6-0-express-passenger-locomotives/>

JOHN BALAM

Renumbering models is the 'fun' part

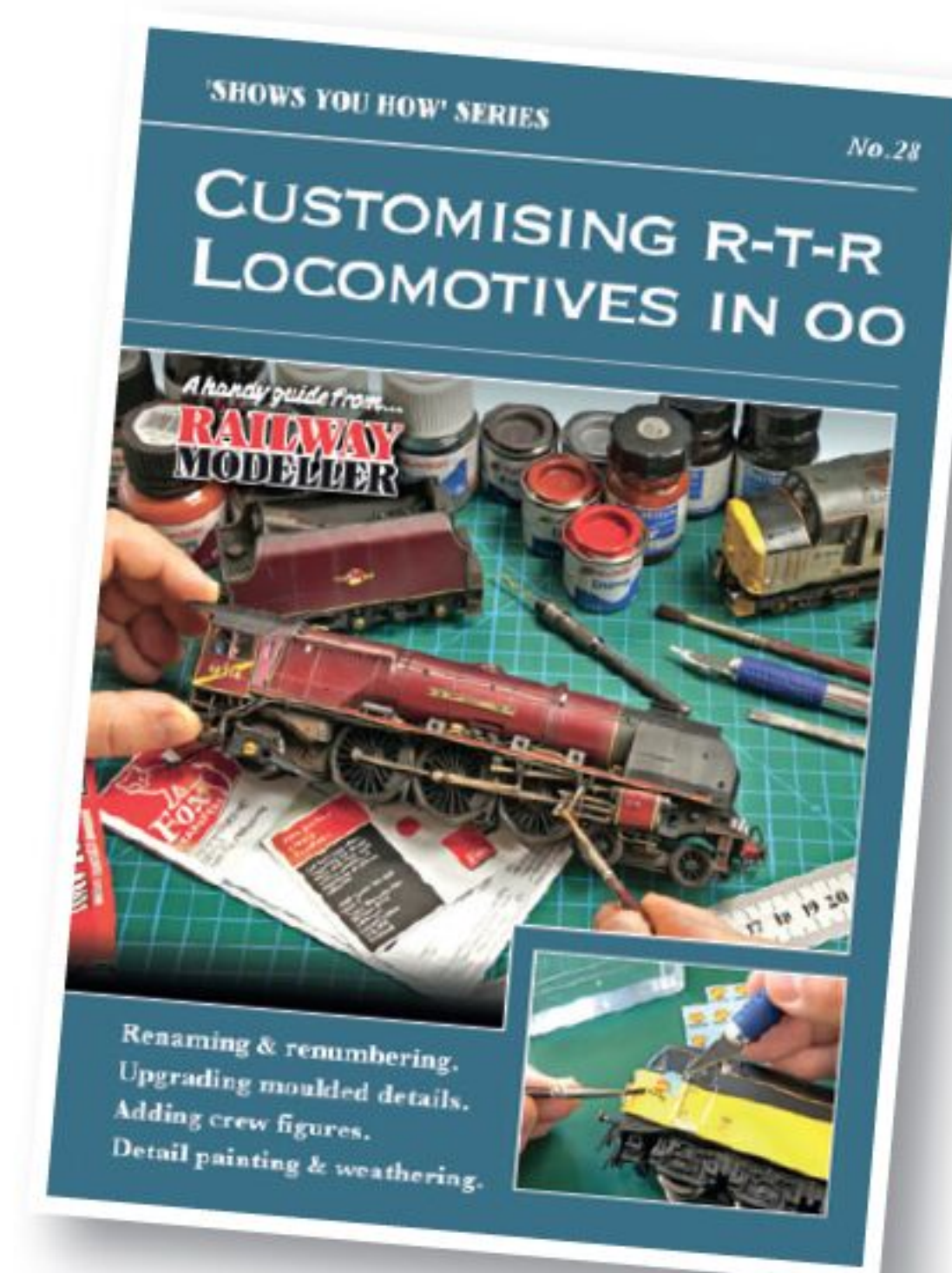
In the review of the Hornby P2s in the October issue, I found it very useful to read the description of how to remove the loco body from the chassis. This advice is not available on the service sheet supplied with the model – I had assumed that having stated it has a 'sealed for life' motor, access was not required. Thank you for the information.

Also, in a letter in the same issue, Adrian Petitt referred to how upgraded locomotive models from manufacturers often carry the same running numbers as previous releases. This seems to be a common theme, and one which can lead to confusion for someone who is not well versed in loco numbers and catalogue references.

As for renumbering, I find that this is the 'fun' part of ownership, changing the number of a model to that of a favourite class member. Perhaps RM could re-publish a loose booklet on how to change the identity of a locomotive model?

PAUL SMITH

[Ed. We have published numerous articles over the years showing how to



▲ **Renaming and renumbering locomotives is covered in booklet No.28 of the Peco 'Shows You How' series.**

renumber, customise and detail proprietary steam and diesel locomotive models in the popular scales. Several of these were used to form the basis of booklet No.28 in the 'Shows You How' series – Customising R-T-R Locomotives in OO (ref.SYH28), which was given with the April 2018 issue and is available to subscribers on the RM archive.]

More on Abbots Ripton

I enjoyed reading the Plan of the Month article in the October edition of RAILWAY MODELLER proposing a OO scheme for the East Coast Main Line station of Abbots Ripton. As a retired signaller the name is very familiar because of the accident that was alluded to by Josh Williams in his text.

In his book *Red for Danger* L T C Rolt gives a vivid description of how this occurred and takes the reader on a journey into the railway system of those days. For anyone interested in the development of signalling, I would very much recommend this book.

In the method of working used by the Great Northern Railway in 1876, slotted-post signals were common where the arm fell into a slot in the post when cleared. Also, signals were left 'off' unless they needed to protect a train, hence the slots became clogged with snow and the signals could not be returned to danger.

The accident led to a step change in safety with the invention of the somersault signal (where the arm pivoted away from the post) and the change to keeping signals at danger until a train was to pass.

ANDREA HAMMOND



▲ **WD 2-8-0 No.90428 approaches Abbots Ripton on the Up slow with a through freight composed mainly of wooden-bodied open wagons on 3 October 1953.**
Photo: Rail-Online

The freedom of building kits

I write in response to the discussion begun by Richard Bardsley in the August RM and continued by Tony Wright in September's letters pages.

I enjoy kit-building, and in the past few years I've started building locomotive kits. There is something very satisfying about producing a working model. In fact, I prefer 'ready to plant' resin buildings and saving my kit-building for locos and rolling stock.

But one reason why I choose to build locomotive kits is almost the complete opposite of why modellers like Tony Wright do: I know that I can't build a more detailed or better running model than what is available ready-to-run, and I certainly am not the sort to care if my locomotive has the correct number of lubricators or other such trivialities – when I buy ready-to-run I'm satisfied that the manufacturer has done a good job.

Instead, I enjoy the freedom a kit provides for me to build it how I like. My layouts are set in fictitious settings. For me it would be a waste to buy a beautifully detailed ready-to-run model only to ruin it with my own paint job and modifications. But I can't ruin a kit by building it to my own specification and freelance finish.

This freedom does come at a cost. I am planning on adding a classic 4-4-0 to my fleet. I could spend £325.00 on a new Maunsell D1 with DCC sound from Rails of Sheffield, but I couldn't bring myself to repaint it or modify it. On the other hand, a DJH kit for the same class costs £299.00, including wheels, motor and gearbox, but before I've selected a DCC sound decoder and speaker, plus all the other things needed to complete the kit. The kit would be more expensive, but I would have no problems building and painting the loco to my liking, with nothing to spoil.

Illustrated here are examples of my current fleet. No.2 *Prudence*, the Class C2, is a DJH kit previously seen on my layout *Mistwood* (RM March 2021). I've since repainted and renamed this loco for use on the Gethen Railway. It has been joined by No.3 *Dob* (a DJH '1366' 0-6-0PT) and No.1 *Merilwen* (a brass kit of a GWR 0-4-4T from Roxey Mouldings which was a new challenge for me).

I do hope that kits continue to be available so that I can have a fleet of trains I can proudly say I've built and painted myself.

KEITH PAYAS



▲ Class C2 No.2 *Prudence*.



▲ '1366' Class 0-6-0PT No.3 *Dob*.



▲ 0-4-4T No.1 *Merilwen*. All photos: Kelth Payas

We don't need to stick to prototype practice

I read with interest Tony Wright's letter in the September issue (*Building a kit not necessarily cheaper than ready-to-run*). Most of the kits I have built have been more expensive than R-T-R equivalents, but for me the fun and satisfaction is greater.

Tony went on to give some sage advice regarding prototype working and

accuracy. However, I disagree that we need to stick to prototype practice. I attempt to make my modelling as lifelike as possible and try to depict actual situations. But, in many areas it is not feasible to do so. Examples include people in poses that never change or move; vehicles that don't go anywhere; buildings that omit certain

prototype features; whilst on my railway the wagons and carriages have completely different means of coupling together than the prototype. It is a matter of personal preference.

Thanks for the great read and thanks to Tony for all his modelling ideas – I know he is a grand modeller!

DAVID BECK

Railway modelling provides stroke therapy

I thought readers would be interested to see this N gauge layout, which was built by my husband Robert Woodward after having suffered a very debilitating stroke with corrective brain surgery.

While he was in hospital he obtained a copy of RAILWAY MODELLER and over the following weeks came up with the idea of building a model railway when he eventually returned home.

Neither I nor the medical staff thought it would be possible. He suffered weakness down his left side, which made using his left hand difficult. He also lost his peripheral vision completely and had reduced eyesight generally. However, he went ahead and over the last six months made this model. For the base he used two 8' x 2' polystyrene insulation boards stacked one on top of the other.

Creating this model railway provided a fantastic form of stroke therapy and has contributed hugely to his recovery.

TRACEY WILLIAMSON



▲ A Minitrix Class 27 Bo-Bo diesel locomotive model in BR blue livery is pictured on Robert Woodward's N gauge layout, which he completed following a debilitating stroke.

The Jimi Hendrix hotel experience

I was very interested to see the Scale Drawings feature *A hotel for Chandwell* in the October issue. A little-known fact is that the late and great Jimi Hendrix stayed at the Crescent Hotel in Ilkley. He was playing a rare UK gig at the nearby Troutbeck Hotel (which is now a nursing home) on 12 March 1967, but it was terminated by the police after just one number because the audience numbers exceeded fire regulations. They still talk about it in Ilkley!

MARK NEALE

[Ed. Unfortunately a couple of errors crept into the diagrams that were redrawn from the author's original artwork for this feature. On Fig.3 the depth of the roof piece should be 110mm (not 95mm), whilst on the end elevation the arrow on the far right had its end point brought backwards by 3mm – but the associated measurement was not changed from 55mm to 52mm.]

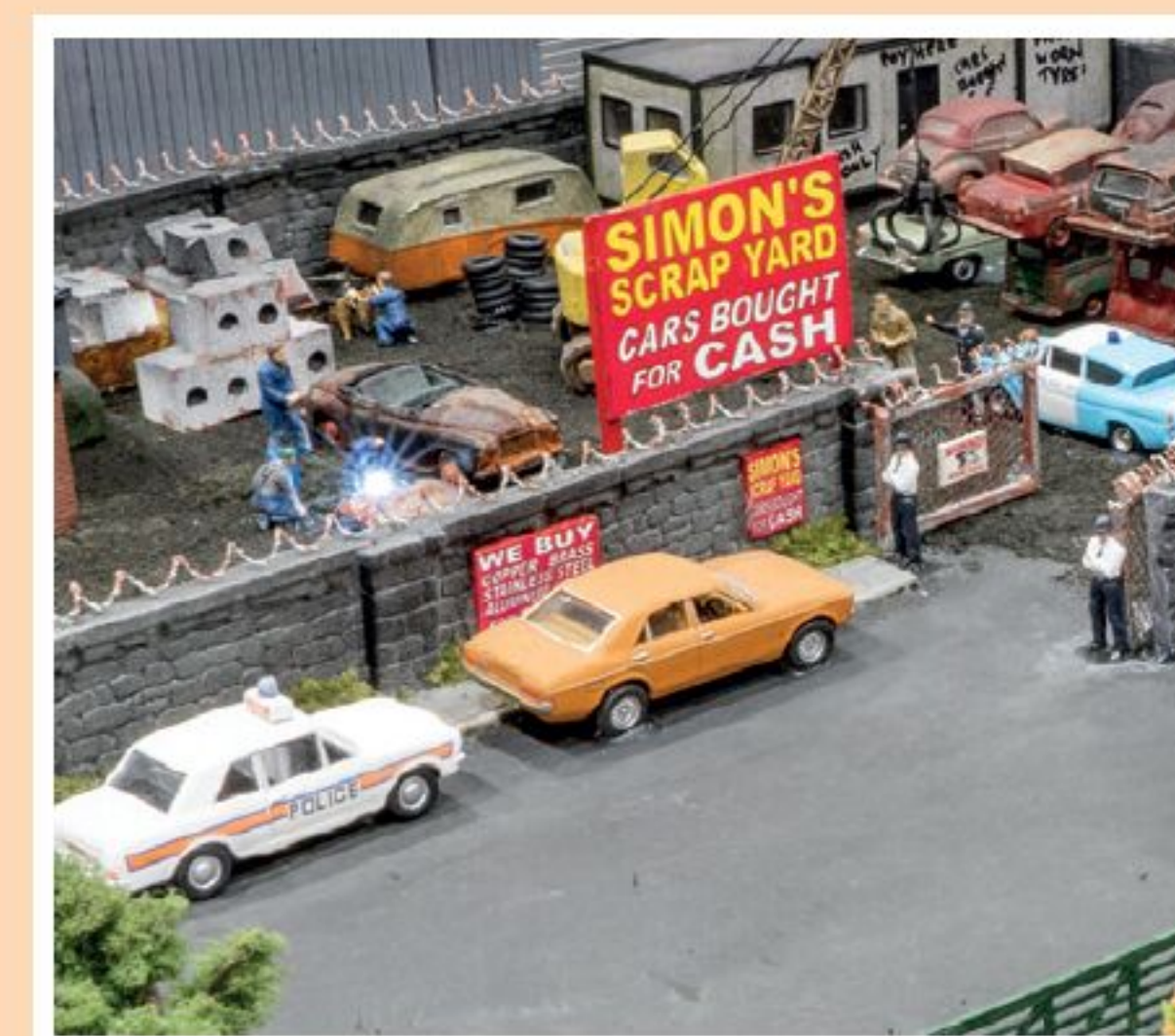
Snippets...

A Setrack evolution?

Great news in the September RM regarding the release of Peco Streamline code 100 small radius curved points with Unifrogs (see review, p698) that match the geometry of the existing Setrack insulated frog items. Does this lead the way for rolling out other new Streamline code 100 items with Unifrog to match the OO Setrack range? I certainly hope so. Also, what about a Setrack double slip? It would be a useful item of trackwork for layouts in today's small houses, or for micro schemes!

SIMON JAMES

[Ed. We understand that there are currently no plans for other new Streamline code 100 items with Unifrog to match the OO Setrack range. However, ideas for new products are always welcomed.]



Car correction on Ashdan Junction

A minor observation in response to *Ashdan Junction* by Barry Platt, which was Railway of the Month in the September 2023 issue. Regarding the scrapyard cameo, the author writes that Regan and Carter (from TV's *The Sweeney*) are stood near their Ford Granada Ghia – it's an easy mistake to make but the car used was actually a three-litre Ford Consul GT, which in its day was quite a beast. Mine was white.

CHRIS GINGELL

Battery control for HM7000?

The Hornby HM7000 approach to controlling DCC decoders remotely (RM September) sounds fascinating and a great step forward. However, I can't help wondering whether Hornby hasn't solved the wrong half of the problem here? Or perhaps solved the hard part and forgotten the easy part? If they pair this technology with an onboard rechargeable battery it becomes a game-changer. No more track wiring, no more track cleaning...

JOHN FORRES

Scottish locos?

I wonder whether any of the ready-to-run OO gauge manufacturers will ever consider producing models of a Great North of Scotland Railway V Class 4-4-0 (later LNER D40) or even one of the GNSR 0-6-0Ts?

DAVID HARDMAN

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

Hawksworth '1500' 0-6-0PT in OO

Brand new from
Rapido Trains UK

The latest model to be released from all-new tooling by Rapido Trains UK covers the penultimate pannier tank design to emerge from Swindon Works in 1949 – the Hawksworth '1500' Class 0-6-0PT, plans for which were first revealed in our January 2021 issue during the launch of the UK-based business.

The initial releases include seven versions, with liveries covering the entire lifespan of the real locomotives including BR, industrial and preserved guises, comprising: BR plain black with no crests; plain black with early emblems; lined black with early emblems; plain black with late crests; National Coal Board maroon; and sole surviving example No.1501 as currently preserved in BR lined black with early emblems. A fictional 'what if' model has also been produced in Great Western green with GWR lettering.

Our sample in detail

For review Rapido provided us with a sample of No.1505. The real locomotive entered service in August 1949 and (according to the website www.brdatabase.info) was allocated from new to Old Oak Common (as per the 81A shedplate printed on the model). In 1953/4 it received its fully lined BR black livery (one of only three of the class to do so – the others being Nos.1503/4). Like many of its fellow class members, No.1505 saw out its entire working career in the London area – principally on empty coaching

stock workings to and from Paddington – until withdrawn in May 1962.

Upon releasing the locomotive from its packing, the first aspect to note is the weight; despite its rather compact size, our sample tipped the scale at 315g! (The prototypes were certainly no lightweights at 58 tons 4cwt in working order, which made them the heaviest 0-6-0PTs on the Western Region.) This is no doubt helped in part by the extensive use of die-cast metal for the model's construction, with the majority of the locomotive bodyshell (with the exception of the cab and smokebox) made of metal, which is centred around a substantial tank and chassis casting.

The decidedly austere appearance of the prototype has been faithfully captured, complete with 'daylight' between the boiler and frames; Rapido even going to the lengths of adding full renditions of the sanding linkage, 'I' beam tank supports and motion bracket within this tight cavity! The cylinder castings – which are also die-cast metal – are bristling with finely rendered rivet detail and etched chequer plate step boards, enhanced further with separately fitted plastic details such as the valve spindle oiling points and factory-fitted drain cocks.

The '1500's distinctive Walschaerts valve gear – with single slidebar and short combination lever – is faithfully

portrayed; the castings for the coupling rods incorporate very fine depictions of the oiling points, while the fluted connecting rods exhibit a convincing sense of weight. Note the bolt detail on the return crank.

Other decoration includes numerous etched metal parts, such as smokebox, tank and bunker steps, lamp brackets, tank vent pipes, sliding cabside shutters and roof ventilator – the latter two being posable. Handrail detail is from fine metal wire, as are the coal rails on the rear cab windows – each of which have been individually fitted! Buffers are turned metal and sprung, whilst brake rigging is pre-fitted. The bunker features a convincingly moulded and removable coal load, allowing for the addition of real coal if desired.

The tremendous attention to detail extends to the footplate. Despite being a largely enclosed cab this area has certainly not been overlooked, with the majority of the backhead details – including controls and associated pipework – separately fitted. These are picked out in appropriate colours – right down to the dials on the gauges. One truly outstanding feature is the printed cab notice on the rear of the sliding shutters, which reads: 'CAUTION – DO NOT LOOK OVER OR PASS ALONG THE SIDE OF THIS CAB WHEN NEAR BRIDGES TUNNELS LOADGAUGES OR COAL STAGES – JAN 1909'. All this detail is complemented by the firebox glow feature, which operates when power is applied under analogue control; the fitting of DCC will enable a constant glow to be achieved (even when stationary).

Separate details supplied for the modeller to fit include screw-link





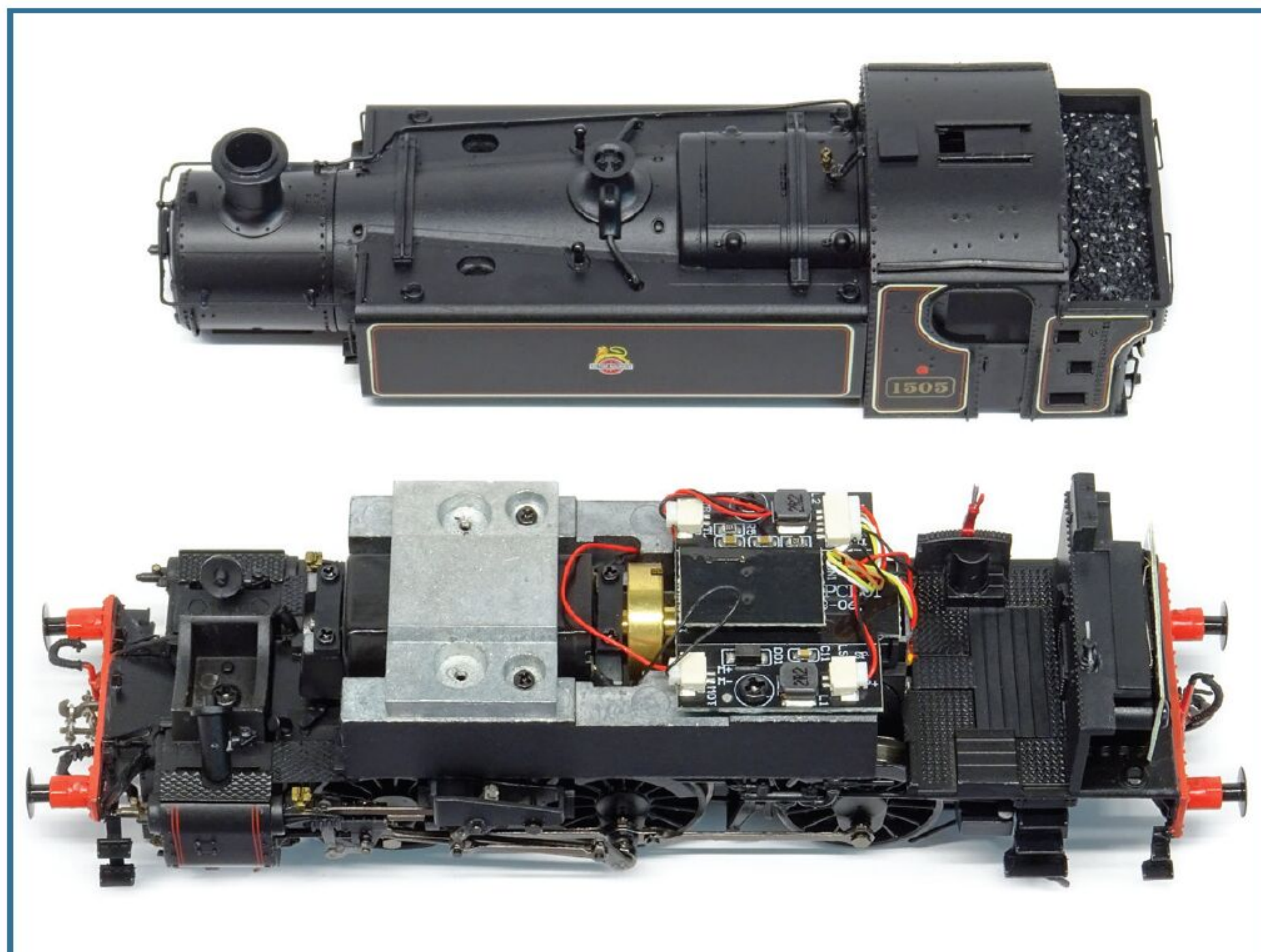
couplings, vacuum and steam-heat pipes, plus additional lamp brackets to be mounted above the cylinders – all of which have been fitted here for photography, with the exception of the latter (the real No.1505 having not received these in service). The manufacturer advises the removal of the factory-fitted NEM slimline tension-lock couplings for the bufferbeam details to be fitted. Also provided are a pair of fireman's tools in the form of two shovels, which have been hung over the fire iron brackets on the bunker.

The BR lined colour scheme features a pleasing metallic finish throughout, rendering the metal and plastic

components indistinguishable from each other. The grey/off-white/red lining has been applied with great finesse – all of it is straight and even with no visible blemishes or fuzziness. The BR early emblems, route classification markings and cabside numberplates have been crisply applied; Rapido has advised that etched versions of the latter can be sourced from various third parties, including Light Railway Stores.

Mechanism and performance

The model is equipped with a large flywheel fitted iron core motor, housed amidships within the tank casting and providing drive to the rear coupled axle;



▲ Firing and clinker shovels are provided to hang on the bunker.

PROTOTYPE VIEW Hawksworth '1500'



▲ '1500' No.1505 in lined black with early BR emblem, as depicted by our Rapido sample, outside the 'factory' at its home shed of Old Oak Common on 5 May 1956. Photo: Rail Photoprints

Prototype information

The archetypal Great Western pannier tank engine was an inside-cylindered machine with Stephenson's valve gear, plus a simple but free-steaming parallel boiler that punched out considerable power relative to the engine's small size. The '1500' Class thus broke all these carefully laid, traditional ground rules. Not only had it a tapered boiler – the Standard No.10 with which Hawksworth also equipped his otherwise typically adorned '9400' Class 0-6-0PT – without a superheater, but also outside cylinders; low-slung on the frames and controlled via outside Walschaert's valve gear, these enabled the locomotive to be oiled without the need to be over a pit.

Intended for heavy shunting and freight haulage, the '1500s' were provided with a very short wheelbase of 12' 10" in order to negotiate the small radius curves found in many yards (the minimum requirement was negotiation of 3½ chains radius). The resultant long overhangs front and rear gave rise to uncomfortable and (ultimately) dangerous yawing when hauling trains at any reasonable speed, which obviated both passenger work and the freight haulage for which they were partly intended; the overhangs also proved a nuisance in tightly packed yards, further narrowing the design's utility.

Delivered in 1949, the initial five tanks were despatched direct to Old Oak Common for empty stock movements into and out of Paddington. The remainder were directed to various yards throughout the Western Region – principally in South Wales, and Newport in particular – and eventually some of these joined their brethren at Paddington. The class worked solidly on until withdrawals began in 1962, the last of the line disappearing the following year, having served for only 14 years. However, Nos.1501, 1502 and 1509 were sold out of service to the National Coal Board in 1959-61, operating at Coventry Colliery until 1970. Fortunately, one of the NCB trio, No.1501, has survived into preservation and is now based at the Severn Valley Railway.

the drive train is neatly concealed in the firebox. Current is collected via plunger pick-ups from all coupled wheels – all of which feature brass bearings.

Available either DCC ready (as per our sample) or DCC sound-fitted, the model is equipped with a Next18 DCC interface, the decoder socket being located atop the motor assembly; this is complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker, situated within the bunker.

Access to the mechanism and decoder is achieved by removing four screws – two located under the bunker, the second pair situated under the tank fillers; these fittings simply pull away to reveal the screw heads. (A pair of spare fillers are also provided as part of the accessory pack, should they go astray.)

On test the model proved to be a smooth and quiet runner through the speed ranges. In haulage tests it managed an impressive 14 Pullman cars around the Pecorama loft layout,

with its 1 in 48 gradients and 3' radius curves.

GWR heavyweight

Rapido has truly raised the bar with this GWR 'heavyweight' – the model certainly living up to the prototype's weighty credentials. Meanwhile the manufacturer continues to make strides, with each release seemingly bettering the last; on the strength of what we have seen here, there is much to look forward to...

Sample supplied by

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

PRICES

**£149.95 DCC ready, £249.95
DCC sound-fitted**

GWR Collett Manor 4-6-0 from Accurascale



Having made its mark in the ready-to-run OO gauge diesel and electric market with its models of the Deltic (reviewed in the September 2022 RAILWAY MODELLER), Class 92 (reviewed in RM February 2023) and Class 37 (July 2023), Accurascale has released its first steam locomotive – the Great Western Railway Manor 4-6-0.

The Manor held plenty of potential in a new area for a relatively new manufacturer: a popular class from one of the most widely modelled railway companies, and one that remains very much in the public eye today, with nine surviving examples which have all steamed in preservation at some time. How well has Accurascale done with its first venture into steam traction?

Our sample in detail

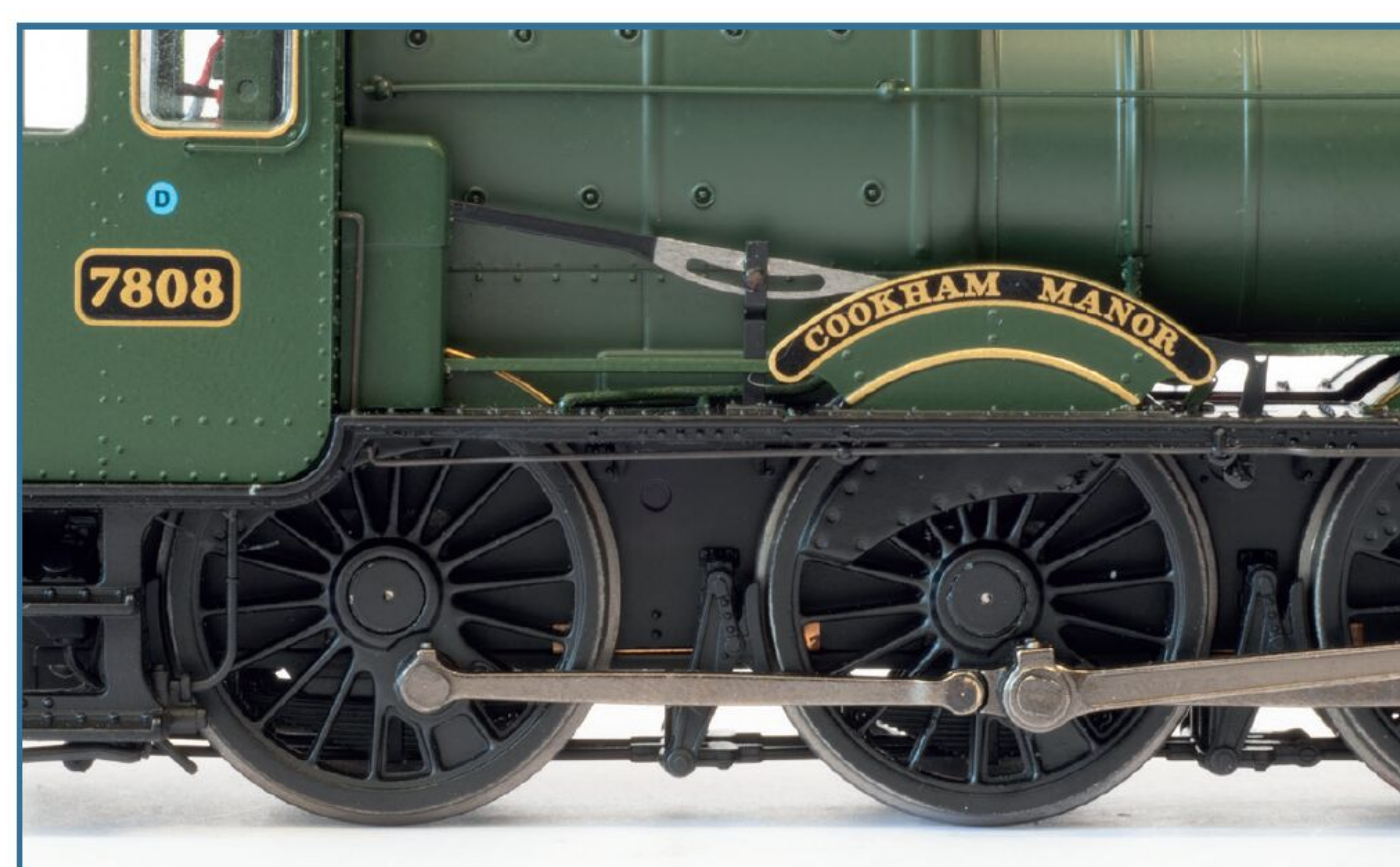
For review we received a DCC sound-fitted sample of No.7808 *Cookham Manor*, which is one of those preserved examples, although it has not run since 1983. It is worth noting that this model and many of the other versions have sold out on the firm's website, but may still be available from Accurascale stockists.

One of the original batch built at Swindon Works in 1938, No.7808 was initially allocated to Oswestry shed. It later worked from Bristol St Philip's Marsh, Gloucester Horton Road, Newton Abbot, Tyseley, Reading and Swindon before being withdrawn from Gloucester at the end of Western Region steam in December 1965, whereupon it was saved for preservation by the Great Western Society – the only one of the preserved Manors to be purchased directly from BR service, the

others having been rescued from Barry scrapyard.

Although finished in GWR green with the 1930s 'shirtbutton' monogram, as the locomotive would have appeared when new, the model actually depicts No.7808 in its preserved condition, from circa 1974 onwards. The main difference, which Accurascale has faithfully replicated on its models, is the chimney: as built, the Manors proved to be poor steamers, and their performance was only brought up to scratch in the early 1950s with alterations to their front end draughting, including a narrower and slightly taller chimney with no capuchon. The model of No.7808 also correctly has the extra oil feed on the left-hand side of the smokebox, another later addition.

The model is packed in a very substantial box – so large that at first



glance it could almost be for an O gauge item – the locomotive and tender being held in clear plastic 'ice cube' style packaging within a foam insert. Upon removing the locomotive, the first thing that strikes you is its weight: not only the chassis and running plate, but also the boiler, all consist of die-cast metal, meaning that it tips the scales at an impressive 409g. The tender, cab, cylinders and other small parts such as the splashers, chimney and safety valve bonnet, are moulded plastic, while the buffer heads are metal and sprung, although the springs on our sample were very stiff. Again, No.7808 correctly carries the straight-sided buffers fitted to the engines in later years, while models depicting the engines as-built have the earlier tapered buffers.

A set of etched name and number plates are supplied separately, along

with a front tension-lock coupling, a pair of screw couplings, a steam-heating pipe for the tender, a spare smokebox door dart, and even the bar (usually a thick chunk of wood on the preserved engines) that can be placed across the front of the tender coal space. There is also a set of parts to correctly model the cylinder ends, for static display or if your layout's curves will permit; to allow operation on second radius curves, parts of the cylinder ends are cut away to provide clearance for the front bogie wheels. The cylinder drain cocks and pipes, together with the brake rigging on both the locomotive and tender, are factory-fitted.

Accurascale has captured the shape and character of these elegant 4-6-0s almost to perfection, with all the key dimensions – length, height, wheelbase and wheel size – exactly or very close to scale. The detailing is excellent, with



the handrails and driving wheel spokes among the finest yet seen on a ready-to-run locomotive, and almost giving the illusion of an etched brass model.

The cab contains some equally fine pipework, with controls such as the regulator, reverser and hydrostatic sight-feed lubricator replicated very well, an especially good rendition of the gauge glass, and printed needles on the boiler pressure, steam-heat and vacuum gauges. The firehole doors are posed almost fully open to reveal the flickering firebox feature, while the seats are rendered in a natural wood colour – the driver's seat folded down while the fireman's seat is tipped up. The wooden planks and metal plates forming the footplate are all modelled, and an etched metal fallplate is fitted. The tops of the fine wire handrails are not attached to the cab roof, and one of those on our sample was slightly out of alignment with the roof, but this was not too noticeable at normal viewing distances.

The Churchward 3,500-gallon tender is every bit as good as the engine, with equally fine detail such as the springs (which appear to be separately fitted), water scoop and handbrake handles and toolboxes, the latter complete with the brackets to hold the bar included in the parts pack. The moulded pile of coal is not the most convincing, but fortunately is removable – and at the rear, in what we believe to be a first on a ready-to-run OO model, the water filler hatch opens! Modellers can now easily replicate the very common sight in BR days of locomotives running with these left open – although the appearance could be improved still further by drilling out the filler hole, or adding some gloss varnish inside it to simulate water.

The livery has been well applied, with a real depth to the green paintwork – perhaps helped on the boiler by its die-cast metal construction – the shade appearing a close match to GWR mid-chrome green, and the 'shirtbutton' logo, name and number plates, blue route restriction disc and bufferbeam numbers all sharply printed.

Only one thing detracts from the look of the model, and that is the fit of the chimney, its copper cap and the safety valve bonnet. All these are separately fitted parts – in the case of the chimney, to cater for the original and later designs – slotting into holes in the top of the boiler and smokebox, but this has left a very noticeable gap between

the insides of these holes and the edges of the parts.

We appreciate the difficulty that Accurascale faced here, because not only did the model have to cater for two different styles, but the bottom of the chimney casting on a real Manor is almost – though not completely – flush with the smokebox. But as for the chimney itself, while its shape is a good match for the 1950s design, the decorative cap – which does have a very convincing copper finish – is a tiny fraction narrower than the main chimney casting, and there is a slight but noticeable gap between the two. Having the copper cap fractionally wider – or the whole chimney moulded in one piece – may have looked better.

Mechanism and performance

The model has a three-pole, flywheel-fitted motor, housed within the firebox and driving the rear coupled axle, with electrical pick-up from all coupled and tender wheels via wiper pick-ups. The locomotive and tender are supplied semi-permanently coupled together via a sprung metal drawbar (with two locating holes for the drawbar pin on the locomotive, providing a close-coupling option for static display or use on gentle curves, or a longer setting for sharper curves) and a wiring plug fitting into a socket on the front of the tender chassis; Accurascale recommends that the engine and tender should not be regularly separated, except when necessary for maintenance.

The Next18 decoder interface is located in the tender, whilst a pre-fitted 'sugar cube' speaker is sited within the boiler barrel – which ensures that sound is emitted through the hollow chimney – with a second situated below the printed circuit board in the tender. Removal of the tender body to equip

the model with a decoder (if not sound-fitted like our sample) requires the removal of four screws – one located in each corner – allowing the body to be lifted clear; the tender footplate and water scoop handle remaining attached to the chassis. Extreme care must be taken during this process, as the handrails were glued on our sample, requiring the bond to be broken.

Removal of the locomotive body is not specified in the covering paperwork; however, if you wish to do so, this is achieved by first disconnecting the drawbar and the plug-in connection between the locomotive and tender, followed by the removal of two screws; one located above the front of the bogie and the second situated under the footplate, in front of the drawbar pin. The vacuum pump (attached to the crosshead on the right-hand side) must be disconnected before attempting to lift the body, along with the plug assembly which needs to be pushed back through its opening. Care must be taken when handling the model to avoid damaging the very fine pipework and handrails.

The factory sound-fitted models are equipped with an ESU LokSound V5 micro decoder, which comes pre-loaded with a sound project produced specially for the Accurascale Manor, incorporating no fewer than 20 controllable sound functions. The flickering firebox feature corresponds with function F8, which imitates a round of coal being fired. This sequence starts with the sound of the firebox doors opening, followed by

The water filler hatch on the Churchward 3,500-gallon tender opens (inset).



the flicker effect activating, along with the sound of coal being shovelled; when deactivated, the shovelling will stop and the firebox door will be heard to close, at the same time as the flicker extinguishes.

The dual-speaker system recreates the distinctive bark of these Western workhorses quite well but, we felt, might sound even better with the firm's 'Accurathrash' bass speaker.

During the Second World War, despite the class's early steaming troubles, Nos.7807 *Compton Manor* and 7819 *Hinton Manor* are recorded as having worked 10- and 12-coach troop trains over the Cambrian main line's Talerddig Bank, with gradients of 1 in 80 in the Down direction and 1 in 52 for Up trains. On the Pecorama loft layout, with its 1 in 48 gradient and 3' radius curves, the model exceeded this feat, managing 16 Pullman cars with smooth and quiet performance under 12V dc operation.

