

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

DECEMBER 2023 £5.75

AT THE HEART OF THE HOBBY

VOLUME 74 No 878

RAILWAY MODELLER

Midland Magic

Ellerton Road – see this 7mm layout at Warley 2023



Pont-y-dulais

An industrial cameo on
an office shelf in OO

Bath Green Park shed

Drawn and described

Building a barn

Using a laser-cut kit
to create a rustic
scenic feature

The Harland Light Railway

A twin-level narrow gauge
system in OO9

Reviewed inside ...

Hornby Turbomotive in OO
Austerity 0-6-0ST for N from EFE Rail
Lionheart L&B 2-6-2T and coaches for 7mm

London Ludgate

An impression of the
capital in N

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RAILWAY MODELLER

Contents

December 2023 vol 74 No.878

868 **Ellerton Road** **Railway of the Month**

Alan Turner recounts the story behind this 7mm scale pre-Grouping Midland Railway layout, which has been constructed over the past two decades by the East Staffordshire Group of the ScaleSeven organisation.

876 **Pont-y-dulais** **Micro Marvels**

James Hilton of Planet Industrials describes how he unwinds from modern life with this compact self-contained cameo in OO gauge, which is housed on an office shelf.

880 **London Ludgate** **Through the Railway Room Door**

Ray Smith has created a fictional interchange station in the heart of London in N gauge, allowing him to run trains from four BR regions and adapt 3D jigsaw puzzles to depict the capital's landmarks.

885 **Constructing a barn in 7mm**

Andy Hudson continues with the construction of his O gauge diorama for the Warley National Model Railway exhibition on 25 & 26 November, with the creation of a small stone barn.

888 **Talking Points**

Topical issues from the world of railway modelling. This month, Rolf Habing explains how he designed and built a model railway that could be enjoyed by his father-in-law, who suffers from Alzheimer's.

890 **Hayling Island** **Plan of the Month**

Ray Newman rekindled childhood memories of the 4½-mile Hayling Island branch – which closed 60 years ago – by creating a faithful depiction in OO of the line's characterful terminus.

896 **Simonsbath**

John Murrell regales us with the fictional back story he created for this 4mm depiction of a preserved former Lynton & Barnstaple Railway branch – built as part of a larger modular system by the Dartmoor OO9 Group.

900 **Bath Green Park shed** **Scale Drawings**

The Somerset & Dorset Joint Railway locomotive shed at its northern terminus of Bath Green Park, drawn in 2mm scale, described and modelled in 7mm by Steve Smith.

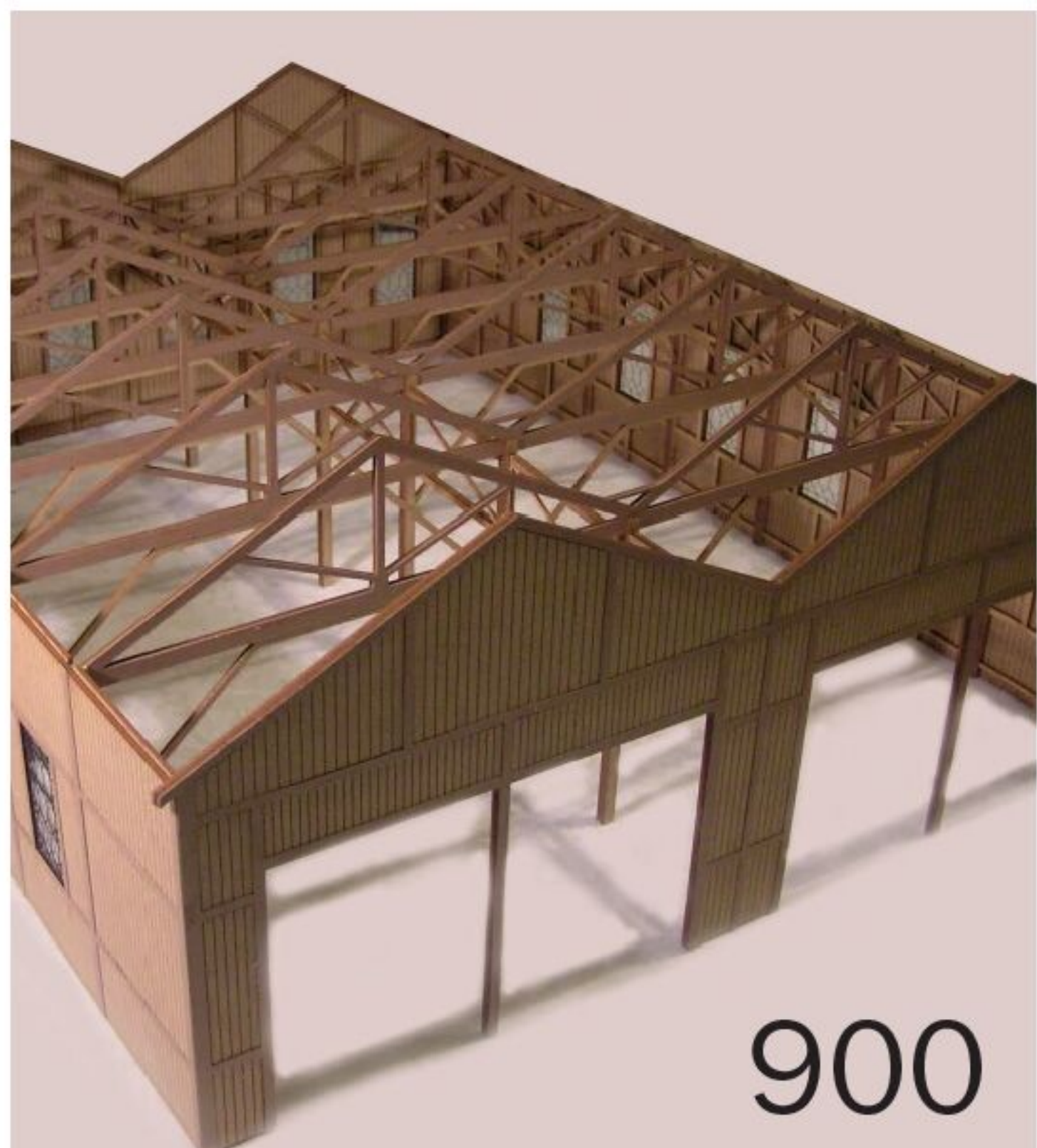
904 **Worcester Road**

This evocative and highly detailed depot scene is well known on the exhibition circuit as a fine example of Gauge 1 modelling. Steve Harrod explains why he originally built it, and the changes made since.





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RAILWAY MODELLING *Explored*

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

914 Building the Harland Light Railway

Having outlined her plans for a new 4mm scale narrow gauge layout in the April 2023 RM, Carol Flavin brings us up to date with the project as construction reaches an advanced stage.

917 Build your free kit

Callum Willcox demonstrates how to build the OO and N card kit for a lineside hut, which comes free with printed copies of this issue.



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WHAT'S
ON THE
COVER



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908 A trio of cattle wagons

Project of the Month

In the latest in his series on wagon models for his Settle & Carlisle layout in OO, Ian Nuttall describes three different LMS cattle wagons, all constructed from the same kit.

912 Travelling to wedded bliss

Jeff Harmer recounts the story of an unusual railway modelling project in OO.

920 Readers' Letters

922 New Product Reviews

A bumper 13 pages of reviews this month, led by the new London Midland & Scottish Railway Turbomotive and Tyne Dock 9F 2-10-0 from Hornby in OO. We also look at the Lynton & Barnstaple Railway Manning, Wardle 2-6-2T and matching coaches in O-16.5 from Lionheart Trains; the Class 37/6 diesel in OO from Accurascale; the LMS Diagram 1666 five-plank open wagon in OO from Rapido Trains UK; the North British prototype diesel No.10800, Great Western Railway Express Parcels railcar, and one of the new batch of Class 25 diesels, all in OO from Heljan; the N gauge Austerity O-6-OST and PBA Tiger china clay wagon, and OO gauge London & South Western Railway Diagram 1408 covered van, from EFE Rail; OO gauge TUA chemical tank wagons exclusive to Rainbow Railways; Dapol wagon commissions in OO from Lancashire Mining Museum; hand-built trees from WWScenics; and a painting and weathering stand from EBMA Hobby & Craft.

935 News

A final preview of the Warley National Model Railway Exhibition at the NEC in Birmingham on 25 & 26 November; Ruston & Hornsby 88DS diesel shunter is the first O gauge locomotive from Accurascale; ready-to-run Lancashire & Yorkshire Railway 'A Class' O-6-0 from OO Works; preserved Penrhyn 'Main Line' Hunslets Linda and Blanche join Bachmann Narrow Gauge range; 4mm scale GWR '3150' kit from Brassmasters; Cavalex announces PXA steel carrier and JXA scrap wagons; Peco announces Christmas wagons in OO9 and N, and has first TT:120 wagons in stock; green Highland Railway Jones Goods and blue North Eastern Railway Y7 added to Railway Icons brand; Newman Miniatures upgrades N gauge 3D-printed Leader; previews of Manchester and Newton Abbot exhibitions; and much more...

942 Societies & Clubs

The biggest and best guide to the exhibition scene.

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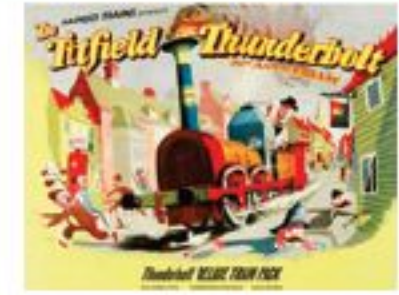
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PN191 - Castle Gatehouse.....	£13.60
PN192 - Castle Watch Tower.....	£5.95
PN193 - Castle Curtain Walls.....	£7.65
PN194 - Castle Hall.....	£12.75
PN195 - Castle Stone Sheets.....	£4.95
PN196 - Castle Bridge.....	£6.80
PN900 - Brick Paper.....	£5.10
PN901 - Cut Stonework M1 Style.....	£5.10
PN902 - Mixed Stone Work.....	£5.10
PN903 - Paving & Cobblestones.....	£5.10
PN904 - Old Mill Stone Sheets.....	£5.10
PN912 - Goods Shed.....	£11.50
PN913 - Double Track Engine	
Shed.....	£14.45
PN920 - Mainline Booking Hall.....	£18.70
PN921 - Parcel Offices.....	£14.45
PN922 - Island Platform Building.....	£13.60
PN926 - Parish Church.....	£11.90
PN931 - Engine Shed Single Track Red	
Brick.....	£9.80
PN932 - Engine Shed Single Track	
Stone.....	£9.80
PN933 - S&C Station Building.....	£13.60
PN934 - S&C Station Shelter.....	£7.25
PN935 - S&C Station Masters	
House.....	£10.20
PN936 - S&C Goods Shed.....	£15.30
PN937 - S&C Double Track Engine	
Shed.....	£13.60
PN940 - Platform Canopy.....	£14.45
PN941 - Wall Backed Platform	
Canopy.....	£11.50
PN951 - Manor Farm Buildings.....	£9.35
PN960 - Tower Block.....	£10.65
PN961 - Modern Retail Unit.....	£10.65
PN962 - Municipal Building.....	£11.05
PN971 - Low Relief Bank & Shops.....	£8.95
PN972 - Low Relief Pub & Shops.....	£8.95
PN974 - Low Relief Shop Front No.7 High	
Street.....	£7.65
PN980 - Railway Arches.....	£8.50
PN991 - Chimney Stack.....	NEW £5.95

RATIO

N Gauge Plastic Kits

202 - Cattle Dock.....	£19.20
203 - Engine Shed.....	£16.80
204 - Station Building.....	£24.80
205 - Station Building Canopy.....	£5.40
206 - Locomotive Serving Depot.....	£19.60
207 - GWR Station Train Shed.....	£19.60
208 - Apex Platform Canopy.....	£10.60
209 - Straight Platform Sections.....	£5.85