Just like the real things?

Taken as a whole, Accurascale has done a fine job with its first steam locomotive – much of the detail on the Manor is truly outstanding, and its overall looks and high-quality feel are up there with the best of today's models. But the chimney is so important to the look of a locomotive, it is in this case the one part of the model that could be improved.

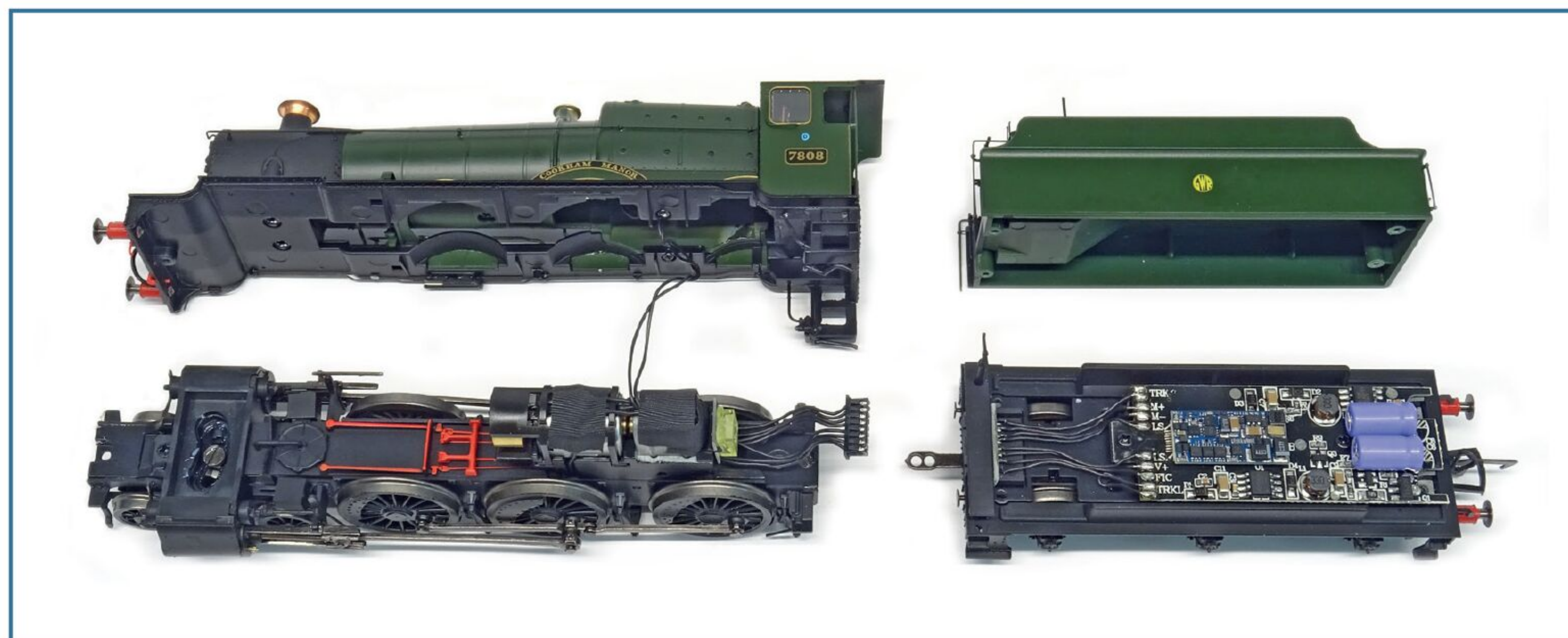
Much like the prototypes, then, the Accurascale Manors are generally very good engines, but just need a few tweaks, chiefly to the chimney, to make them spot-on.

Sample supplied by

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

PRICES

Ref.SKU ACC2503-7808 –
£169.99 DCC ready,
£259.99 DCC sound-fitted



British Rail Class 73/1 from Heljan

It was announced in our January 2021 issue that Heljan was to produce models of the Southern Region's English Electric/British Rail Class 73/1 Bo-Bo electro-diesels in O gauge.

This all-new model utilises tooling which covers detail variations between different examples across the entire careers of the class – catering for versions with or without high intensity headlights and NRN radio aerials, radio pods and optional fibreglass arc shields (as fitted to the bogies from the mid-1980s onwards).

Our sample in detail

For review we received a sample of the Class 73/1 (ref.7300) presented as E6008 in BR early blue with small yellow panels and grey band. Supplied mounted on a wooden display plinth, the model comes factory-fitted with the full suite of bufferbeam pipework and functional drop-head buckeye couplings at both ends. The buffer heads are plastic, but sprung. Details supplied for the user to fit include red/white headcode blanks, bufferbeam wedges, cab telephones and bogie arc shields; the suitability of these details are dependent on what locomotive/period you wish to depict.

The model consists of a cast metal chassis, with a bodyside moulded in plastic that is detailed with numerous separately fitted metal and plastic components, including metal wire grab rails, fine pipework (much of which is also metal) and a plethora of etched grilles. Overall weight is an impressive 2,088g. The etched roof grille affords a clear view of the red engine fan inside, which rotates when the model is under power (above a certain voltage on 12V dc), via its own separate motor, whilst the fine mesh of the bodyside grilles reveals detailed depictions of internal framework.

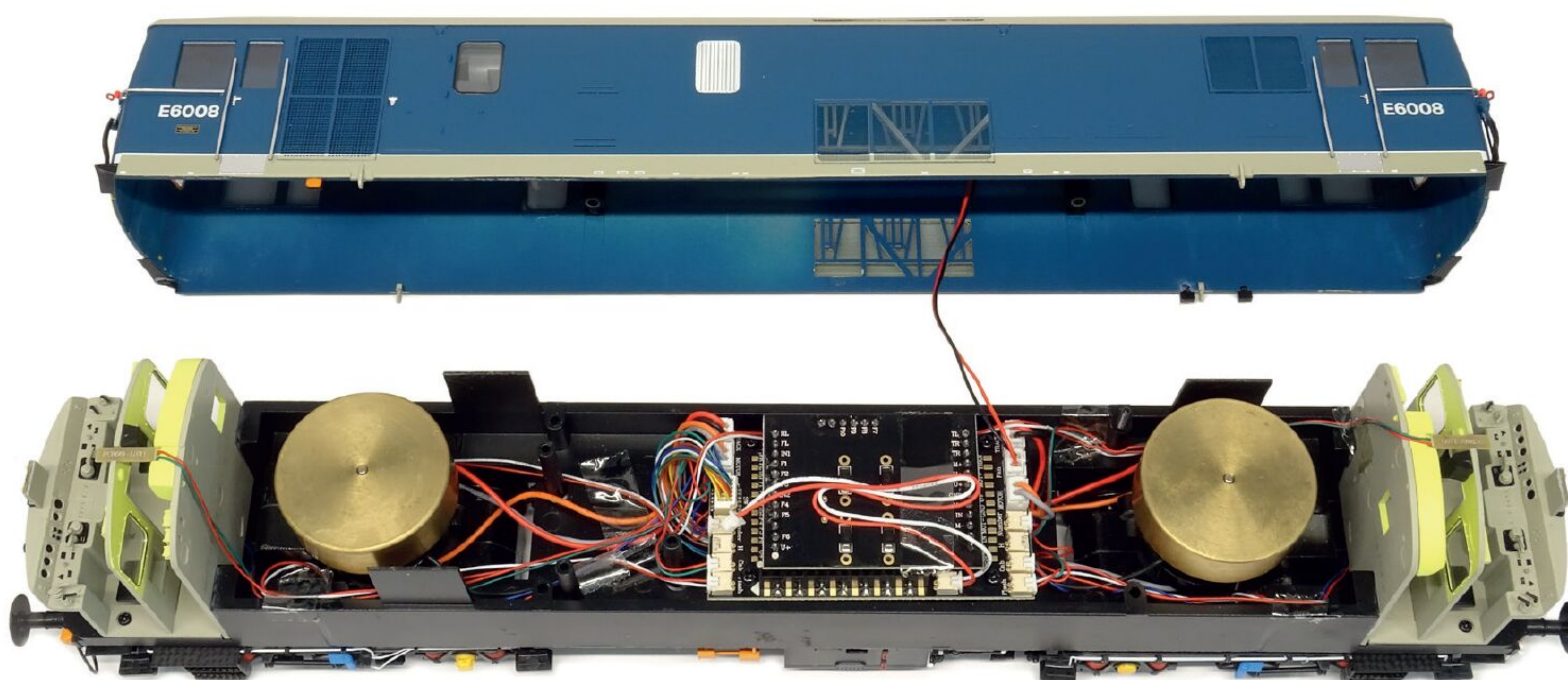
The bogies, which are also moulded plastic, are adorned with crisp representations of the suspension and

brakes, together with separately fitted brake cylinders, pipework and the speedometer drive. Also worthy of note are the cab steps which feature etched metal renditions of the chequer plate

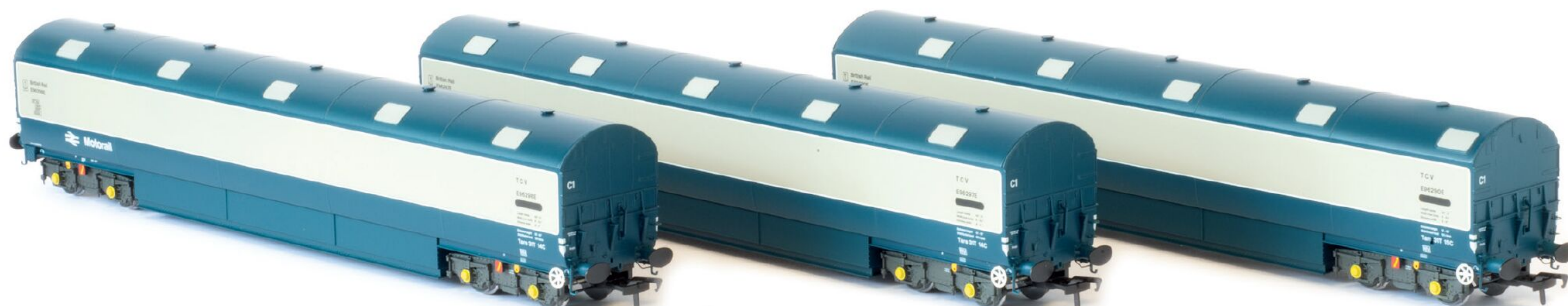
surface. The third-rail collector shoes are fully posable; these can be posed in a lowered or retracted position. (When in the lowered position care must be taken to ensure that these do

▲ The Heljan model depicts the Class 73/1 (originally designated JB) as built in BR electric blue with light grey solebar and small yellow warning panels.

not come into contact with any lineside details/equipment). It is also worth noting that this particular detail was absent on our sample at the No.2 end. Particularly impressive is the cab



Newton Chambers Car Transporter pack from Heljan



Heljan has also delivered the first of its suite of OO gauge Newton Chambers Car Transporters – plans for which were first revealed in our January 2023 issue.

Constructed by Newton Chambers for the Eastern Region of BR in 1960/61, these double-decker car transporters were initially used between London, York and Edinburgh – regularly

hauled by LNER Pacifics and Deltics. Later in their careers the vehicles were dispersed further afield on Motorail services – where they could be seen being hauled by a wide variety of diesel traction including Class 47s, 'Peaks' and Westerns.

These distinctive vehicles are offered in six triple packs – three in BR maroon and three in blue & grey, with different

running numbers – allowing modellers to assemble an authentic rake. Tooling covers the entire lifespan of the prototypes, with detail differences such as offset and parallel styles of roof lights and ETH (electric train heating) fitted examples catered for.

For review we received a sample of BR Motorail pack 2 (ref.9623), consisting of TCVs Nos.E96290E,

E96297E and E96298E in BR blue & grey.

Our samples in detail

The car transporters are packed in an attractive cardboard presentation box, finished in the same BR blue & grey colour scheme complete with double arrow logos and Motorail branding; the models cradled within a foam insert.

interior detail, complete with fully glazed partitioning walls and well furnished control desks – with many of the controls separately fitted. Even the access panel on the rear of the two-character headcode display has been faithfully replicated.

The early BR blue colour scheme has been completed to a high standard, with clean breaks between the body and roof colours. The grey band – complete with white trim – is applied straight with no visible bleed or imperfections, while the windscreen surrounds are neatly picked out in white. The cabside maker's plates – which are fully legible under a glass – read 'THE ENGLISH ELECTRIC CO. LTD. VULCAN WORKS, NEWTON-LE-WILLOWS, ENGLAND, NO.3570/E340. 1965'.

Mechanism and performance

Removal of the body is relatively straightforward, requiring the removal of four screws; two located just behind the bogie at the No.1 end, the other pair directly above the rear of the No.2 end bogie assembly. Care must also be taken to avoid damaging the wires that connect to the fan assemblies.

Transmission is via two horizontally mounted five-pole motors – each of which is equipped with a hefty brass flywheel – which drive all axles on each

bogie. A printed circuit board sits atop the chassis casting and is equipped with an ESU XL pin decoder 'plug and play' interface – this 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.

The headcodes, marker and cab lights all illuminate (according to the direction of travel) along with the engine room lights, under 12V dc – these can be controlled via a bank of six on/off micro-switches located centrally under the chassis. Additionally, the model features an 'arc flash' lighting function – replicating the

electric arcing that often occurs when the locomotives operate on 750V dc third-rail power – however, this function is limited to DCC operation only. It can be activated using function F12, or set to activate at random following the Configuration Variables (CVs) provided in the covering literature.

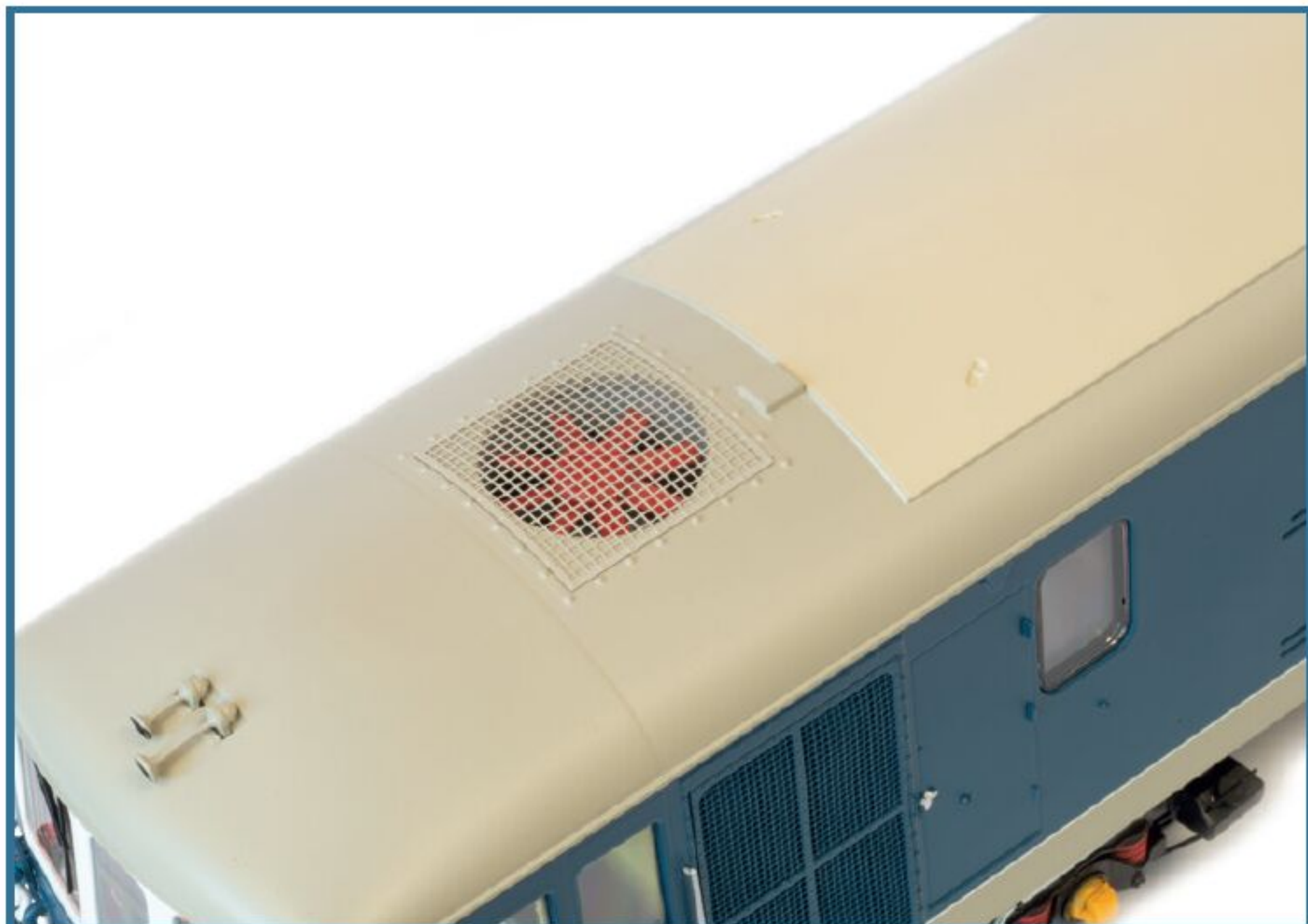
A mounting point for a 66mm x 29mm 'earth mover' speaker is located within the roofline of the bodyshell, with provision also made for the installation of an aftermarket smoke unit – with mounting points provided for an ESU (ref.54678) smoke unit directly below the exhaust port.

As with other Heljan releases in O, we found the 73 to be a capable and smooth performer 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 models.

Electrification programme

Heljan's O gauge Class 73 certainly lives up to expectations. It's also worth noting the model is the first electric in the manufacturer's 7mm range... could this be the catalyst for other Southern Region electric prototypes in the scale? Time will tell...



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.7300 – £779.00

Livery application is first class with clean breaks between body and roof colours; the rich BR blue & grey colour scheme with high satin finish capturing the look of the fibreglass construction of these vehicles well. Details such as the brake wheels are painted white, while the roller bearings and anchoring eyelets are neatly picked out in yellow. Lettering and data panels are crisp and legible – right down to the markings on the bogies and end doors. Note the anchor and white markings in the lower corners of the body denoting that the vehicles were suitable for use on train ferries. The translucent glass-fibre roof lights are painted grey.

The construction of the vehicles comprises plastic mouldings for the most part, decorated with separately fitted plastic and etched metal components, including lamp irons, fine wire steps and brake wheels. Details supplied separately for the user to fit include decorative screw couplings, vacuum, steam-heat and air pipes.

Buffer heads are plastic, but sprung. The crisply moulded bogies are equipped with free-rolling pin-point metal disc wheelsets which are neatly painted grey, as per the frames. Above these are renditions of the bogie locking mechanism (neatly picked out



in red/yellow) and lashing eyelets for ferry transportation – the latter being separately fitted and formed from etched metal.

The characteristic end doors on the whole have been well depicted; parts of these are formed from separately fitted components, though in the eyes of the reviewer, the mouldings for the doors themselves (which include parts of the latches and hinges) do seem a little soft. Interestingly, the roof sections are held in place with magnets, providing access to the model's interior (possibly for adding cars); this feature is somewhat puzzling as there is no glazing to afford a view of the interiors with the roof fitted.

As supplied, the models are equipped with slimline tension-lock couplings mounted in brackets attached to the underside of the floor (above each bogie), which are sprung and have a degree of sideways articulation. Alternative magnetic close-couplings are provided for the user to fit if desired.

These vehicles will doubtless prove very popular with Eastern Region modellers or those depicting Motorail services, paired with a suitable rake of passenger stock.

Samples supplied by

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

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

PRICE
Ref.9622 – £259.00

Southern Inspection Saloon *Caroline* from Revolution Trains

In our July 2020 issue, we reported on the plan of Revolution Trains to develop ready-to-run models of inspection saloon No.975025 *Caroline* in OO and N; further details of the project can be found on page 822. Stocks of the OO models have now been distributed to customers and Revolution retailers, with a pair of samples sent to us for review.

A brief history

The vehicle – originally numbered TDB975025 – has had a long and fruitful career, having entered service in 1969 as the Southern Region General Manager's Inspection Saloon. It was converted from buffet car S60755 (taken from Class 203 'Hastings' unit No.1031), built 11 years earlier.

Originally fitted with SR 27-way jumper cables, third-rail shoe-gear and with two-character headcode boxes, it was outshopped in BR blue & grey with yellow ends. Traction was usually provided by Class 33 or 73 locomotives, but from time to time the saloon would also be coupled to the front of passenger units such as VEPs and CEPs and used as a driving car.

The saloon has been subject to numerous detail and livery changes over the years, together with various changes of ownership following Privatisation. Its current configuration (in BR Southern Region middle Brunswick green livery, applied in 2015) has seen the headcode box plated over, the SR 27-way jumper cables replaced with Blue Star connections, LED tail lamps fitted and third-rail pick-up equipment removed.

Operationally, *Caroline* has been used for BR General Manager's meetings, track inspection and line testing far and wide, but has also seen use on many celebrity and VIP duties, including Royal occasions.

Our samples in detail

The saloons are each presented in attractive 'lidded' card boxes, with the models cradled in plastic 'ice cube' style packaging. Enclosed is an information sheet which provides a comprehensive written history of the real vehicle, this document being referred to when preparing the prototype information for this review.

The construction of the models comprises plastic mouldings for the most part, extensively decorated with

separately fitted plastic and etched metal components. The bodies are very finely moulded, with crisp representations of the riveted window/windscreen frames, together with the door latches, hinges and other fittings. The body grab rails are formed from a mixture of durable fine plastic and metal wire. Buffer heads are plastic, but sprung.

The Revolution Trains model has been extensively researched, with tooling incorporating the many changes received by the real vehicle over its lengthy service career; further details of these can be seen in our Scale Drawings feature, RM December 2020. This is evident when comparing the



FNA-D nuclear flask carrier from Revolution

Revolution Trains has also received stocks of its all-new FNA-D nuclear flask carriers in OO, plans for which were first announced in our April 2022 issue. Sold as singular units, several different running numbers have been produced, with the models made under licence from and with the full co-operation of Direct Rail Services (DRS) and WH Davis.

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 were a like-for-like replacement for the British Rail and Procor-built FNA nuclear flask wagons that were built between 1976 and 1988. Notable differences are the exposed frame bodysides, Barber BER22.5 'Easy Ride' low track force bogies and the vessel support structures 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 undergoing decommissioning to Sellafield for disposal – with motive power provided by Direct Rail Services Class 57s, 66s, 68s and dual-mode

Class 88s, as well as the operator's remaining fleet of Class 37s, and the locomotives primarily running in pairs.

The model – which has been produced from original works drawings – consists largely of finely moulded plastic components, decorated with numerous separately fitted parts. Particularly impressive is the

underframe detail –including fine renditions of the braking apparatus and flask cradle – and fine bogie-mounted handbrake wheels.

If so desired, the flask cover can be posed in an open position; this is held in place by the locking mechanism (care must be taken when releasing and locking). It's worth noting that



front ends of our two samples: ref.00-SGMIS-001 as originally converted with headcode boxes and SR jumper cables, presented in British Rail blue & grey (c.1969-1984); and ref.00-SGMIS-003 post-2007 refurbishment with plated-over headcode boxes, jumper cables removed, LED lighting clusters and high-intensity headlights, in Network Rail SR mid-green (c.2015-present). Two other versions are also available; ref.00-SGMIS-002 in BR Network South East livery (c.1991-2003), together with ref.00-SGMIS-004 in 'Viridian' green (c.2008-2015) – the latter exclusive to the West Lothian-based retailer Rainbow Railways.

The glazing is commendably flush throughout, the three plain windscreens being complemented by extremely fine representations of the windscreen wipers. The saloon interior is clearly visible through the windows, with each model fully furnished with separately-fitted era-specific fixtures and fittings, including tables and chairs, as well as control desk instruments. Also note the different curtains.

The level of underframe detail is particularly impressive, with fine



depictions of the truss rodding, braking apparatus, and various reservoirs and cabinets; much of the latter are period specific. Undoubtedly one of the stand-out features has to be the gas cabinets – which are embossed 'PROPANE GAS, NO NAKED LIGHTS, SMOKING, EXCESSIVE HEAT'. The B5(S) bogies bristle with fine detail, with crisp renditions of the coil springs, yaw dampers, axlebox covers (complete with maker's stamps), guard irons and speedometer cables; third-rail shoe-gear is also present on the blue & grey version.

Details supplied separately for the user to fit (depending on the model) include bufferbeam pipes (yellow air pipes, red air brake pipes, engine control air pipes) and supports and ETH socket. The models are supplied with a drop-head buckeye coupling fitted at one end and a slimline NEM tension-lock coupler at the other; an additional

buckeye and tension-lock are also provided.

The livery of each vehicle is finely rendered, with a smooth satin finish and clean separation between the main body colours. The printed lettering, running numbers and markings – which extend to gauges on the underframe – are clean and crisp; this is particularly evident on the green example with numerous warning labels (most of which are legible under a glass) and *Caroline* nameplates. (Etched metal versions of the latter are also supplied as part of the accessory pack.)

Lighting functions

The models feature an extensive lighting suite comprising directional, interior and solebar footstep lights and searchlights which illuminate (according to the direction of travel) when power is applied to the track under 12V dc operation or constantly when using digital control. Selected lighting

functions can be controlled via a bank of four on/off switches located on the underside of the chassis or individually on Digital Command Control following the installation of a suitable 21-pin decoder; provision for this is located within the roof, above the kitchen compartment and accessed via removal of the bodysheet.

While stocks last...

Revolution Trains has delivered its allocation of these models to customers who placed pre-orders. However, remaining stocks are available from selected retailers (see the firm's website for a list of stockists).

Samples loaned by

REVOLUTION TRAINS,
www.revolutiontrains.com

PRICE

Ref.00-SGMIS-001 – £159.99

Ref.00-SGMIS-003 – £159.99

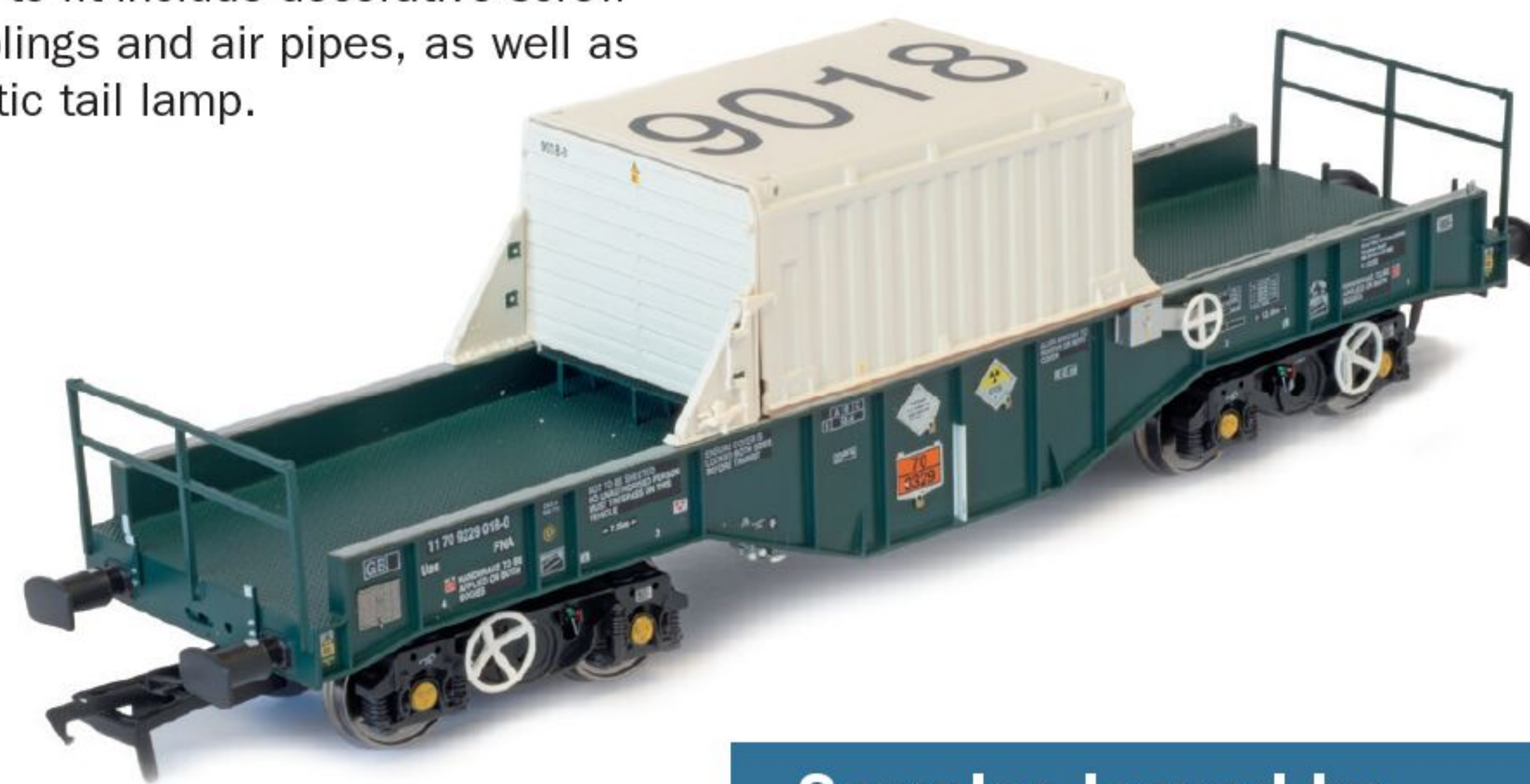


safety regulations mandate that the flask cover must be locked closed when in transit, with the covers only opened during loading or unloading in private sidings.

The interior reveals a large cast weight mounted within the flask cradle

– giving the model an overall weight of 79g. Sprung NEM pockets are mounted to the underside of the chassis, with a pack of slimline tension-lock couplings fitted as standard. Wheels are metal, whilst buffers are plastic, but sprung. Optional details supplied for the

modeller to fit include decorative screw-link couplings and air pipes, as well as a cosmetic tail lamp.



Printing is first class, right down to the plethora of small inscriptions and hazard warnings, extending to marking on the bogies.

Modellers in N gauge need not feel left out, as the manufacturer is also currently developing versions of the model in 2mm scale – we hope to bring you a full review of these in due course.

Samples loaned by

REVOLUTION TRAINS,
www.revolutiontrains.com

PRICE

£32.95 each

Upgraded Ivatt 2MT 2-6-0 from Graham Farish

The Graham Farish LMS Ivatt 2MT 2-6-0 in N – reviewed in the pages of our September 2013 issue – has recently received an upgrade, plans for which were outlined as part of the Bachmann summer 2023 product announcements, reported in our July 2023 issue. The model now incorporates a Next18 DCC interface complete with factory-fitted ‘sugar cube’ speaker located within the tender.

Four versions of the revised Ivatt have been produced, all of which are supplied either DCC ready or DCC sound-fitted. These comprise No.6418 in LMS black livery (ref.372-627A); No.46474 in BR lined black with early emblem (ref.372-626B); No.46447 in BR lined black with late crest (ref.372-628A); and No.46521 in BR lined green

with early emblem (ref.372-630). For review we received a sample of No.46474, which is illustrated here.

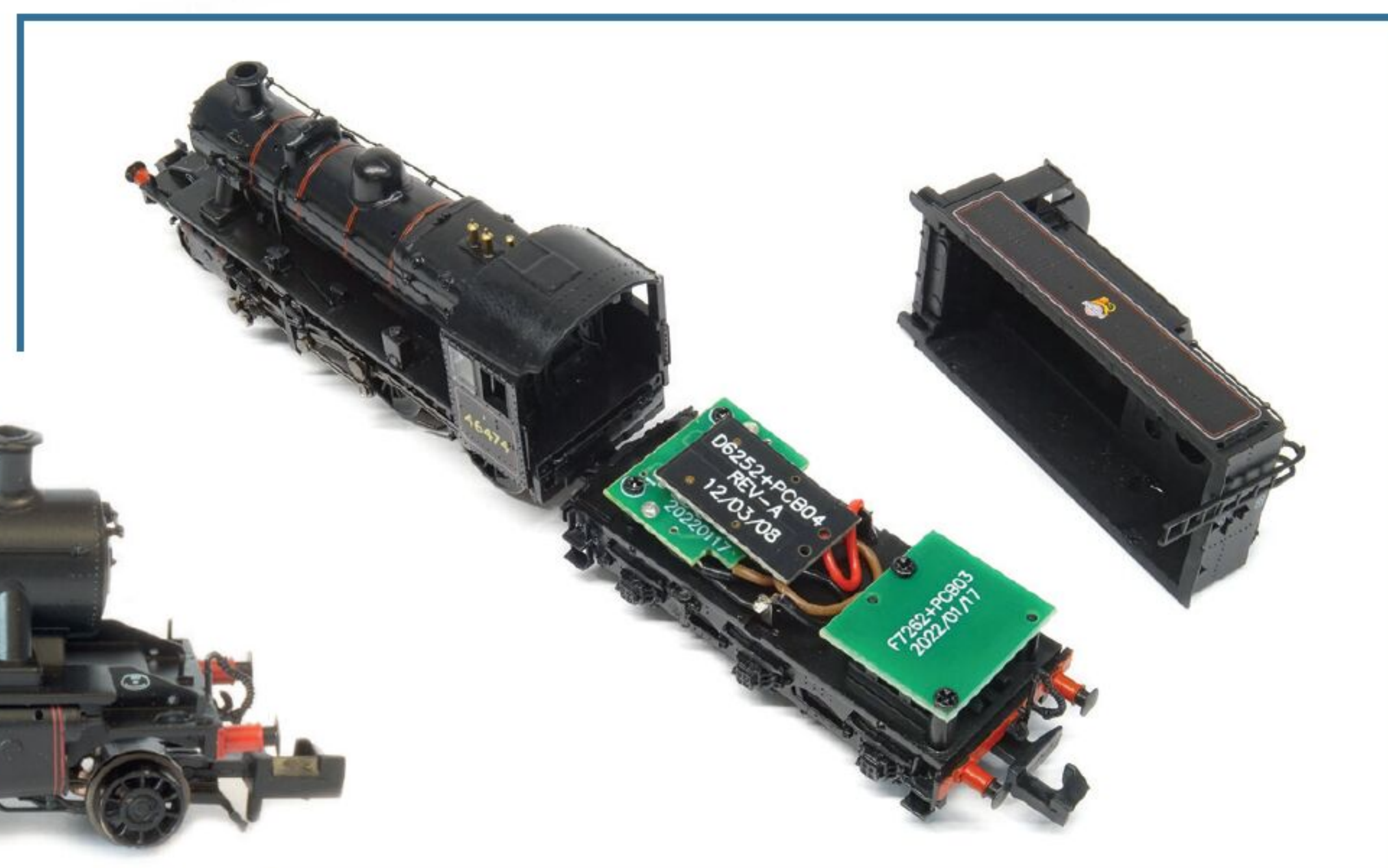
The model comprises largely plastic mouldings, with the exception of the chassis block and the buffer heads which are formed from turned metal (not sprung). Overall weight is 39g. As with the previous release, much of the detail is factory-fitted, including front and rear vacuum pipes, cylinder drain cocks and an adjustable tender fallplate formed from etched metal. Front steps, footplate supports, cab doors and tender roof cab extension are supplied in a separate accessory



The neat and compact lines of the Ivatt 2MT are well captured.



The new Next18 DCC interface is located in the tender.



pack for the modeller to fit. NEM knuckle couplings are fitted as standard.

A coreless motor is concealed within the loco which drives the centre coupled axle. All wheels except the front pony truck collect current, with traction tyres on the rear coupled axle.

BR Mk.I coaches from Hornby

Hornby has received its first suite of British Railways Mk.I coaching stock in TT:120 scale, plans for which were first announced in the November 2022 issue of RM.

Received for review and illustrated here are samples of (ref.TT4005) Composite Corridor (CK) E15058 and (ref.TT4006) Brake Second Corridor (BSK) E34734, both presented in the attractive BR carmine & cream colour scheme; further running numbers are also available, as well as examples in BR maroon livery. The design for both vehicles closely mirrors that of the firm's OO releases (see reviews, RM February 2015).



Predominantly an injection-moulded assembly, the models tip the scales at 39g (CK) and 37g (BSK). Details, such as the grab rails, lamp irons and water feed pipes are part of the body moulding; the former neatly picked out

in brass/black giving them an almost separate appearance. Buffer heads are plastic (not sprung), whilst cosmetic drop-head buckeye couplings – moulded



The Brake Second Corridor coach in BR carmine & cream livery.

The new Next18 DCC interface is accessed by removing the tender body – held in place by a friction fit. Provision for sound is via a factory-fitted 8 x 12mm ‘sugar cube’ speaker located to the rear of the tender chassis.

The BR lined black livery with early emblem is finished to the brand’s usual high standard. The works plate, tender capacity plates and shedplate (51A Darlington) are all perfectly legible with an eyeglass. The fine red & grey lining is applied straight and true, while the running numbers and emblems are clean and crisp.

British Rail Mk.IIf stock too...

Also received were two examples of the firm’s latest suite of British Rail Mk.IIf coaches – the tooling for which was first reviewed in our November 2020 issue. No fewer than 19 versions, which cover three variants, were announced as part of the firm’s quarterly product announcements (see news, July 2023). Liveries on offer include: BR blue & grey; BR InterCity (Swallow); Virgin Trains (original); ScotRail Saltire; and Network Rail yellow.

Received for review and illustrated here are samples of (ref.374-694) BR

Mk.IIf Brake Second Open (BSO) presented in the red & black colour scheme of Virgin Trains, and (ref.374-736A) Tourist Second Open (TSO) in the dynamic blue livery of ScotRail.

The livery application is excellent, with crisp separation of the colours and very neat representation of the various branding and markings – extending to the end data panels, which are legible under a glass. Particularly impressive is the quality of the printing of the ScotRail



Tourist Second Open in Scotrail Saltire livery.



features a rendition of the metal caging formed from a fine mesh.

Optional details for the modeller to fit include cosmetic coupling hooks, brake and main reservoir pipes, electric train heating (ETH) sockets and ETH cables; it should be noted that the installation of these details requires the NEM knuckle couplings to be removed. (A pair of optional close-couplings is also provided).

Samples supplied by

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

PRICES

Ivatt 2MT – £164.95 DCC ready, £264.95 DCC sound-fitted
BR Mk.IIf coaches – £54.95 each



Brake Second Open in Virgin Trains guise.

Saltire livery. Details such as the door handles and grab rails are neatly picked out in white, and the footsteps in yellow, whilst the metal wheelsets are chemically blackened.

Window frames are moulded in relief, and all the windows are flush glazed, complete with a distinctive smoke tint; note the finely printed ‘NO SMOKING’ signs of which there are two different styles between the prototypes. The guard’s compartment windows of the BSO sample afford a clear view of the luggage compartment, which also

in the raised position – are separately fitted.

NEM pockets – which house the European-style couplings – are mounted in brackets attached to the underside of the floor; these are sprung and have a degree of sideways articulation. Bogies are equipped with pin-point metal wheelsets, which are free-rolling.

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 compartments of the Composite Corridor, and ‘NO SMOKING’ signs, all of which are fully legible under a glass.