210 - Platform Ramps (2 per pack).....	£5.85
211 - Telegraph Poles (10 per pack).....	£5.85
212 - Water Crane & Fire Devil.....	£10.00
213 - Station/Street Lamps (Pack of 4).....	£6.20
214 - Yard Crane.....	£6.20
215 - Square Water Tower.....	£10.40
216 - Lineside Fencing White.....	£5.40
217 - Lineside Fencing Wood Brown.....	£5.40
218 - Signal Laddering.....	£5.60
219 - Concrete fencing Gates.....	£5.40
220 - Stone Goods shed.....	£16.80
221 - Pallets Sacks Barrels.....	£5.20
222 - Concrete Footbridge.....	£10.40
223 - GWR Wooden Signal Box.....	£16.80
224 - Signal Box Interior.....	£7.20
225 - Flat Roof Platform Canopy.....	£10.40
226 - Pump House/Boiler House.....	£16.65
227 - Weighbridge hut.....	£8.00
228 - Oil Depot.....	£8.80
229 - Coal Depot.....	£8.80
230 - Round Water Tower.....	£8.80
231 - Carriage Shed.....	£16.80
232 - Coal/Builders Merchant.....	£16.80
233 - Loading Gauge.....	£5.40
234 - Level crossing with Gates.....	£10.40
235 - Level Crossing with Barriers.....	£10.40
236 - Midland Signal Box.....	£16.80
237 - 2 Lineside Huts.....	£10.40
238 - 2 Concrete Huts.....	£8.00
239 - Retaining Wall.....	£11.60
240 - Steel Truss Bridge with Stone	
Piers.....	£19.20
241 - Steel Truss Span Bridge.....	£17.60
242 - 2 Steel Trestles.....	£11.20
243 - GWR Station Fencing White.....	£6.40
244 - GWR Trackside Fencing White	
Straight.....	£6.40
245 - GWR Spear Fencing Black	
Straight.....	£6.40
246 - GWR Spear Fencing Black Ramps	
£26.00	
247 - Coaling Tower.....	£26.00
248 - Modular Covered Footbridge.....	£23.20
250 - Remote Control.....	£4.80
251 - Three Arch Viaduct.....	£25.60
252 - Extra Arch & Pier.....	£11.20
253 - River/Canal Bridge.....	£11.20
254 - Two Stone Piers.....	£11.20
255 - Water Trough.....	£9.25
256 - Large Water Tower.....	£16.65
257 - Relay Boxes.....	£8.00
258 - Concrete Trunking.....	£6.40
260 - Lower Quadrant Home or Distant	
Signal.....	£4.60
262 - Junction or Bracket Home or Distant	
Signal.....	£7.00
270 - Upper Quadrant Home or Distant	
Signal.....	£4.40
271 - Pratt Truss Gantry.....	£4.80
280 - Modern Palisade Fencing & Gate.....	£7.25
281 - Modern Palisade Fencing.....	£7.25
300 - Gutters & Drainpipes.....	£5.60
301 - Brick Walling.....	£5.60
302 - Coarse Stone.....	£5.60
303 - Paving Slabs/Crazy Paving.....	£5.60
304 - Wood Planking.....	£5.60
305 - Slate Roofing.....	£5.60
306 - Tile Roofing.....	£5.60
307 - Chimneys.....	£5.60
308 - Flagstones.....	£5.60
309 - Industrial Windows.....	£5.60
310 - Domestic Windows.....	£5.60
311 - Doors.....	£5.60
312 - Corrugated Sheet.....	£5.60
313 - Roughcast Walling.....	£5.60
314 - Industrial Chimneys & Fittings.....	£5.60
315 - Oil Tanks.....	£5.60
316 - Coal Staithes.....	£5.60
317 - Corrugated Roof.....	£5.60

PECO

N Gauge Code 80 Insulfrog Points

SL386 - Curved Right Hand Point.....	£15.40
SL387 - Curved Left Hand Point.....	£15.40
SL388 - Large Right Hand Point.....	£15.40
SL389 - Large Left Hand Point.....	£15.40
SL393 - Short Crossing.....	£13.00
SL394 - Long Crossing.....	£13.80
SL395 - Medium Right Hand Point.....	£13.60
SL396 - Medium Left Hand Point.....	£13.60
SL397 - Medium Y Point.....	£13.60

N Gauge Code 80 Electrofrog Points

SLE386 - Curved Right Hand Point.....	£15.60
SLE387 - Curved Left Hand Point.....	£15.60
SLE388 - Large Right Hand Point.....	£15.60
SLE389 - Large Left Hand Point.....	£15.60
SLE395 - Medium Right Hand Point.....	£13.80
SLE396 - Medium Left Hand Point.....	£13.80
SLE397 - Medium Y.....	£13.80

N Gauge Code 55 Finescale Electrofrog Points

SLE380F - Single Slip.....	£51.20
SLE383F - Scissors Crossing.....	£84.80
SLE386F - Curved Right Hand Point.....	£16.00
SLE387F - Curved Left Hand Point.....	£16.00
SLE388F - Large Right Hand Point.....	£16.00
SLE389F - Large Left Hand Point.....	£16.00
SLE390F - Double Slip.....	£52.80
SLE391F - Small Right Hand Point.....	£13.60
SLE392F - Small Left Hand Point.....	£13.60
SLE393F - Short Crossing.....	£13.60
SLE394F - Long Crossing.....	£14.80
SLE397F - Medium Y Point.....	£15.20
SLE399F - 3 Way Point.....	£40.00

GRAHAM FARISH
by BACHMANN

N Gauge Train Sets - Due November/December 23

370-052 - Western Rambler.....£161.46



- 64xx Pannier Tank No. 6406
- GWR Green livery
- 2 x GW 5 Plank Open Wagons
- GWR Toad Brake Van
- Analogue Controller
- Power Supply
- Oval of Track
- Power Clip

370-062 - Suburban Sulzer.....£178.46



- Class 24 D5033 BR Green
- BR Mk1 57ft Suburban
- Second BR Maroon livery
- BR Mk1 57ft Suburban Brake
- Second BR Maroon livery
- Analogue Controller
- Power Supply
- Oval of Track
- Power Clip

370-165 - The Thanet Flyer.....£233.71

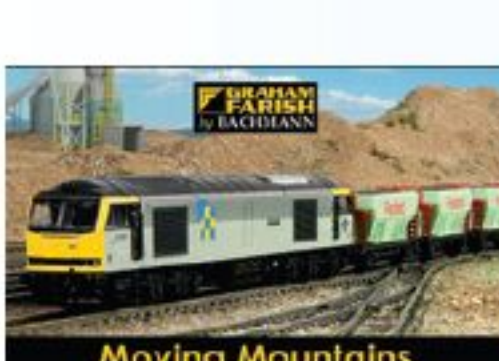
370-165SF - The Thanet Flyer DCC Sound Fitted.....£318.71



- N Class 1854 SR Malachite Green
- SR Bulleid Composite
- Corridor SR Malachite Green
- SR Bulleid Brake Third Semi-
- Open SR Malachite Green
- Analogue or DCC Controller
- Power Supply
- Oval of Track
- Power Clip

370-221 - Moving Mountains.....£220.96

370-221SF - Moving Mountains DCC Sound Fitted.....£305.96



- Class 60 60001 'Steadfast' BR
- Railfreight Construction Sector
- 6 x BR PGA Hoppers Redland Green
- Analogue or DCC Controller
- Power Supply
- Oval of Track
- Power Clip

N Gauge LMS Black 5s - Due November



372-136A - LMS Black 5 4-6-0 45407 'The Lancashire Fusilier' BR Lined Black Early Crest.....£148.71



372-136B - LMS Black 5 4-6-0 45247 BR Lined Black Early Crest.....£148.71



372-137A - LMS Black 5 4-6-0 45195 BR Lined Black Late Crest.....£148.71



372-137B - LMS Black 5 4-6-0 45198 BR Lined Black Late Crest.....£148.71

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 D2/9531 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

dapoi

N Gauge GW Pannier Tanks - Due November



2S-007-033 - GW Pannier Tank 0-6-0 3711 BR Black Early Crest.....£91.80

2S-007-034 - GW Pannier Tank 0-6-0 9672 BR Black Late Crest.....£91.80

GRAHAM FARISH
by BACHMANN

N Gauge Mk1 Coaches - in stock



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

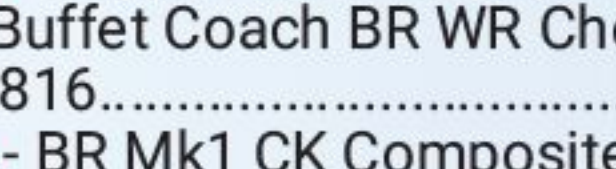
374-064E - BR Mk1 SK Second Corridor Coach BR WR Chocolate & Cream W25196.....£40.76

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

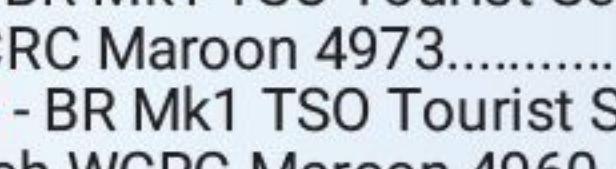


374-018 - BR Mk1 TSO Tourist Second Open Coach WCRC Maroon 4973.....£40.76

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

N Gauge Mk2 Coaches - in stock



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 9526.....£46.71

374-693A - BR Mk2F BSO Brake Second Open Coach BR InterCity Swallow 6115.....£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 34



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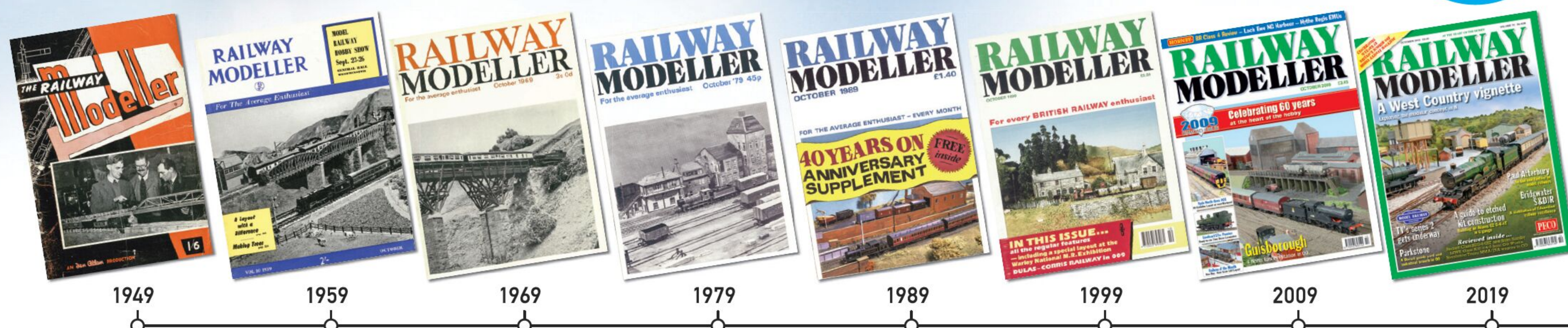
John Green & Tony Massey's Gauge 1 layout St Petroc. Photo by Derek Shore.

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00 Gauge Steam Locos

accurascale



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

dapoi



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



Andrew Barclay 0-4-0ST
Due: Q2 2024
Price: £85
Digital: 6-pin



SECR P Class 0-6-0T
Due: Q2 2024
Price: £85
Digital: 6-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

00 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

dapoi



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

00 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 DMU
Due: Q2 2024
Price: from £330.65
Digital: 21-pin

HORNBY



Class 423 4-VEP EMU
Due: Q4 2023/ Q1 2024
Price: £326.69
Digital: 21-pin



Class 755 FLIRT BiMU
Due: Q2 2024
Price: £326.69
Digital: 21-pin

00 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



16t Steel Mineral Hoppers
Due: Q3 2024
Price: £74.95 (3 pack)
Digital: N/A

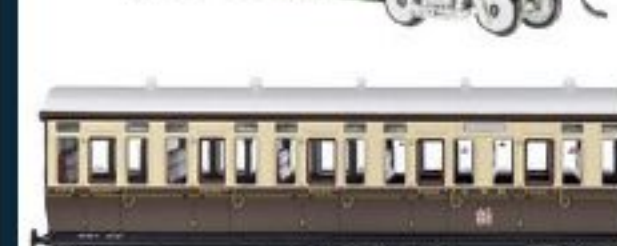
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14 ton Air Ministry Tanks
Due: Q4 2023
Price: £32.13 each
Digital: N/A



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: Q2 2024
Price: £70 (2-pack)
Digital: N/A



50t Warwell Wagons
Due: Q2 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

N Gauge Steam Locos

dapoi



LMS Class 2MT 2-6-2T
Due: Q2 2024
Price: from £93.50
Digital: PCB Swap required



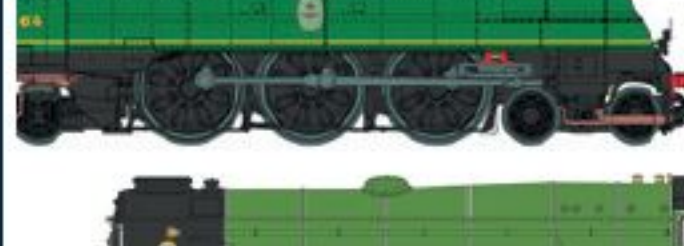
GWR 63xx Mogul 2-6-0
Due: Q4 2024
Price: from £156.06
Digital: 18-pin



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



LNER Class A1/ A3 4-6-2
Due: Q4 2024
Price: from £153
Digital: 18-pin



LNER Class A4 4-6-2
Due: Q4 2024
Price: from £153
Digital: 6-pin

N Gauge Diesel & Electrics

dapoi



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



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



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



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



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



Class 86
Due: Q4 2023
Price: from £110.16
Digital: 18-pin



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

RAPIDO



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

N Gauge Multiple Units

dapoi



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

RAPIDO



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

dapoi



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

dapoi



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 20
Due: Q1 2024
Price: from £543.15
Digital: Screw terminals