Fine black & yellow lining adorns the sides of both vehicles – all of which has been applied straight and true – while application of the lettering and running numbers is clean and crisp, extending

to the ‘EMERGENCY LIGHTING POINT’ markings on the solebar.

In short, these ubiquitous passenger vehicles are welcome entries to the growing TT:120 scale.

Samples supplied by

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

PRICES

Ref.TT4005 – £37.49
Ref.TT4006 – £37.49



The Corridor Composite, also in the early 1950s BR colour scheme.

New from Osborn's Models

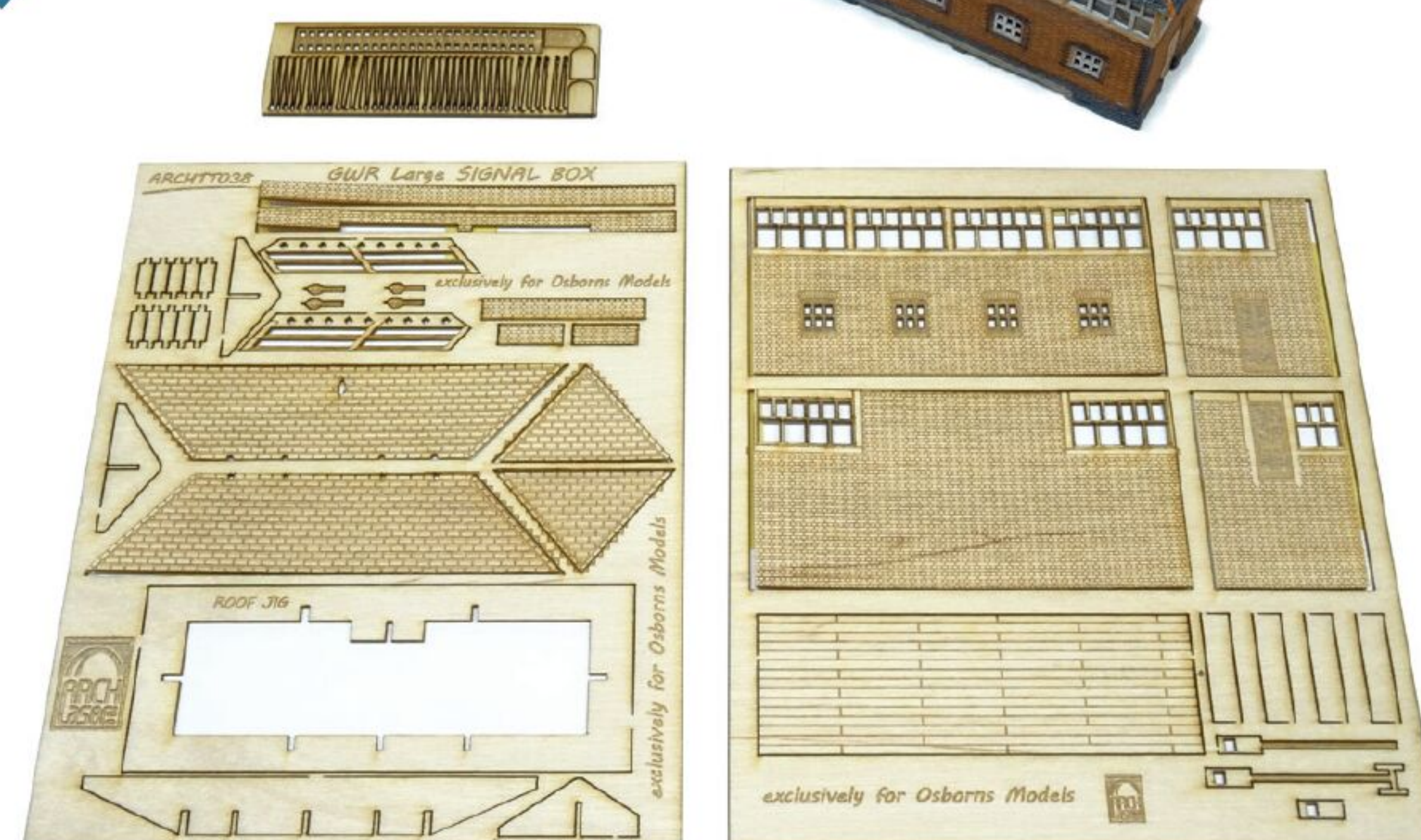


Kentsford signal box in O, OO and N gauge.



GWR medium and large brick signal boxes in TT:120.

The laser-cut kit of parts for the TT:120 large brick GWR signal box.



Osborn's Models has released a wide selection of new laser-cut wooden structure kits in scales from 1:148 (N gauge) to 1:48 (O gauge) produced under the retailer's Arch Laser brand. Note that the laser-cut kits are supplied with parts unpainted; assembled and painted examples are illustrated here.

First up, we have the GWR small timber signal box based on the 11-lever box at Kentsford in West Somerset. Examples in three scales are illustrated, from left to right: O (ref.AL0040, £39.95), OO (ref.AL00040, £29.95) and N (ref.ALN030, £25.95). Each kit is supplied with a nameboard, which the purchaser can personalise (up to 20 characters) at no additional cost; state your requirements in the order notes.

In TT:120 scale there is the GWR large brick signal box (ref.ALTT034, £29.00), GWR medium brick signal box

(ref.ALTT035, £28.50), and GWR station building, inspired by buildings on the GWR Chard branch (ref.ALTT038, £33.00); the latter is pictured alongside an example in N (ref.ALN042, £30.00).

The Bideford retailer has also expanded its range of 3D-printed road vehicles and accessories. New additions in N include a horse-drawn brewery dray, with two horses, a driver figure and barrel load (ref.A3D125, £24.99); Foden steam lorry with load (ref.A3D142, £8.94, unpainted only); NCB (Northern Coach Builders) milk float (ref.A3D0004, £7.25); Modern refuse truck (ref.A3D143, £15.95); and Dennis RS fire engine including firefighter figure (ref.A3D070, £17.95).

For OO there is a set of three 1950s petrol pumps (ref.B3D028, £4.99). Sold unpainted, the pumps are also available in N (ref.A3D0034, £2.95).

Also received are a selection of new



The horse-drawn brewery dray, Foden steam lorry, NCB milk float and modern refuse truck in N.



GWR station buildings in N and TT:120, based on buildings on the Taunton to Chard branch.



A set of three 1950s petrol pumps in OO.

Fundraising wagon for the Mid-Suffolk Light Railway

OO

The Middy Trading Company, the fundraising arm of the Mid-Suffolk Light Railway Museum, has commissioned from Dapol an exclusive limited edition wagon in OO. The models – each limited to 159 pieces – are the company's 22nd limited edition commission with profits going towards the running costs of the museum.

The 10' wheelbase five-plank wagons – equipped with metal spoked wheelsets, removable coal loads and slimline tension-lock couplings, mounted in NEM pockets – are finished in the livery of Christie & Son, coal merchants of Ipswich, with the running number 101 in black with white lettering.



The models are available in a pristine or weathered finish, and can be ordered through the museum shop (priced

£14.00 each) or by post (priced £19.00 including postage and packing, or £34.00 for two) with cheques made

payable to 'Middy Trading Co. Ltd'. 'Pristine' or 'weathered' must be specified when ordering. Wagons can also be ordered online from the MSLR shop website at: www.mslr.org.uk/shop

Sample loaned by

MIDDY TRADING COMPANY Ltd
5 Melton Meadow Road,
Woodbridge, Suffolk IP12 1SB.

PRICES
See text

Multi Scale



British Transport Police officers in OO and paramedics in N.



Network Rail track workers in OO.



Shunting horse and handler, and (far right) wedding couple, both in OO.

3D-printed figures for OO and N. There are two packs of British Transport Police Officers – pack 1 (ref.OSBF128) and pack 2 (ref.OSBF129) – priced £9.99 each. Also under the emergency services banner are the ambulance crew/paramedics in N (ref.OSBFN085, £7.95).

Also pictured here is a sample of the firm's Network Rail track workers pack in OO (ref.OSBF135). The set comprises four figures in various poses – two with track tools including a rotary cutter, one crouching and another standing – and is priced at £14.99.

Finally, there is the shunting horse and handler pack, comprising a large bay and white Clydesdale horse and handler figure (ref.OSB0020, £9.95) and a wedding couple (ref.OSBF068, £6.95).

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

Samples loaned by

OSBORN'S MODELS
7 Honestone Street, Bideford,
North Devon EX39 2DL
Tel: 01237 423453
email: info@osbornsmodels.com
www.osbornsmodels.com

PRICES See text

New from Peter's Spares

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Middlesbrough-based retailer Peter's Spares continues to expand its range of replacement and spare parts for proprietary ready-to-run models.

First up, there is the PS68 replacement Lima dummy bogie wheel retainer – suitable for the manufacturer's British Rail Class 50, Class 52 and Class 55 models – priced £7.30.

A large number of Tri-ang/Hornby Railways spares include: PS70 Hornby (S5056) Princess 4-6-2 motion bracket – priced at £4.99; PS75 Tri-ang/Hornby Railways (S5449) axle/gear, suitable for

British Rail Class 31/35/37 and EM2 – £4.60; PS98 (X5453) Class 31/37 and EM2 wheel retainer/keeper plate – £7.30; PS158 (L5714/X8199) worm wheel/axle gear, suitable for Tri-ang/Hornby 0-6-0 & LNER B12 4-6-0 – £2.99; PS162 Hornby (S5467) motion bracket for Britannia Class 4-6-2 – £4.99; PS163 (S5054) plastic bogie wheel – £2.25; PS164 (X283) Lord of the Isles wheel retainer (rivet not included) – £7.30; and PS165 Hornby (S5111) A4/Duchess 4-6-2 motion bracket – £4.99. For more information and to order, visit the retailer's website.



From left: 31/37/EM2 axle/gear, 0-6-0/B12 worm wheel, Tri-ang bogie wheel.

Left to right: wheel retainer/keeper plates for Class 31/37, Lord of the Isles and Class 50/52/55.



From top: A4, Britannia and Princess motion brackets.

Samples supplied by

PETER'S SPARES MODEL RAILWAYS LTD
2J/2H Brighthouse Business Village,
Riverside Park,
Middlesbrough TS2 1RT
www.petersspares.com

PRICES
See text

Oh, Mr Porter & The Music Box figures from Buggleskelly

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Tom Marshall – founder of the Will Hay Appreciation Society – has developed a range of 3D-printed figures, buildings and accessories inspired by the classic 1937 Will Hay film *Oh, Mr Porter!* Each item has been designed from scratch, closely following screenshots from the film for authenticity.

Illustrated here are hand-painted samples of the main cast from the film in 1:43 scale – from left to right are: William Porter (played by Will Hay) with arms folded, Albert (Graham Moffatt) in a talking pose and Harbottle (played by Moore Marriott) in an idle pose, priced £26.00 each.

In addition to the extensive range of Will Hay characters, Tom has also



developed figures of comedy legends Stan Laurel and Oliver Hardy. Received for review and pictured here are hand-painted examples of Stan and Ollie as they appeared in the classic 1932 Laurel and Hardy film *The Music Box*; Stan with his arms outstretched in a carrying pose and Ollie in a pushing position. The Music Box itself has also



been faithfully replicated in miniature – the piano with a convincing mahogany finish, while the wooden carrying crate features a separate (opening) panel to reveal the piano when placed inside (sold as a pair). All these are priced at £26.00 each.

All figures are produced in various poses in scales from US N (1:160) up to

1:12 Doll's House scale, with hand-painted versions available; these are painted to order and may take a few weeks to fulfil.

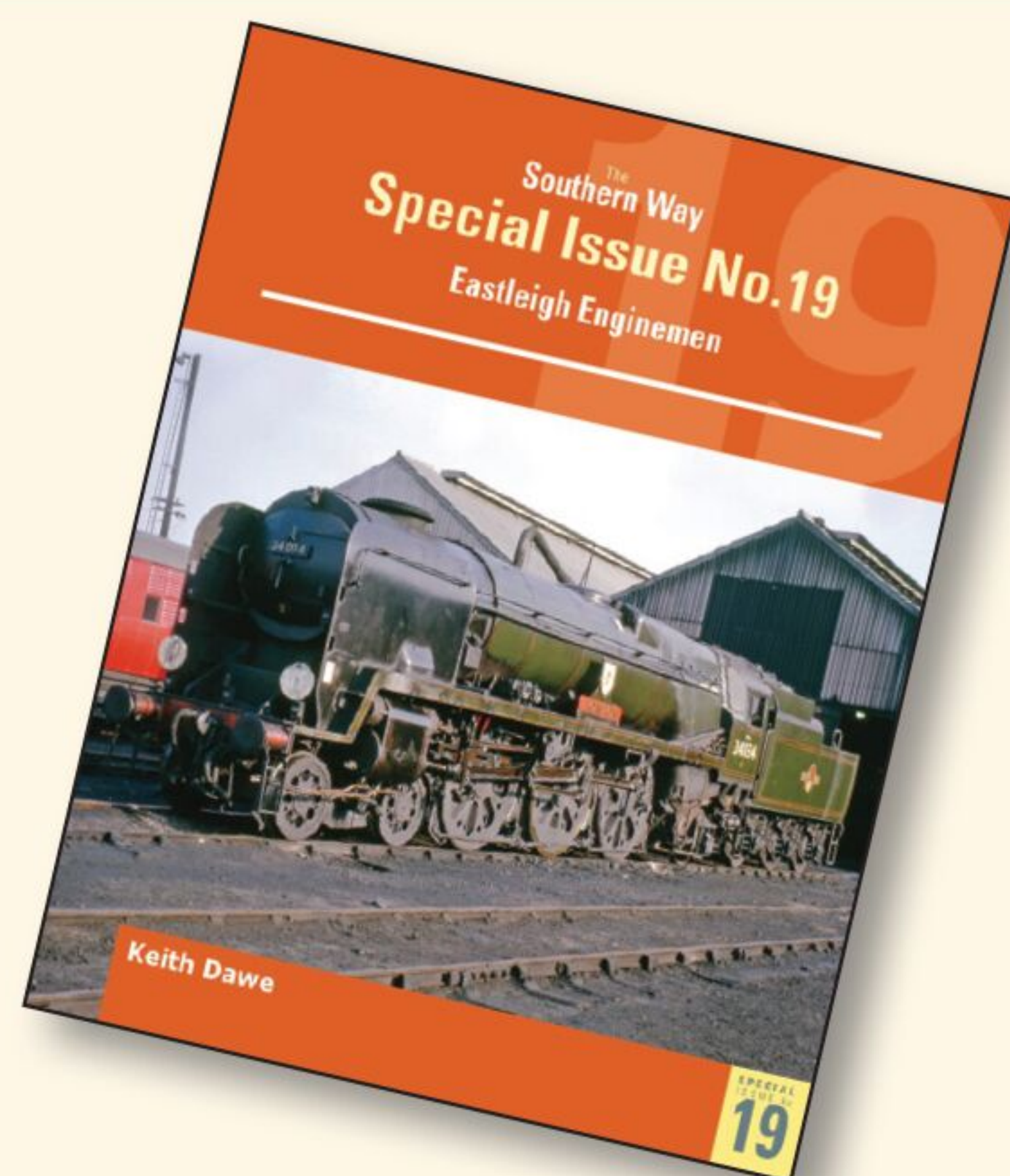
For further details and to explore the full range, see the retailer's website.

Samples loaned by

BUGGLESKELLY STATION
www.buggleskellystation.com

PRICES See text

Book Reviews



The Southern Way Special Issue No.19: Eastleigh Enginemen

Keith Dawe

Such was Keith Dawe's interest in railways and steam locomotives as a youngster that, despite doing well academically at school, he decided in 1964 to join the Southern Region of BR as a cleaner at Eastleigh shed. This book tells the story of the relatively short but eventful footplate career that resulted.

His well-written account conveys his obvious love of the job, and the evocative sequences describing typical journeys put the reader right there on the locomotives' footplates: an S15 4-6-0 on an overnight goods from Eastleigh to Feltham, and rebuilt Bulleid West Country No.34098 *Templecombe* on a boat train from Southampton Docks, conveying American tourists from the *Queen Mary* who are astonished to find steam still at work.

The story is laced with plenty of interesting and humorous anecdotes: a pair of USA 0-6-0Ts proving the maxim of 'a prototype for everything' by hauling the Portsmouth portion of a Down newspaper train; why the layout *Redbridge Wharf*, currently on the exhibition circuit, has a partially demolished engine shed; and a spectacular failure of an electro-diesel locomotive on the day after the end of Southern steam. But there are a few sobering tales as well, and one in particular with which all railwaymen will sympathise, describing how a decision not to break up a large lump of coal could have had disastrous consequences.

Fittingly, at the end, we read of the last glorious fling with steam in the summer of 1967, when these keen crews pushed Bulleid Pacifics to their limits on the newly relaid South Western main line just to see what they could do. Then, the very last chapter truly brings home the emotion these men felt at having to say goodbye to their steam engines – even if they were too proud to show it.

Anyone with the slightest interest in steam will enjoy this book, whether or not they're modelling the Southern Region in this period. For those who are, the 100-plus photos, all colour and well-reproduced, paint a valuable picture of how it used to look, and will be especially useful for weathering engines. But the stories told in books like this also convey the indefinable 'character' of the steam-age railway, and so hopefully your layout will have that character too.

TJ

Crécy Publishing
1A Ringway Trading Estate,
Shadowmoss Road, Manchester M22 5LH
Tel. 0161 499 0024
www.crecy.co.uk

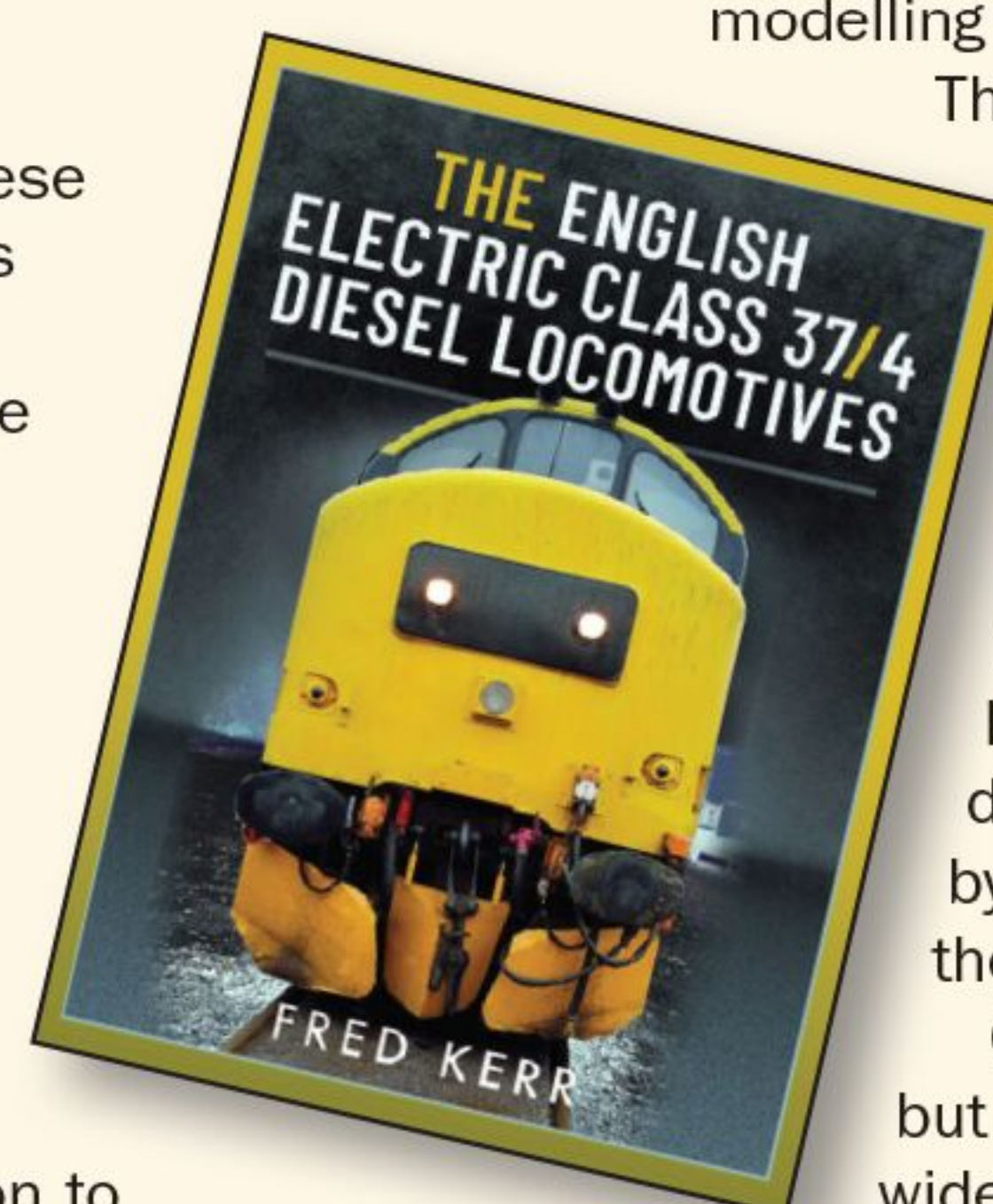
273mm x 215mm, 112pp
Softback, £16.95
ISBN 978 1 80035 261 2

The English Electric Class 37/4 Diesel Locomotives

Fred Kerr

37s, 37s, 37s! The number of these English Electric diesel locomotives being turned out by model manufacturers shows that they are still as popular as ever, and this photographic album covers some that have gained the strongest enthusiast following – the Class 37/4s. Fitted with electric train heating and thus able to undertake year-round passenger as well as freight work, these 30 locomotives have assumed a ubiquitous role out of all proportion to their numbers, and such is their versatility that some are still in main line service as they approach their 60th anniversaries.

The book provides a fairly comprehensive history of the 37/4 sub-class, with particular emphasis on their best-known and regular passenger workings through the years, and there is certainly no shortage of modelling inspiration. The early scenes of the newly refurbished locomotives carrying BR large logo blue in Scotland are perhaps the most obvious case in point, but the equally colourful examples on the



Regional Railways 'Club Trains' to Southport and Blackpool are another; to some, that era might seem like only yesterday, yet in railway and modelling terms, it's already historic.

The only real criticism that might be made is that so many of the pictures are taken at the same locations and from similar angles, so that many pages – especially in the 'Club Train' section – look very much alike, the only significant differences between the shots being the numbers of the locomotives. But that's looking at it purely from a photographic and design point of view; as record shots of bygone days, and historical references for the modeller, they do the job very well.

Overall, a fine pictorial tribute to a small but perennially popular sub-class, whose widespread use and many different liveries make them an essential subject for many modern image modellers.

TJ

Pen & Sword Books Ltd
47 Church Street, Barnsley, South Yorkshire S70 2AS
Tel. 01226 734222
www.pen-and-sword.co.uk

289mm x 226mm, 126pp
Hardback, £25.00
ISBN 978 1 39909 613 3

BR Steam in the North of England John Whiteley

With its rugged scenery and equally magnificent motive power (Duchesses on Shap and 9Fs on the Settle & Carlisle) the north of England is a popular modelling subject. For anyone considering it, this book will provide plenty of inspiration, showcasing the fine work of well-known West Yorkshire photographer John Whiteley.

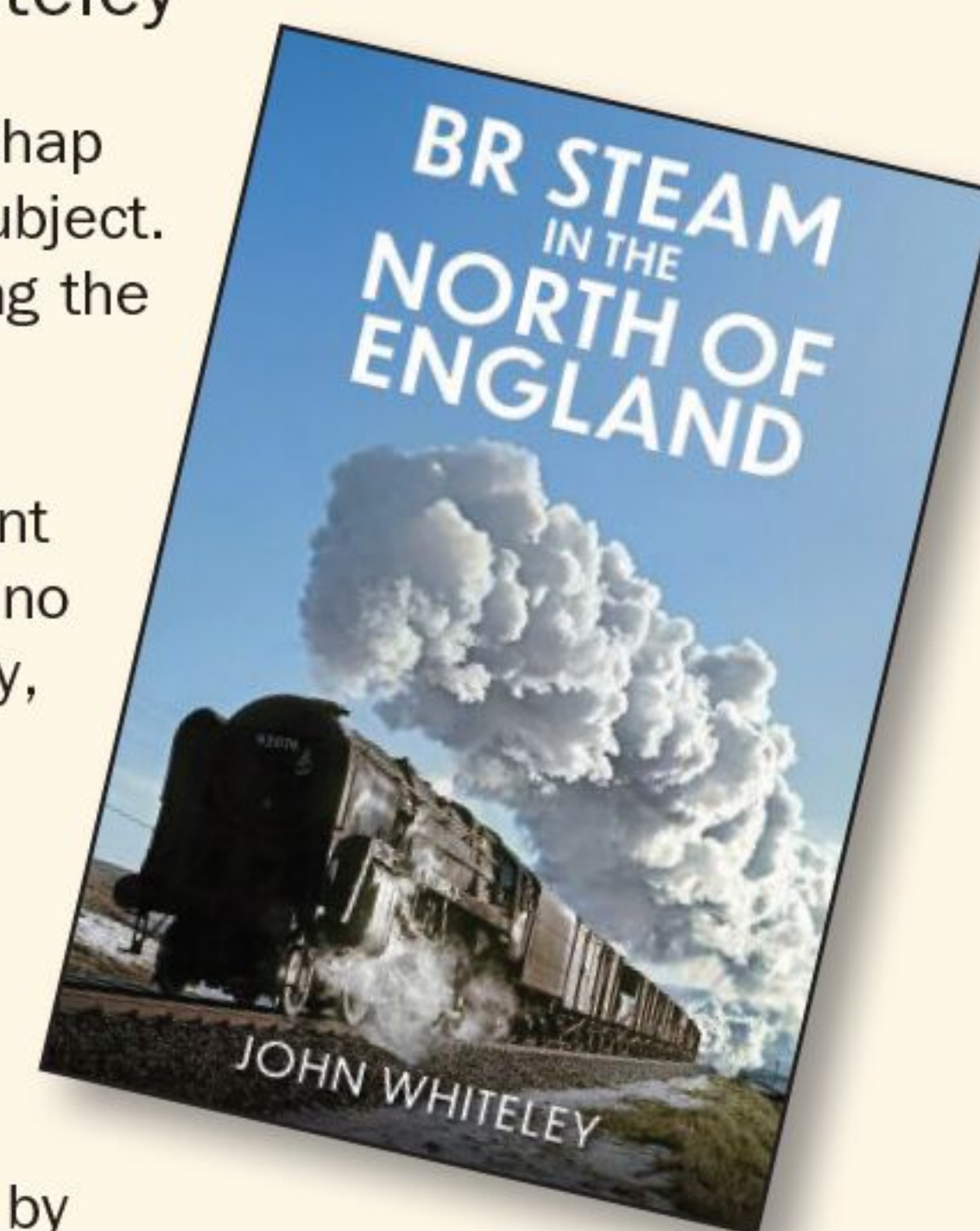
A well-chosen cover photograph, capturing a 9F storming up Shap on a beautifully sunny and snowy day in December 1966, is the perfect advertisement for the delights within. Locations and motive power covered include (but are by no means limited to): LNER Pacifics on the East Coast Main Line at York and Selby, and in the Bradford/Leeds area (including some interesting diversions off their beaten tracks); GWR and LMS engines around Chester; the Standedge Route; Preston, Carlisle and 8Fs on Copy Pit. Captions are concise but informative, often giving full details of the workings as well as the motive power, though in the section on railtours, one locomotive has been misidentified: one of the last surviving Furness Railway 0-6-0s, No.52501, is described as an Aspinall Lancashire & Yorkshire Railway 3F, though admittedly it did have an L&Y boiler by this time.

The paper quality and the reproduction of the photographs are a welcome improvement on some earlier Amberley titles, helped no doubt by the obvious excellence of the original pictures. However, one can't help feeling that such good photography really deserves a larger landscape format than a relatively small square book like this; might the publisher consider such a layout for future albums, even if they still have to be paperback?

TJ

Amberley Publishing
The Hill, Merrywalks, Stroud, Gloucestershire GL5 4EP
Tel. 01453 847823 www.amberley-books.com

164mm x 234mm, 96pp
Softback, £15.99
ISBN 978 1 3981 1644 3



British Railways locomotives and other motive power – Summer 1959 and 1967 editions

The abc series of pocket-sized locomotive guides – originally published by Ian Allan from the 1940s onwards – accompanied countless railway enthusiasts on spotting quests throughout the BR steam and diesel eras. Facsimile reprints of selected titles from this series have been released periodically by Crécy Publishing in recent years, with two of the latest editions being the combined volumes for Summer 1959 and 1967.

Both volumes list all the locomotives and other forms of motive power operating across the BR network for the respective years, while the Summer 1959 edition also doubles up as a loco shed book with allocation listings included at the back.

The 1967 edition gives a clear overview of the fast evolving rail scene at that time, with steam traction listings accounting for just 21 of the 244 pages. Diesel and electric traction was now very much to the fore, with virtually all the first generation BR classes of locomotives and multiple units then in service.

These reprints will undoubtedly evoke feelings of nostalgia for those who owned original copies in their younger years. For modellers, they can also provide invaluable snapshots of Britain's rail scene – ideal for layout projects that seek to depict a specific year or period in time.

CT

Crécy Publishing
1A Ringway Trading Estate,
Shadowmoss Road, Manchester M22 5LH
Tel. 0161 499 0024 www.crecy.co.uk

150mm x 105mm
Hardback, £13.50
ISBN 9781800352685 (Summer 1959, 328pp)
ISBN 978180035144 (1967, 244pp)



Welsh Railway Records Volume 4 – Cambrian Railways Drawings – Part 1: 1853-1892

Trefor Jones & Mike Morton Lloyd – Compiled by Jonathan David

Modellers are fond of drawings and even the most modern leaning will be fascinated by well presented line elevations of pre-Grouping stock. Here then is a treasure of a book.

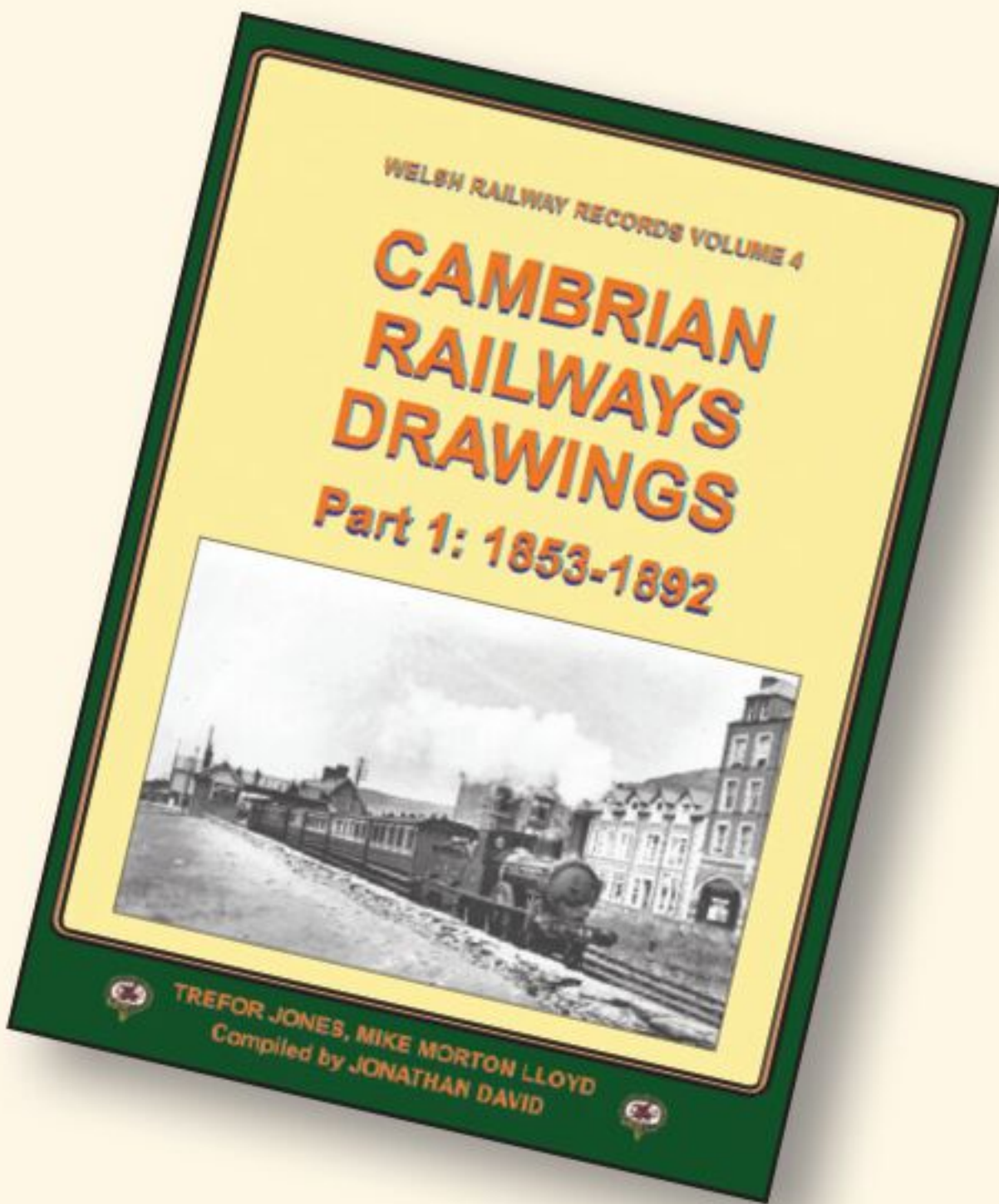
This is the fourth volume by the Welsh Railways Research Circle and the first of a two-part work on the rolling stock of the Cambrian Railways. Included are 60 line drawings of stock dating from early times when the Cambrian's lines were operated by the contractors David Davies and Thomas Savin; an arrangement which was not uncommon in the 1850s and of course echoes the arrangement that exists today. The initial locomotive drawings are therefore of contractor's machines and not surprisingly feature the makers Sharp Stewart and Manning Wardle who dominated the equipment supply in the late 19th century. The Cambrian was an absorber of lines and the principal example during this period was the Mid Wales line, and the Kitson locomotives supplied to this railway are included. Following Savin's bankruptcy, the Cambrian continued the relationship with Sharp Stewart through the period covered here and these locomotives are drawn with notes regarding later rebuilds by the GWR.

The early coaching stock was either built on home

turf at Oswestry or supplied by Metropolitan or Ashbury, an arrangement typical of many other British railway companies of the period before the rise of the large company workshops. As the Cambrian was largely a passenger line with no heavy industry, coaching stock dominated and this is reflected here, taking up a large chunk of the central part of the book.

The final set of 15 drawings cover a small amount of Non-Passenger Coaching Stock and goods vehicles. Of particular note (mainly because they are very attractive) are the outside-framed brake vans. All the drawings included are to 7mm scale; made possible on an A4 page as the stock is, as was common in this period, of the four-wheel variety; the locomotives not rising above a modest 0-6-0 design.

The final part of the book consists of very comprehensive tables of build/withdrawal information and in the case of rolling stock, useful numbering details. Black & white photographs are scattered throughout and of course, considering the period covered, are of variable quality (being included for their information and not for their photographic prowess). It's notable that many are of de-chassied bodies on farmland where many items



ended their days and which made it possible for important measurements to be taken.

This is a fantastic book – its use to the modeller is immeasurable and it's worth suggesting that, considering the independent builder angle, the enthusiastic freelancer could almost lift the information wholesale to create a very believable invented company layout scheme.

CF

Welsh Railways Research Circle
www.wrrc.org.uk

304mm x 217mm, 156pp
Hardback, £26.95 plus £3.50 p&p
ISBN 978 1 7396139 0 7

Rolling Stock Revival – Painting & weathering to bring new life to old railway models

Winston Guy

Many modellers are wary of weathering a brand new ready-to-run item of rolling stock for fear of 'ruining a good model'. This new volume may well give an entry point with which to allay those fears and build the tentative modeller's confidence.

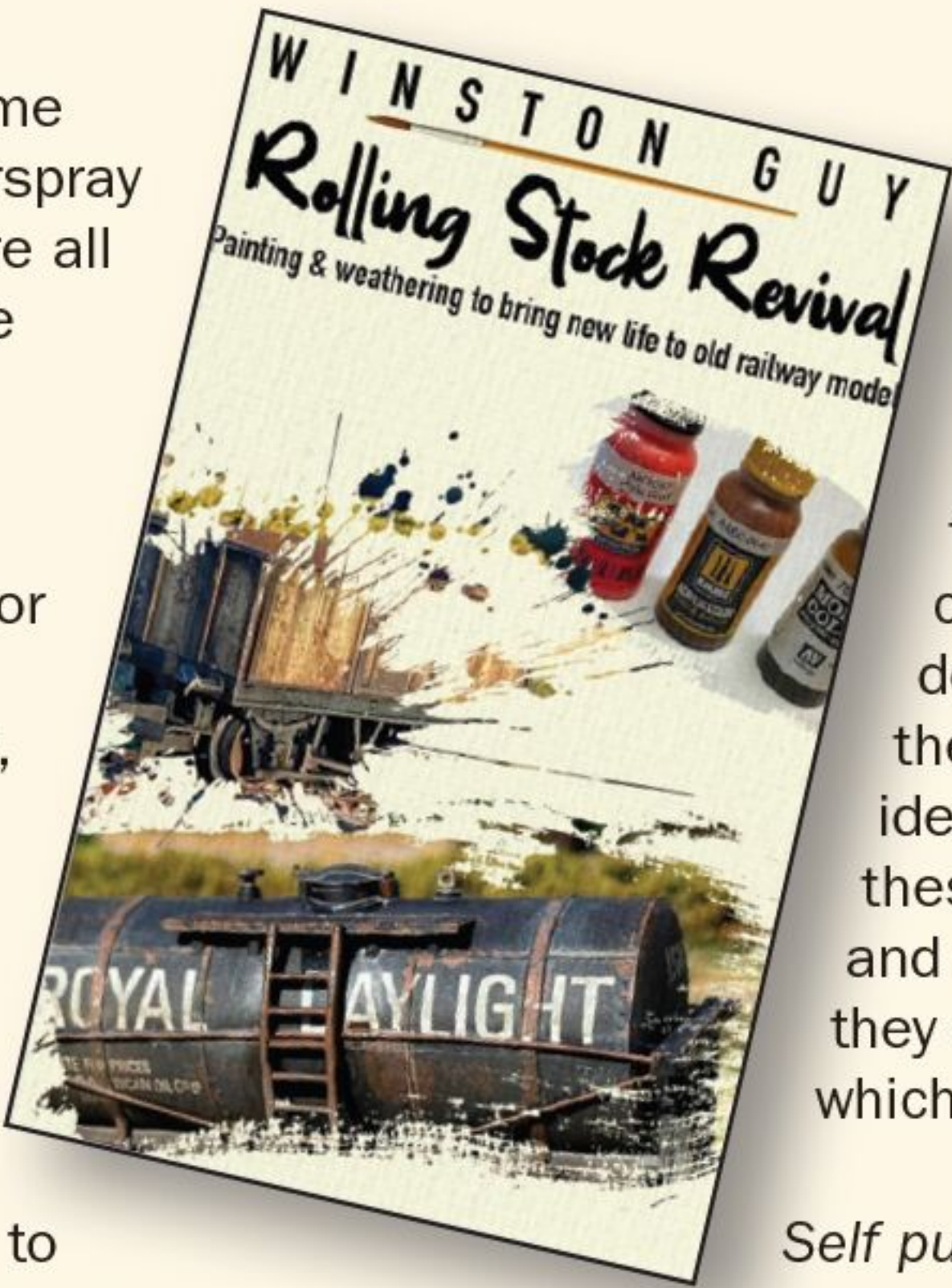
Winston Guy adopts a very low-cost approach by taking readily available second-hand OO gauge rolling stock models and adding to them by using various weathering techniques.