Class 37/0
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Class 45 Peak
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O Gauge Multiple Units

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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

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



14t Slope Sided Open
Due: Q4 2023
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Digital: N/A



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Heljan - Diesel locos



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



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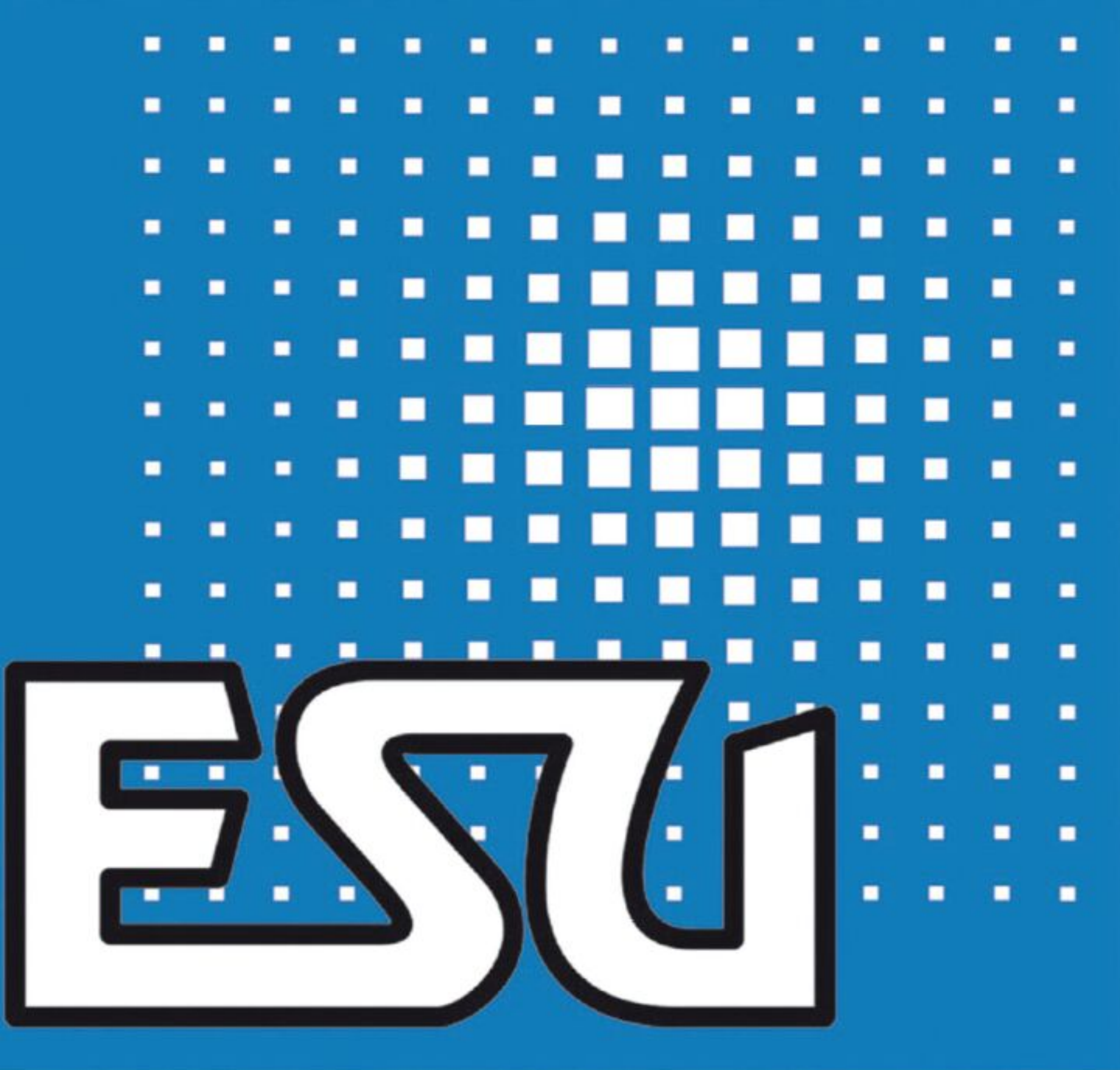




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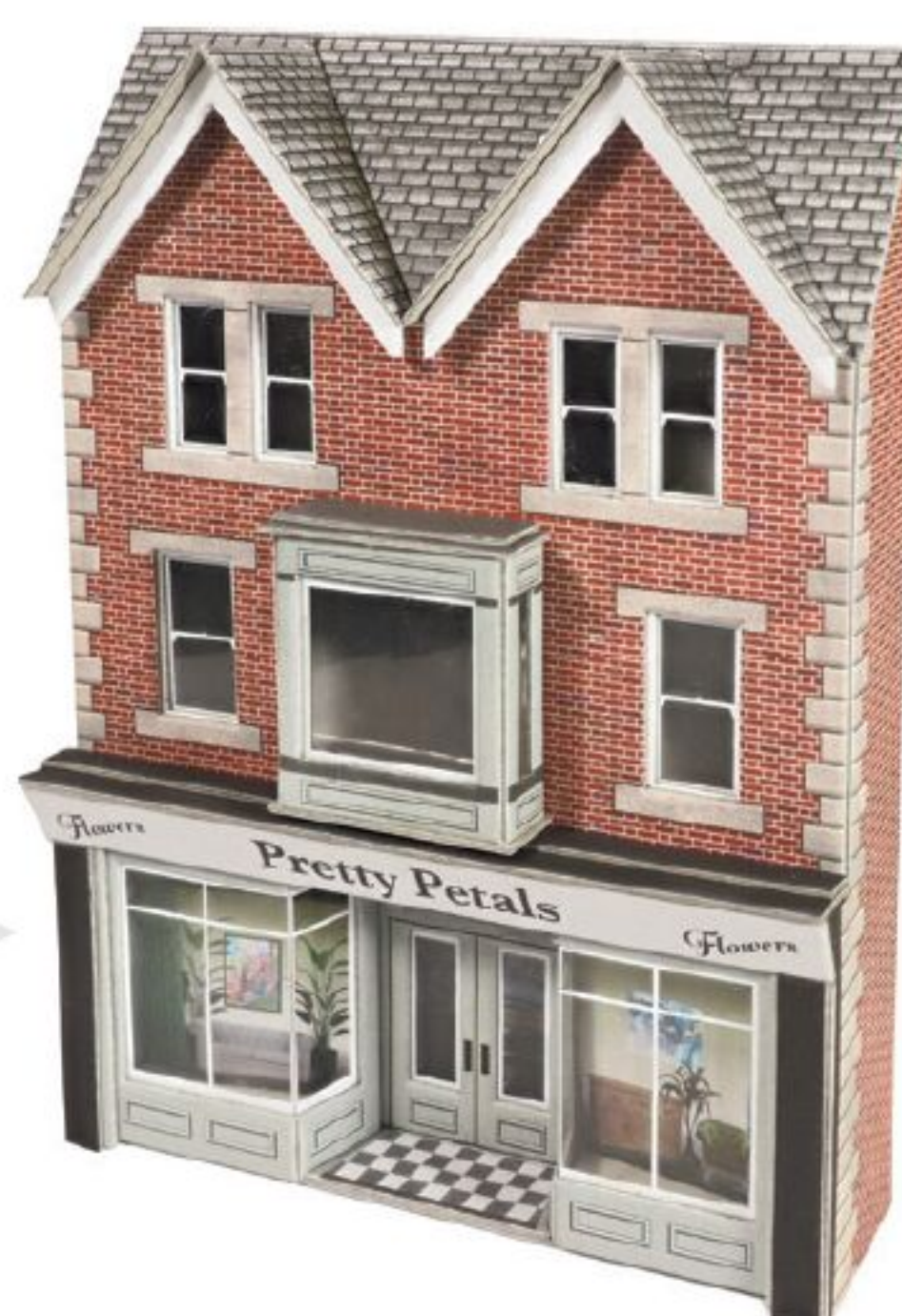
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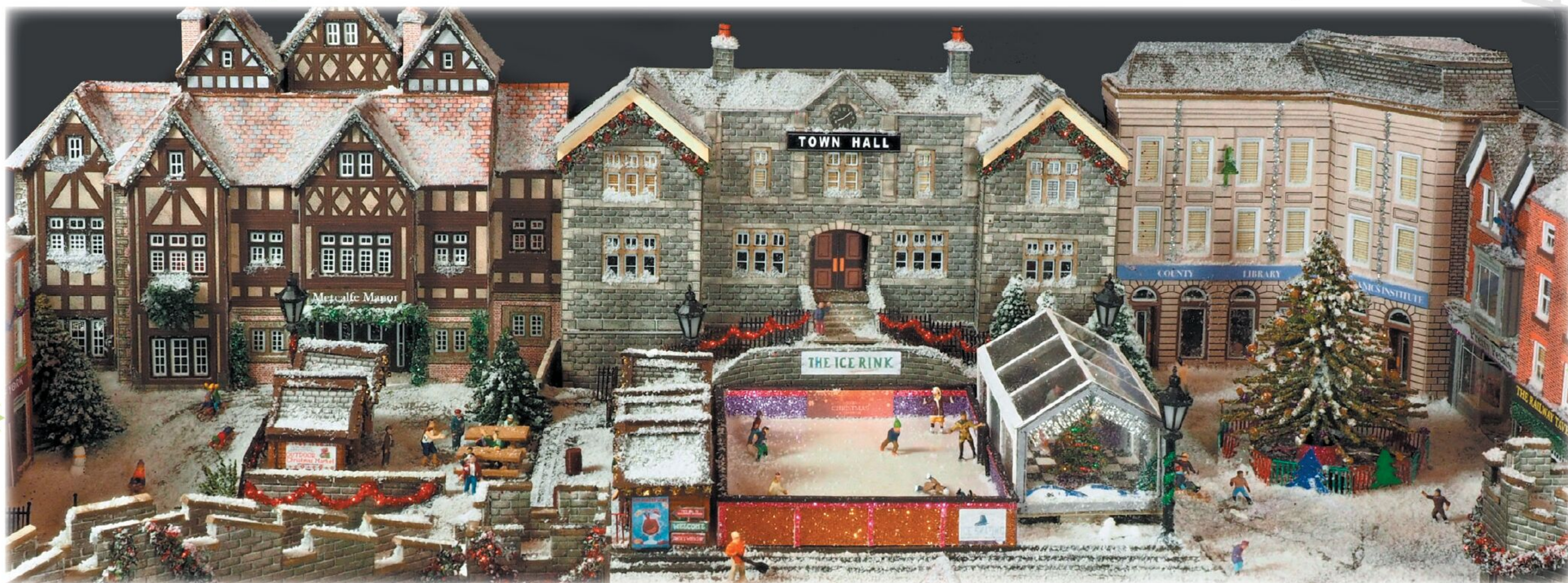
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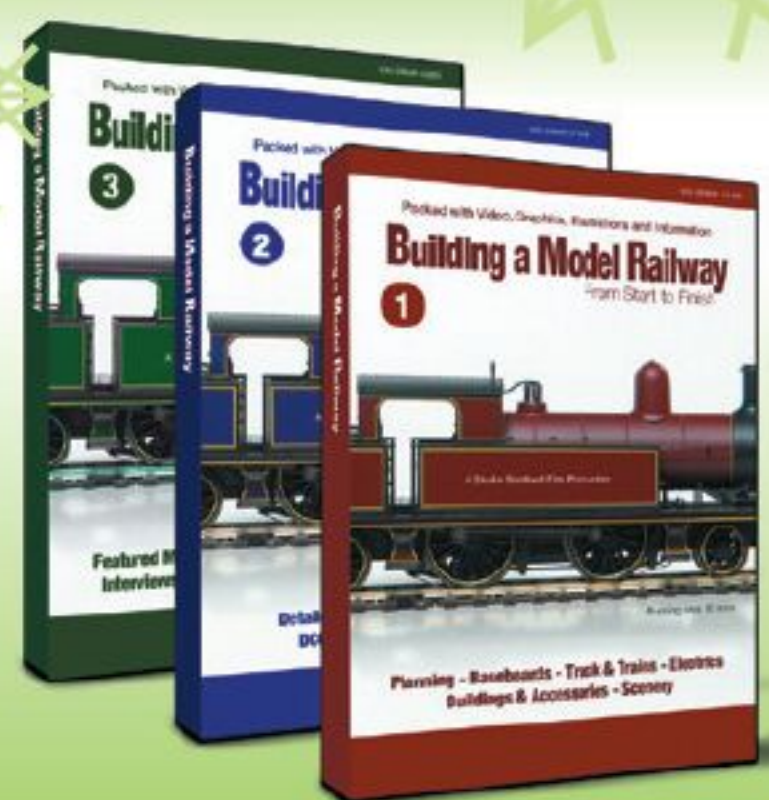
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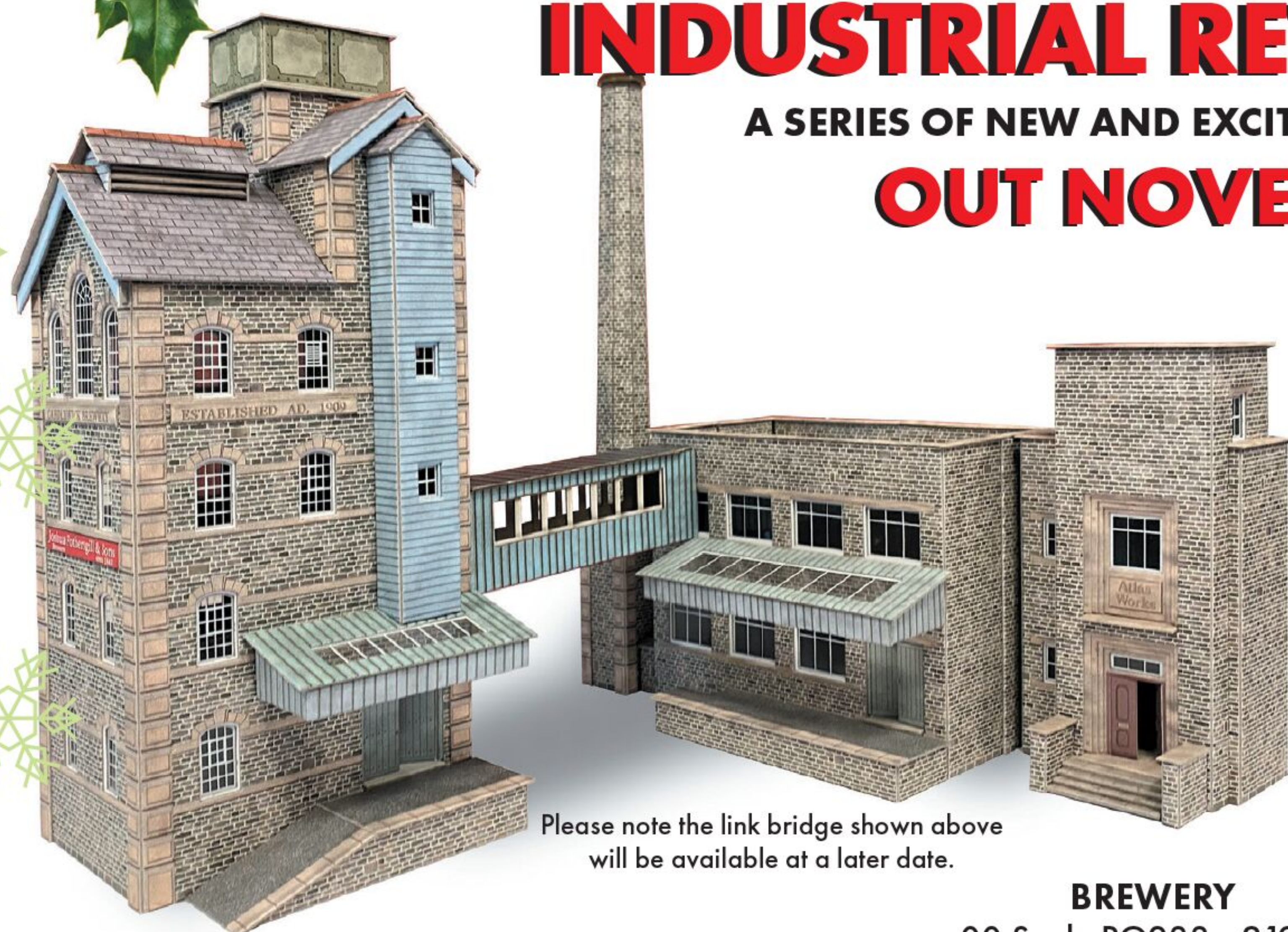
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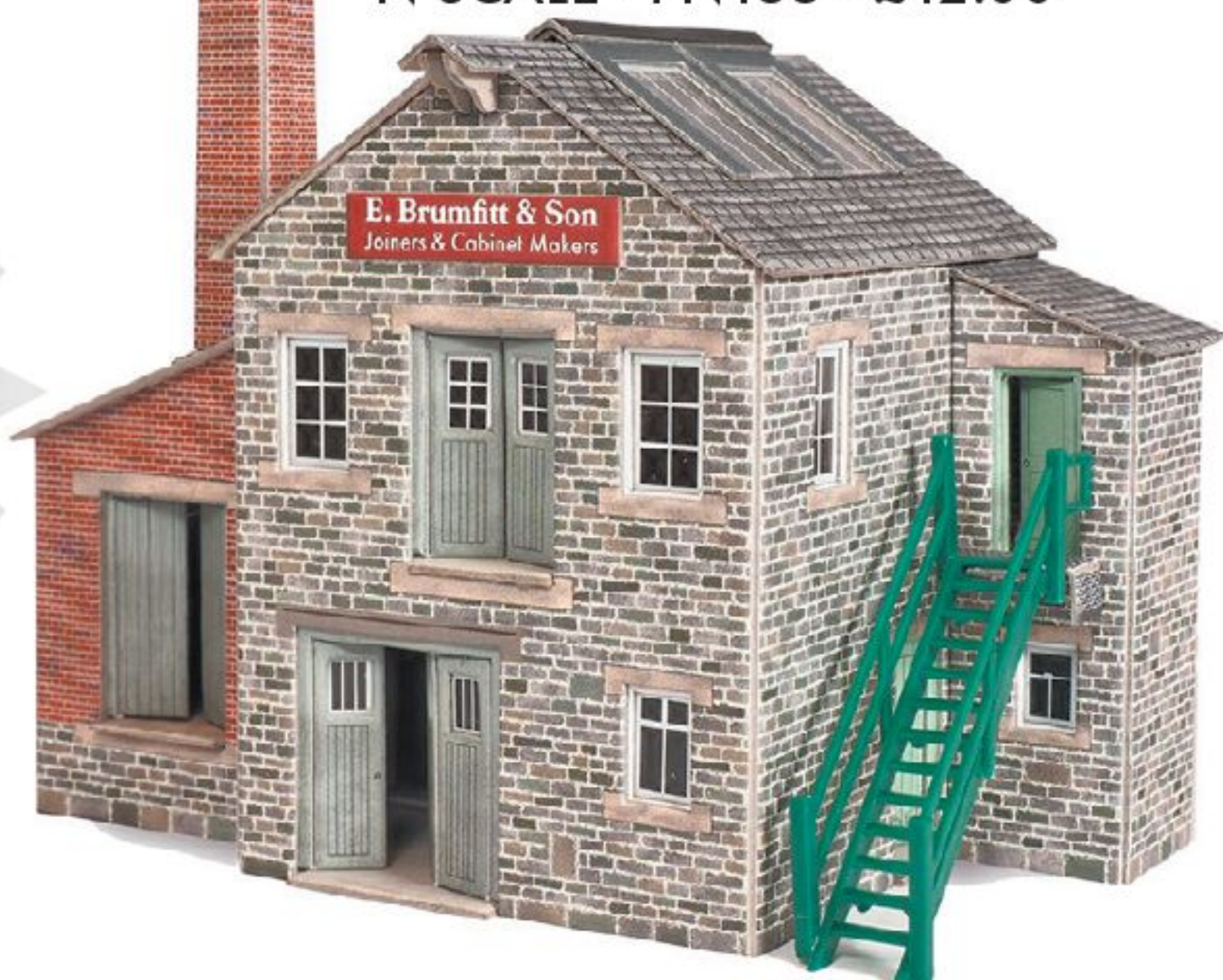


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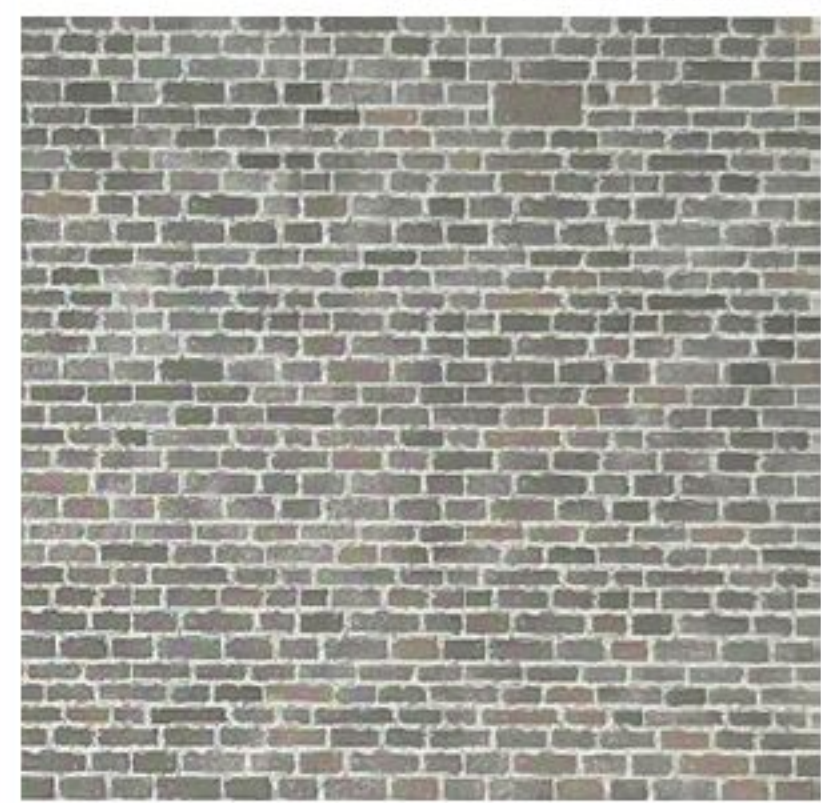
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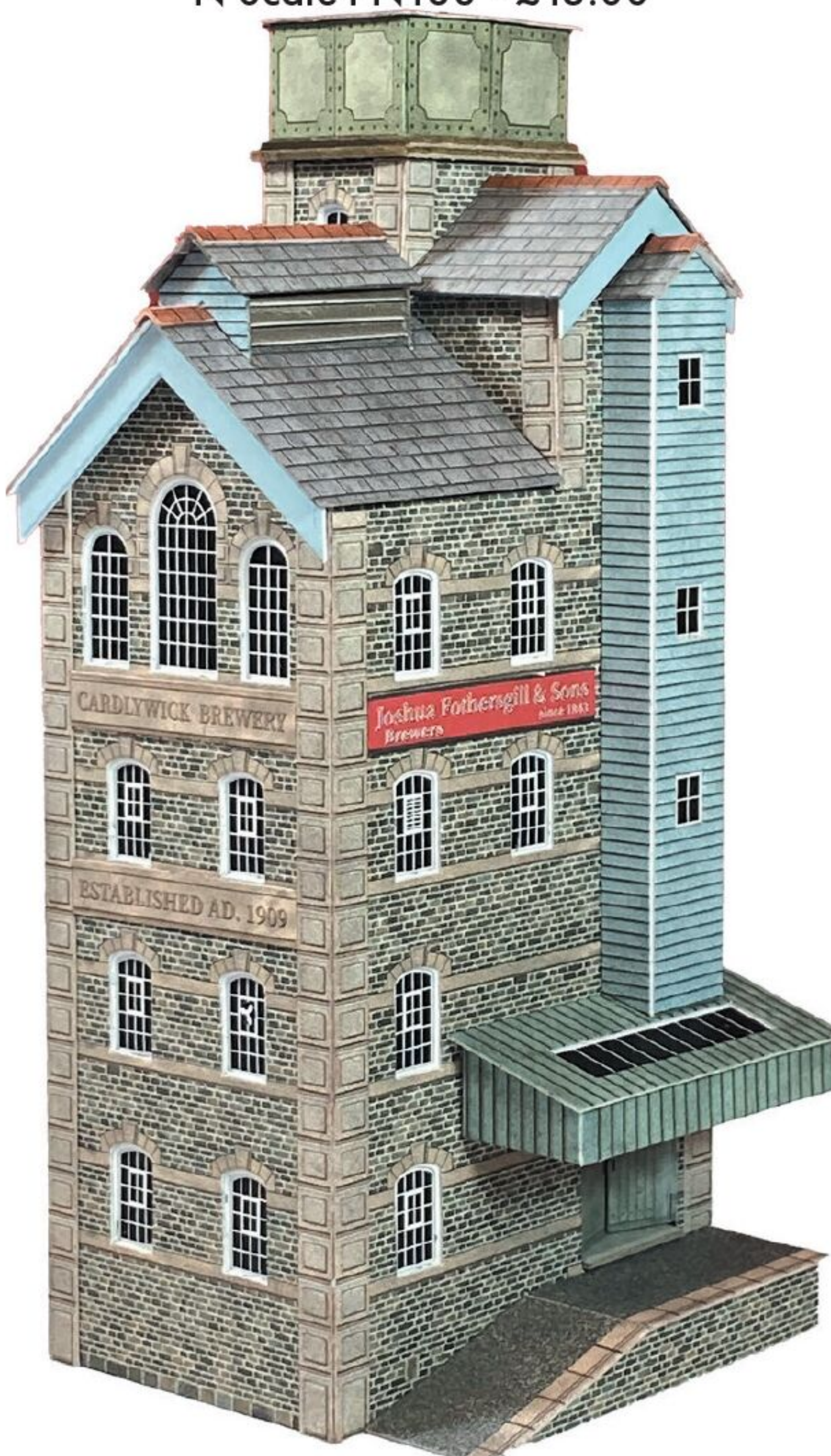
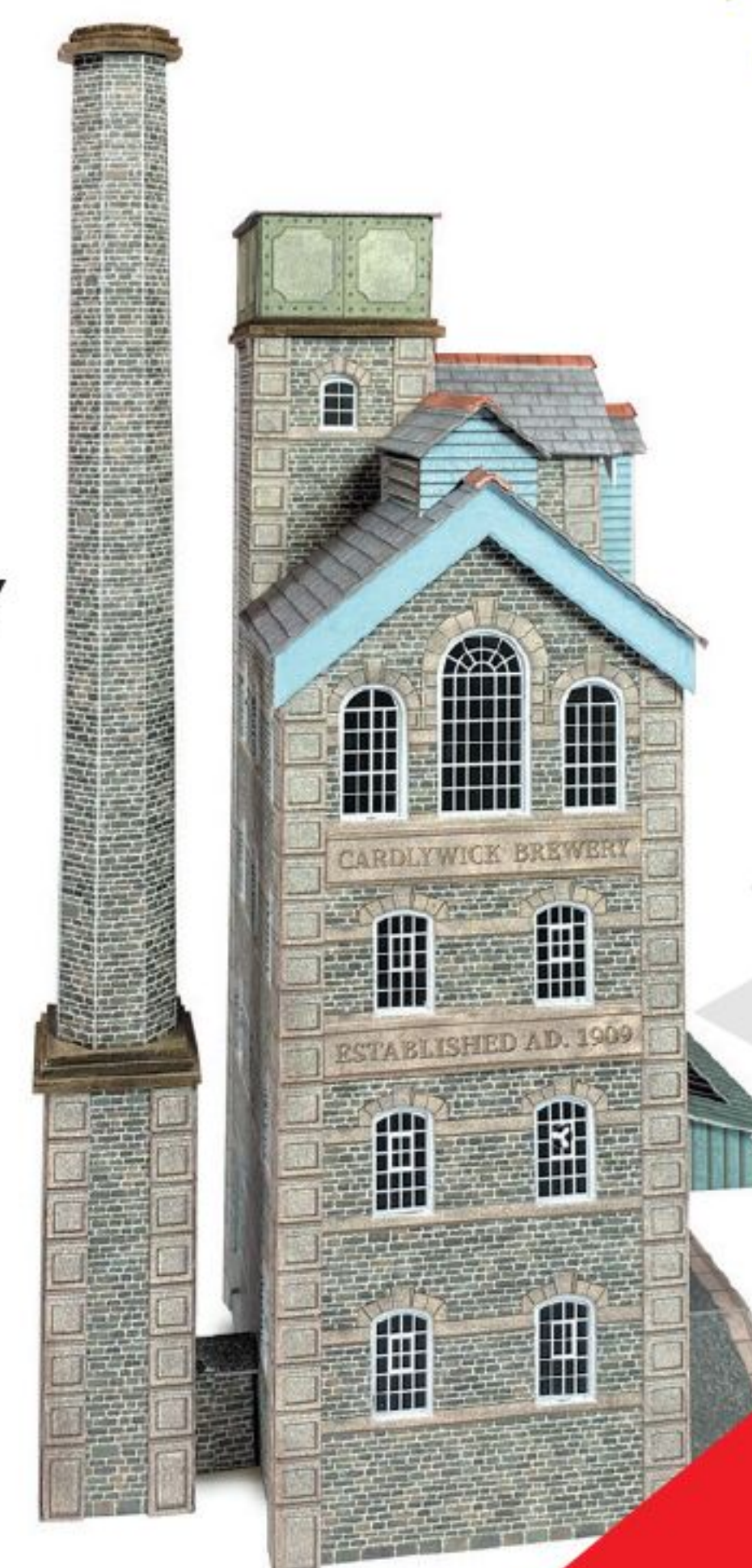