After a slightly apologetic introduction, the author suggests equipment and which models may be suitable. It has to be said that none of these subjects is less than 40 years old, and while this may be the strength of the approach there are other issues at play, of which more anon. Dismantling is covered next, followed by a series of projects starting with a Lima open wagon from the 1970s.

The weathering techniques are all very valid and use washes comprising relatively specialist paints such as products from the MIG range. This is followed by finishing with an inexpensive airbrush. The rest of the projects take a similar approach, with

a tank wagon being treated to some basic masking/rust work with hairspray as the main component. These are all good basic techniques and can be adapted to suit the modeller's individual needs.

Interestingly, these paint techniques are as far as the author stretches: for example, the brake van could be lifted further visually, just by removing the moulded handrails and replacing with wire. There would also be the possibility of replacing the chassis with something more to scale, as several of the bodies on the models featured are close to scale but are let down by overscale chassis mouldings. These were designed to be toys and are robust, but lack subtlety and could easily be replaced with kit or finer R-T-R parts. There is no effort made to add numbering to the finished items,



despite suitable transfers being readily obtainable from the trade.

This may seem rather critical, but are only observations and in some ways miss the point made at the top, in that this is an excellent handy volume for the inexperienced modeller. The choice of low cost R-T-R items from decades past is a very sound concept and the experience gained by following the ideas, illustrations and instructions within these pages will surely encourage many new and old hands to have a go, using items that they may already have in the cupboard or which are available second-hand.

CF

Self published (print on demand)
www.amazon.co.uk

227mm x 153mm, 190pp
Softback, £13.50 (via Amazon)
ISBN 9798398737455

Rails Around York and the Vale

Images from the Neville Stead Collection – Compiled by Nick Deacon

Considering that steam on British Railways ended almost 60 years ago, the appetite for information about this period shows no sign of abating. More surprising are the seemingly endless collections of photographs that continue to be made available in book form. This offering from Transport Treasury (under its Totem imprint) concentrates on the area around one of Britain's most famous stations outside of London – York.

The book opens with a simple line map of the area showing how the lines radiate from the city's principal station. This may be considered superfluous, but this, and similar volumes, are often casually picked up by the modeller/enthusiast who is new to the subject and even a simple map such as this is a great help in nailing down the places that feature in the photos.

After a short historical introduction, the rest of the book contains single page photos in a landscape format. All are in black & white and are accompanied by a fifth of a page text. Not for the first time your reviewer will state that he finds the sans script full-

width single column format quite hard to read. Over this width of page (20% wider than A4) a split column would be a little easier on the eye. That small niggle apart, this is a fantastic book, especially for the cover price.

Aside from the expected A1, A2, A3 and A4 Pacifics which worked the main route, there is a varied selection of motive power illustrated; not only ex-North Eastern Railway designs but – as most of the images are taken in the late 1950s when locomotive workings became slightly more elastic – a good selection of 'foreign' engines, either passing through, or locally based. Size wise this drops down to the Worsdell Y8 0-4-0T, and an ex-L&Y 'Pug', but there are naturally a couple of shots of the famous J72s that worked the pilot duties until ousted by English Electric (Class 08) shunters.

The first third of the book features images of the York station area, before radiating out to Selby,



Market Weighton, Malton, Harrogate and Thirsk. These are not extensively dealt with and are more akin to short tasters that encourage further investigation. Two minor lines: the Easingwold Railway and the Derwent Valley Light Railway – are also briefly covered, though possibly not to their quirky full advantage.

Whilst this volume certainly does not dig too deep, it provides an excellent and good value introduction to the area and the ex-NER lines as a whole.

CF

Transport Treasury Publishing
11 Duke Street, High Wycombe HP13 6EE
Tel. 01494 708 939
www.ttpublishing.co.uk

247mm x 191mm, 82pp
Hardback, £13.50
ISBN 978 1 913893 28 6

Minerva announces USA 0-6-0T in O gauge

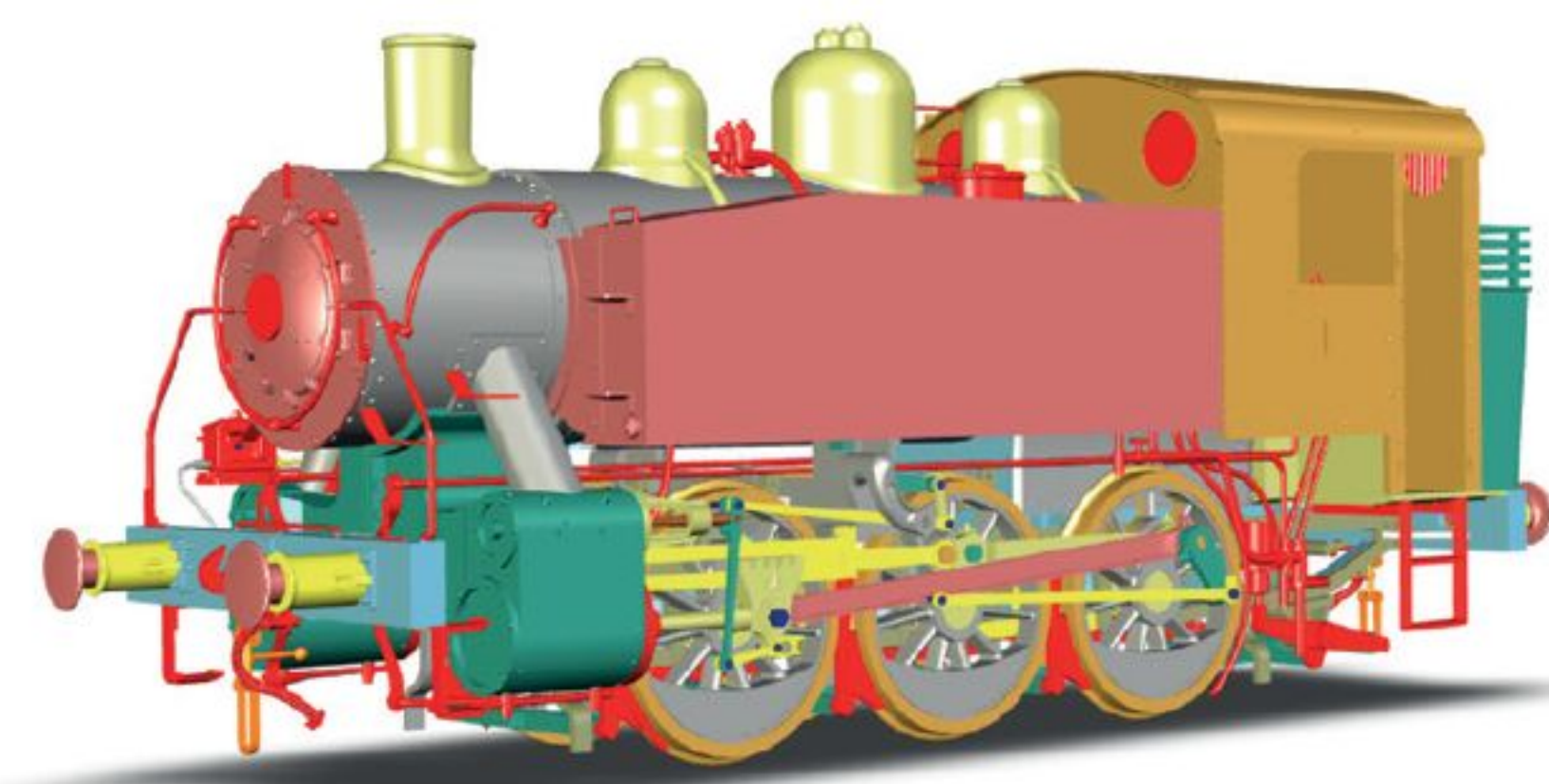
Minerva Model Railways is to produce the US Army Transportation Corps S100 0-6-0T – better known to British enthusiasts as the Southern Railway USA Class – in O gauge.

The project is being undertaken jointly with French manufacturer Chrezo of Royan, which will produce the locomotives with the original cabs and fittings to represent those which ran in France as SNCF (Société Nationale des Chemins de Fer Français) Class 030TU. Minerva will offer the locomotives with the modifications made by the Southern Railway, which purchased 14 examples in 1946/47 to replace the ageing

Adams B4 0-4-0Ts on shunting duties at Southampton Docks.

With the same general specification as previous Minerva locomotives (such as the Manning Wardle K Class 0-6-0ST reviewed in the June 2019 RAILWAY MODELLER), the USA will be offered in five liveries: SR black, BR black with early emblem or late crest, BR lined green, and the brown colour scheme applied to No.72 in preservation at the Keighley & Worth Valley Railway in the late 1960s.

Design work is almost complete and the model is expected to arrive next year. It will only be available



in the UK direct from Minerva, priced at £390.00 (dc) £445.00 (DCC fitted) and £525.00 (DCC sound-fitted). Advance orders received before close of business on 31 December 2023 will qualify for a £25.00 discount. For more details, contact:

Minerva Model Railways

www.minervamodelrailways.co.uk

Tel: 02920 531246.

Email: sales@minervamodelrailways.co.uk

New BR 16-ton mineral wagons in OO from Accurascale



Accurascale has announced a new generation of OO gauge BR 16-ton mineral wagons, as part of its 'Powering Britain' range of coal-carrying vehicles.

The new models will include versions of this ubiquitous design that have never previously been produced in ready-to-run form. The initial run will feature unfitted examples with Morton brake gear, of Diagrams 1/108, 1/109 and the MCO rebodied wagons, with variations including three types of end door (fabricated and two types of pressed steel); three types of buffer, including the Dowty Hydraulic design; original

▲ **First tooling samples of the Accurascale 16-ton mineral wagons, showing the fabricated (left) and pressed steel end doors.**

bodies of welded or riveted construction; welded rebodied versions; BR standard and square axle journals; standard and pressed steel handbrake handles; and different types of Morton brake gear.

The models will feature a die-cast chassis with a plastic body, separately fitted doors and sprung buffers. Tooling is complete with the first samples having arrived for assessment, and delivery is

anticipated in the third quarter of next year. They will be sold in triple packs at £74.95 each.

Great Eastern tanks arrive

Accurascale has also received the first samples of its forthcoming J67, J68 and J69 0-6-0Ts in OO gauge, announced in the May 2023 issue.

The tooling has been designed to cater for all the major detail differences within the three Great Eastern Railway-designed classes. Some fettling to the fit and finish is required, along with correction of details, but the performance of the

▲ **First sample of J67 0-6-0T No.68535.**

samples is reported to be "excellent" and the model is on course for its release date in the second quarter of next year.

Great Eastern, London & North Eastern Railway and BR liveries to be offered at £139.99 (DCC ready) or £239.99 (DCC fitted). An Accurascale Exclusive model will also depict the famous Liverpool Street station pilot No.68619 in GER-style blue with BR insignia. For more details, visit:

www.accurascale.com

Decorated samples of Hornby 'Turbomotive'

Hornby has revealed decorated samples of its forthcoming London Midland & Scottish Railway 'Turbomotive' 4-6-2 in OO gauge.

Announced in the February 2022 issue, the model recreates the unique Stanier-designed Pacific No.6202, an experimental turbine-driven version of the Princess Royal Class.

Two models are planned, one in LMS crimson lake livery depicting the engine as built in 1935 (ref.R30134), and the other in BR lined black with early emblem and smoke deflectors, representing it in the early 1950s before it was rebuilt as a conventional locomotive in 1952 (ref.R30135). Both will be available with a sound-fitted option.

For more information and to pre-order the models, visit:
www.hornby.com



▲ **Livery samples of the 'Turbomotive' in LMS red and BR lined black.**

Two more O gauge Mk.I coaches added to Lionheart range



▲ Engineering prototype of the Lionheart Trains Mk.I First Corridor.

Dapol has added two more variants to its range of BR Mk.I coaches in O gauge, sold under the Lionheart Trains brand.

The First Corridor (FK) and Brake Composite Corridor (BCK) will be produced in BR crimson & cream, maroon and blue & grey liveries, all with a choice of Western, Eastern, Midland and Scottish Region numbers, as well as Western Region chocolate & cream (in all cases, un-numbered versions will also be available). In addition, the FK will be offered in Southern Region green as S13003.

Recommended retail prices are £222.45 for DCC ready versions, or £261.57 with the optional DCC control for the switchable corridor and compartment lighting. The existing Lionheart Mk.I model was reviewed in the August 2021 issue of RM. More details can be found at: www.dapol.co.uk/collections/lionheart-trains

Three more forthcoming Dapol O gauge models are at advanced stages: decorated samples of the Great Western Railway Toad brake van (announced in the November 2022 issue), and the Stroudley four-wheel coaches, are being reviewed, as are the production samples of the TTA tank wagon announced in the January 2022 issue.

N gauge updates

At the International N Gauge Show on 9 & 10 September, Dapol released updates on its forthcoming N gauge models and announced new liveries on several existing items.

The Class 87 electric locomotive (announced in the September 2023 issue) and retooled Class 56 diesel are in tooling and awaiting the first shots; the Class 59 diesel is expected to enter production in November; and engineering prototypes of the Ivatt 2MT 2-6-2T are being reviewed. The latter will be available in LMS black, BR lined black with 'BRITISH RAILWAYS' lettering, early emblem or late crest, and as No.41241 in Keighley & Worth Valley Railway red.

Artwork for the GWR '4300' 2-6-0 announced in the November 2022 issue is being reviewed and the model is about to go into tooling, while the Bulleid light Pacific model is in tooling.

The Class 142 Pacer diesel multiple unit (reviewed in the April 2019 RM) will now be available in two Regional Railways liveries (original and red/grey/white), BR Provincial guise, and Northern Rail and First Great Western colour schemes, with decorated samples now awaited.

Artwork is being reviewed for new liveries on two Gresley Pacifics: the A3 as *Flying Scotsman* in LNER Apple green (complete with four teak coaches), wartime black and BR green, together with No.2751 *Humorist* in LNER green; while the A4 will appear as No.4468 *Mallard* in Garter blue (with four teak coaches) and wartime black, No.4485 *Kestrel* in LNER green with black front end, No.60007 *Sir Nigel Gresley* in BR blue as preserved, and No.60013 *Dominion of New Zealand* in BR green with four Gresley coaches.

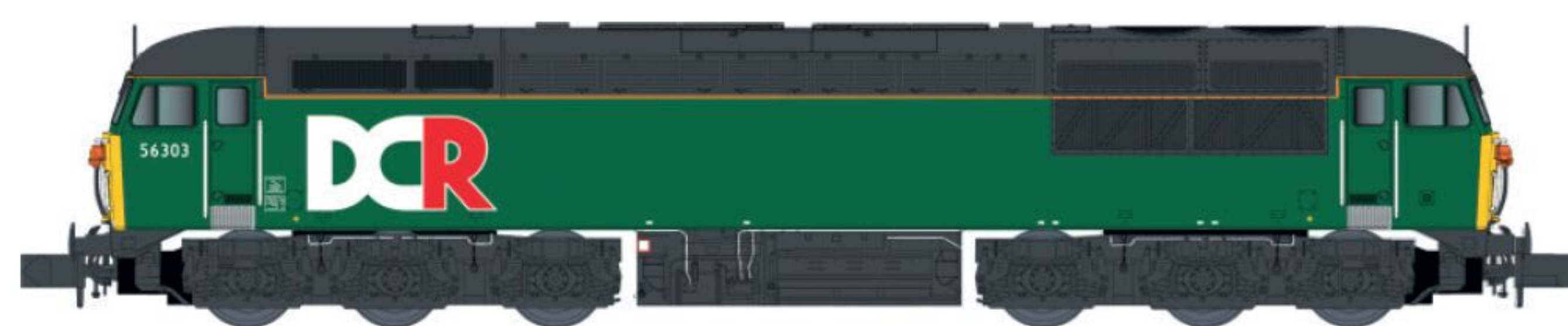
www.dapol.co.uk

Two models for Locomotion

Dapol is producing two exclusive items for Locomotion Models, based at the National Railway Museum outpost in Shildon.

The Dapol OO gauge Western diesel-hydraulic will be finished as the example in the National Collection, D1023 *Western Fusilier*, in BR maroon livery. The DCC ready model (ref. 4D-003-NRM04) is on sale now from the website below, priced at £175.00.

The OO gauge GWR Diagram Q13 inspection saloon announced in the August 2023



▲ Livery artwork of the N gauge Dapol 56 303 in Devon & Cornwall Railways livery.



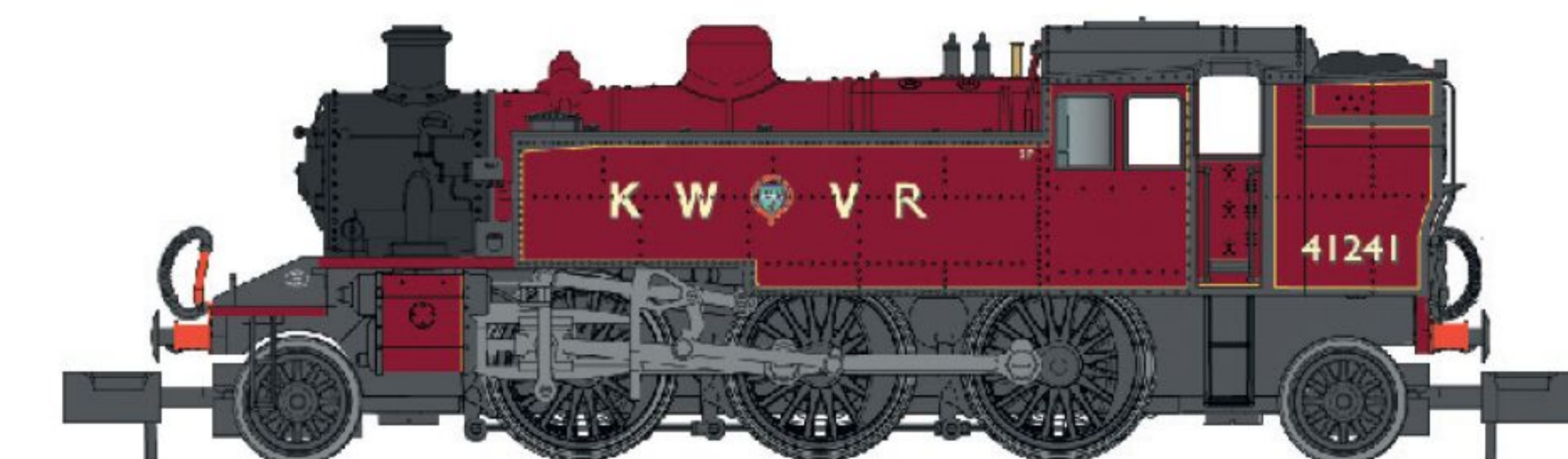
▲ N gauge 142 038 in Regional Railways red, grey & white.



▲ A3 No.4472 *Flying Scotsman* in LNER Apple green.



▲ A4 No.4485 *Kestrel* in the short-lived variant of LNER Apple green (also illustrated on p793) with the whole front end of the streamlined casing painted black.



▲ Ivatt 2MT 2-6-2T No.41241 in red livery as running on the Keighley & Worth Valley Railway in the late 1960s and 1970s.

issue will be produced exclusively as the preserved example on the North Yorkshire Moors Railway, W80974W, as part of the new 'Railway Icons' brand launched jointly by Locomotion and Rails of Sheffield. Expected to arrive in the summer of 2024, it can be pre-ordered at £149.95 (or with a £30.00 deposit) from:

www.locomotionmodels.com

62,000 visitors flock to Chester Cathedral for Making Tracks III

Pete Waterman's Railnuts group are staking a claim to "the biggest model railway show" after over 62,000 visitors came to see their *Milton Keynes Central* layout at Chester Cathedral.

Making Tracks III, the third in a series of events to be held at the cathedral, saw the 64' OO gauge West Coast Main Line layout in operation six days a week from 26 July to 2 September. Of the 62,000-plus visitors, 4,500 took up the opportunity to drive trains on the Digital Command Control-operated layout.

Following a break for 2024, the event will return to the cathedral for 2025, but there will be an opportunity to see the layout again this Christmas. It will be on display at the Cheshire Outdoors activity centre, Blakemere Village, Chester Road, Sandiway, Northwich CW8 2EB, daily between 16 December and 7 January 2024, from 1030-1800. Tickets are priced at £6.00 (under-5s are admitted free) and can be booked at: www.makingtracks.uk

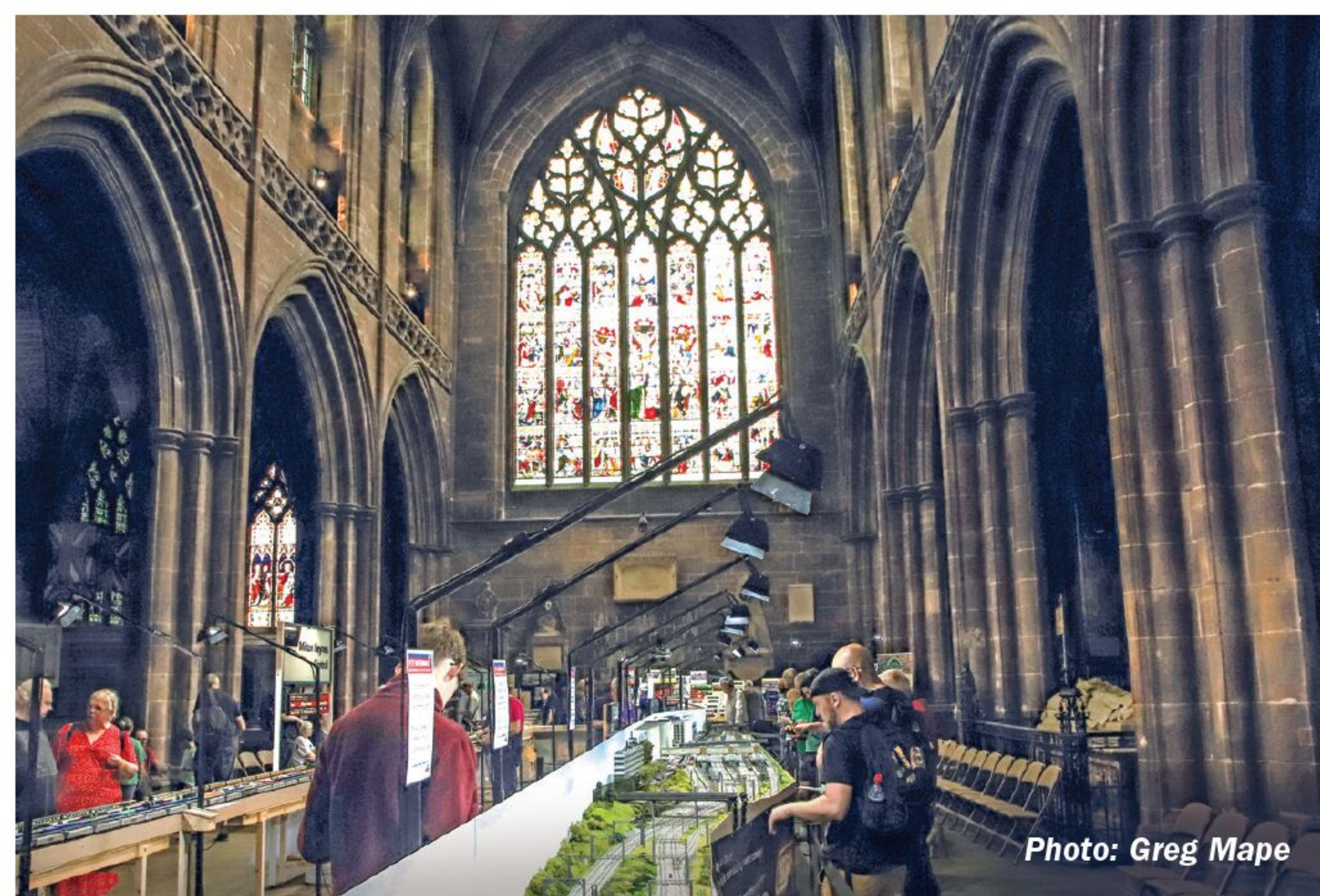


Photo: Greg Mape

Livery samples of Bachmann Baguley-Drewry diesel in 009

Bachmann has received livery samples of its forthcoming narrow gauge Baguley-Drewry diesel shunter in OO9.

Announced in the March 2019 issue of RAILWAY MODELLER, the locomotives will be offered in two liveries: plain green (ref.392-026), and yellow with wasp stripes (ref.392-025), the latter numbered as DH88 of the Royal Naval Armaments Depot Dean Hill.

For more information and to pre-order, visit:
www.bachmann.co.uk



Fundraising campaign for four-year-old railway enthusiast's cancer treatment



A fundraising campaign for a four-year-old railway enthusiast to access potentially life-saving cancer treatment is over two-thirds of the way to its £300,000 target.

Teddy Lichten, from Hassocks in West Sussex, was diagnosed in July 2022 with high-risk neuroblastoma, an aggressive childhood cancer which had already taken over 60% of his bone marrow. He has recently begun six months of immunotherapy, but his NHS treatment is due to finish at the end of this year.

His mother and father Kat and Alastair have teamed up with specialist neuroblastoma charity Solving Kids' Cancer, to help them raise the funds to

access a cancer vaccine in New York, which aims to prevent the cancer from returning. This would cost up to £300,000 and would involve eight trips to the US over three years.

A recent online auction raised £9,938, and as this issue was being compiled, the total stood at over £205,000.

Donations can be made via the fundraising page below, or by texting 'TEDDY' to 70085 followed by any whole amount up to £20.00. Supporters can also take on a sponsored challenge, organise an event or hold a charity stall in his name.

www.solvingkidscancer.org.uk/children/teddylichten/



▲ Teddy Lichten enjoying one of the layouts on display at Brighton Toy & Model Museum.

Layout challenge to mark Scalefour Society Golden Jubilee

The Scalefour Society is organising a layout-building challenge to mark its upcoming 50th anniversary in 2026.

Open to non-members of the society and to groups, the challenge is to build a layout to P4 standards, in a scenic footprint of no more than 18.83 square feet (referring to the 18.83mm gauge of P4) and incorporating at least three points. There are no restrictions on the location, era or motive power, nor from using ready-to-run P4 locomotives or the new British Finescale P4 trackwork.

The completed layouts will be shown at the group's Scaleforum exhibition in September 2026, with two prizes to be

awarded on the basis of a public vote: one for the best layout from an entrant who has not exhibited a P4 layout previously, and the other for the best overall layout.

Participants have until the end of August 2024 to enter. More details are available from:

Website: www.scalefour.org/jubileechallenge

Email: jubileechallenge@scalefour.org

The station on Burntisland, built by the East of Scotland Finescale Group; this section of the layout was made for a previous Scalefour Society challenge.
Photo: Arran Ald



Colin McCallum 1961-2023

It was with shock and sadness that I learned of the death of Colin McCallum, who tragically lost his life in a car accident on 14 July 2023, writes Roger Lewis.

I first met Colin in 1994 at the Bristol Model Railway Exhibition, where he was assisting traders such as myself re-loading vans at the end of the show. I thanked Colin for his help and with an 'off-the-cuff' comment I said, "you can help me next weekend if you'd like" to which Colin agreed, working with me at many shows for several years.

The business of Squires Model & Craft Tools was very much in its infancy, and having Colin work with me at shows was invaluable in helping me to build the business. Together we attended shows all over the country from Folkestone to

Glasgow, spending many hours travelling up and down motorways nattering about this and that. I am proud to say that we became firm friends.

Colin was great with customers; he really enjoyed helping and assisting, and his modelling experience and vast knowledge was a real asset to me; he also enjoyed working in my shop on Saturdays.

Colin's full-time job made him move around the country, but he would still work on our stand at shows meeting us at the venues. When moving home, Colin's first job was to seek out the local model railway club, and he kept up his membership with all his old clubs and was involved with their exhibitions and events even though he was living a long way away.

Colin was active and involved with so many clubs and societies: Bristol Model Railway Show, Westinghouse MRC, South Hants MRS, Colchester MRC, St. Neots MRC, Warley MRC, Gauge O Guild, EM Gauge Society, Scalefour Society, Friends of York Model Railway Show and LNER Society to name the ones I know of.

Colin was a quiet, private man, and this became very apparent at his funeral, when light-hearted and fond memories of Colin were exchanged between his many friends, and met with, "well, I didn't know that about him".

Colin was kind, caring, honest, sincere, and helpful; he was a real friend who I and many others will miss so much. Rest in peace Colin.



[Ed. Our thanks to Roger Lewis for preparing this obituary.]

Limited edition Welsh Highland van in 009

Peco has made a limited edition 009 box van to commemorate the arrival of Baldwin 10-12-D Class 4-6-0 pannier tank No.794 at the Welsh Highland Heritage Railway.

The First World War military locomotive, which is owned by the Imperial War Museum and was repatriated from India in 1985, has been restored in Welsh Highland Railway lined maroon livery and given the identity of scrapped classmate No.590, which ran on the original WHR after the war.

Peco has produced a run of 100 009 box vans in maroon livery with the WHR crest and the lettering 'BALDWIN 590 PORTHMADOG'. Over half are already reported to have been sold – to purchase one, contact:

Welsh Highland Heritage Railway
Tremadog Road, Porthmadog
LL49 9DY.
Tel: 01766 513402
www.whr.co.uk



N gauge open wagons for Malcs Models

Derbyshire-based model shop Malcs Models has commissioned four exclusive N gauge wagon models from Peco.

The first three are all seven-plank wagons in red liveries, lettered 'COSSALL', 'STANTON' and 'GEDLING', the first two being available singly for £18.50 each, and the latter in a twin pack at £37.00.

The fourth model, exclusive to Malcs Models and the Ecclesbourne Valley Railway Association, is a five-plank wagon in the black livery with white



lettering of Derbyshire Stone Ltd, Matlock. This also retails at £18.50 and is available to order from:
www.e-v-r-a.com

Malcs Models, 48 Bath Street, Ilkeston,
Derbyshire DE7 8FD. Tel: 07786 896807
www.malcsmodels.co.uk

Rannoch station building and signal box kits released



To follow its models of Arisaig station on the West Highland Extension (see RAILWAY MODELLER, September 2023) Peco has released models of Rannoch station and signal box.

Depicting the distinctive island

platform building and signal box on the West Highland line between Glasgow and Fort William, the 00 scale kits comprise laser-cut wooden parts and plastic mouldings, with the packaging suitable for glazing. The station

▲ **Rannoch station building and signal box.**

building (ref.LK-215) retails at £62.50, while the signal box (ref.LK-216) is priced at £14.50.



Peco, Underleys, Beer, near Seaton, Devon
EX12 3NA.
Tel: 01297 626204
www.peco-uk.com

Livery samples for new 'Bowsider' coaches



Decorated samples of the forthcoming Peco 009 Ffestiniog Railway 'Bowsider' coaches have arrived. Announced in the March 2020

issue of RM, the distinctive 1870s-built bogie Composite carriages will be available in Victorian livery and the early preservation era guise (1955



to mid-1960s), examples of each being illustrated here with the Victorian livery on the right. All four of the real vehicles (Nos.17-20) will be

modelled; production was due to begin in October with delivery to commence from the end of that month.
www.peco-uk.com

Digital Command Control courses at Pecorama

Dates are now confirmed for the Digital Command Control courses at Pecorama reported last issue.

Due to be held on Friday 3 November and Friday 1 December, the courses will provide a beginner's guide to DCC and will include the opportunity to convert

a locomotive from analogue to digital; participants may also bring along their own locomotives and decoders for conversion.

To book a place on the course, email: **julia.boswell@peco.co**
Peco, Underleys, Beer, near Seaton, Devon EX12 3NA.

Job opportunity at RAILWAY MODELLER

An Editorial Assistant & Writer is sought to join the Peco Publications team to work full-time on RM and other associated print products. The closing date for applications is 17 November 2023. For further details refer to the advertisement on p41a or go to the jobs section of the Peco website: www.peco-uk.com/pages/jobs

'1500' crew from Osborn's Models

Osborn's Models has released driver and fireman figures to fit the new Rapido Trains UK Hawksworth '1500' Class 0-6-0PT which is reviewed on page 842. They are available as packs of two at £5.99 unpainted or £9.99 painted, from:

Osborn's Models
Tel: 01237 423453
www.osbornmodels.com



60,000th visitor to Famous Trains

Derby's Famous Trains model railway attraction has welcomed its 60,000th visitor since opening in 2014. Network Rail employee Joe Masters, who visited with his family on 9 September, received a certificate and a £40.00 voucher for the gift shop. Famous Trains is the biggest OO gauge model railway in the East Midlands and includes a model of Chinley station. More details can be found at: www.famoustrains.org.uk

Stockton book

One of Britain's earliest and most famous railways is the subject of the latest album from the Middleton Press. Country Railway Routes hardback volume *Shildon to Stockton* includes the Stockton & Darlington Railway, with over 120 black & white photographs (most previously unpublished) in 96 pages. It is available at £18.95 plus postage and packing from: www.middletonpress.co.uk

Aberthaw book

The Welsh Railways Research Circle has published *Aberthaw and Rhosce: Lime, Cement and the Railway*, written by Brian P Mills and documenting the limestone and cement industries around Aberthaw, together with the associated railway systems. It can be ordered for £26.95 (or a reduced price for members) plus £3.00 postage & packing, from: www.wrrc.org.uk

Midland, Irish and NCB liveries in second batch of Hattons Genesis coaches



Hattons has received the next batch of decorated samples in its second run of Genesis four- and six-wheeled coaches in OO gauge.

Their liveries are Midland Railway crimson lake, BR crimson, National Coal Board blue and three Irish Córas Iompair Éireann guises – light green, dark green with 'flying snail' logo,

and black & tan. One more decorated sample – in London & South Western Railway brown & salmon pink – is still awaited.

Some items have already sold out on pre-orders, but for more details, contact:

Hattons Model Railways
17 Montague Road
Widnes
WA8 8FZ
Tel: 0151 733 3655
www.hattons.co.uk

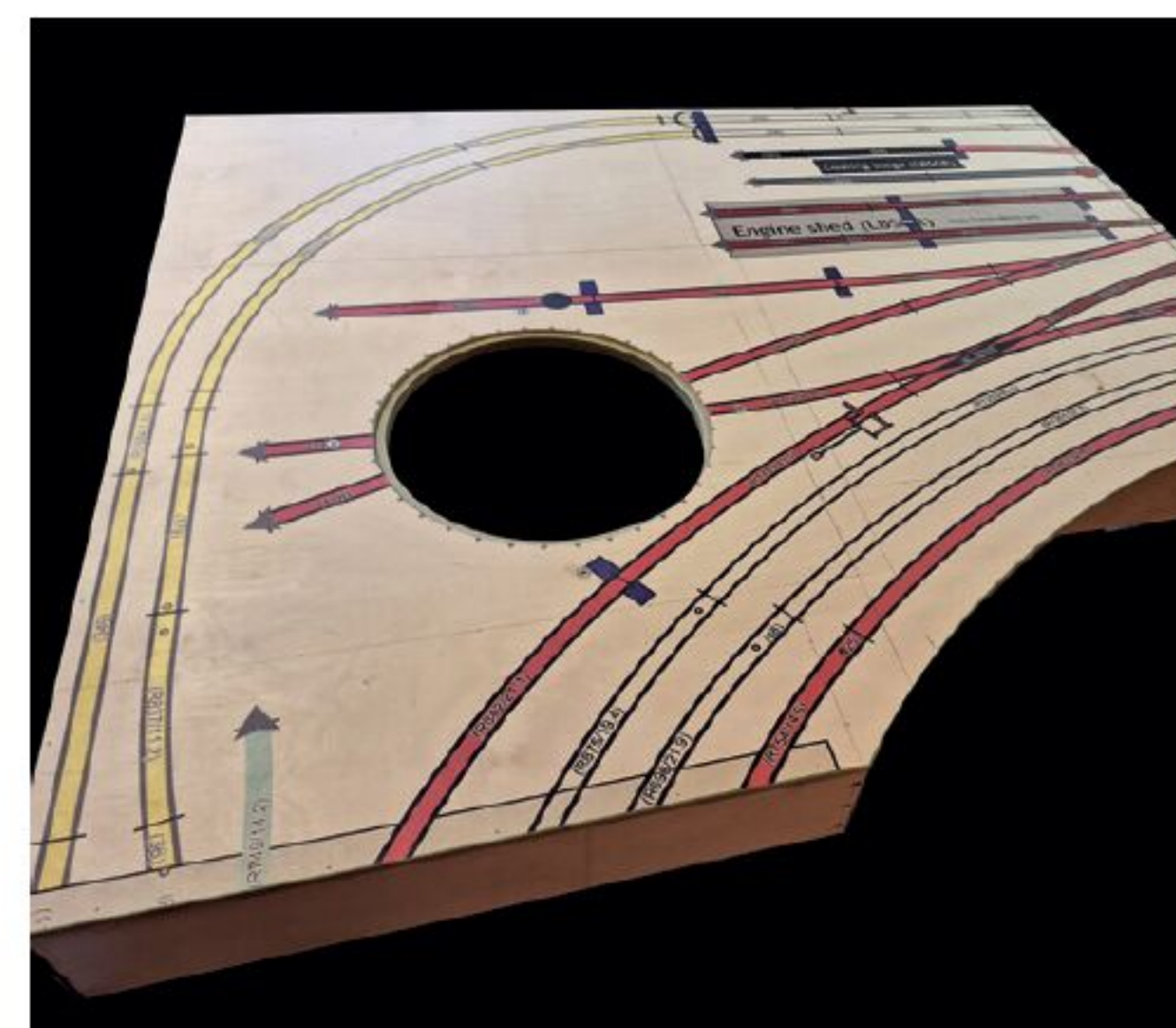
Print your track plan on the baseboard with Professional Layout Services

Model railway design and construction firm Professional Layout Services is offering a new option of printing a track plan directly onto a baseboard.

Track plans drawn by Computer Aided Design can be printed onto sheet timber, allowing the modeller to lay Setrack or flexible track directly over the plan – a similar concept to the time-honoured 'Trackmat', but allowing any bespoke size and plan for any scale.

The firm can use the direct AutoCAD DXF from Winrail, a PDF export from Anyrail or a SCARM (Simple Computer Aided Railway Modeller) file; the board in the accompanying image utilised the latter. Another service offered is CNC machining of mountings for an ADM turntable. For more information, contact:

Professional Layout Services
Tel: Neil Stevenson, 07988 110722
Email: plslayouts@gmail.com



William 'George' Woodcock 1948-2023

George Woodcock sadly lost his battle with cancer on 25 August 2023, at home, with some of his family.

George was born at Brixworth in Northamptonshire, his father being the manager of the local ironstone quarry. George soon developed a love of all things agricultural and for local history. Over the years this developed into following the combine harvesters, taking photographs and being offered rides on the machines, and a love for railways.