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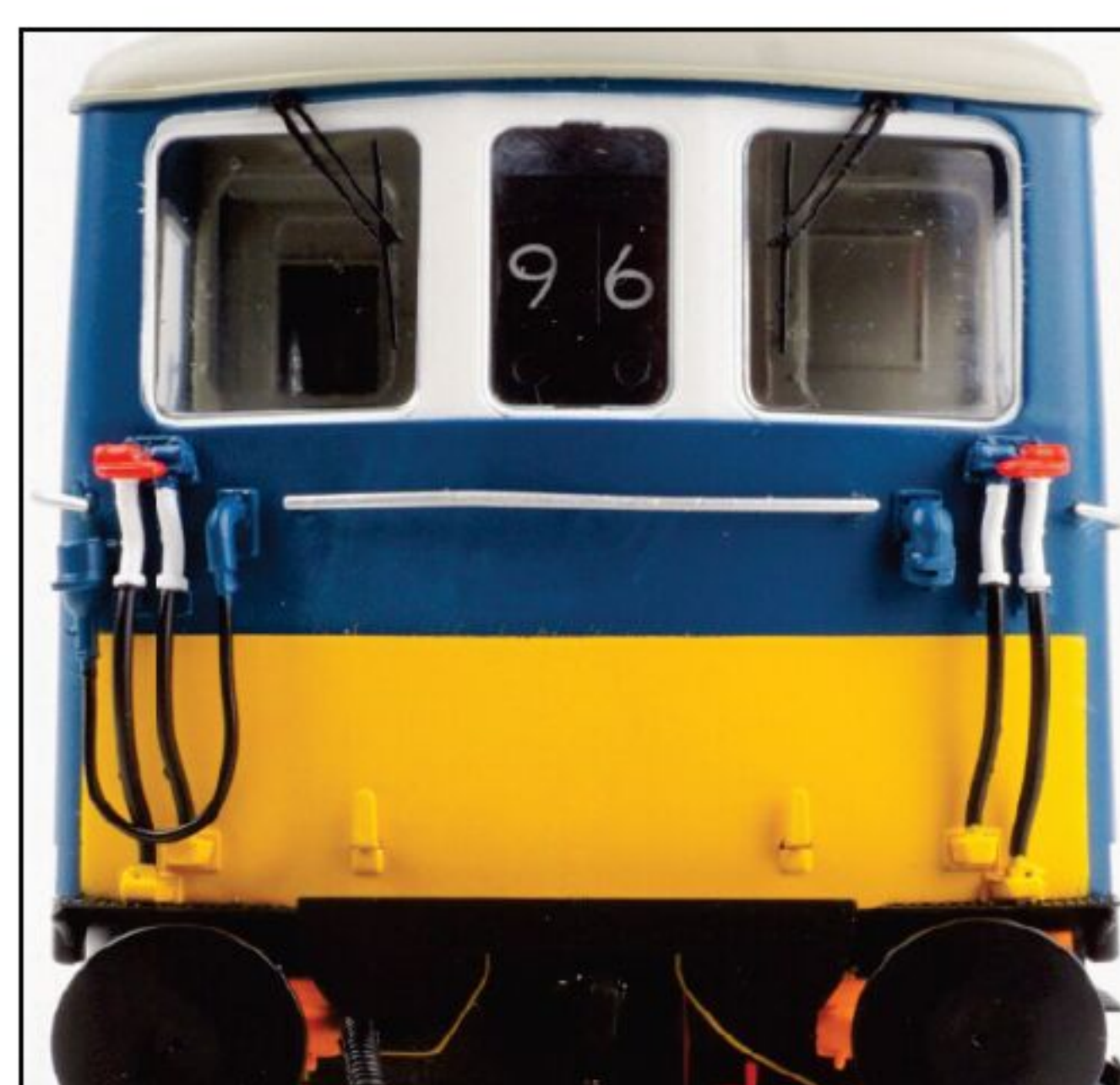
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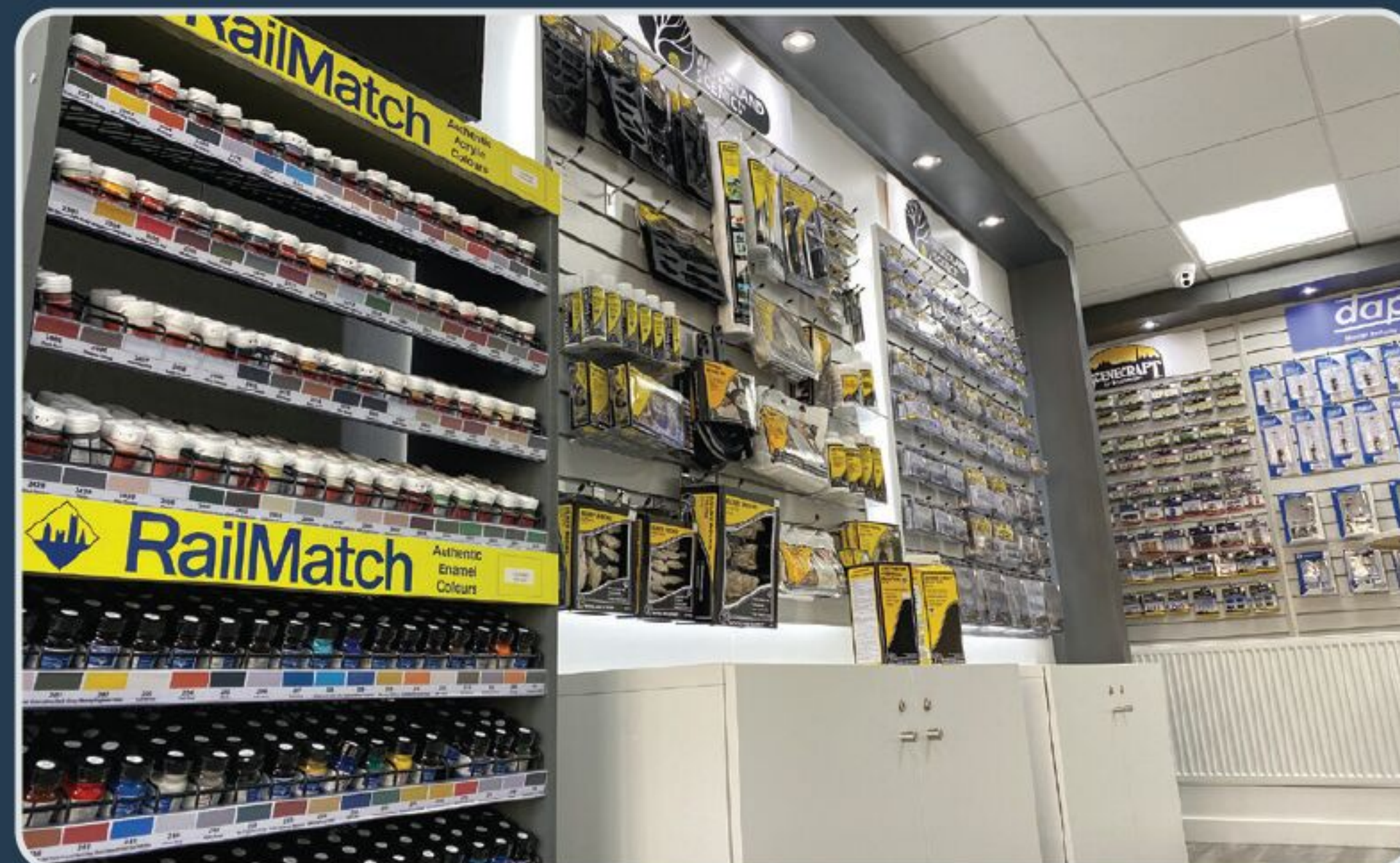
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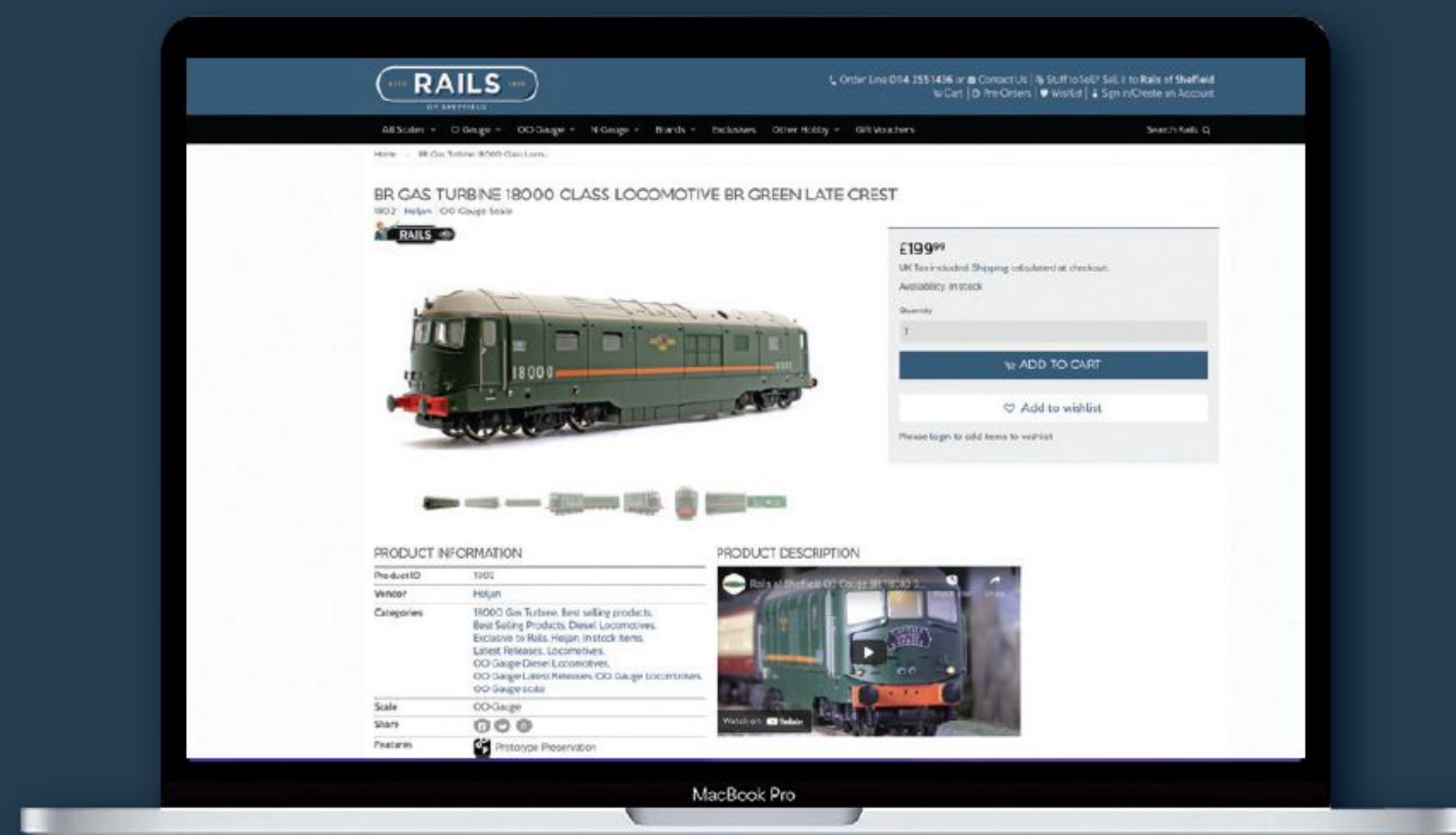
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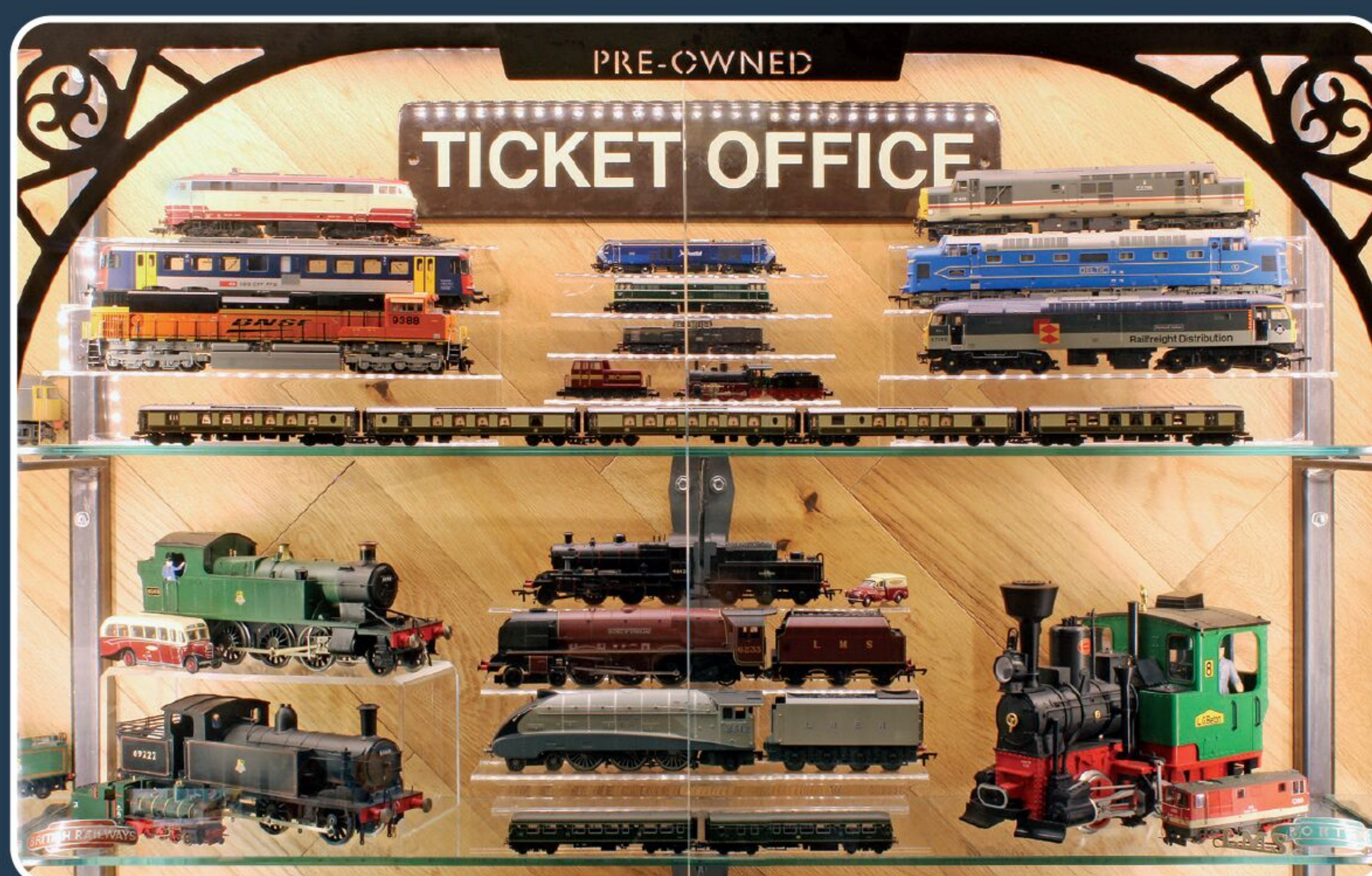
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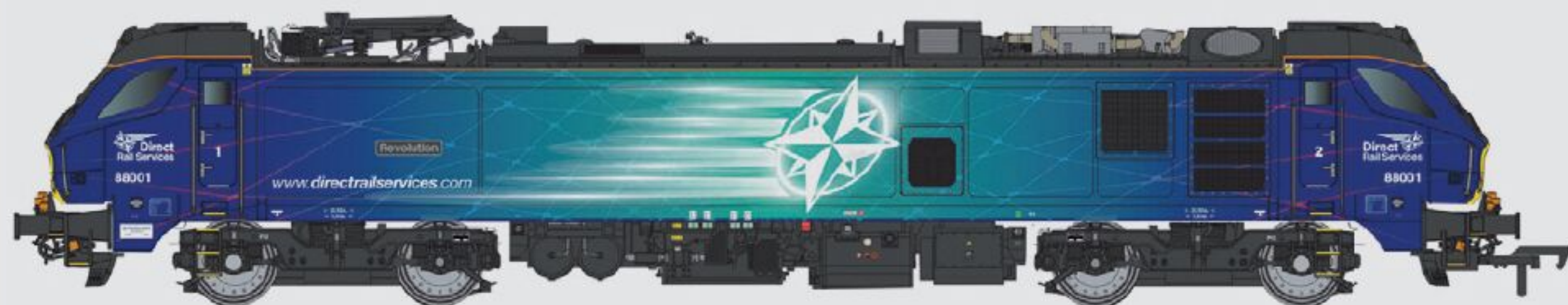
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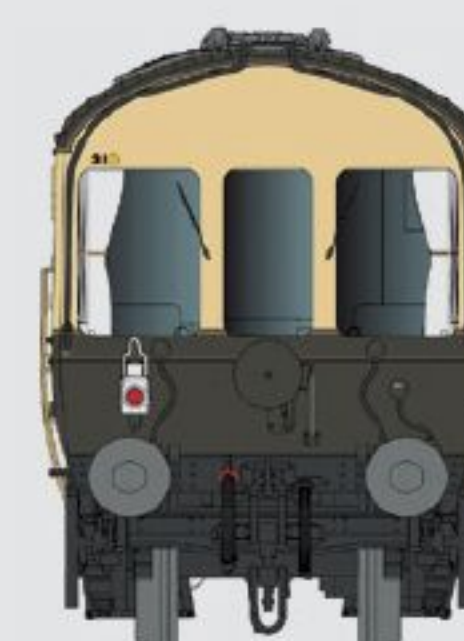
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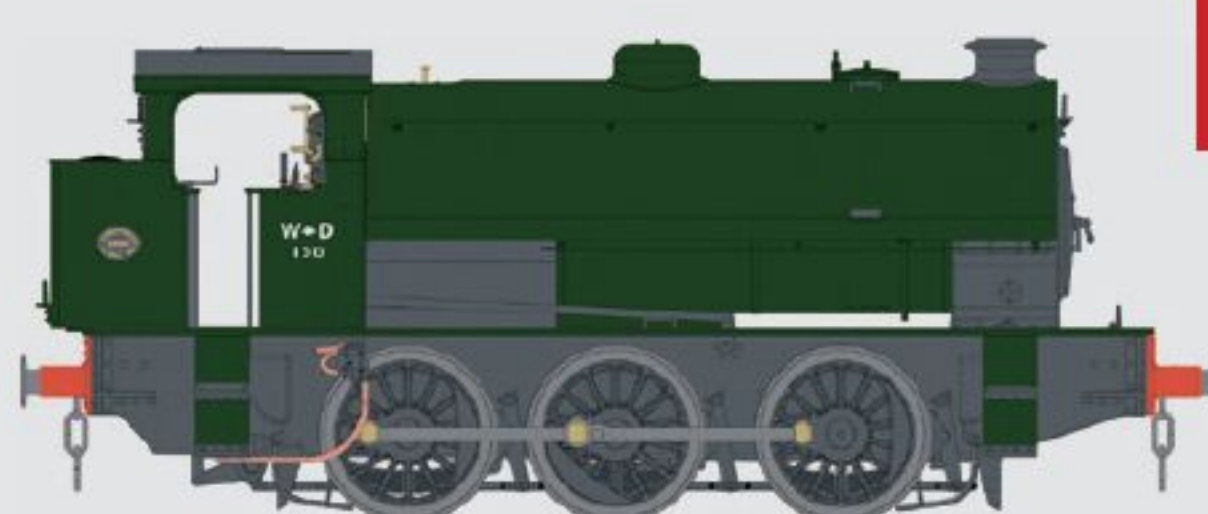
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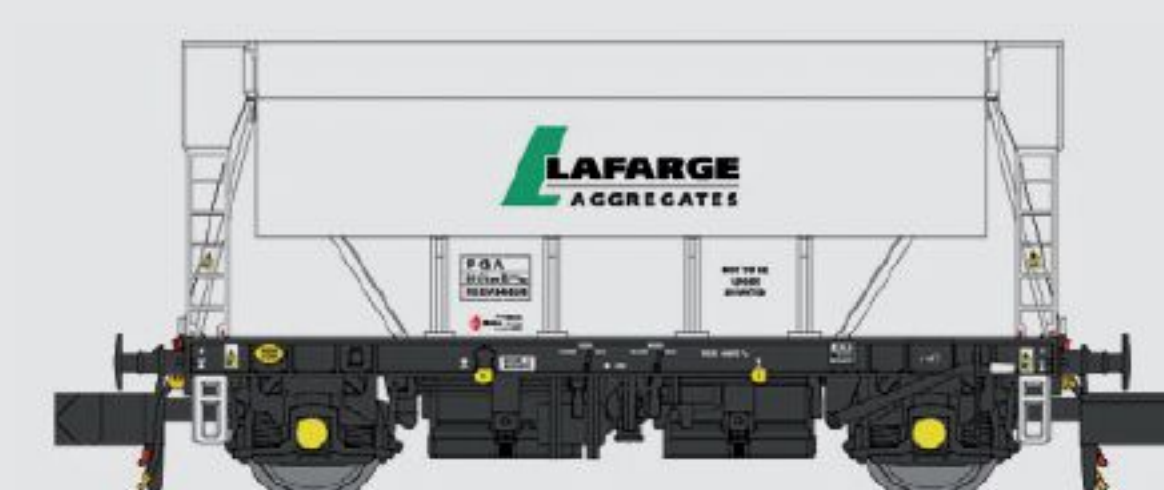


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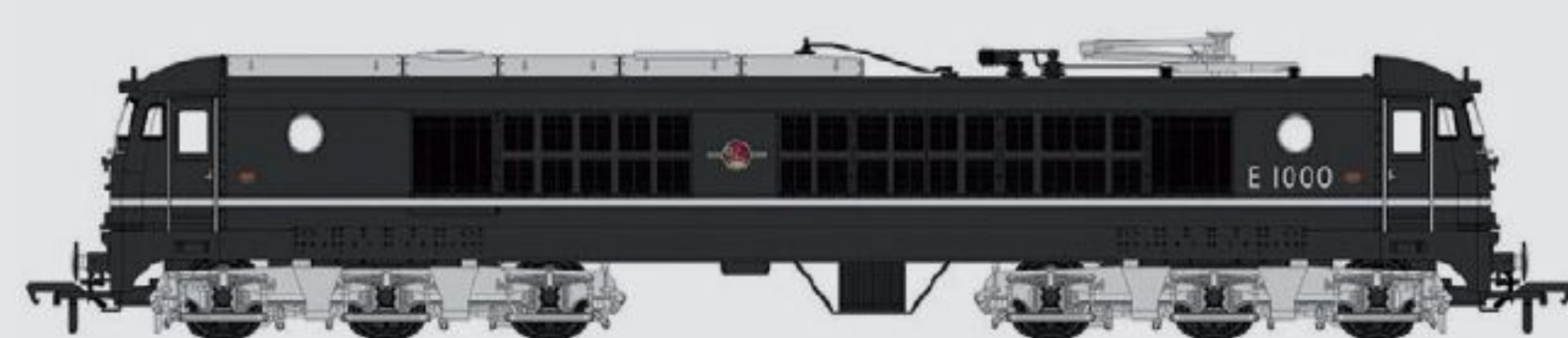