His working life started on a local farm, where he became very proficient at ploughing. For those who knew his layouts, you will have noticed that each had to have a tractor! George then became a truck driver, initially with a small van, then moving heavy plant on low-loaders, driving tipper trucks and finishing his career working nights, doing long-distance lorry driving.

George was well-known on the model railway circuit in Northamptonshire, initially doing demonstrations of detailing locomotives with etched brass and whitmetal accessories and giving advice on respraying with an airbrush. He started helping a friend, Darren Sherwood, on

the layout *Oaks Green* around 1998, attending many exhibitions. He enjoyed this so much that he decided to build his own exhibition layouts, his first being *Falworth* in 2001, and the final layout, *Ballachulish*, in 2023 (the latter featured in RAILWAY MODELLER in February this year) with George being very proud to display all of them at his favourite show at Glasgow SEC, especially in 2023 as his health deteriorated.

Some of his other layouts included *Georgemas Junction* (which featured in the February 2011 issue of RAILWAY MODELLER), *Brixworth Station* (RM October 2008) and *Bedlam Heath* (RM September 2006), while he was also involved in the construction of *Framplington* (RM September 2020), *Fenchurch St Peter* (RM March 2016) and *Towcester* (RM February 2019).

He was a larger than life character at shows, always willing to help, give advice and encouragement, and happy to let children and other interested visitors operate his layouts. He enjoyed chatting, usually leaning over the control panel so that the other operators struggled to keep things moving. He also thoroughly

enjoyed the after-show camaraderie, an evening meal and a drink at the bar with like-minded friends.

George had a loyal group of helpers, willing to get up at 5am and get home at midnight in order that the layout could get to the shows in his beloved camper van, then later in hire vans as the layouts got bigger. Every trip would bring up stories of truck stops that we were passing by, the same story that had been repeated many times before.

George was known on occasion to be grumpy, sometimes with just cause. Imagine turning up at a show with an 18' layout to find you had been allocated an 18" space, or turning up to collect a pre-booked hire van for the weekend to be told: "We haven't got one and we're not getting one!"

He will be greatly missed by his many friends on the model railway exhibition circuit and others, and our thoughts are with his wife Corinne and two sons, Lowell and Evan, at this difficult time.

[Ed. Our thanks to Richard Coleman for preparing this obituary.]



EXHIBITION FOCUS

Northern and Southern layouts at Hull show

Hull Miniature Railway Society is to hold its annual exhibition at Walton Street Leisure Centre, Goathland Close, Walton Street, Hull HU3 6JB on Saturday 11 & Sunday 12 November.

10 layouts will be in operation, including *Cockshute* (a OO gauge model of the DMU depot in Stoke-on-Trent, due to feature in a forthcoming issue of RAILWAY MODELLER); *Blakey Rigg*, a North Eastern Railway layout in S scale by Paul Green (featured in RM December

2021); and some of the society's own layouts, such as *Ladycross* (a OO gauge Southern Region layout featured in the July 2020 RM) and *Lockwood Street* (an N gauge model of the former Hull & Barnsley Railway terminus in the city).

Demonstrations of making trees, weathering, soldering, brass kit building and general modelling will take place, and five traders will be in attendance along with the society's own second-hand sales stand.



▲ BR green 40 125 departs from Cockshute depot while a Class 304 EMU passes on the West Coast Main Line. *Cockshute* is one of the layouts due to appear at the Hull Miniature Railway Society show on 11 & 12 November. Photo: Steve Flint

For more details, see Societies & Clubs (pages 863-866) or:

www.hullmrs.org
www.facebook.com/hullmrs

Exclusive diesels and electrics for Kernow Model Rail Centre

Cornish-based retailer Kernow Model Rail Centre has announced three new exclusive locomotive models, plus a wagon.

In O gauge, the Dapol Class 08 diesel shunter will be produced as 08 645 *St Piran* in its distinctive livery of black with a white cross, based on the Kernow flag. Based at GWR's Long Rock depot in Penzance, the locomotive received the livery and was named after the patron saint of Cornwall for an open day at the depot in 2019. The model is available to pre-order now at £225.00 (DCC ready) and £399.99 (with DCC sound fitted) for delivery next year.

In OO, the Heljan Class 86 electric will be offered as 86 402 in BR blue livery. This DCC ready model will be priced at £229.99 and is available to pre-order

now, with delivery expected in the second quarter of next year.

Also in OO, the Dapol Class 59 will appear as 59 002 *Alan J Day* in Aggregate Industries livery with that firm's 30-year anniversary branding. The model is priced at £169.99 for DCC ready, £199.99 for DCC fitted and £299.99 for DCC exhaust smoke and sound fitted versions. All are available to pre-order with delivery anticipated in the first quarter of next year.

From Revolution Trains in OO gauge comes a new version of the JNA-T Ealnos box wagon in Mendip Rail livery with four running numbers. Retailing at £48.95 for the standard version and £52.95 with working tail lamp, these are available to order now, with delivery again expected in the first quarter of next year.



▲ Dapol O gauge 08 645 *St Piran*.



▲ JNA-T wagon in Mendip Rail livery.



▲ Heljan 86 402 in BR blue.

North Cornwall buildings

Kernow has drawn inspiration from its local area for its latest exclusive commissions from Bachmann Scenecraft: a pair of 'ready to place' North Cornwall Railway buildings.

The 4mm scale models depict stone buildings constructed to standard designs of the London & South Western Railway, which built the NCR from Halwill to Padstow between 1884 and 1889. The waiting shelter is based on the smaller structures used at Ashwater, Egloskerry,

Tresmeer, Delabole, Port Isaac Road and St Kew Highway, while examples of the goods shed were found at Padstow, St Kew Highway and Camelford.

Both are available now from Kernow (see below for contact details), with the goods shed priced at £75.00 and the waiting shelter at £31.50.

Kernow Model Rail Centre
98A Treloar Warren Street,
Camborne TR14 8AN
Tel: 01209 714099
www.kernowmodelrailcentre.com



▲ Bachmann Scenecraft North Cornwall Railway goods shed and waiting shelter.

Coming next month

December 2023

Out Thursday 9 Nov.

Ellerton Road
Midland Railway magic
in 7mm scale

**Railway
of the
Month**

London Ludgate
An impression of the capital in N

Pontydulais
An industrial cameo housed
on an office shelf in OO

inside ...

• **BUILDING A BARN**
Andy Hudson constructs a rustic scenic
feature for his O gauge diorama

• **THE HARLAND LIGHT RAILWAY**
Carol Flavin takes us on a tour of her
completed narrow gauge system in 009

• **BATH GREEN PARK SHED**
Drawn & Described

**plus all the
regular features**

Cavalex Yeoman wagons ready for production

Cavalex Models has approved the decorated samples of its OO gauge PHA/JYA Foster Yeoman bogie box wagon, announced in the September 2022 issue.

The models are being produced in partnership with online retailer Ultimate Model Railways, and the two firms are currently finalising the running numbers before the models go into production. They can be pre-ordered at £49.99 each from: www.ultimatemodelrailways.com

Other product updates

At a similar stage are the Cavalex PHA/JGA bogie stone hopper wagons in OO, which were announced in the February 2021 issue. The decorated samples have arrived for final approval and a slot is now awaited at the factory for production.

The firm's first locomotive – the Class 56 diesel – is also at the production stage, while its first N gauge models, the PGA hopper wagons, are being shipped to the UK. The PGA wagons are available to order from Rails of Sheffield (see below).

www.cavalexmodels.com

Rails of Sheffield

Tel: 0114 255 1436

railsofsheffield.com



Decorated samples of PHA/JYA wagons in original Foster Yeoman livery.



Decorated samples of PHA/JGA bogie hopper wagons in Bardon Aggregates and unbranded liveries.

Guildford Private Owner wagon in N and OO from The Wagon Yard

Model rolling stock retailer The Wagon Yard has commissioned a limited edition Private Owner seven-plank wagon from Dapol in both N and OO.

It carries the black livery and white lettering of Guildford tile and gravel merchant Thomas Mitchell, who founded his firm in the late 1800s. The wagon modelled ran on the London & South Western Railway circa 1902, by which time the business had developed into a brick and tile manufacturer with a brickworks at Guildford Park.

The OO gauge model is limited to 97 pieces at £18.95 each, while the N gauge version is limited to 105 models at £16.95 each. Postage and packing costs £4.00 but is free for orders of four or more wagons. Orders can be placed for these and other wagons at: www.thewagonyard.co.uk Email: info@thewagonyard.co.uk



Dapol T Mitchell wagons in OO and N.

More Dapol wagons for General Steam Navigation group

Dapol has produced a new limited edition seven-plank wagon in OO gauge to raise funds for the restoration of Merchant Navy 4-6-2 No.35011 *General Steam Navigation*.

As well as supporting the General Steam Navigation Locomotive Restoration Society – which is rebuilding the ex-Barry scrapyard Bulleid Pacific to original air-smoothed condition at the Swindon & Cricklade Railway – the sales of the wagons will also raise money for the Medway Queen Preservation Society, which is restoring the former General Steam Navigation shipping company paddle steamer of that name.

Available in either red or grey with a coal load, at £12.90 each, the wagons are lettered 'General Steam Navigation, Blunsdon & Gillingham Pier' (the locations of the two societies), with the running number 23 referring to this year.

Also by Dapol is a steel 20-ton mineral wagon in N gauge, with the same liveries and lettering, for the *Medway Queen* project. These are available from either society at £14.30 per model plus £3.75 per order for UK



Dapol OO gauge seven-plank wagons for the General Steam Navigation restoration project.



Dapol N gauge steel 20-ton mineral wagons for the Medway Queen paddle steamer restoration project.

P&P. An order of two wagons, one of each colour, and UK P&P totals £32.35.

Limited stocks of the previous OO gauge 14-ton rectangular tank wagon (in grey or bauxite) and the N gauge seven-plank wagon in black, are still available at £17.50 and £12.40

respectively. The societies' websites can be found at:

www.35011gsn.co.uk

www.medwayqueen.co.uk

Postal orders (for MQPS):

Richard Halton, 2 Drury Close, Hook, Royal Wootton Bassett SN4 8EL.

Cheques payable to 'R Halton'.

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.

JANUARY 2024 issue deadline: November 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.

LIVE EVENTS

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 October ST NEOTS, Cambridgeshire

Organiser: St Neots Model Railway Club.
Venue: The Priory Centre, Priory Lane, St Neots, Cambridgeshire PE19 2BH.
Open: 1000-1630
Admission: £5.00 for adults (15 years and under free if accompanied by an adult).
Amenities: St Neots station 25 minutes walk, bus R61 from town centre, car parks nearby including disabled, refreshments.
Features: layouts in all popular scales, demonstrations, trade stands.
Website: www.stneotsmrc.com

Saturday 14 & Sunday 15 October ALDERSHOT, Hampshire

Organiser: Farnham & District MRC.
Venue: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £8.00, children £2.00, family £18.00 (including guide).
Amenities: free parking, wheelchair access, catering.
Features: 48th Farnham & District Model Railway Exhibition with over 40 layouts and trade stands.
Website: www.farnhammrc.org.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 FOREST HILL, London

Organiser: Beckenham & West Wickham MRC.
Venue: Forest Hill Boys School, Dacres Road, Forest Hill, London SE23 2XN.
Open: 1030-1630
Admission: adults £8.00, accompanied under-16s free.
Amenities: 15 minutes walk from Forest Hill and Sydenham stations, local bus services, free street parking.
Features: *Forrestone* (N), *The Yard* (32mm), *Scrapworth End* (OO), *Selborne* (OO9), *Kent Garden Railway*, *Elbow Lane* (OO – TBC), *Universal Vintage* (OO), *Rossiter Rise* (OO), *Where Seagulls Dare* (OO9), *File Box* (OO), *Hazelcombe* (O), *Cedar Court Wagon Yard* (OO), *Bletchinghamurst* (OO) *Hemlock* (O-16.5), *Durston* (OO), *Mitchford Park* (N), *Canute Road Quay* (OO), *Clayton West* (OO), *Ruffles Road* (OO), manufacturers, trade and society stands.
Contact: Greg Marshall, 07545 469610.
Email: bwwmrc@me.com

Saturday 21 October

HINCKLEY, Leicestershire

Organiser: Hinckley Model Railway Show.
Venue: St Peters R.C Church Hall, Leicester Rd, Hinckley, Leics LE10 1LS.
Open: 1000-1600
Admission: adults £4.50, children free with a paying adult – funds for church & sea cadets.
Features: 18 layouts.
Contact: Richard Starbuck, 07805 078720.

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

KETTERING, Northamptonshire

Organiser: Kettering and District Model Railway Society.
Venue: All Saints Church, William Street, Kettering NN16 9RR.
Open: 1000-1600
Admission: adults £6.00, concessions £5.00, children £3.00, family £15.00.
Amenities: free parking, disabled access, refreshments.
Features: over 12 layouts, five trade stands.
Contact: Tony, 07889 497481.
Website: www.kdmrs.webador.co.uk

Saturday 21 October

STANNINGTON, Northumberland

Organiser: NorthEast and Borders EM Gauge Society Area Group.
Venue: Stannington Village Hall, Main Street, Stannington NE61 6EL.
Open: 1000-1600
Admission: £5.00 including complimentary cup of tea or coffee.
Features: Workshopwise 2023 with layouts including *Alston* (N) and *West End Drift* (EM).
Email: Allen Oakes (main organiser): allen@oakesa.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: 10 layouts, 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: 16 layouts, 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 GREENOCK, Scotland

Organiser: Greenock & District MRC.
Venue: Lyle Kirk (Union Street Building), 31 Union Street, Greenock PA16 0TG.
Open: Saturday 1000-1700
Sunday 1200-1700
Admission: adults £5.00, children/concessions £4.00, family (2+2) £15.00.
Amenities: snacks plus teas & coffees.
Features: layouts in various scales.
Website: www.greenockmrc.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, 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: 20 layouts, demonstrations, trade & 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 in O, OO, N and OO9, 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 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

NEWBURY, Berkshire

Organiser: Newbury Model Railway Club.

Venue: St Bartholomew's School, Buckingham Road, Newbury, RG14 6JP.

Open: 1000-1630

Admission: adults £7.00, children £3.50, family (2+2) £17.50.

Amenities: free parking, disabled access, refreshments.

Features: 16 layouts in various scales, society and trade stands.

Contact: Paul Leonard, 07590 429643.

Website: www.newburymrc.co.uk

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 October

SELBY, North Yorkshire

Organiser: Grandad's Train Shop.

Venue: The Function Room, Selby Superbowl, Bawtry Road, Selby YO8 8NA.

Open: 1000-1600

Admission: adults £1.50, accompanied children under 12 free.

Amenities: limited free parking, wheelchair access, catering.

Features: small show displaying models built by Grandad's Train Shop and friends.

Contact: Nick, 07754 401209.

Email: show@selbymodelrailway.co.uk

Website: www.grandadstrainshop.co.uk

Saturday 28 October

WHITSTABLE, Kent

Organiser: East Kent Model Railway Society.

Venue: Swalecliffe & Chestfield Community Centre, 19 St John's Road, Swalecliffe, Whitstable CT5 2QU.

Open: 1000-1600

Admission: adults £5.00, children under 16 free when accompanied by a paying adult.

Amenities: five minute walk from Chestfield & Swalecliffe station. Buses between Herne Bay and Whitstable stop outside. Parking on nearby roads. Easy level access for mobility impaired. Light refreshments on sale.

Features: first model railway exhibition in Whitstable for five years, with 16 exhibitors and five traders. The club will be selling the last of its limited edition OO FL Pettman of Margate coal wagons by Dapol.

Email: ekmrswhitstable@gmail.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@aberdeennmrc.co.uk

Website: www.aberdeennmrc.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: Layouts in OO, EM and N, model road vehicles, trade stands.

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: 36 layouts, 30 trade stands and 10 modelling demonstrations/displays.

Contact: 01507 524496.

Website: www.gbmrsm.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

Saturday 28, Sunday 29 & Monday 30 October

DUBLIN

Organiser: South Dublin Model Railway Club.

Venue: Blackrock College, Blackrock, Co. Dublin.

Open: 1100-1700 all three days.

Admission: adults €10.00, children/seniors €8.00, family (2+2) €20.00.

Amenities: nearest station Booterstown on Dublin Area Rapid Transit. Free parking, suitable for disabled visitors by prior arrangement – contact exhibition team.

Features: Irish, UK and continental layouts, trade stands.

Contact: Paul Daly, Exhibition Team, +353 86 812 6112.

Email: pauljdaly1@gmail.com

Website: www.sdmrc.ie

Facebook: www.facebook.com/southdublinmodelrailwayclub/

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

Saturday 4 November

LEICESTER

Organiser: Train Collectors Society.

Venue: Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD.

Open: 1030-1600

Admission: adults £5.00, accompanied children under 16 free. Early bird admission from 0930 £10.00.

Amenities: 3 miles from M1 Jcn 21, public transport from city centre, free street parking, disabled access, hot and cold food, three-course lunch pre-bookable on the day (two sittings, limited capacity).

Features: around 10 vintage toy train displays: layouts confirmed are standard

gauge Lionel, early Gauge 1, vintage OO, Trix, Hornby MO, Marklin HO and Tyco US-1 Trucking with trains. Around 10 traders, club 'bring and buy'.

Contact: Paul Draycott, 0116 2334843.

Email: ps.draycott@outlook.com

Website: www.traincollector.co.uk

Saturday 4 November

ROWLEY REGIS, West Midlands

Organiser: St. Paul's Church, Blackheath.

Venue: St. Paul's Church Hall, Vicarage Road, Rowley Regis, West Midlands B62 8HX.

Open: 1000-1600

Admission: adults £5.50, children £3.50, family (2+2) £12.00.

Amenities: Rowley Regis station nearby, disabled access, refreshments.

Features: 16 layouts, trade stands.

Contact: Kevin Gwinnett, 07854 376561.

Email: kevindean@talktalk.net

Saturday 4 November

SHEFFIELD

Organiser: Sheffield Model Railway

Enthusiasts.

Venue: Carterknowle Methodist Church

Sunday Schoolrooms, Edgedale Road,

Sheffield S7 2BQ.

Open: 1000-1630

Admission: adults £3.00, accompanied

children under 16 free.

Amenities: clubrooms accessible by stairs, refreshments on ground floor.

Features: open day and mini-exhibition with over seven layouts of various scales, club sales stand.

Contact: Kevin Rayworth, 07768 513880.

Saturday 4 November

WESTBURY, Wiltshire

Organiser: West Wiltshire Gauge O Group.

Venue: The Paragon Hall, High Street, Westbury, Wiltshire BA13 3HA (signposted).

Open: 1000-1600

Admission: adults £6.00, concessions and Gauge O Guild members £5.00, children £2.00, family £12.00.

Amenities: adjacent car park with two hours free parking, disabled facilities in the car park but steps into the hall, refreshments.

Features: *Wedmore* (O), *Shillingford* (OO vintage Hornby Dublo), *Norge* (HO), *River Crane Mill* (OO9), *Cody Street Trams* (1:87), *Otterhampton* (N), O gauge test track, Bristol O Gauge Group stand, West Wiltshire Gauge O Group stand with a display of Southern locomotives, Scalextric circuit, weathering and landscaping demonstration, trade stands, bring and buy, tombola.

Contact: Barrie Chappell, 07870 515807.

Saturday 4 & Sunday 5 November

NORTHFLEET, Kent

Organiser: Gravesend Railway Enthusiasts Society.

Venue: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: £5.00 – accompanied children under 16 free.

Amenities: close to A2 and Bluewater, linked by local buses serving Gravesend and Ebbsfleet, free parking on site, hot and cold food and drinks (roast dinner on Sunday).

Features: around 15 layouts including *Gordon's Lane* (OO), *Gravesend West* (OO) and *Swanswell NSE* (N), society & trade stands.

Contact: George Marcar (Exhibition Manager), 07821 254232.

Website: www.gres.org.uk

Saturday 4 & Sunday 5 November

NOTTINGHAM

Organiser: Nottingham Model Railway Society.

Venue: Richard Herrod Centre, Foxhill Road, Carlton, Nottingham NG4 1RL.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £7.00, accompanied under-16s free.

Amenities: free parking, level access throughout, refreshments.

Features: new club layout *Trent Lane*

Junction making debut (OO), *Central Alonzo Mill* (HO), *Wire Mill Drive* (HO), *Uppingham* (TT), *Catsfield* (OO), *Bregenbach im Schwarzwald* (N), *Oxthorne* (N) and *Middleton Central* (OO), demonstrations, trade stands, display marking *Flying Scotsman*'s centenary.

Email:
exhibadmin@nottingham-modelrailway.org.uk
Website:
www.nottingham-modelrailway.org.uk

Saturday 4 & Sunday 5 November SPALDING, Lincolnshire

Organiser: Spalding Model Railway Club.
Venue: Springfield Events & Conference Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET.
Open: Saturday 1000-1700
Sunday 1000-1630
(0930 admission both days for disabled and pre-booked tickets.)

Admission: £10.00, children under 16 free when accompanied by a paying adult.
Amenities: bus route 501 from Spalding bus station to retail centre next door, free parking including disabled (parking area is on grass and can become slippery in wet weather), level disabled access, restaurant.
Features: *Mostyn*, *White Meadow Quarry*, *Smallwood*, *Alderford*, *Millsbridge*, *Brinklow*, *Millsthorpe Light Railway*, *Hartley Poole Too*, *Grosvenor Square*, *Kirby On Sea*, *Kings Park*, *Brighton East*, *Ashdan Junction*, *Spilsby*, *Colleston*, *Purgatory Peak*, *Hyde Lane*, *Wardwood*, *Chillingdon*, *Gracetown Bank*, *Tarrant Valley Railway*, *Framplington*, demonstrations, 19 trade stands.
Website:
www.spaldingmodelrailwayclub.org.uk
Facebook:
www.facebook.com/spaldingmrc

Saturday 11 November 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 11 November SOLIHULL, West Midlands

Organiser: Solihull Model Railway Circle.
Venue: St Marys Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN.
Open: 1000-1630
Admission: adults £4.00, children £3.00, family £10.00.
Amenities: 15 minutes from M42 Jcn 6, free parking. Buses to Hobs Moat Road that stop in front of nearby ice rink: 72. Buses that stop at Wheatsheaf, A45, Coventry Road: 60, X1, X2. Bus information from Network West Midlands: 0871 200 22 33.
Features: *Grange Aggregates* (N), *A Scottish Branch* (OO), *Cherwell* (OO), *Wegberg & Arsbeck* (N), *Kenstadt* (Z), *Sugar Creek* (N), *Burford GWR* (HO), *Fair Tmiddlin* (OO), *Linwood Lane* (OO), *Stonethwaite & Bainrigg Railway* (O-16.5), *Hookton Riverside* (O-16.5), five traders.
Website: www.solihullmrc.org

Saturday 11 & Sunday 12 November CREWE, Cheshire

Organiser: Alsager Railway Association.
Venue: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe CW2 8WD.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £9.00, children free with accompanying adult.
Amenities: free parking, disabled access, refreshments.
Features: *Winter in France* (OO9), *Bicsdale*

(OO), *Blue is the Colour* (N), *Bottom of the Barrell* (OO), *Culthwaite* (N), *Dovington Camp* (OO), *Glentifs* (OO n3), *Gracetown Bank* (OO), *Helston* (OO), *Hinterupfingen* (HOe), *Hopeless* (N), *Lisworth Bay* (N), *Newcastle by the Water* (N), *Operation Abyss* (OO), *Rosebury Goods* (OO), *Sandy Bay* (N), *Stumbleton Castle* (OO), *New Potosi Mineral Co.* (O).
Website:
www.alsagerrailwayassociation.co.uk

Saturday 11 & Sunday 12 November

HEATON, Newcastle-upon-Tyne
Organiser: Newcastle & District MRS.
Venue: Jesmond Park Academy, Newton Road, Heaton, Newcastle-upon-Tyne NE7 7DP.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £9.00, accompanied children under 16 free.
Amenities: buses from Central station (see website for details), South Gosforth and Four Lane Ends Metro stations about half a mile from venue, free parking, full disabled access.
Features: around 19 layouts including *Arun Quay*, *Fence Houses*, *Black Gill* and *Neuburg 2013*, trade stands.
Contact: Charlie Miller, 07941 157811.
Website:
www.newcastlemodelrailway.org.uk

Saturday 11 & Sunday 12 November

HOYLAND, Barnsley, South Yorkshire
Organiser: Barnsley Model Railway Club.
Venue: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9HX.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £7.00, accompanied children under 16 free.
Amenities: Stagecoach buses 2 and 66 from Barnsley bus station. Elsecar station (on Sheffield to Barnsley line) approx. 1½ miles. Free parking on site, fully accessible venue (all ground level), hot and cold drinks and cold snacks.
Features: Model railway exhibition.
Facebook: www.facebook.com/BarnsleyModelRailwayClub/

Saturday 11 & Sunday 12 November HULL, East Yorkshire

Organiser: Martin Breakspear.
Venue: Walton Street Leisure Centre, HU3 6JB.
Open: 1000-1630
Admission: adults £5.00, accompanied children £1.00.
Amenities: local bus route, limited on-site parking, street parking, disabled access, refreshments.
Features: 10 layouts including two for children to operate, six trade stands, five demonstrations.
Website: www.hullmrs.org
Facebook: www.facebook.com/hullmrs

Saturday 11 & Sunday 12 November TOLWORTH, Surrey

Organiser: Hampton Court MRS.
Venue: Tolworth Recreation Centre, Fuller's Way North, Tolworth, Surrey KT6 7LQ.
Open: Saturday 1000-1730
Sunday 1000-1600
Admission: adults £9.00, children £3.00, family (2+2) £19.00. One child free with every paying adult on Sunday. Cash or cards accepted.
Amenities: free bus from Surbiton station (see website for timetable), TfL bus services stopping within five minutes walk, free parking on site, venue fully accessible at ground level, light refreshments, hot drinks.
Features: *Albula Valley* (N), *Blackmoor* (OO9), *Canute Road Quay* (OO), *Clearwater Harbor* (On30), *Collingwood* (OO), *Ebsworth Street* (OO), *Edward's Junction & Thomas End* (OO), *Fawley* (4mm), *Hazel End* (O), *Japan in Bloom* (N), *Johnburg* (HO), *Kensington Addison Road* (O), *North Cornwall Brewery* (OO), *Old Elm Park* (O), *Pine Bluffs and Red Dot Mine* (HO), *Redbridge Wharf* (OO), *Roshven* (OO), *Sewel* (N), *Wickwar* (N), demonstrations, traders.

Email:
exhibitionmanager@hamptoncourtMrs.com
Website: www.tolworthshowtrain.co.uk

Saturday 18 November

BARRY, Vale of Glamorgan
Organiser: Barry and Penarth MRC.
Venue: Highlight Park Community Centre, (next to Tesco), Stirling Road, Highlight Park, Barry CF62 8NX.
Open: 1030-1630
Admission: adults £4.00, children £2.00 (5-16 year olds), under 5s free.
Amenities: disabled access, refreshments.
Features: layouts in N, OO, HO and O, traders.
Contact: 07900 857719.
Email: bmd6753@yahoo.co.uk
Website: www.bpmrc.club

Saturday 18 November

PORTSMOUTH, Hampshire
Organiser: South Hants Model Railway Club.
Venue: Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hampshire PO3 5XT.
Open: 1030-1630
Admission: adults £7.00, accompanied children free.
Amenities: free parking, on-site catering.
Features: *Dewerstone* (EM), *Yard No.2* (P4), *Modbury* (2mm FS), *Westcliff* (EM), *Northport Quay* (7mm 5' 3"), *Drws-y-nant* (2mm FS), *Hepton Wharf* (P4), *Foston Mills* (7mm), *Flintcombe* (P4), *Tidworth* (OO), demonstrations, trade and society stands.
Website: www.shmrc.org.uk/exhibition/

Saturday 18 November

RETFORD, Nottinghamshire
Organiser: Bassetlaw Railway Society.
Venue: Elms Hotel, London Road, Retford, Notts DN22 7DX.
Open: 1000-1600
Admission: adults £5, children free if accompanied by a paying adult.
Amenities: free parking, disabled access, refreshments and restaurant.
Features: 12 layouts in various scales, trade support, demonstrations and societies.
Contact: Bob Fleming, 07768 347456.
Email: rjf451@outlook.com
Website: www.bassetlawrailwaysociety.org

Saturday 18 November

RUSKINGTON, Lincolnshire
Organiser: Sleaford & District MRC.
Venue: St George's Academy, Sleaford Rd, Ruskington NG34 9BY.
Open: 1000-1600
Admission: adults £5.00, accompanied under-16s free (all profits to Lincs and Notts Air Ambulance and LIVES (Lincolnshire First Responders).
Amenities: free parking, wheelchair friendly, refreshments.
Features: model railways and other models including fairgrounds, Scalextric, plastic kits, scratch-built, Lego, matchstick and radio-controlled tanks, boats and cars.
Contact: Eddie King, 07821 618718.
Email: cem.sleafordmrc@yahoo.com

Saturday 18 & Sunday 19 November BRIGHTON, East Sussex

Organiser: Brighton Model Railway Club.
Venue: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8TA.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, seniors £4.00, children £3.00, family (2+2) £12.00.
Amenities: buses 5, 5A and 52 pass close by, free parking on site and adjacent streets, catering.
Features: *Ashington* (OO), *Orestone Quay* (OO), *Holly Bank Grove* (OO), *Portsea* (3mm), *Gofod Tynn* (OO9), *Chlâtere* (HO), *Vintage Tri-ang* (OO), demonstrations, society and trade stands.
Website: www.brightonmrc.wordpress.com

Saturday 18 & Sunday 19 November BROADSTAIRS, Kent

Organiser: Crampton Tower Museum.
Venue: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB.

Open: 1000-1600 both days.
Admission: adults £3.00, children £1.50, family (2+2) £7.50 (includes admission to museum).
Amenities: no on-site parking – pay and display car park nearby (free on Saturdays).
Features: six visiting layouts and the museum's eight permanent layouts, sales stands. Weather permitting, children's outdoor ride-on railway (extra charge).
Website: www.cramptontower.co.uk

Saturday 18 & Sunday 19 November FALKIRK, Stirlingshire

Organiser: Falkirk Model Railway Club.
Venue: Grangemouth Athletic Stadium, Kersiebank Avenue, Grangemouth FK3 OEE.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £8.00, children £4.00 (under 6 free), family (2+2) £18.00.
Amenities: free parking including disabled, venue is fully accessible, refreshments.
Features: over 25 layouts including *Eli Wood* (N), *Inverkeithing* (N), *Possil Halt* (OO), *Great Endon* (OO), *Goathland* (OO), *Tulloch Bridge* (OO), *Rottershausen* (HO), *Karolina Falls* (On30), *Chop it up Lumber Co.* (Gn15), 20 traders, demonstrations and society stands.
Website: www.falkirkmrc.com

Saturday 18 & Sunday 19 November HAYLE, Cornwall

Organiser: Hayle Model Railway Club.
Venue: Hayle Day Care Centre, Commercial Road, Hayle TR27 4DE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £5.00, accompanied children under 14 free.
Amenities: chargeable on-site parking; cake, tea and coffee available.
Features: layouts covering a variety of scales and eras, trade stands.
Website: www.haylerail.co.uk

Saturday 18 & Sunday 19 November SCUNTHORPE, North Lincolnshire

Organiser: Scunthorpe & District MRC.
Venue: Sunshine Hall, Ashby High Street, Scunthorpe DN16 2JU.
Open: Saturday 1000-1600
Sunday 0930-1600
Admission: adults £2.50, concessions £2.00, family £7.00.
Amenities: limited parking.
Features: seven layouts, demonstrations, trade stands.
Contact: Mike Butler, 07762 548776.
Email: msb1943@msn.com

Saturday 18 & Sunday 19 November WORKINGTON, Cumbria

Organiser: Solrail Ltd.
Venue: Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, accompanied children (5-16) free, £1.00 unaccompanied.
Amenities: regular bus service from town and railway station on Saturday, free parking, full disabled access, refreshments.
Features: layouts including *Aspatria* (O), *The Rabbit Warren* (OO9), *Republic Steel* (Z), *Pit Lane* (OO), *West End* (4mm FS), *Marshside* (O), *Nazareth Cement* (N), *Callotan* (2mm FS), *Castle Caereinion* (OO9), *Canal Basin* (OO9), *Bransty Station* (OO), *Hafen Autenbach* (HO), *Turquar 7* (OO), *Holland Beck* (OO), Thomas layout for children to drive (OO), Mamod live steam, demonstrations including Scaleforum Cumberland, trade and society stands.
Contact: Philip Tuer, 01228 522118.
Email: Philip@steamale.co.uk
Website: https://sites.google.com/view/solrail/home

Sunday 19 November

HUDDERSFIELD, West Yorkshire
Organiser: Huddersfield Railway Modellers.
Venue: Bath Mills, Albert Street, Lockwood, Huddersfield HD1 3PY.
Open: 1000-1600
Amenities: approximately one mile from

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Contact: James, 07516 456312.
Email: robert.porter22@talktalk.net

Saturday 25 & Sunday 26 November
NATIONAL EXHIBITION CENTRE, Birmingham
WARLEY NATIONAL MODEL RAILWAY EXHIBITION
Organiser: Warley Model Railway Club.
Venue: Hall 5, NEC, Birmingham.
Open: Saturday 0945-1800
Sunday 0945-1700

(Opening 0915 both days for advance ticket holders.)

Admission: on the day: adult one-day ticket £25.00, two-day £46.00, child (age 5-16) one-day £1.00, two-day £2.00. Advance: adult one-day £21.00, two-day £38.00, child one-day £1.00, two-day £2.00. Under 5s free, one carer admitted free.

Amenities: parking (fee payable), venue adjacent to Birmingham International station, disabled access, refreshments.

Features: *Copenhagen Fields, Freshwater* (both 2mm), *Barnwood, Cucknoe, Dawlish Warren, Exe Halt, Hawes Junction, Kinlochlaggen, Monument Lane, Moors View, The Viaduct, Wartson Hall, West Wick* (all N), *Bradwell Point, Camel Quay, Chollerford, Cottle, Entering the Yard, Hewisbridge, Illie Town, Long Melford Junction, Newhaven Harbour, Nictun 2000, Nictun Borrud, OO Live Steam Roadshow, Passage Lane TMD, Readham, Rosebury Goods, Shillingsford, Star Lane, The North Tyneside Steam Railway, Yewston Road MPD* (all OO), *South Pelaw (EM), Ravenscroft, Rolvenden, Sandford & Banwell (P4), Angst Lesspork, Annascaul, Bont, Bron Hebrog, Castle Caereinion, Clyre Valley, Crossharbour, Devonmoor, Fort Whiting, Garreg Wen, Green End, Kaninchenbau, Mannin Middle, Plas Brondanw* (all OO9), *Ellerton Road (S7), Barrow Street, Edington Junction, Grange Lane, Hillport Goods, Netherwood Sidings, Weatherbury Magna/Monksbury, Staindrop, Wheydowne Market* (all O), *Bridport Town, Hookton Riverside, Pula* (all 7mm narrow gauge), *Beijiao (China HO), Blindheim* (German O), *Bouilliere* (Belgium O), *Bregenbach im Schwarzwald* (N), *Eight Dollar Canyon* (USA), *Karolina Falls* (USA On3), *Klutzig* (German HO), *Obertonberg* (German N), *Salzgrube* (Austrian HOe), *Solent Summit, Taste of Alber* (Czech narrow gauge TTe), *Tuerland* (German trams), *Williamson River* (Canadian HO), *Loft City Central, Binns Road* (classic layouts), Hampshire Area Group 16mm Modellers Association, *Ridings* (Gauge 1 live steam), *Ballyconnell Road, Portsea* (both 3mm), *Couchtischstadt* (Z), *Manchester Trams*, demonstrations, displays, society and trade stands. Full-size centrepiece: GWR '5101' No.5164 courtesy of Erlestoke Manor Fund.
Contact: Ticket Factory: 0844 5810737, www.theticketfactory.com
Website: www.thewarleyshow.co.uk
Facebook: www.facebook.com/Warley.MRC.Exhibition

Saturday 25 November
EATON BRAY, Bedfordshire
Organiser: Bedfordshire Area Group, 16mm Narrow Gauge Modellers.
Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, near Dunstable, LU6 2DJ.
Open: 1000-1600
Admission: adults £6.00, accompanied children under 16 free.
Amenities: free parking, wheelchair friendly throughout, refreshments all day, Wi-Fi.
Features: three layouts with live steam 16mm locos, 15 traders supporting 16mm modellers.
Contact: Chris Pretty, 07919 554409.

Email: c.pretty0301@btinternet.com
Website: www.bag16mm.org.uk

Sunday 26 November
BROCKENHURST, Hampshire
Organiser: New Forest Model Railway Society.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY.
Open: 1000-1630
Admission: adults £6.00, accompanied children free.
Amenities: venue approximately 10 minutes walk from Brockenhurst station via gate from Up side car park. Free parking, wheelchair access except to stage, refreshments.
Features: open day showing club and members' layouts, with trade stands and displays. Members will be happy to discuss modelling topics and answer any questions.
Email: nfmrs@yahoo.com
Website: www.nfmrs.org

MEETINGS

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

Thursday 2 November – 1930
Bath Railway Society
The Lynton & Barnstaple Railway by Ian Cowling.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Thursday 2 November – 1945
Nuneaton Railway Circle
Heritage Steam – A Day in the Life by Graham Walker.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Tuesday 7 November – 2000
The Enfield Transport Circle
British Rail – A New History by Christian Wolmar.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.
Entry: £6.00.
Website: <https://tetc.chessck.co.uk>

Tuesday 7 November – 1930
Gravesend Railway Enthusiasts Society
Railway Curiosities by Bob Poole.
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 9 November – 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

Monday 13 November – 1930
Lincoln Railway Society
AGM & photo competition.
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 14 November – 1445
Pewsey Vale Railway Society
North Somerset Railways.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 14 November – 1900
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
Five go to Swansea by Chris Jones.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.
Entry: free, but donations appreciated.
Contact: hitchin@rcts.org.uk

Tuesday 14 November – 1930
Wells Railway Fraternity
The East Somerset Railway by Nick Walton.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – admission £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 16 November – 1930
Marlow & District Railway Society
The Liverpool Overhead Railway by Colin Brading.
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 16 November – 1945
Nuneaton Railway Circle
The Ken Winett Collection by John Rawlinson.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Tuesday 21 November – 1400
Railway Correspondence & Travel Society – Thames Valley branch
Over the Mendips (150th anniversary of the Evercreech Junction-Bath extension by Mike Beale.
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00 donation – non-members welcome.
Website: www.rcts.org.uk

Thursday 23 November – 2000
South East Essex Railway Society
The Life and Times of 8F No.48773 – a Stanier 8F Society presentation hosted by Chairman Peter Sedge.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Sunday 26 November – 2000
Gauge O Guild
Iain Young – Lost Wax Brass Casting.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 October.

Tuesday 28 November – 1330
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
An A-Z of Switzerland by Steve Ollive.
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 30 November – 1945
Nuneaton Railway Circle
A 10th Colour-Rail Journey by Paul Chancellor.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

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

Sidmouth Model Railway Group welcomes enthusiasts to any of its meetings and has a range of layouts in N, OO and O gauge, all work in progress for those wishing to become part of an active group. For more information visit www.sidmouthmrg.com or email: sidmouthmrg@gmail.com

RAILWAY MODELLER

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH THE COLUMNS OF GREAT BRITAIN'S BEST SELLING MODEL RAILWAY MAGAZINE

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergale 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 MODELLING AIDS FOR 7mm SCALE - Magnetic Couplings for Gauge O Rolling Stock. <https://www.chris-draw.com>

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

GOOD SELECTION OF RAILWAY PERIODICALS. Model Railways and Prototype. We buy and sell. See website at www.railmags.org

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 0TX.