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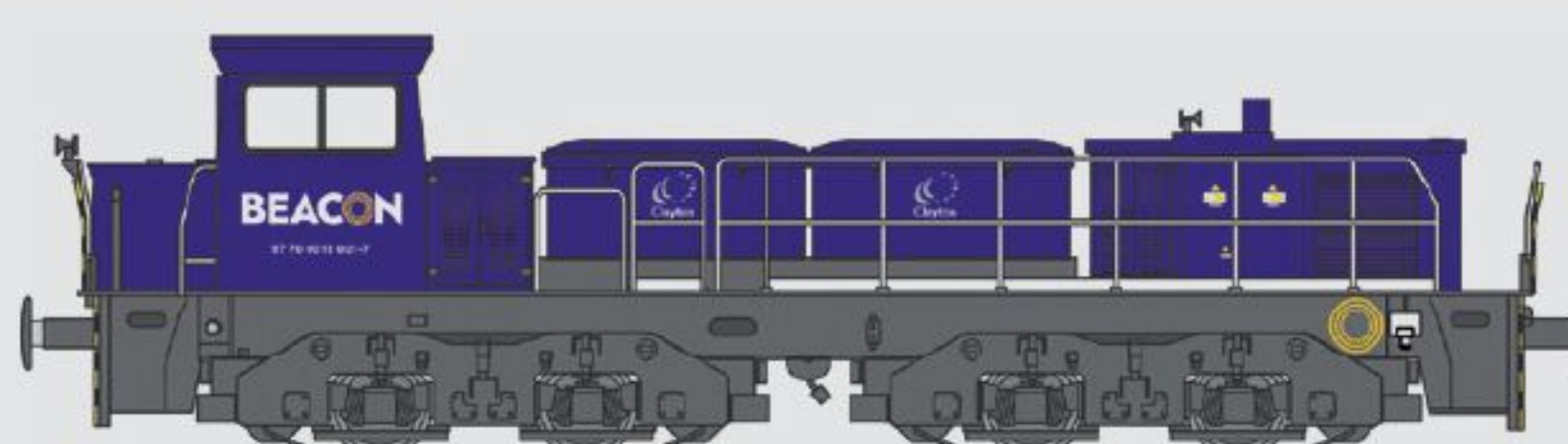
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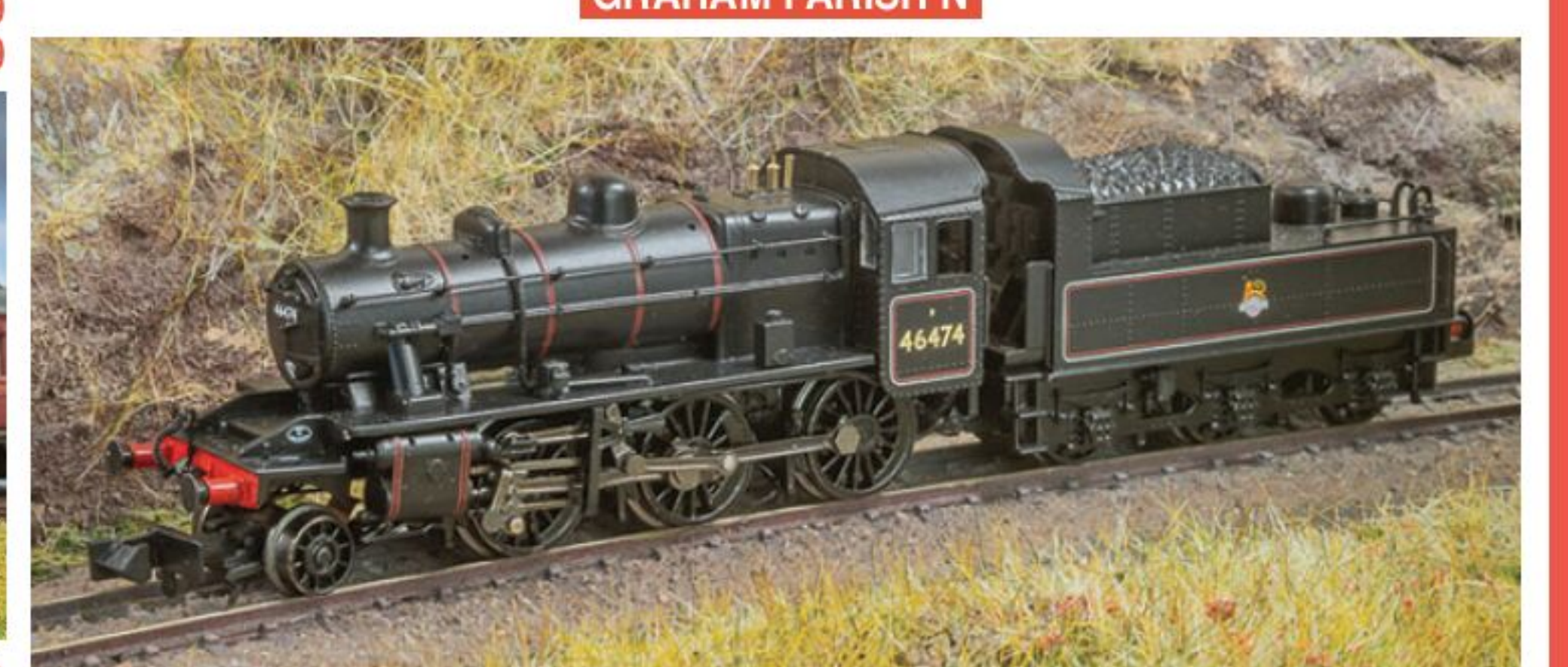
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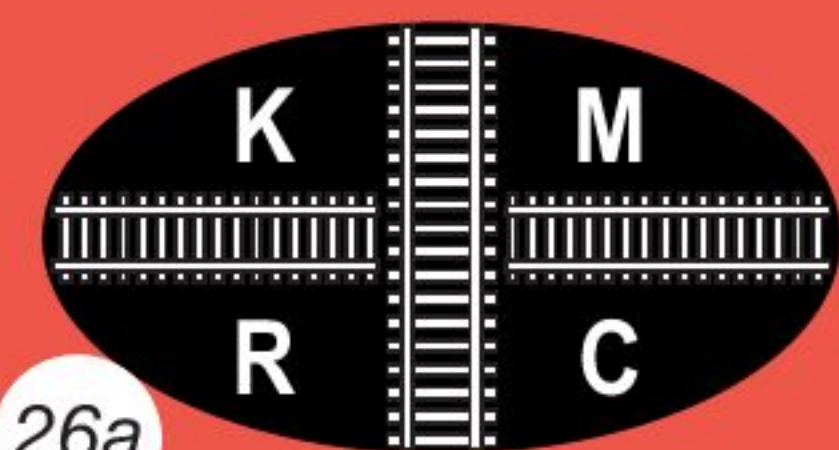
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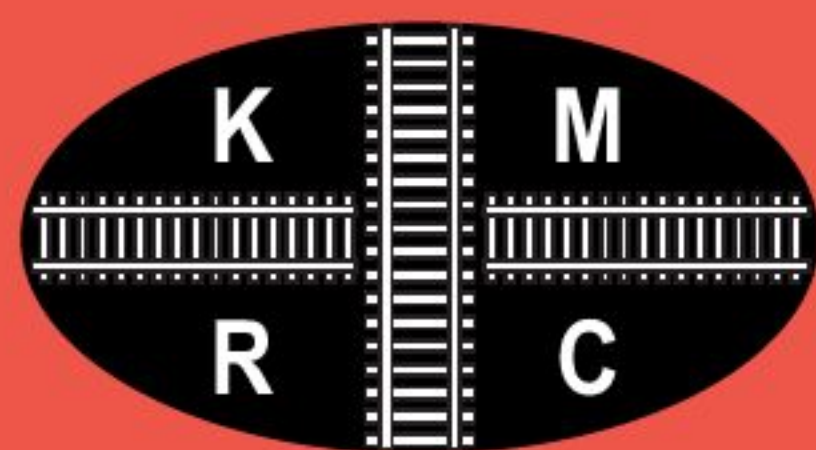
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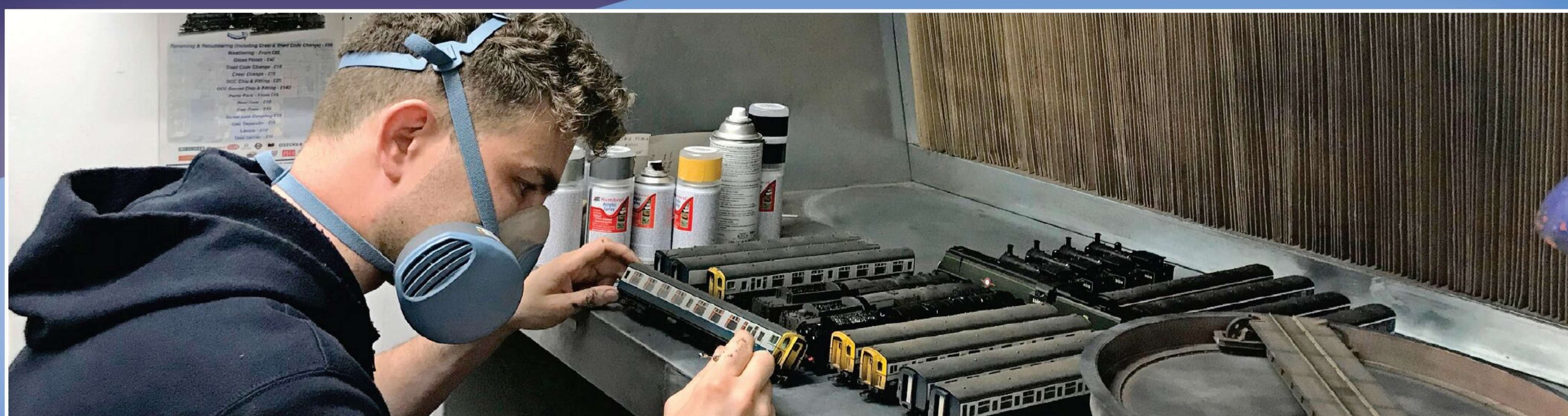
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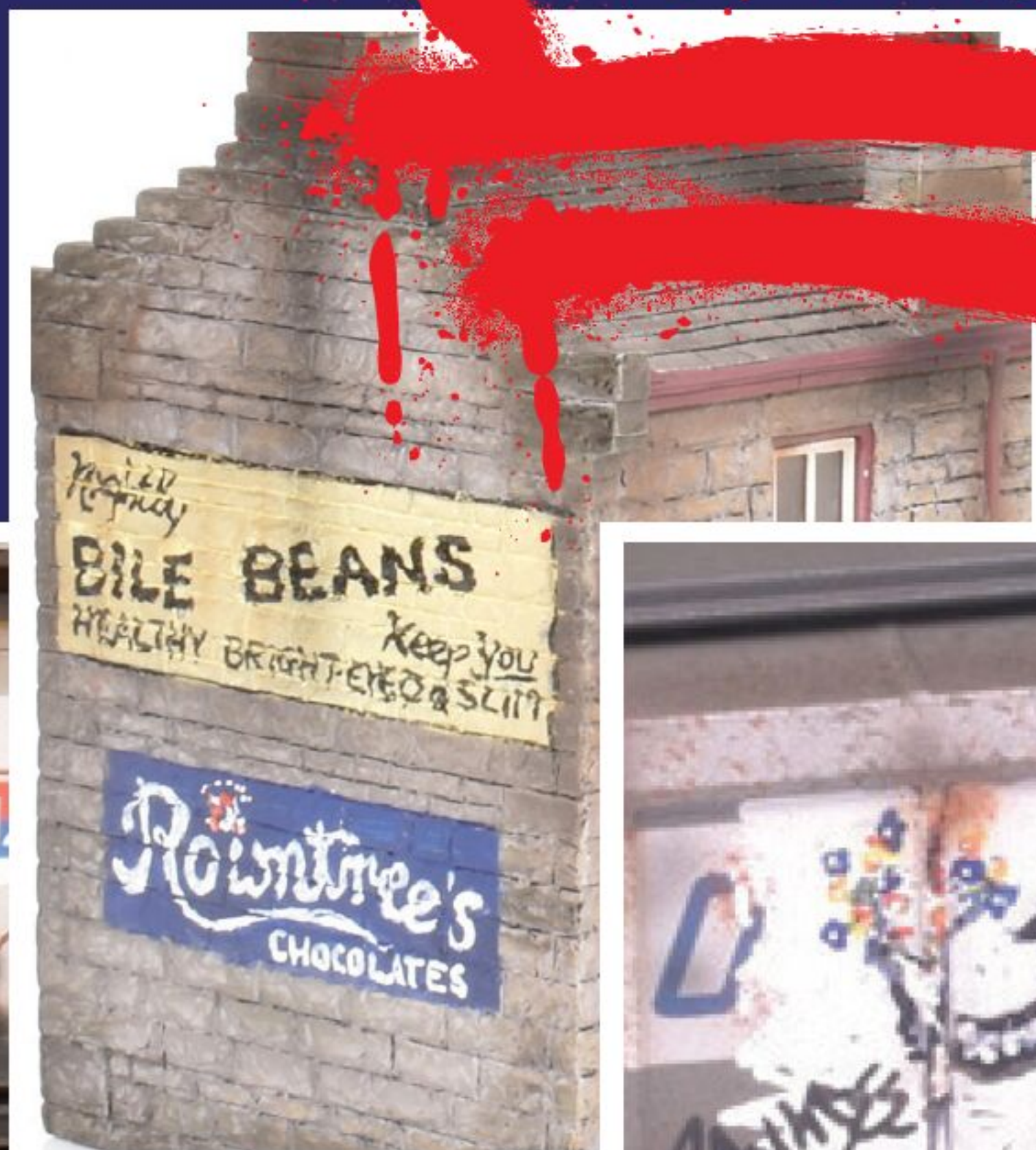
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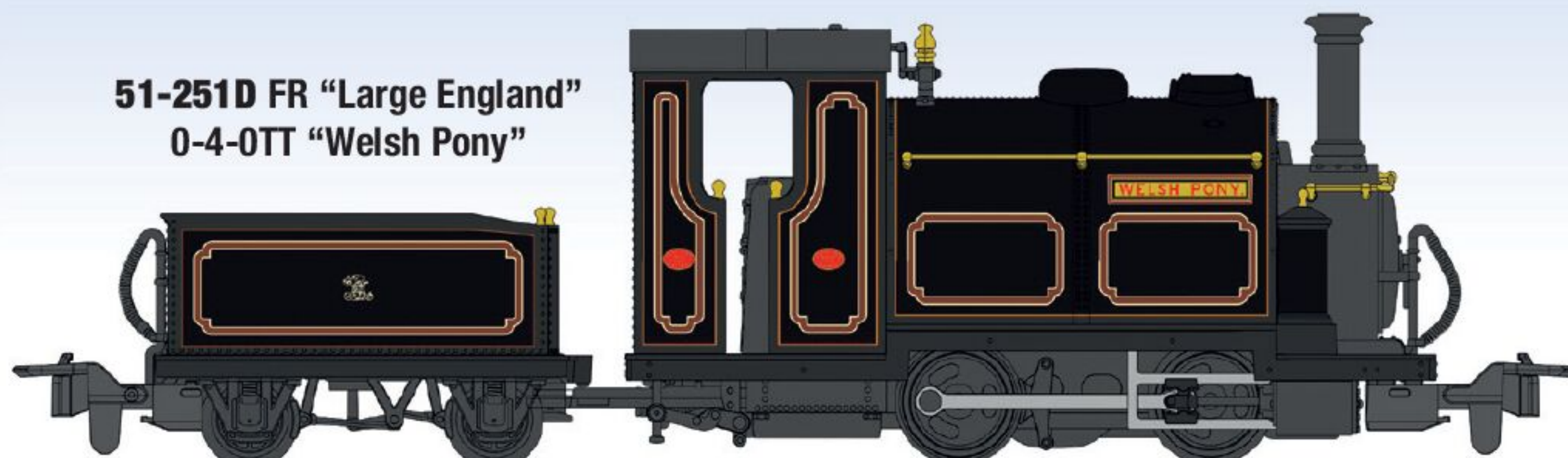