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 07305632546 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 OO 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 O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minित्रix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165. Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262. Email: mjhtoy@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). 07979 910760.

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, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email: footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436. www.railsofsheffield.com

WANT TO SELL YOUR TRAINS - ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to CLAIRE CLARKE: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclarke@aol.com telephone: 01691 772 969.

WANTED - COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314. Email: gambiacat@tiscali.co.uk

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: telephone 01225 360 037, mobile: 07752 222 645. Email: rogersmith200@hotmail.com

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Thursday 23rd November from 11am. This will be an INTERNET ONLY AUCTION plus our usual commission and phone bids. There are approximately 600 lots of model railways etc. Our buyers premium 16% plus Easylive charges. For further information please visit our website www.uktoyauctions.com. Phone 01270 652773, 07484 670385.

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. *All bookings made through LYME BAY HOLIDAYS, website: lymebayholidays.co.uk telephone: 01297 443363*

Business for Sale

MODEL RAILWAY BUSINESS FOR SALE, ON-LINE AND EXHIBITIONS ONLY. Specialising in Bachmann and Hornby Spare Parts. Plenty of good stock including USA and China models. Standing invitations to most major Model Railway Exhibitions. Hornby and Bachmann Trade accounts (subject to confirmation). Ideal add-on for an existing business or would suit an individual looking for a new venture. Sales through eBay, own Web Site, Exhibitions and Toy Fairs. **CURRENT OWNER RETIRING FOR HEALTH AND AGE REASONS.** *Nicole.charlton@peco.co*

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

OO GAUGE. 13 Arch Freestanding Viaduct. Professionally designed and built. 42" high and 38.5" long. Second piece provides solid base and depicts the river itself complete with swimmers, picnickers and pumpkins. Best offer takes both pieces. Collection from North London. *mimibun11@gmail.com*

MANUFACTURERS PRIVATE COLLECTION OF NEW AND PRE-OWNED LOCO'S, COACHES, WAGONS – Lineside many unusual and rare items, also 4mm kit-built buses – spray painted. Visit www.lewis-web.co.uk

FOR SALE – OO ANALOGUE LAYOUT 13FT BY 7FT 6 INCHES – NEEDS A LOVING HOME suitable for a club to work on, an experienced modeller to resurrect as it has to go or it's the dump. Has controllers and working turntable, also working semaphore signals, buildings included. Would love to set it up if buying local. No rolling stock is included - £300 ono. Telephone: 0747 031 7721.

OO GAUGE, J27 BR, EARLY, 0-4-0 H/RAILWAYS, TWO 4/WHEEL COACHES, TWO GWR COACHES, sixteen wagons, oval track, sidings, controller wall transformer, GWR signal box, covered footbridge, 5 trackside accessories £95 - buyer collects. Telephone: 07590 992 940.

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07478 059 249.

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. Tel: 01302 481 274, 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: sophiecul99@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.

WANTED – IAN KIRK OO SR EMU 2 BIL KITS AND PARTS PLUS RUNNERS – all items any condition. Also required K's OO white metal SR Bulleid 0-6-0 Q1 kit built locos and parts. All items any condition – all letters answered. PUGH, 1st Floor Flat, 69a Dene St, Dorking, Surrey RH4 2DP.

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.

October 2023

22 October (Sun) 10am-2pm
IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting. Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

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. Telephone: 07881 555 283. Email: johnparsonage8@gmail.com

29 October (Sun) 10am - 2pm
LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA. Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs. Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@virginmedia.com

29 October (Sun) 10.30am-3pm
WINDSOR INTERNATIONAL TOY AND TRAIN COLLECTORS FAIR. The Reach Free School, Long Lane, Mill End, Rickmansworth, Hertfordshire, WD3 8AB. [close to M25 J17. Entrance on A412]. There are many tables and a huge variety of old toys, trains, and collectables. Established in 1971 and still a premier event. Tel: 07462 226 837

November 2023

4 November (Sat) 10am -1.30pm
***SOUTHAMPTON TOY FAIR – BROUGHT TO YOU BY RON-LINES*.** St James Road Methodist Church, St James Road, Shirley, Southampton SO15 5HE. Adults £2, Children

under 12 Free. Café on site, Free parking available as well as street parking. Tel: 02380 772 681. www.ronlines.com/southampton-toy-fair.html

5 November (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323.

5 November (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Swayne, 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

11 November (Sat) 10.30am-3pm
SANDOWN PARK – 500 STALLS, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £7, Senior Citizens £6.50, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show. Tel: 01604 846 688 www.bpfairs.com

12 November (Sun) 10.30am–3pm.
LLANELLI/LLANGENNECH TOY & TRAIN SALE. Llangennech Community Centre, Llangennech, Nr Llanelli, Carmar. SA14 8TH. One mile from J48 of M4. 45 tables. Parking, Cafe. Details at www.chrisdverfairs.co.uk Tel: 07966 694 579.

12 November (Sun) 10.30am-3pm
MEGA MALVERN – THREE COUNTIES SHOWGROUND WR13 6NW. 200 Stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641.

www.bulldogfairs.com

12 November (Sun) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

14 November (Tues) 7pm-9pm (early entry 5pm £2)
BARNSELEY 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.newcomenairs.co.uk sales@newcomenairs.co.uk

14 November (Tues) 6.30pm-8.30pm
HOOK TOYFAIR - Community Centre, Ravenscroft RG27 9NN. The evening monthly toy and train fair, always the second Tuesday of the month. Free parking, café. Friendly dealers...mostly! Just £1 entry. stevedevizes@aol.com 07936 441 381 & 01380 725 322.

18 November (Sat) 9.45-1.15pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS. Tel: 07498 912 091 or 0773 999 8012. www.srptoyfairs1.co.uk

18 November (Sat) 10.30am-2pm
LUDLOW RACECOURSE Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323.

19 November (Sun) 10am-2pm
POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP. Telephone Colin on 01279 301 407 or Joe 07866 641 215.

19 November (Sun) 10am - 2pm

ST IVES, One Leisure, Burgess Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU. Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs. Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandfairs@virginmedia.com

19 November (Sun) 10.30am-3pm

WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood, Details: Transtar Promotions. Tel: 01922 643 385.

19 November (Sun) 9.45am-1.15pm

WORTHING – DURRINGTON HIGH SCHOOL. The Boulevard, Worthing BN13 1JX. Car parking for 350 cars. **SRP TOYFAIRS.** Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

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. Tel: 07928407034 or email: felixfairs@outlook.com www.felixfairs.com

26 November (Sun) 10.30am-3pm

BUXTON – 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

26 November (Sun) 10am-2pm

CORNWALL - LOSTWITHIEL Community Centre, PL22 0HE. Contact: Graham 01726 66730. geedee45@yahoo.co.uk

28 November (Tues) from 6pm

GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. KEVIN WRIGHT Tel: 07908 494 097.

December 2023

27 December every year - 10.30am to 3.30pm

LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £2.50, concessions £2.00, Accompanied Children £1.00. Contact: Jim/Vicci Ricketts. Tel: 01492 517004 email: vicci.ricketts1tf@gmail.com proceeds to Llandudno Transport Festival.

PECO VACANCY

HEAD OF INNOVATION

ROLE: Permanent **SALARY:** Variable, depending on experience **LOCATION:** Beer & Buckfastleigh, Devon

Head of Innovation is a key senior member of the PECO team reporting directly to the Managing Director and accountable for the PECO Engineering team, Product Design Department and Toolroom.

Leading a team of highly experienced, technically skilled engineers, product designers, tool makers and apprentices, the key responsibilities of this role are to orchestrate the effective and efficient conception, design, development, and manufacture of products, through effective team leadership.

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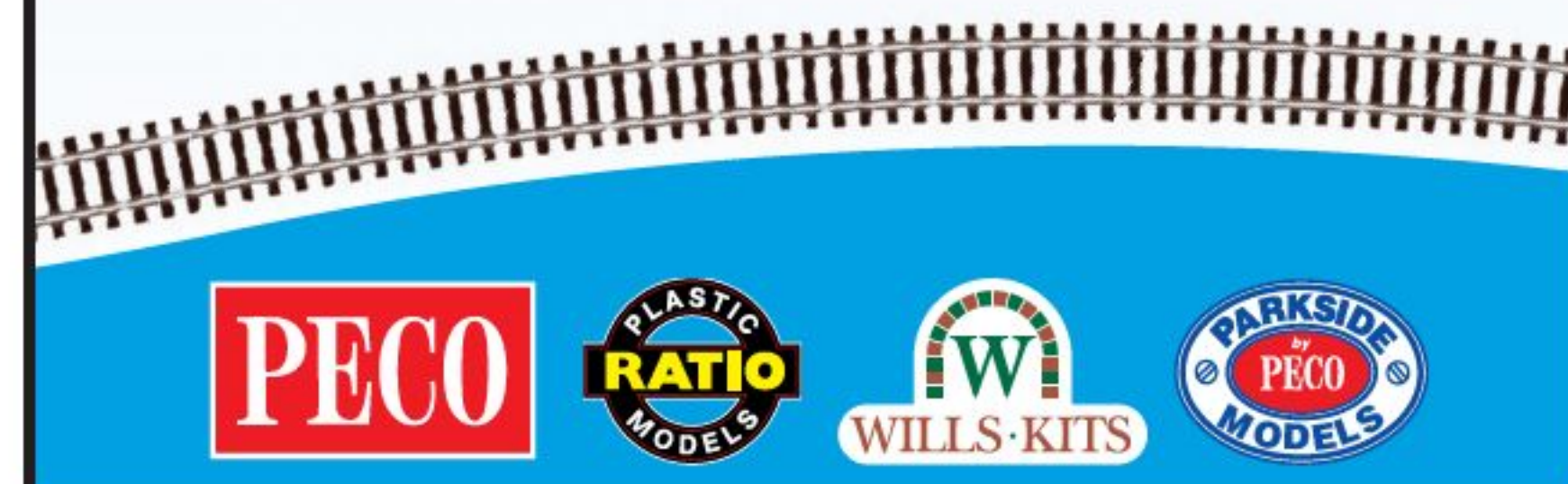
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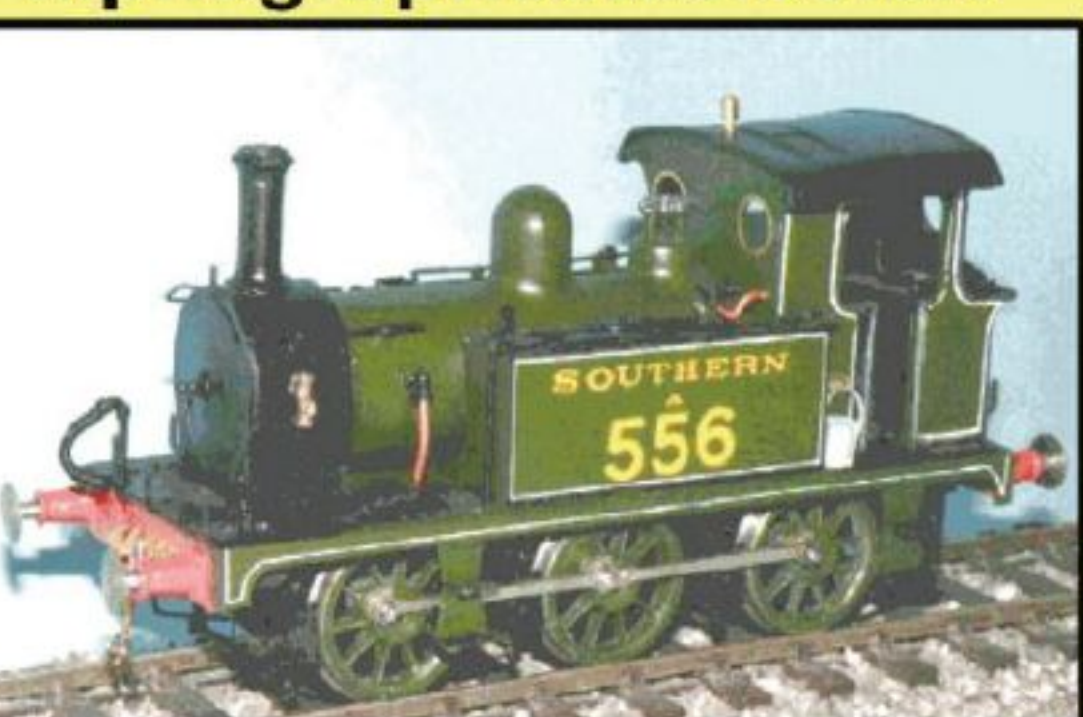
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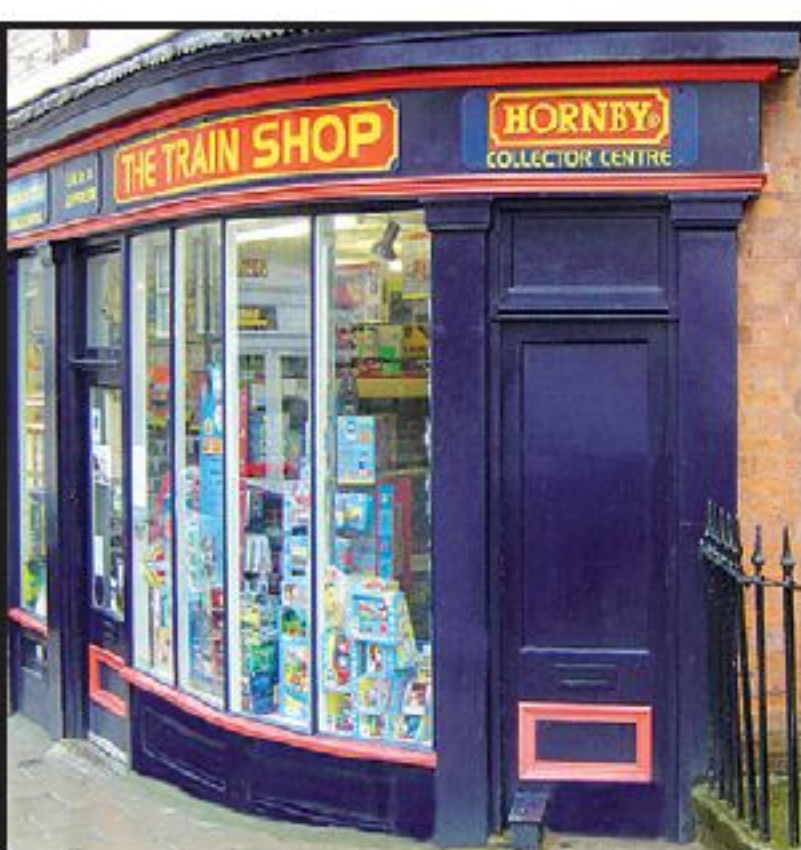
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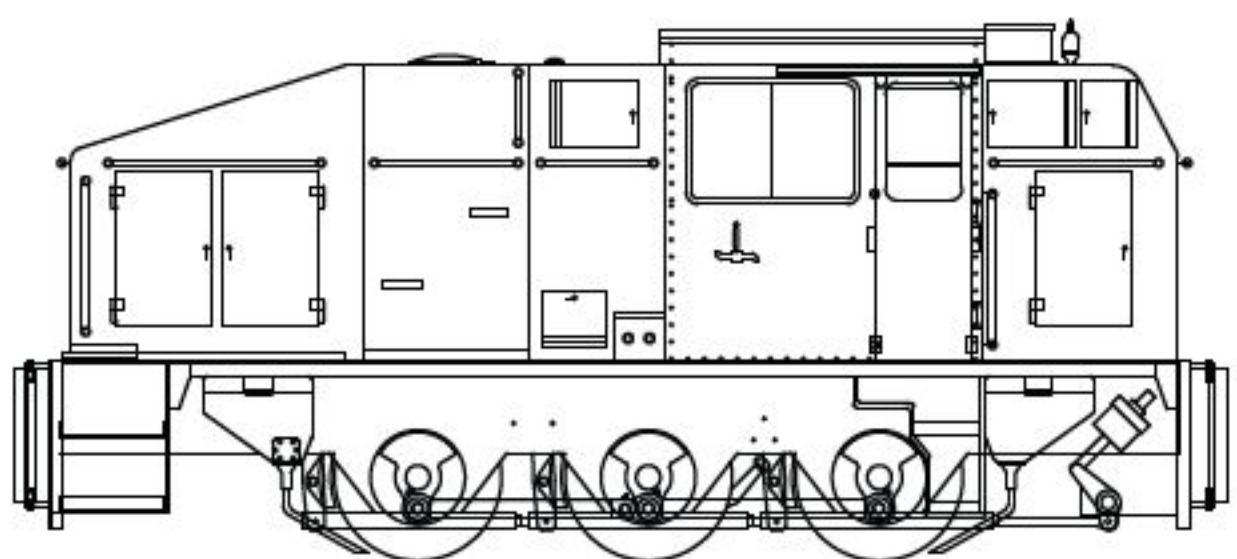
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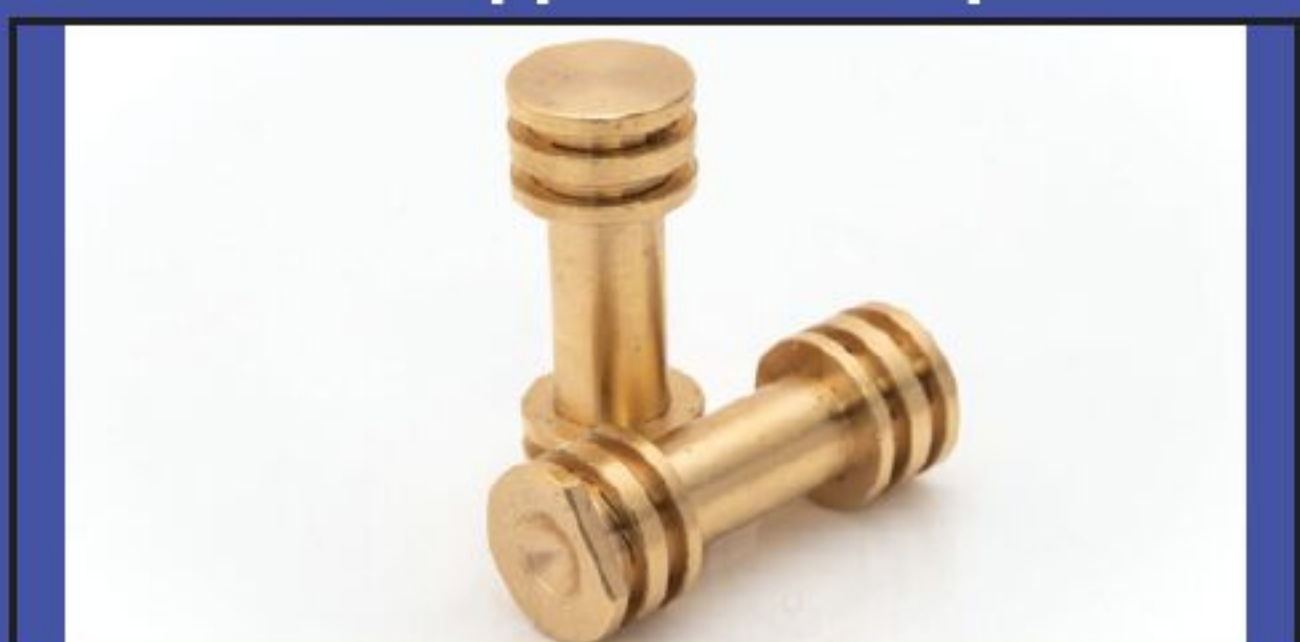
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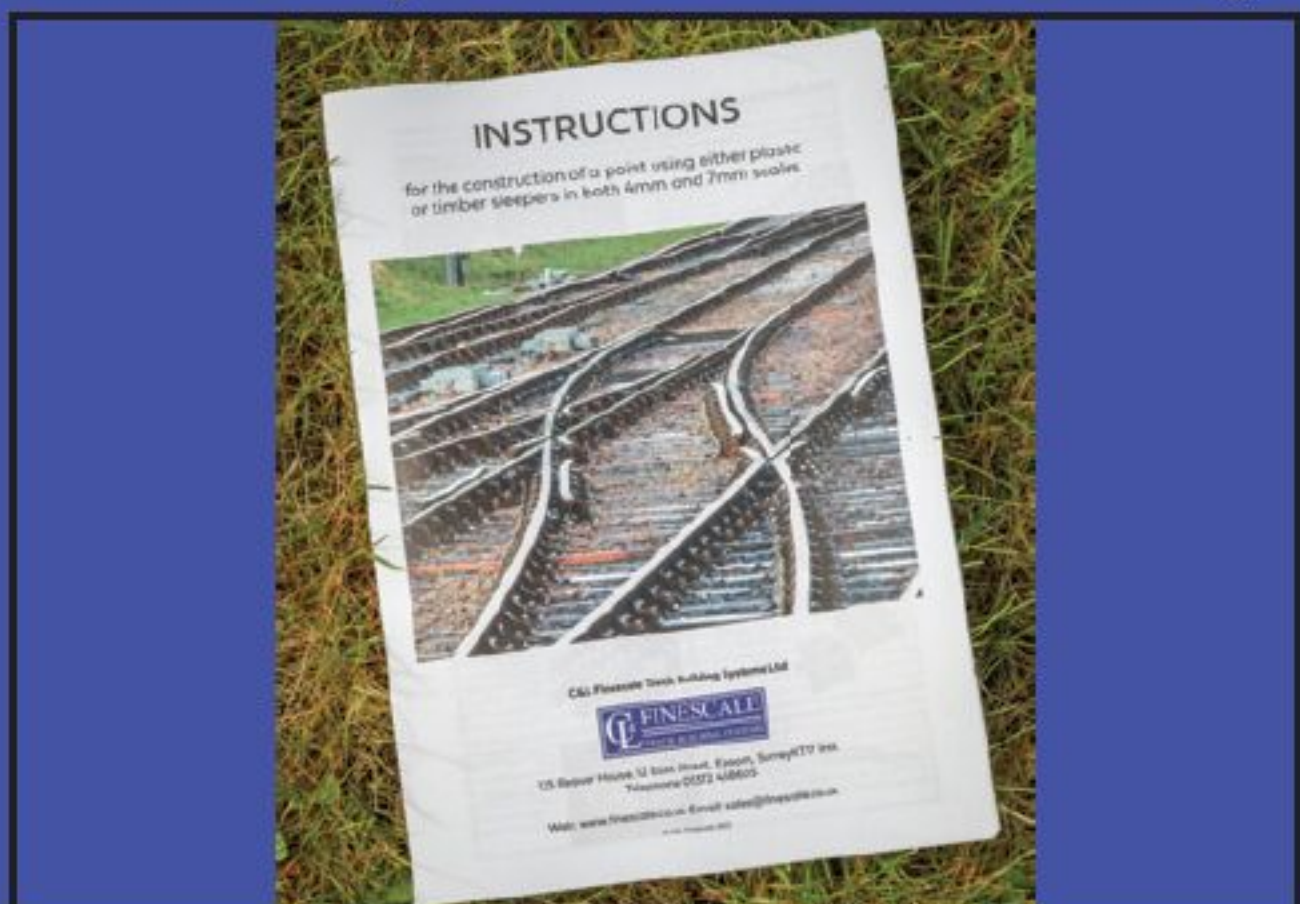
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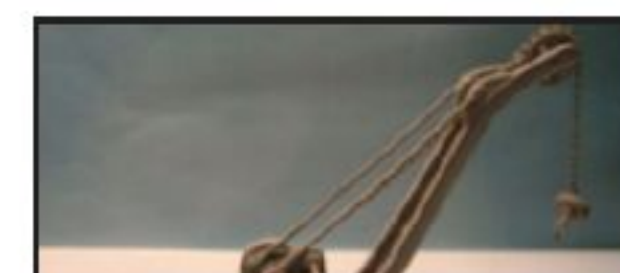
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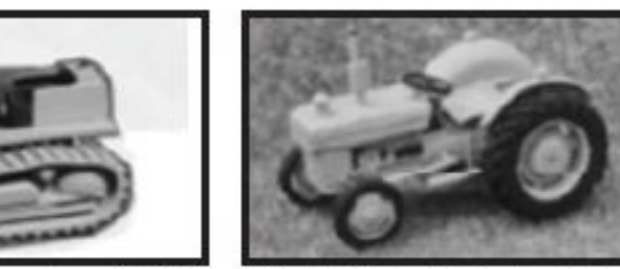
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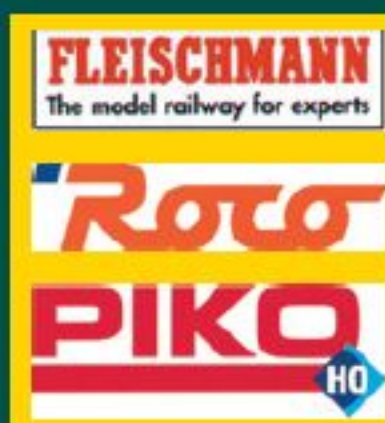
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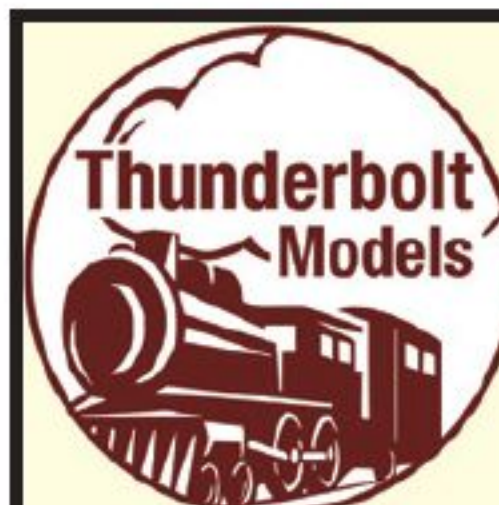
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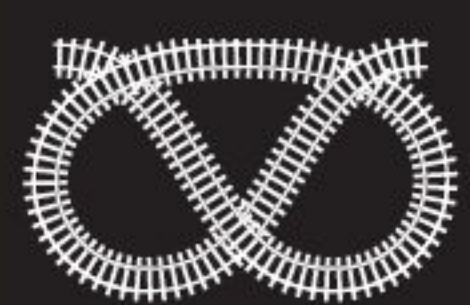
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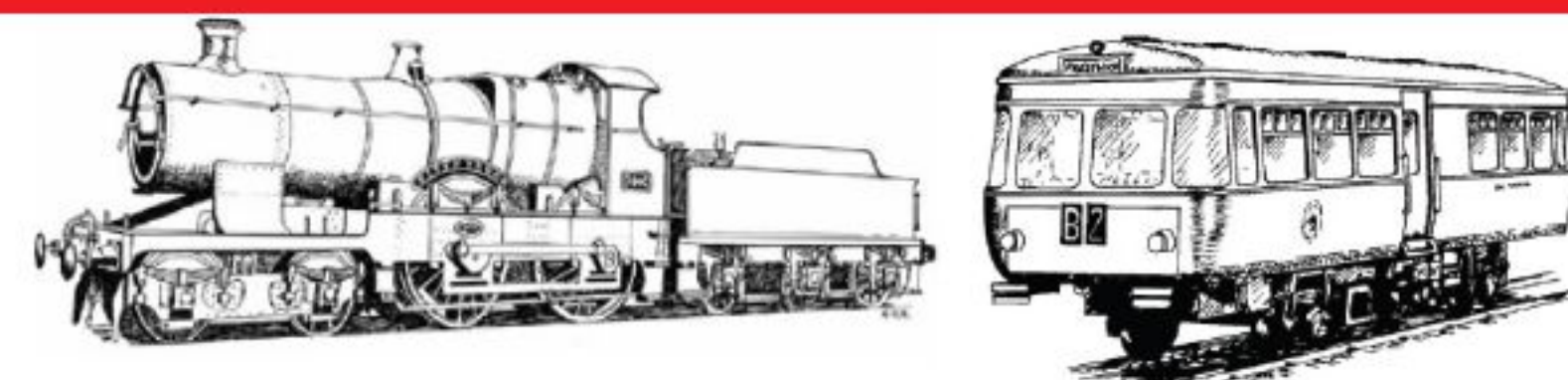
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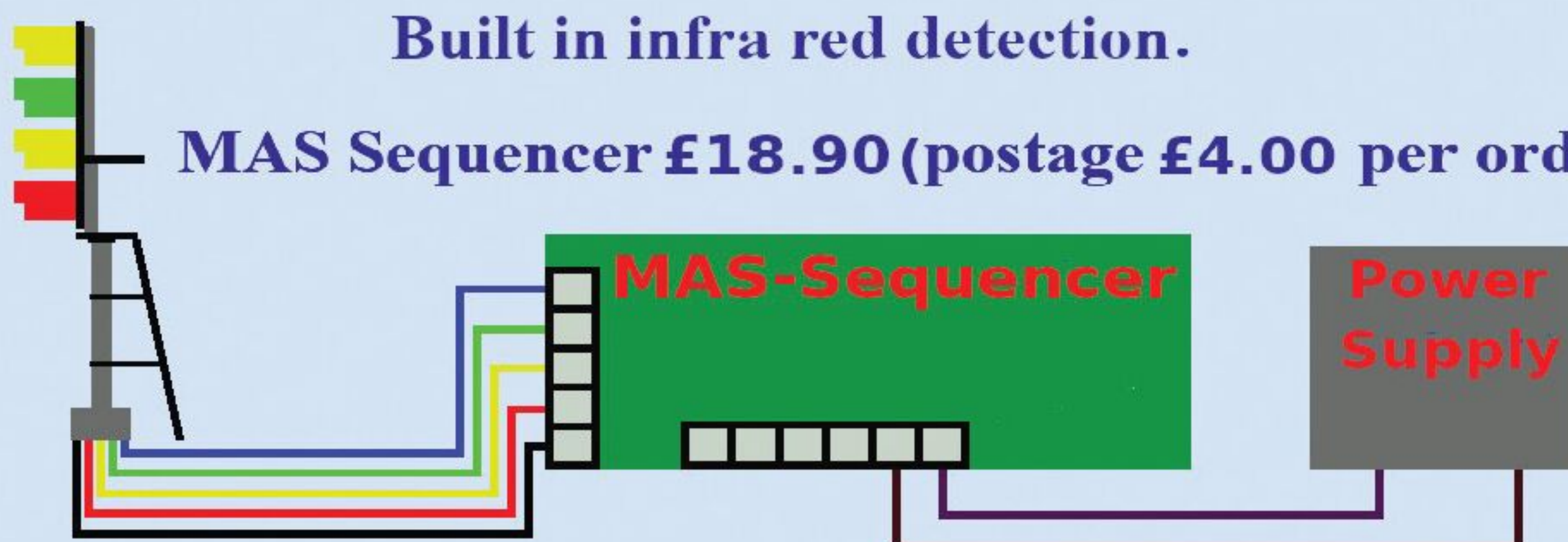
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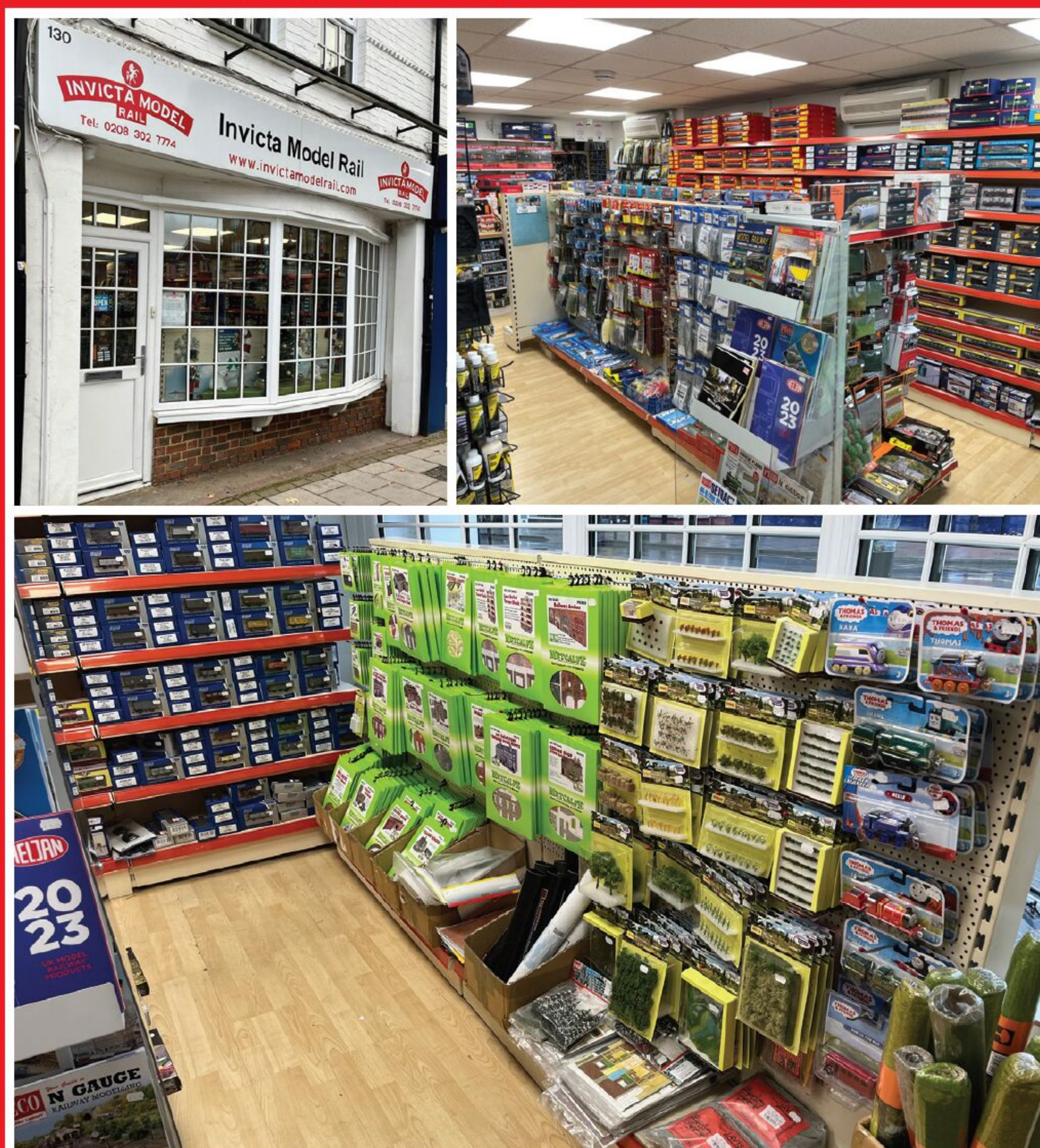
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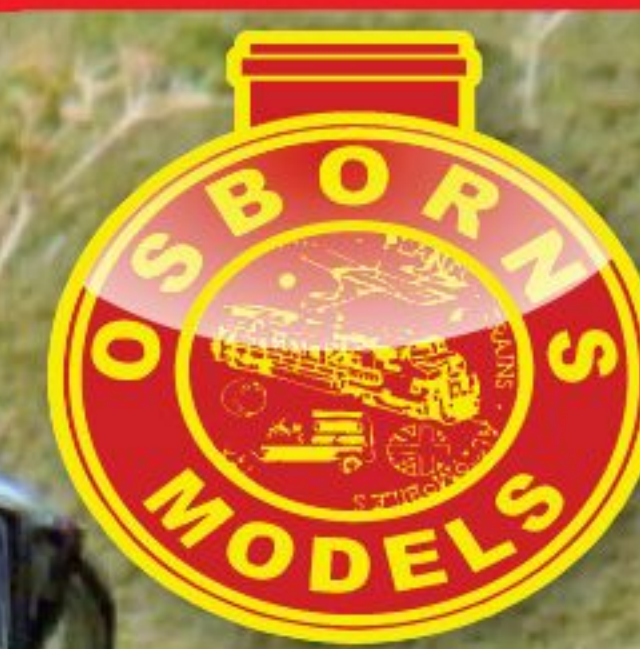
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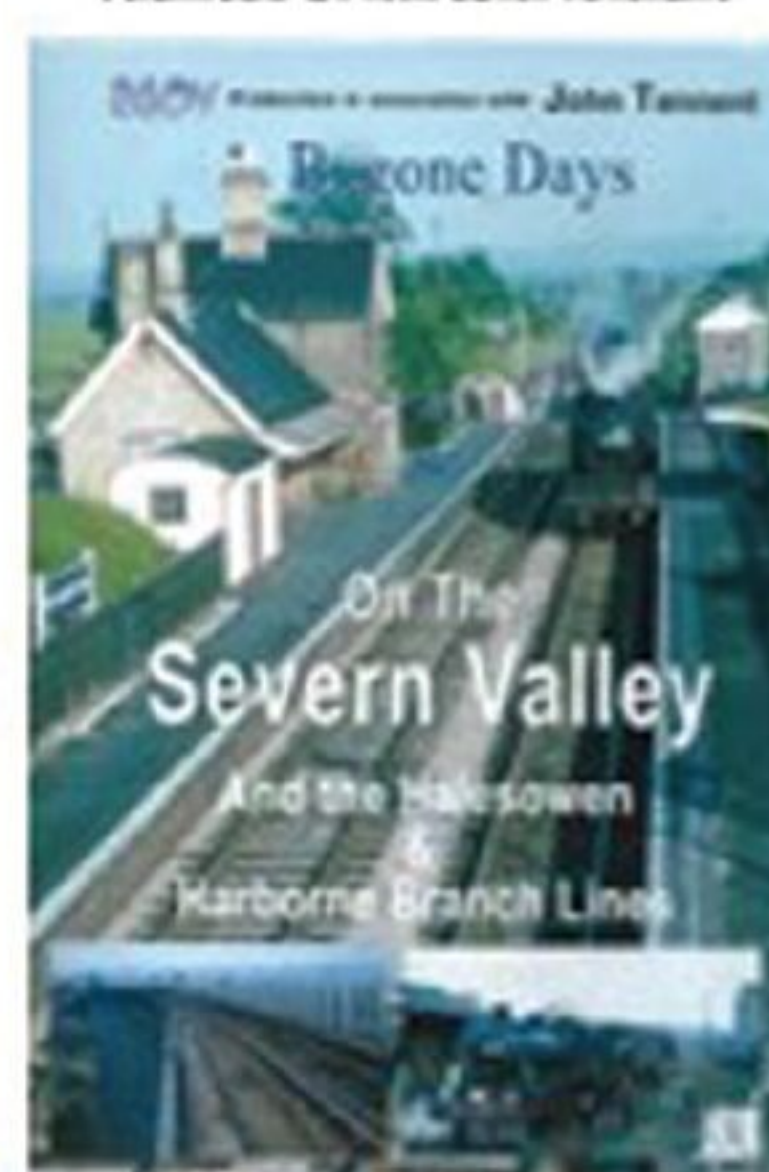
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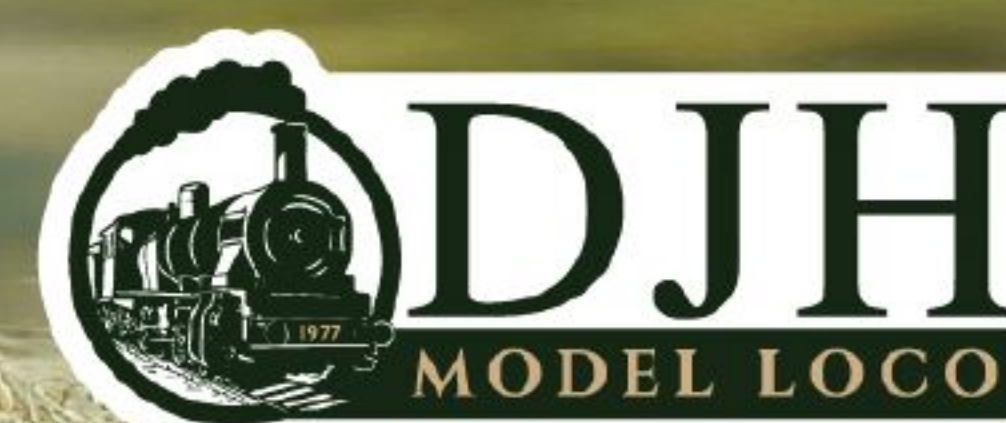
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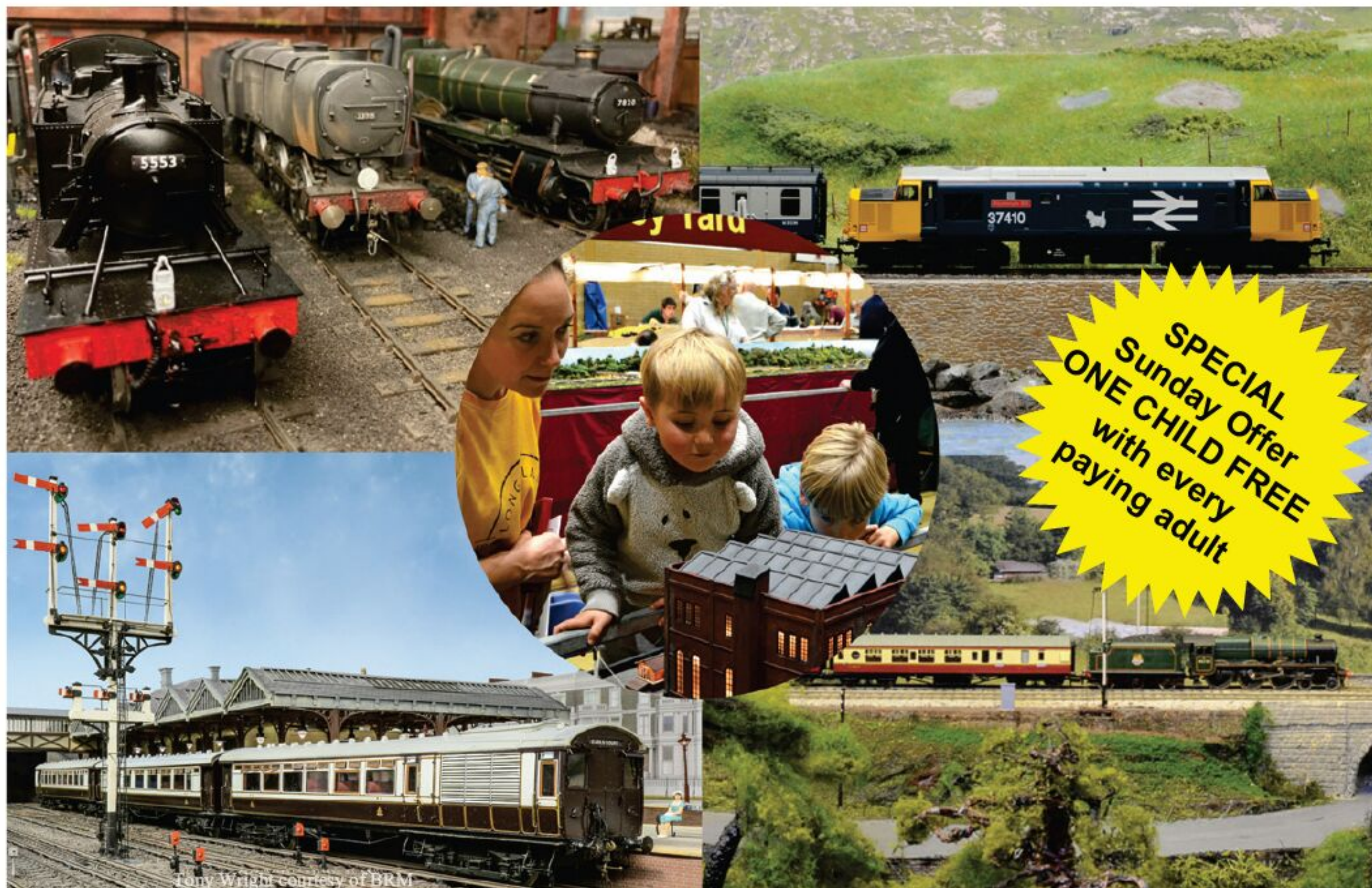
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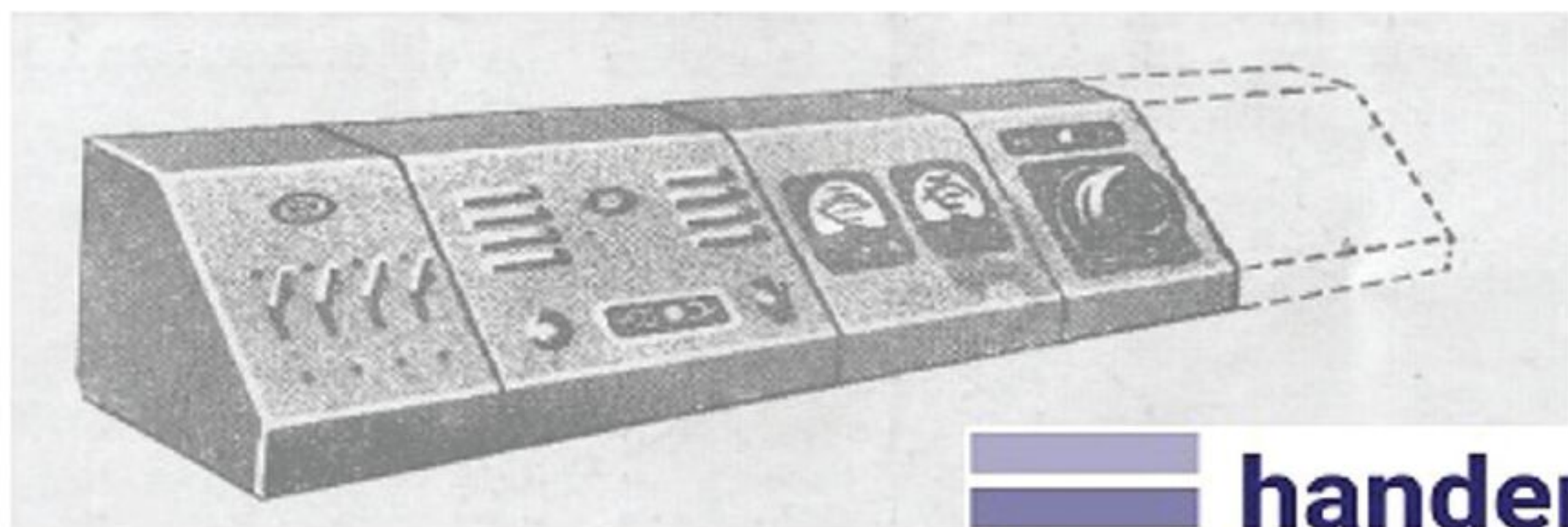
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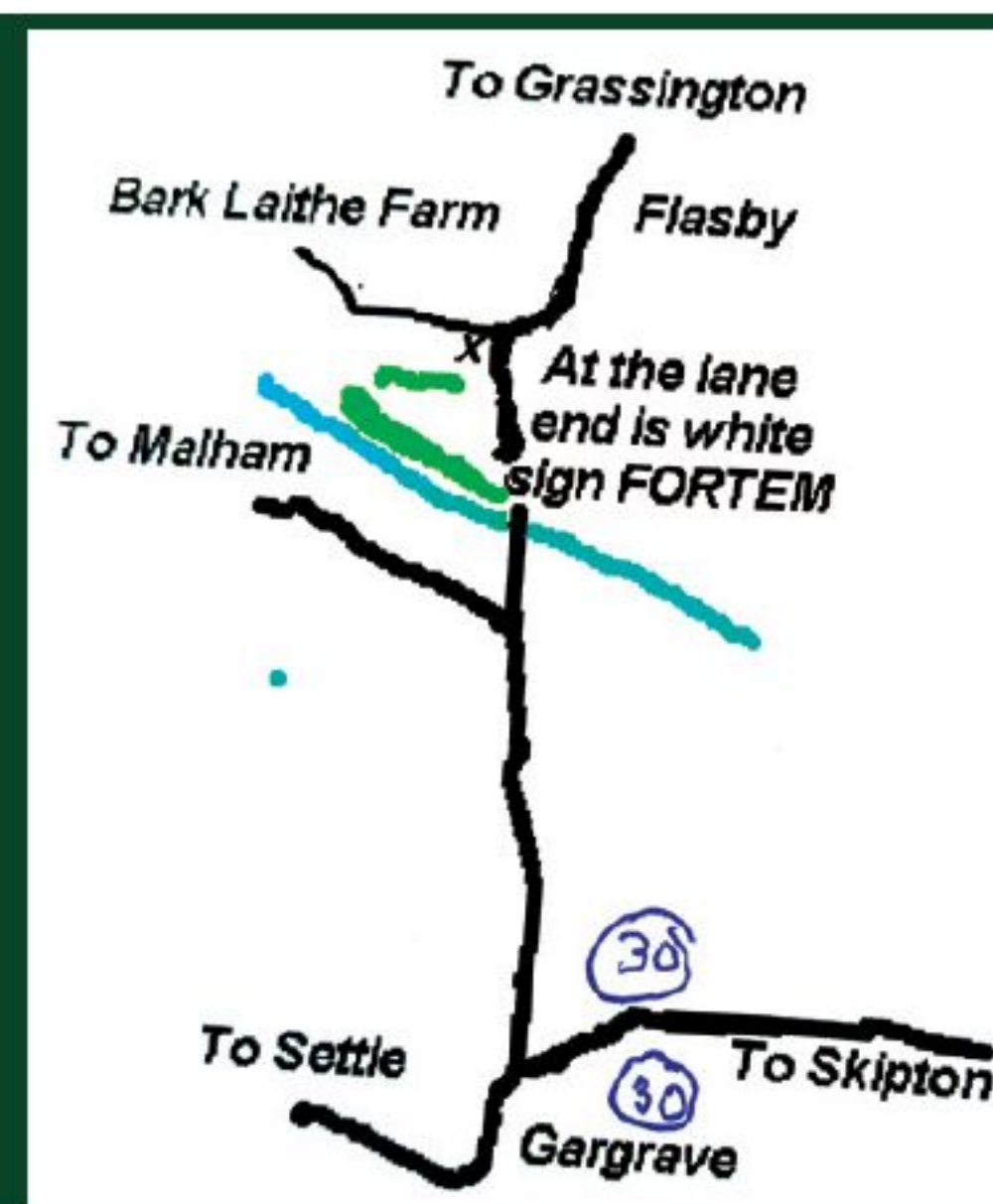
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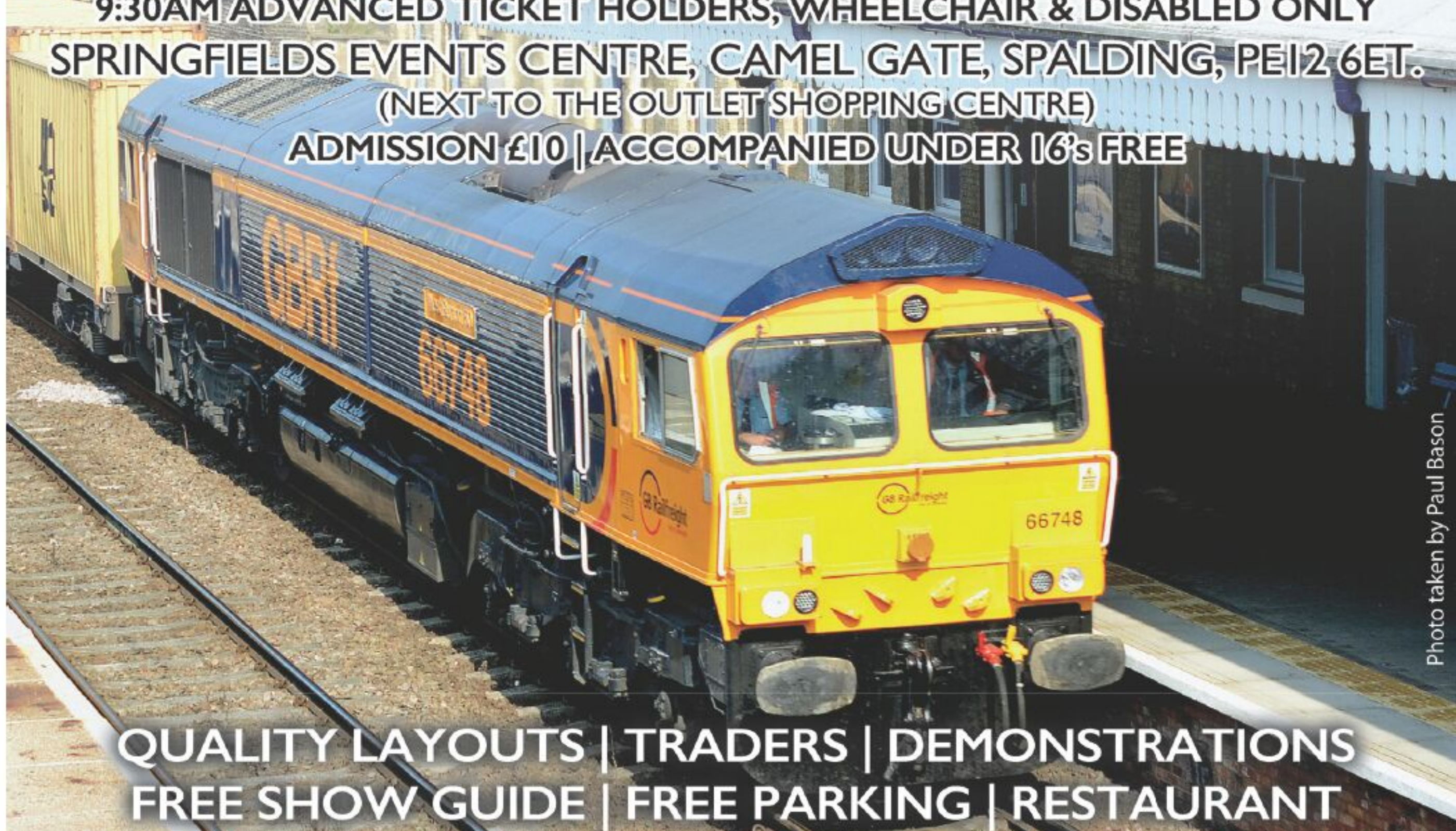
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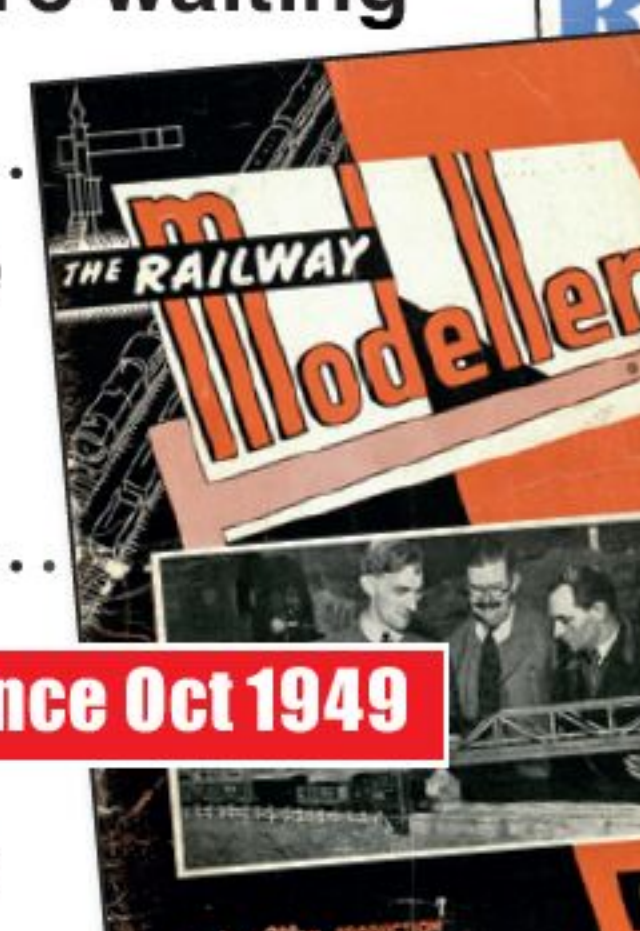
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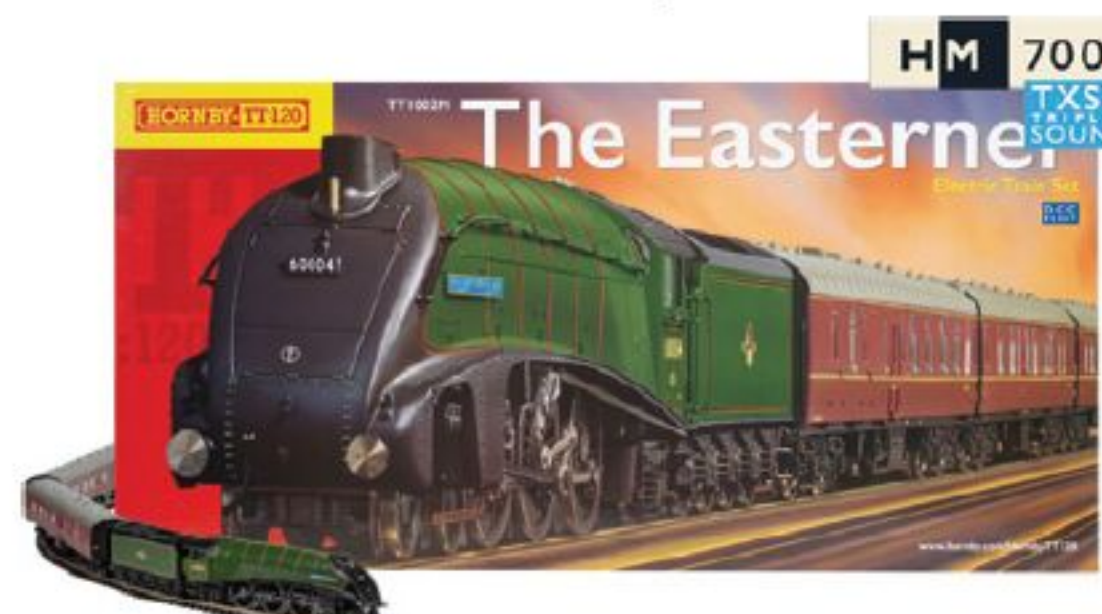


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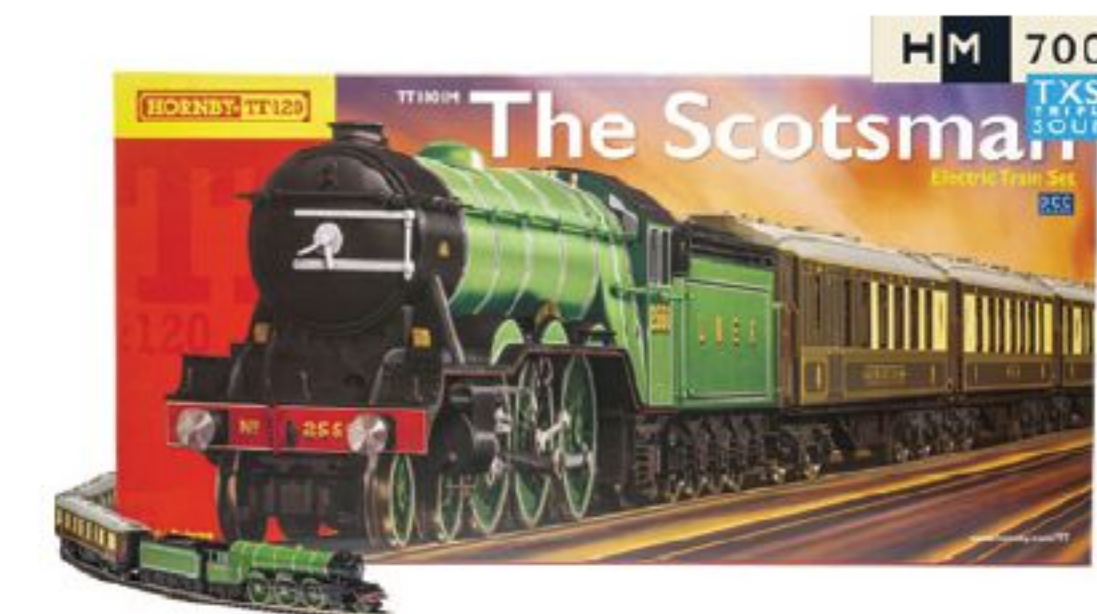


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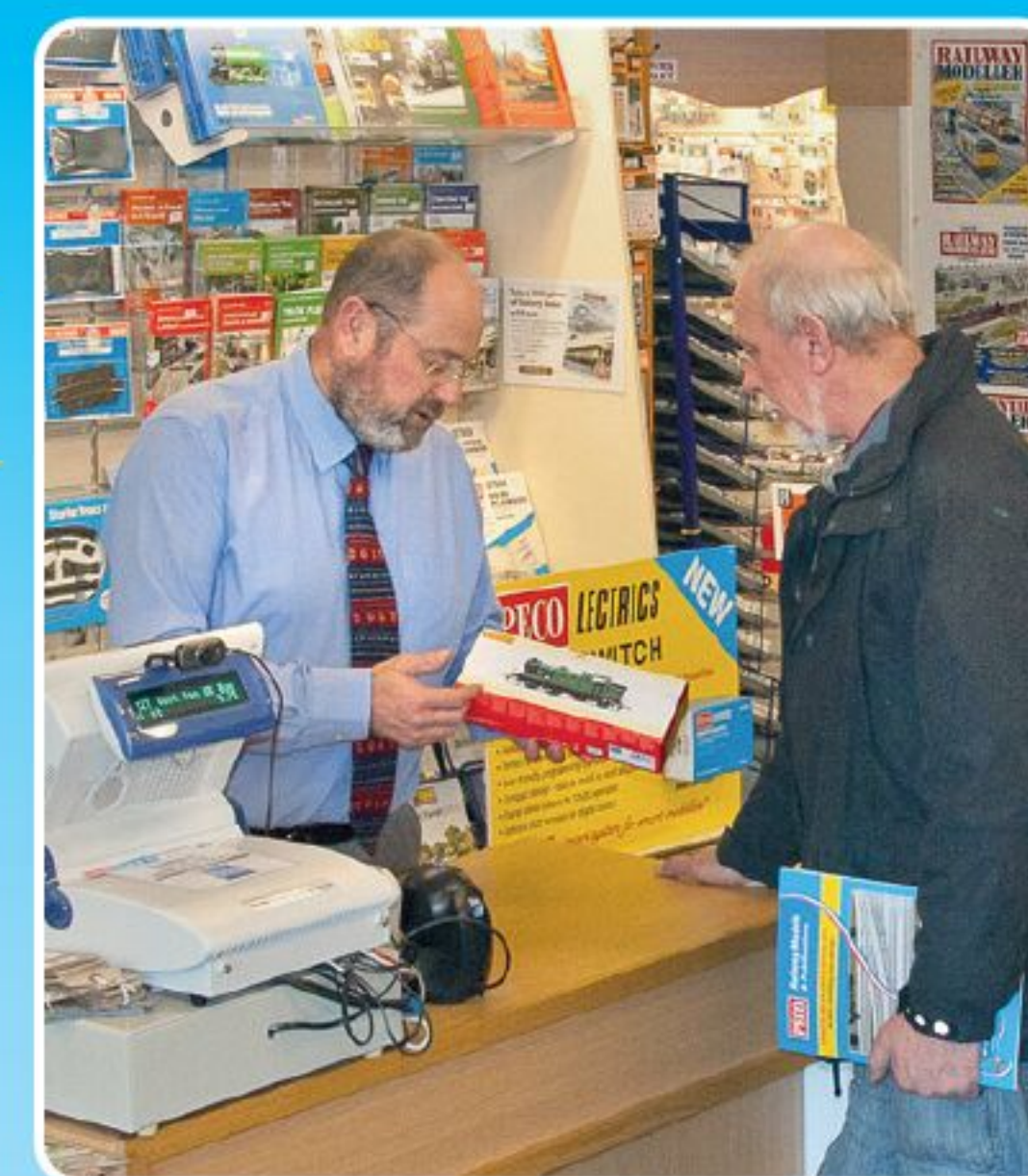
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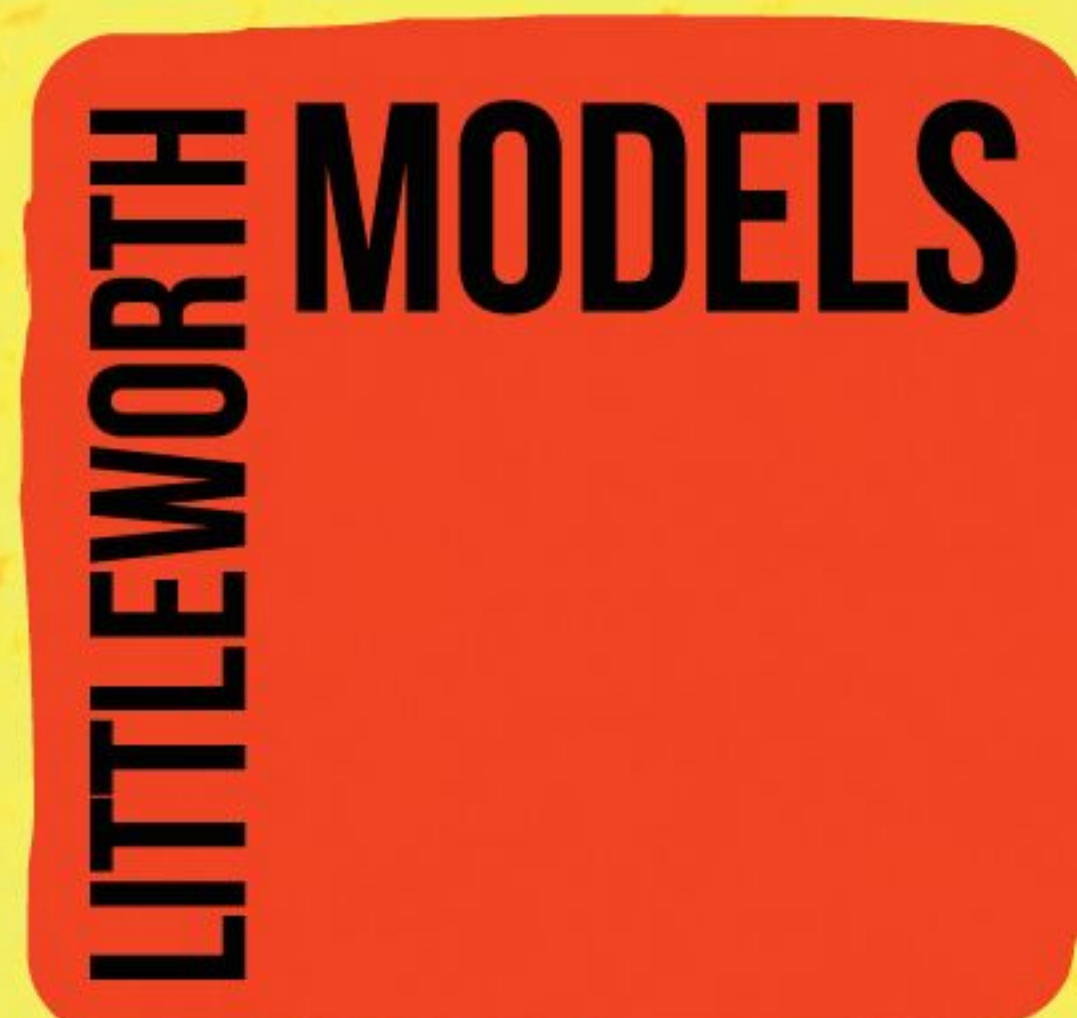
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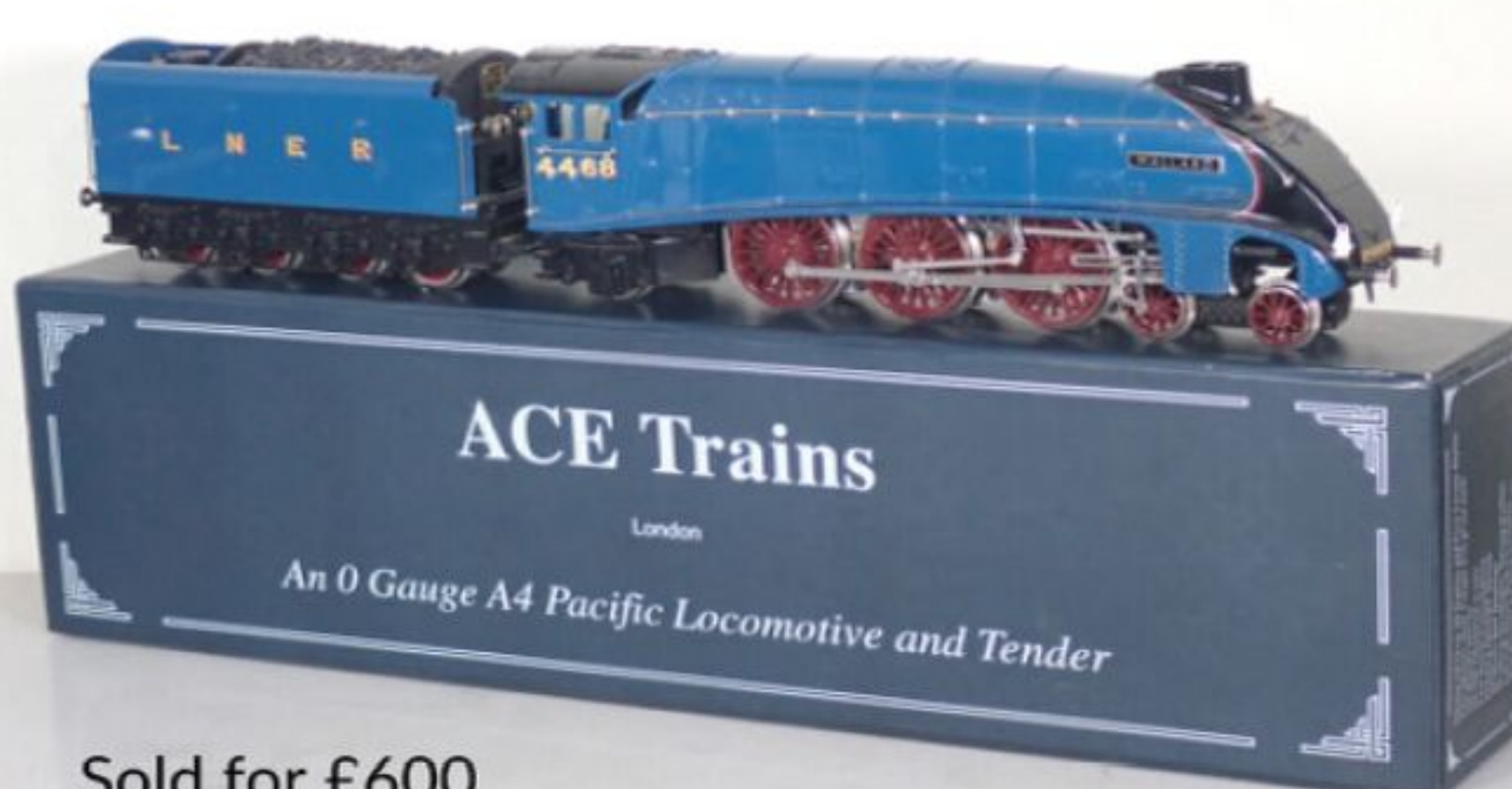
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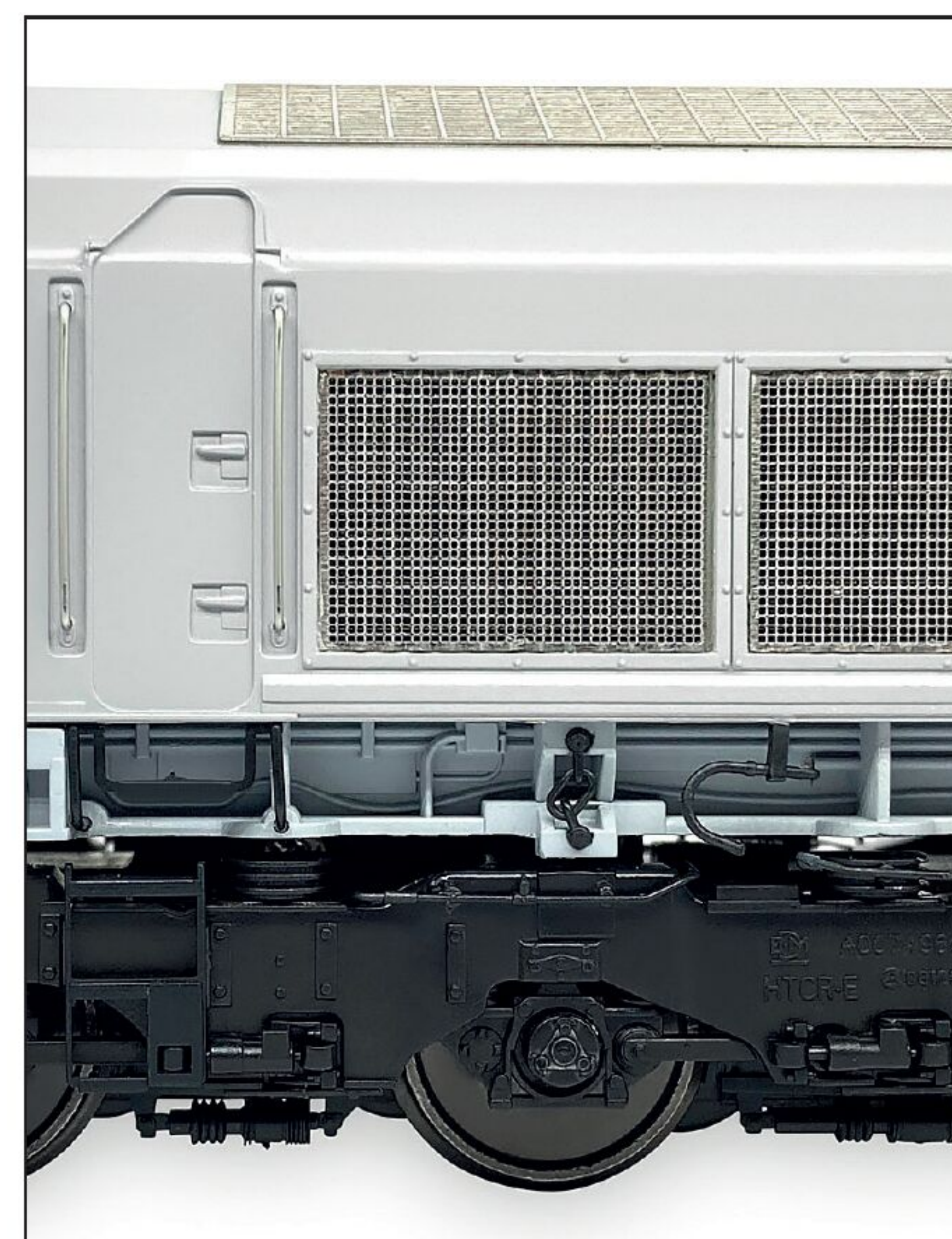
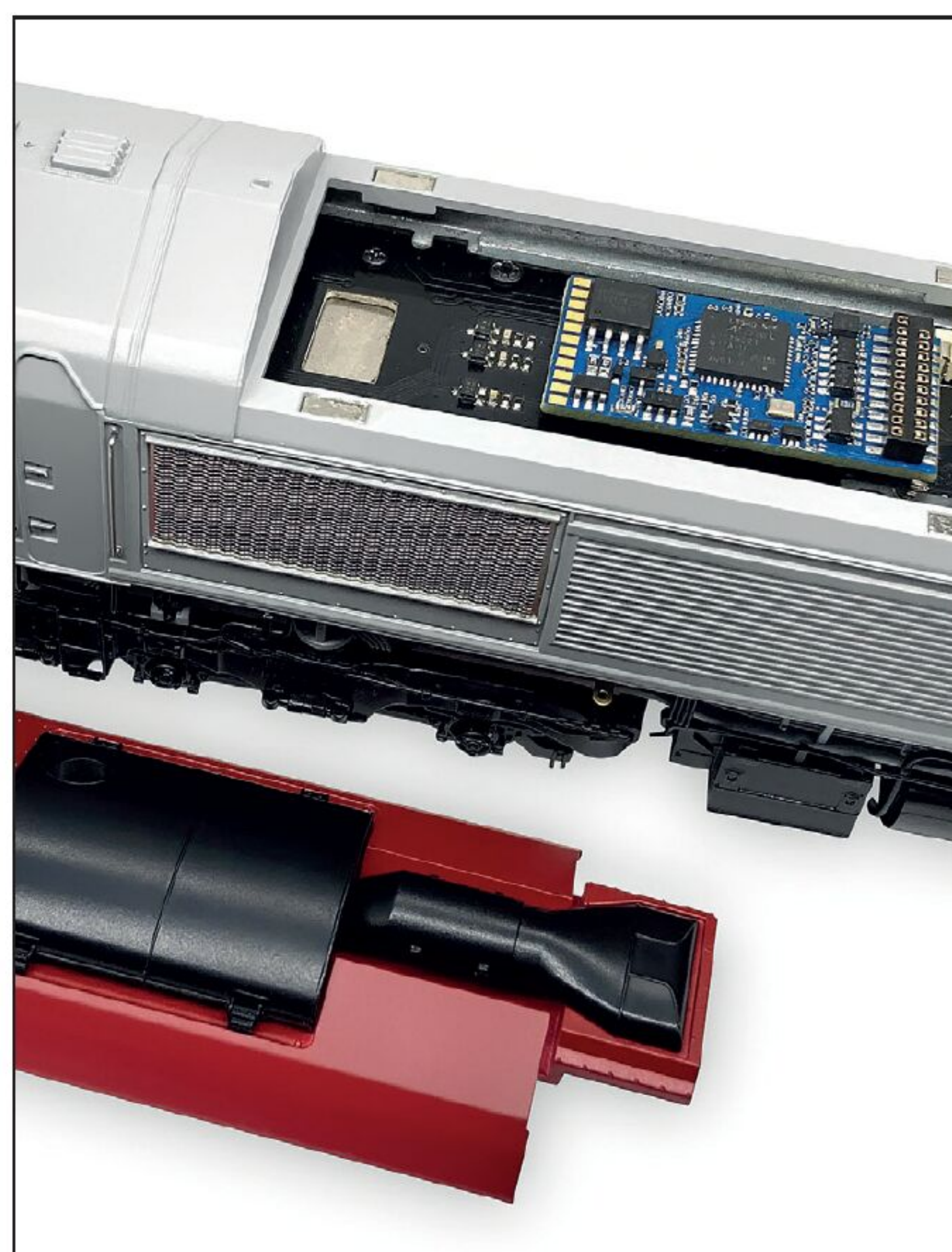
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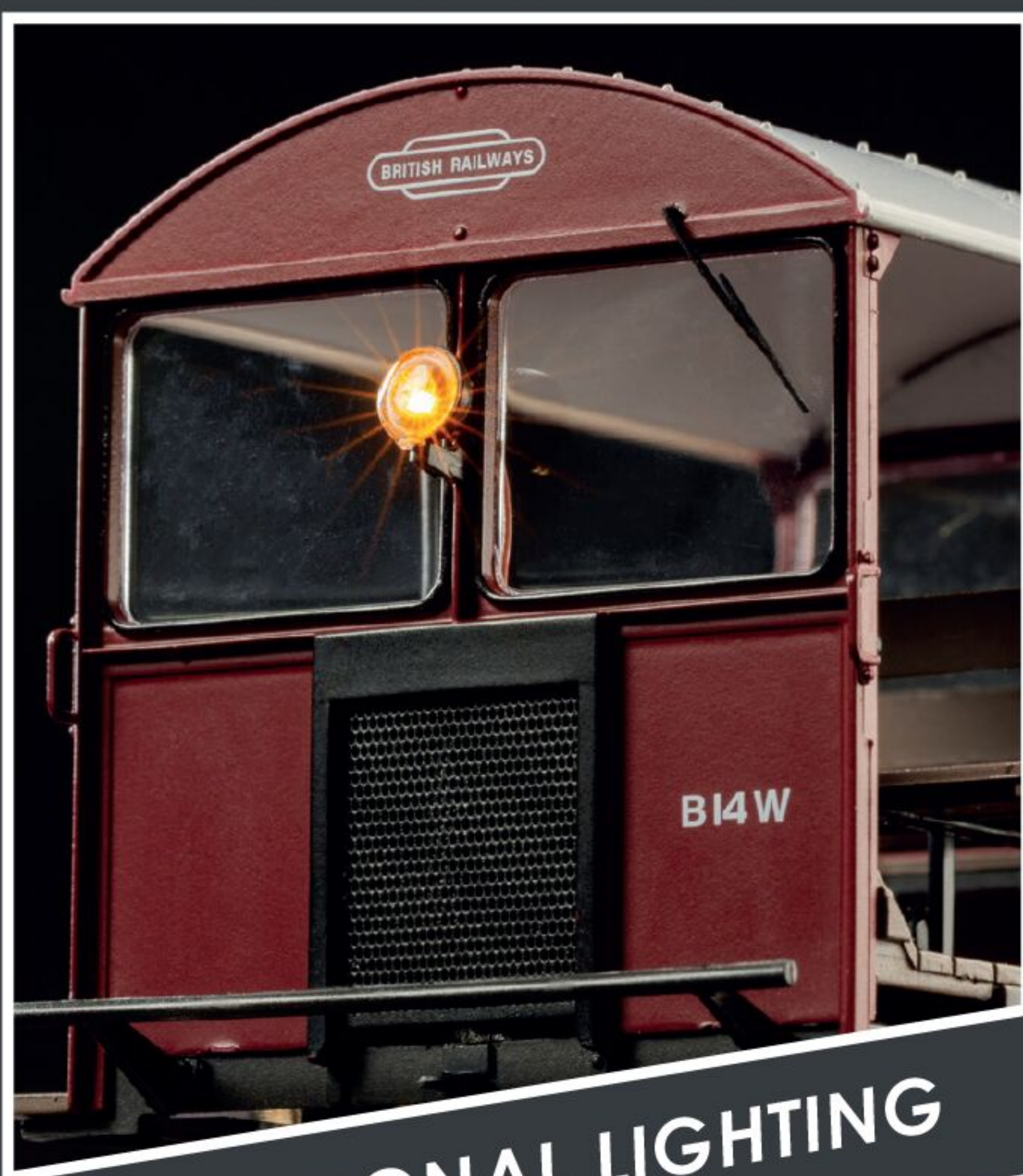
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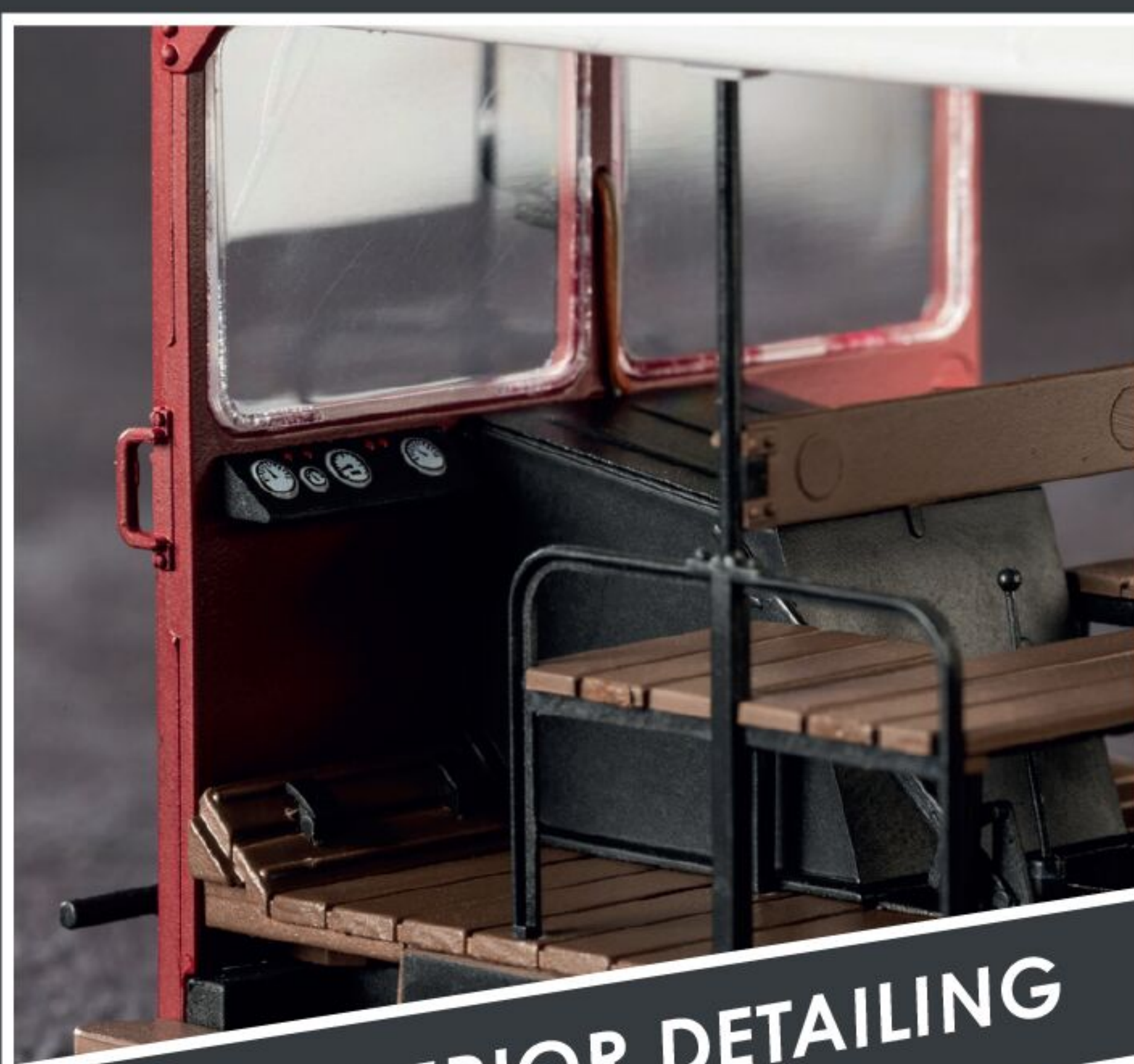
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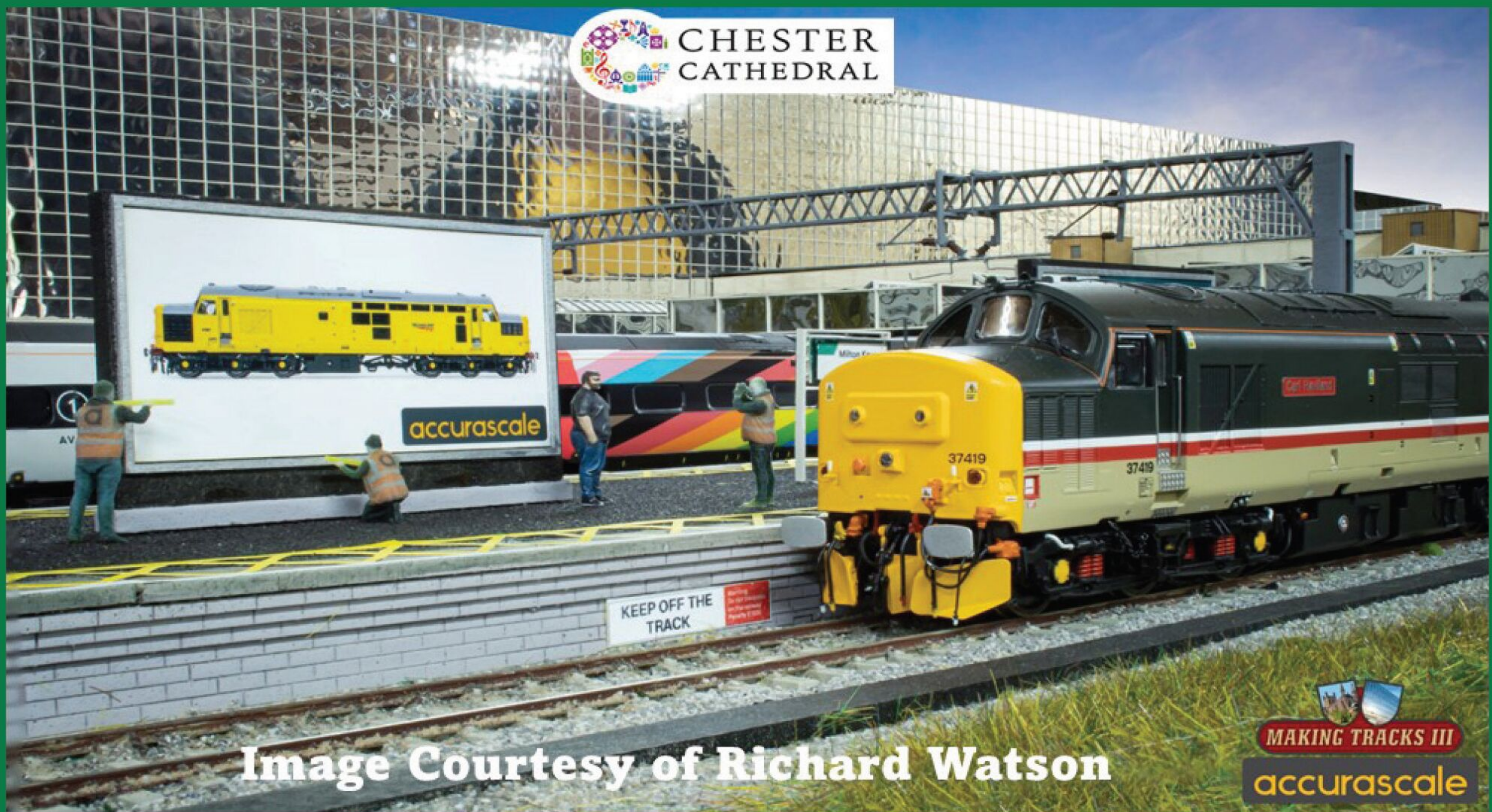


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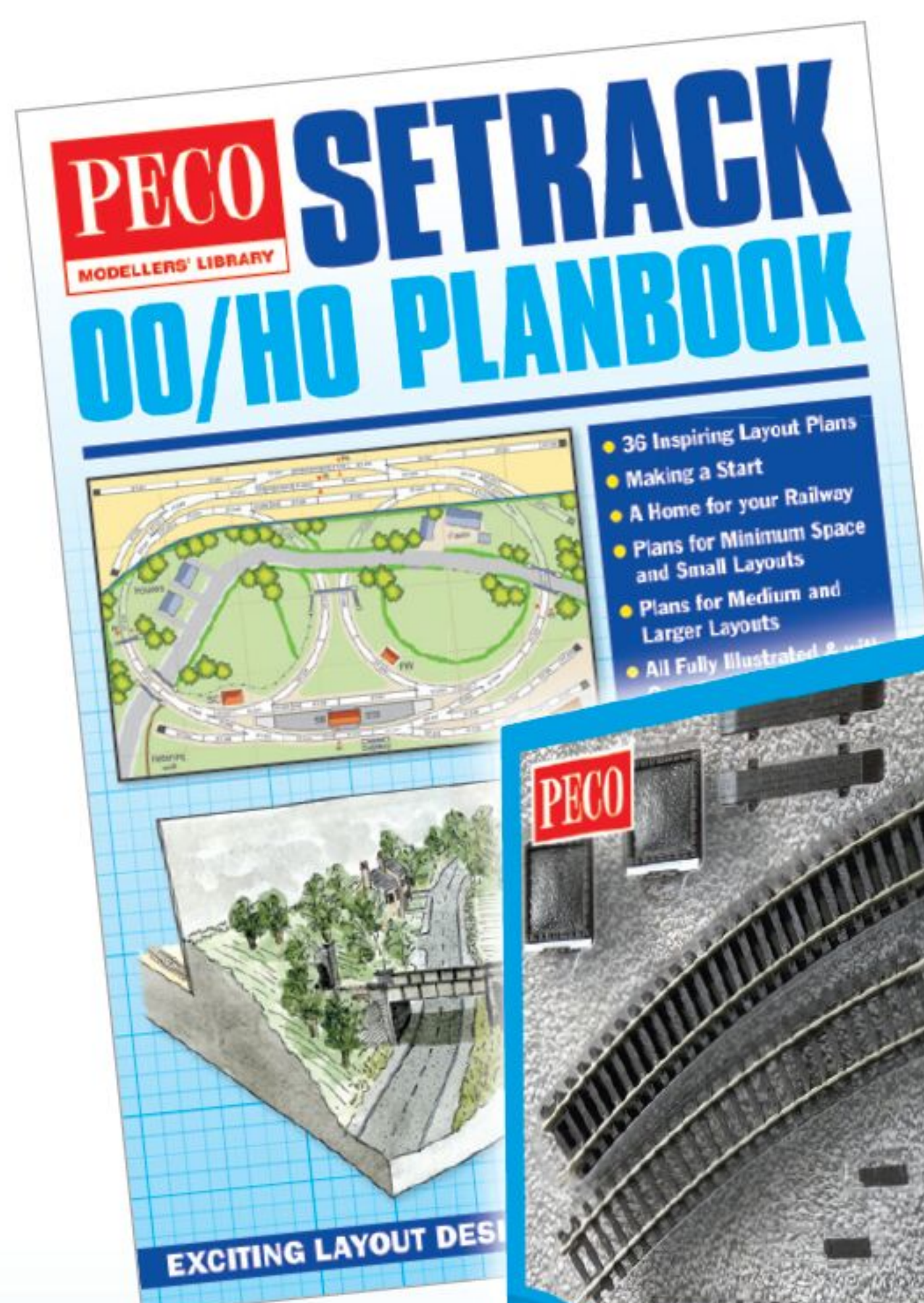


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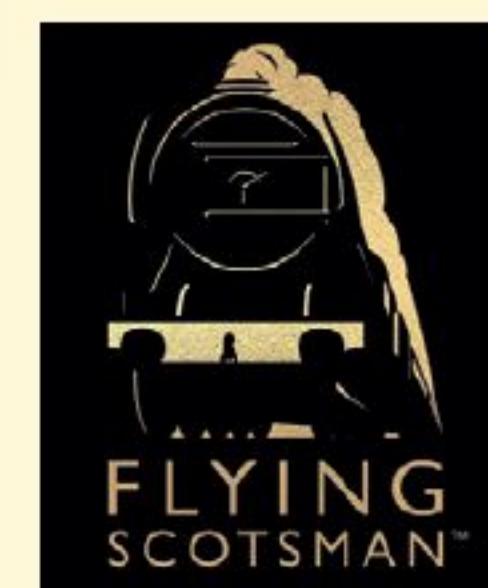


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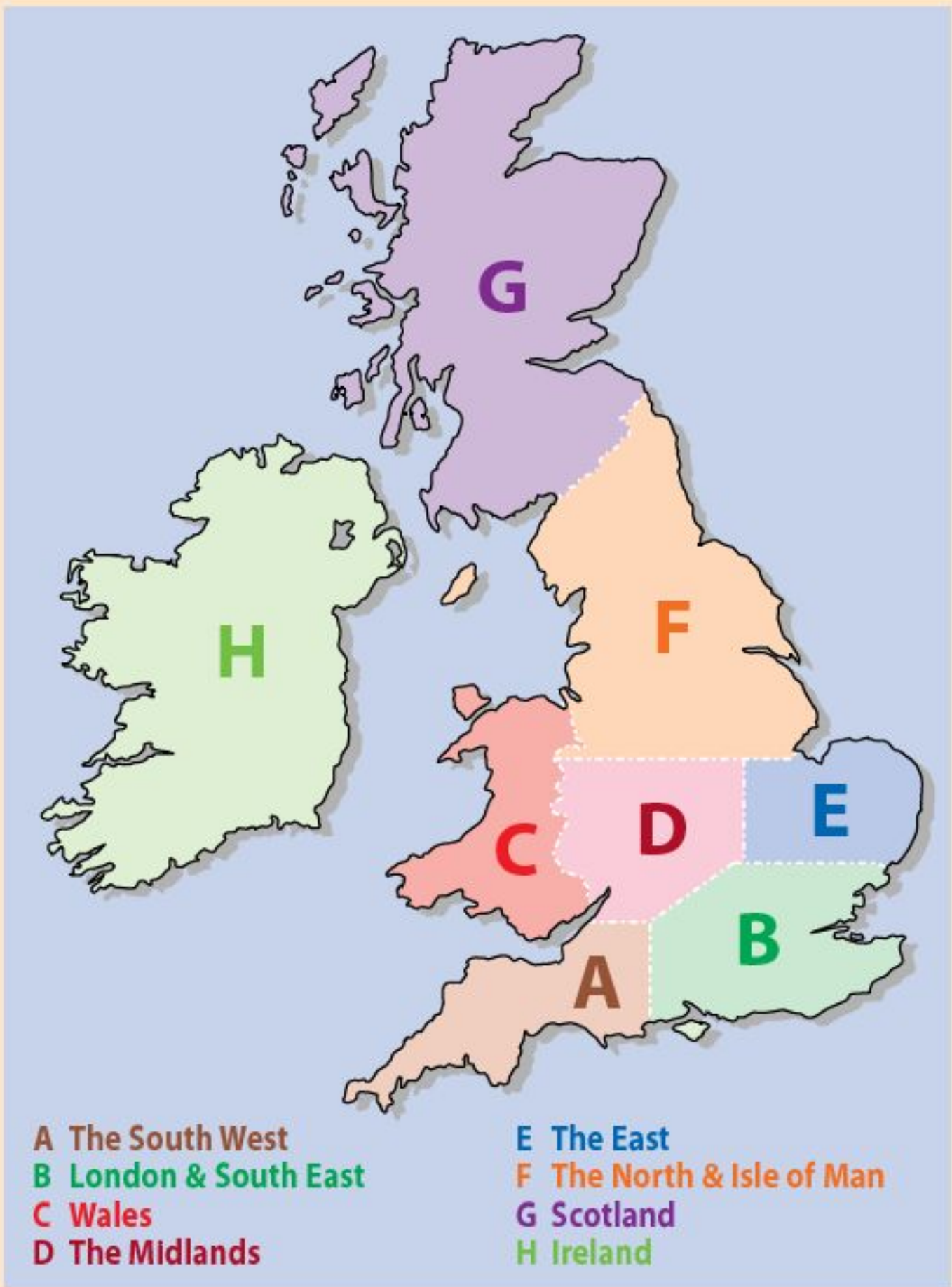
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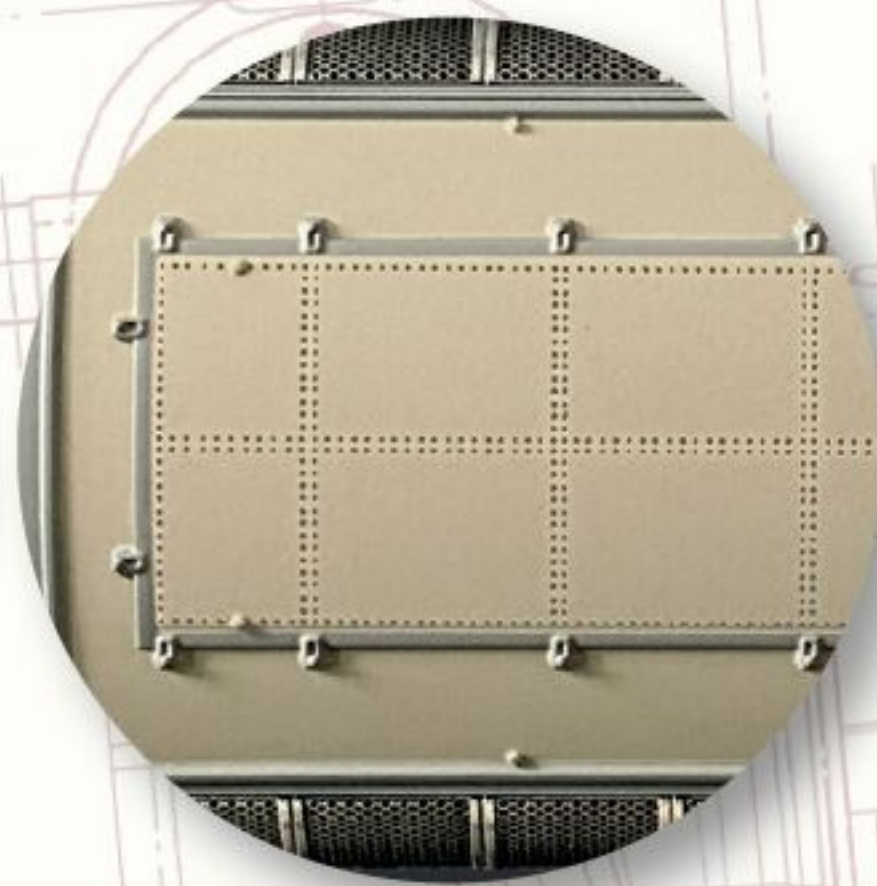
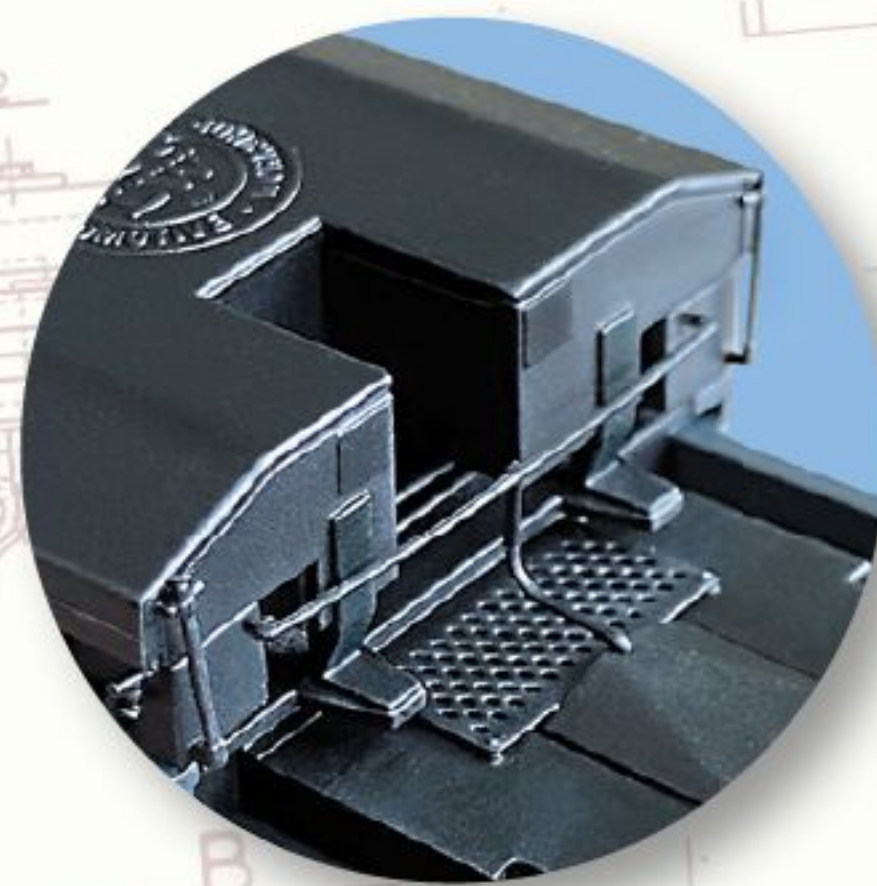
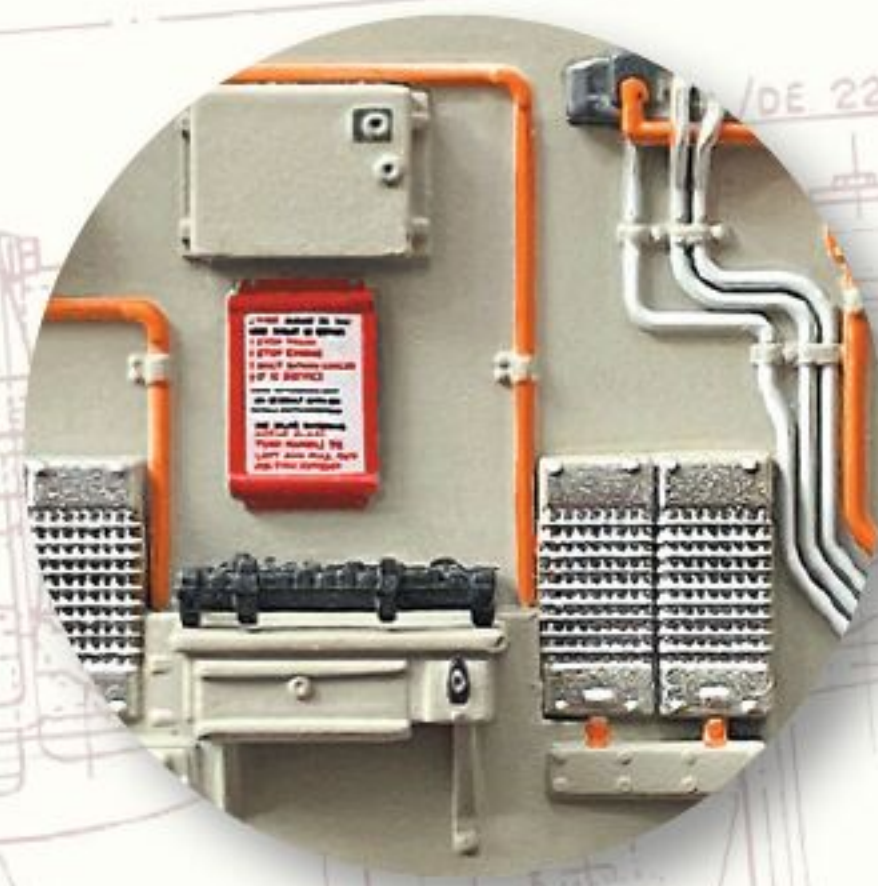
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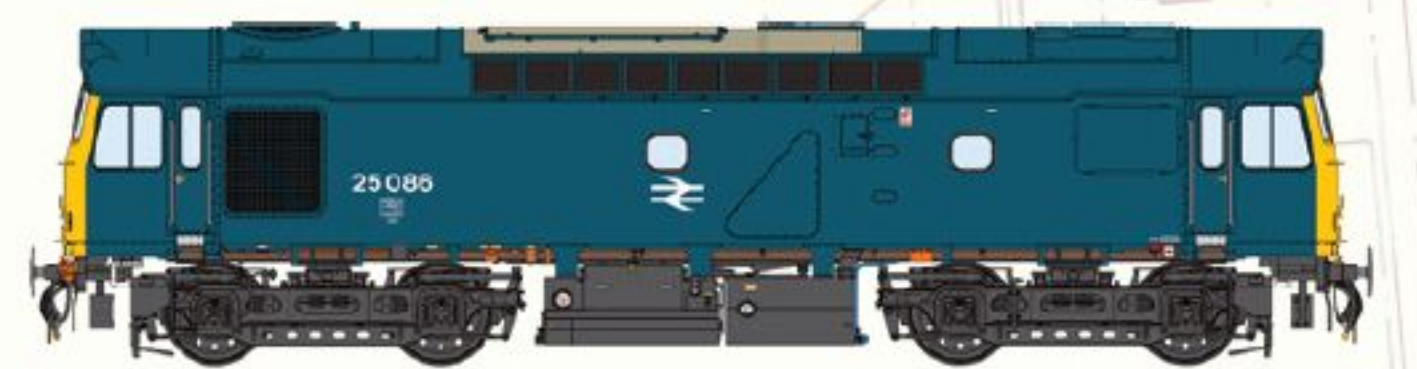
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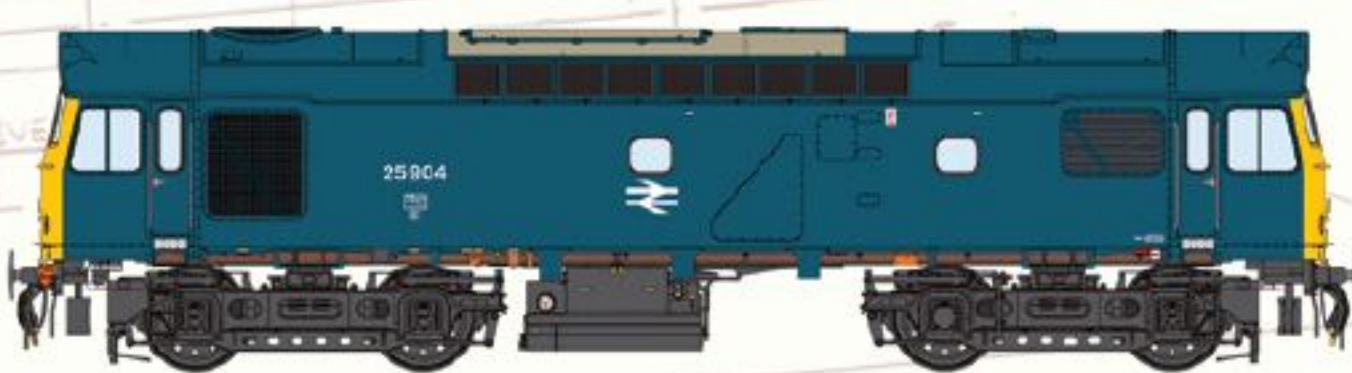
NEW D 5234 BR Green (with boiler)



NEW 25083 BR Blue (with boiler)



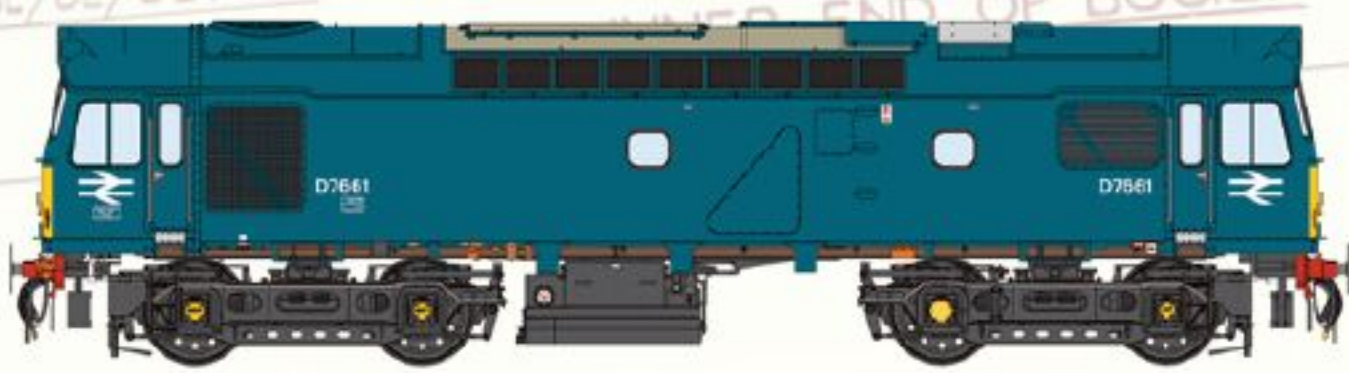
NEW 25086 BR Blue (with boiler)



NEW 25904 British Rail Blue (25/9)



D 7552 BR Green (full yellow ends)



D 7661 Experimental Blue (pre-TOPS)



D 7672 Tamworth Castle



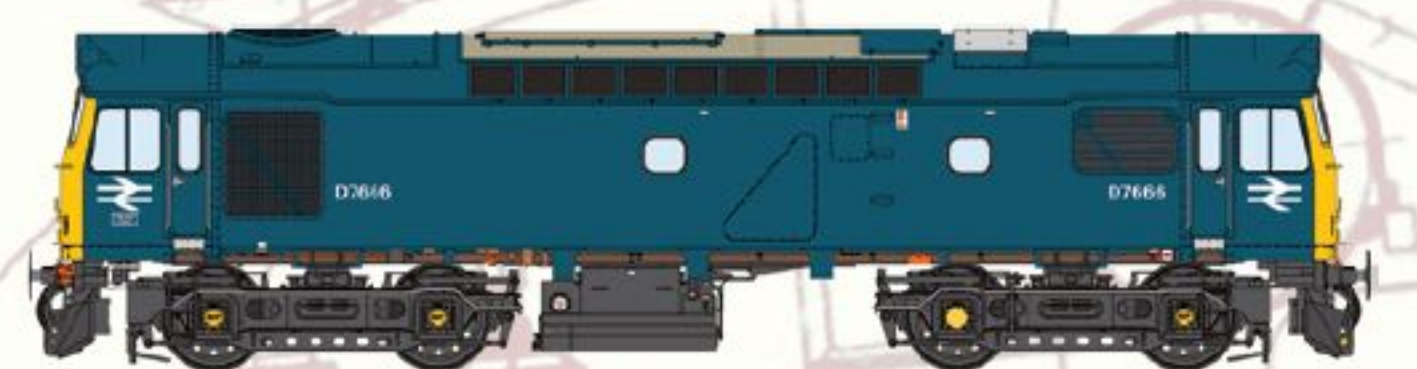
25322 'Ice Cream Van'



25260 BR Green (full yellow ends)



97252 ETHEL 3 Blue/Grey



D 7666 British Rail Blue (pre-TOPS)



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GAUGEMASTER

Prodigy Digital Control (DCC)



The Gaugemaster DCC range contains everything you need to operate your digital model railway. The philosophy of the Prodigy range is 'simplicity without compromise' and these systems can grow with your layout, allowing you to operate your model railway exactly how you want to. All Prodigy Walkaround Controllers now have backlit displays as standard.

Prodigy Express Starter Systems

Prodigy Express is an ideal entry point for a newcomer. Think of these systems as locomotive controllers - controlling and programming all aspects of your locomotives.

BEST FOR
Locomotive Control

WiFi Module

This unit allows you to run your Prodigy from your Android or IOS phone or tablet.

BEST FOR
Adding App Control



DCC01

Prodigy Express Starter Package

Most Suitable For: OO, HO, and N Scale

Our best selling entry level system; this package offers the users a 2A output, controls up to 28 functions, 14, 28, or 128 speed steps, separate programming track output and double heading function.



DCC06

Prodigy Express Wifi Starter Package

Most Suitable For: OO, HO, and N Scale

This package offers all the features of the **DCC01** and the **DCC05** combined. Switch between handset or app control, or add a **DCC71** adapter to allow use of both at once.



DCC05

Prodigy Wifi Module

Most Suitable For: Adding app control to a Prodigy

The Prodigy WiFi is compatible with the JMIRI Engine Driver and WiThrottle apps and allows users to interface these apps with their Prodigy systems. Can be added to either Express or Advance systems.

Prodigy Advance Starter Systems

If the Express systems are locomotive controllers, the Advance are layout controllers. With a 3.5A power supply and backlit display, these systems will control, activate, and program all your locomotives, points and accessories - in fact every digital model railway component you can think of.

BEST FOR
Full Layout Control



DCC02

Prodigy Advance Starter Package

Most Suitable For: O, OO, HO, and N Scale

The big brother to the express, the Advance offers the same functions as the express with a higher 3.5A power supply, control of all accessory functions, route settings and direct connection of up to 3 handsets (or up to 99 with additional **DCC71** adapters).



DCC07

Prodigy Advance Wifi Starter Package

Most Suitable For: O, OO, HO, and N Scale

This package offers all the features of the **DCC02** and the **DCC05** combined. For the first time in the range, this pack offers two simultaneous control methods. Combining the handset and Wifi module, this pack offers users a host of options for controlling and programming their layouts.



DCC04

Prodigy Advance Wireless Starter Package

Most Suitable For: O, OO, HO, and N Scale

If Wifi control is not your thing, but you still want to walk around a large layout without being tethered, then the Prodigy Wireless package is the perfect solution. This unit comes with a wireless handset as standard and offers all the functionality of the **DCC02**.

Also Available in the Gaugemaster Digital Range

Handsets and Modules

- DCC11** Prodigy Handset Extension Plate
- DCC13** Prodigy Advance Wireless Walkaround
- DCC14** Prodigy Advance Walkaround
- DCC40** Auto Reverse Loop Module
- DCC51** Prodigy Wireless Conversion Set
- DCC52** Prodigy Wireless Receiver
- DCC55** Prodigy Wired Computer Interface
- DCC71** Prodigy DC Adaptor Plate and Decoder Tester
- DCC77** Prodigy Handset Adapter
- DCC80** DCC Autofrog
- BPDCC80** 3x DCC80 Autofrog

Accessories

- DCC49** Prodigy 8A Booster
- DCC60** Prodigy Spare Plug
- DCC62** Prodigy Universal Lead

Accessory Decoders

- DCC31** Single Standard Decoder for Kato Unitrack
- DCC32** 4 Way Point Motor Decoder
- DCC33** 2x DCC32 4 Way Point Motor Decoder
- DCC81** Single Standard Point Motor Decoder
- BPDCC81** 3x Single Standard Point Motor Decoder

OMNI Decoders

- DCC18** Next18 Decoder - 4 function
- BPDCC18** 5x DCC18 Next18 Decoder - 4 function

Ruby Decoders

- DCC90** 8 Pin Standard Decoder - 2 Function
- DCC91** 21 Pin Standard Decoder - 2 Function
- DCC92** 8 Pin Small Decoder - 2 Function
- DCC93** 6 Pin Small Decoder - 2 Function
- DCC94** 8 Pin Pro Decoder - 6 Function
- DCC95** 21 Pin Pre Decoder - 6 Function
- DCC99** Powerpal for DCC90/91/94/95



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