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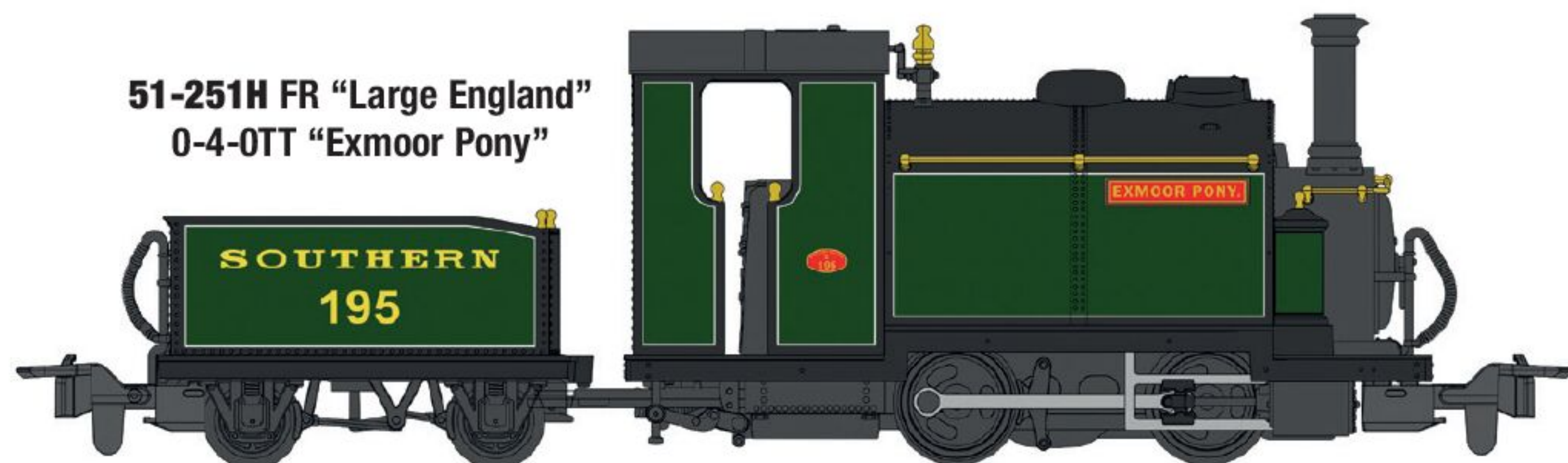
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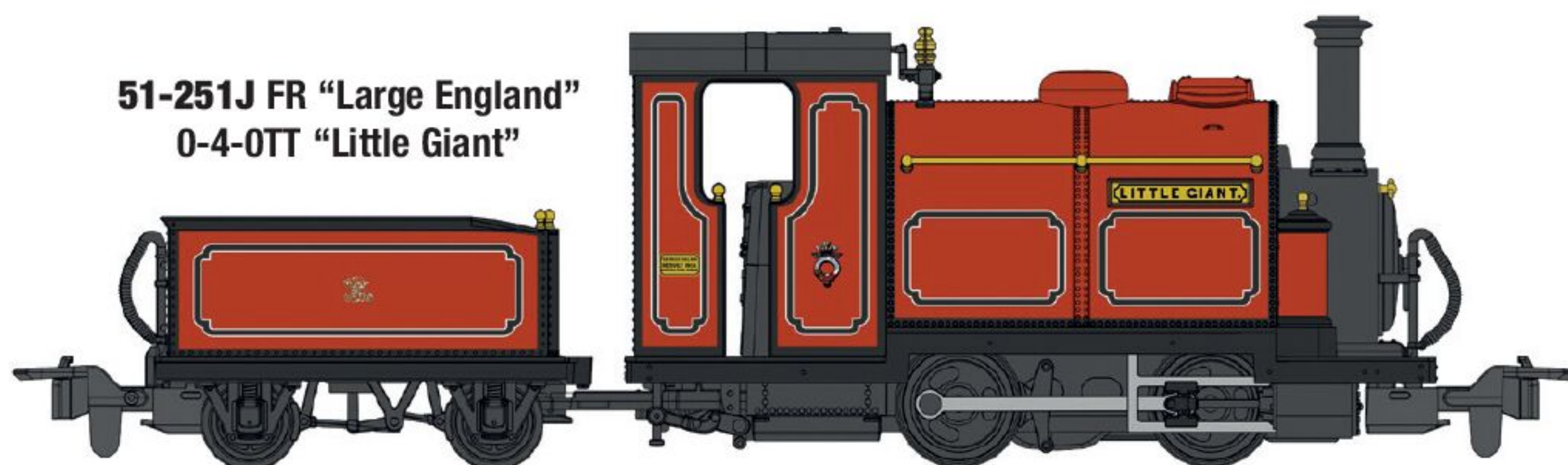
51-251D FR "Large England"
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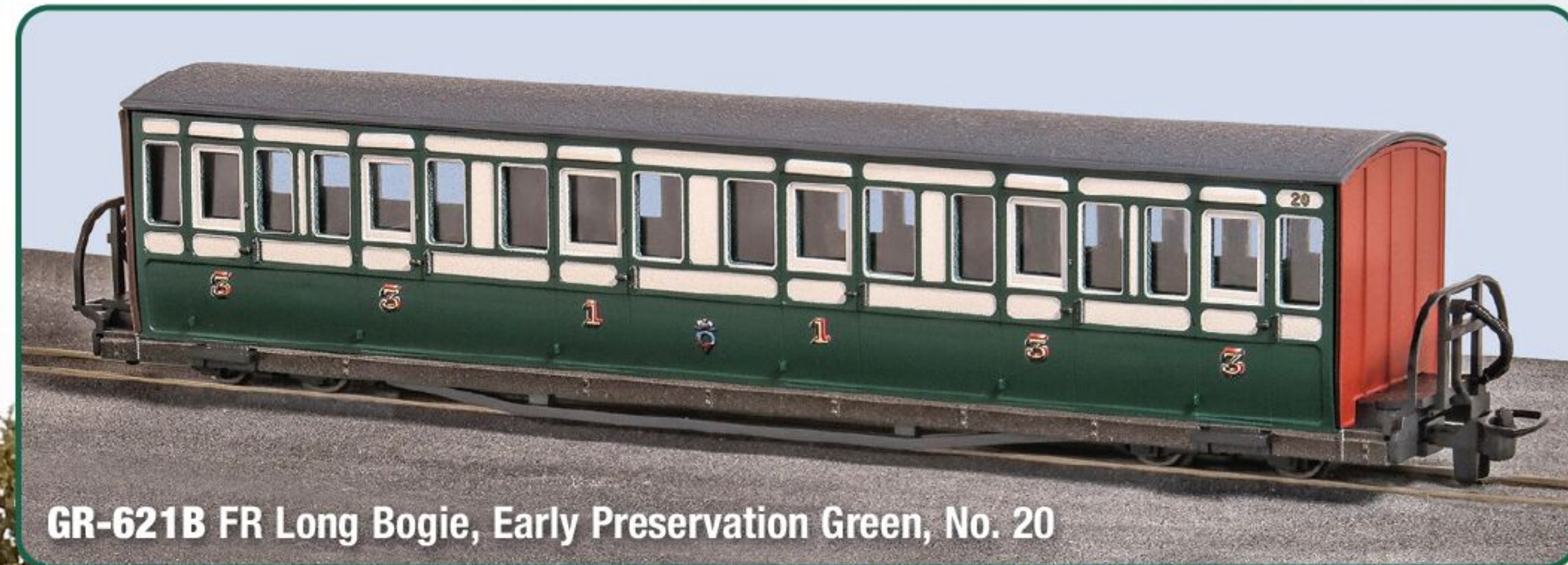
GR-620A FR Long Bogie Coach, Victorian, No. 19



GR-620B FR Long Bogie, Victorian, No. 20



GR-621A FR Long Bogie Coach, Early Preservation Green, No. 19



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Gwyndy Bank, by Callum Willcox
Photo: Railway Modeller



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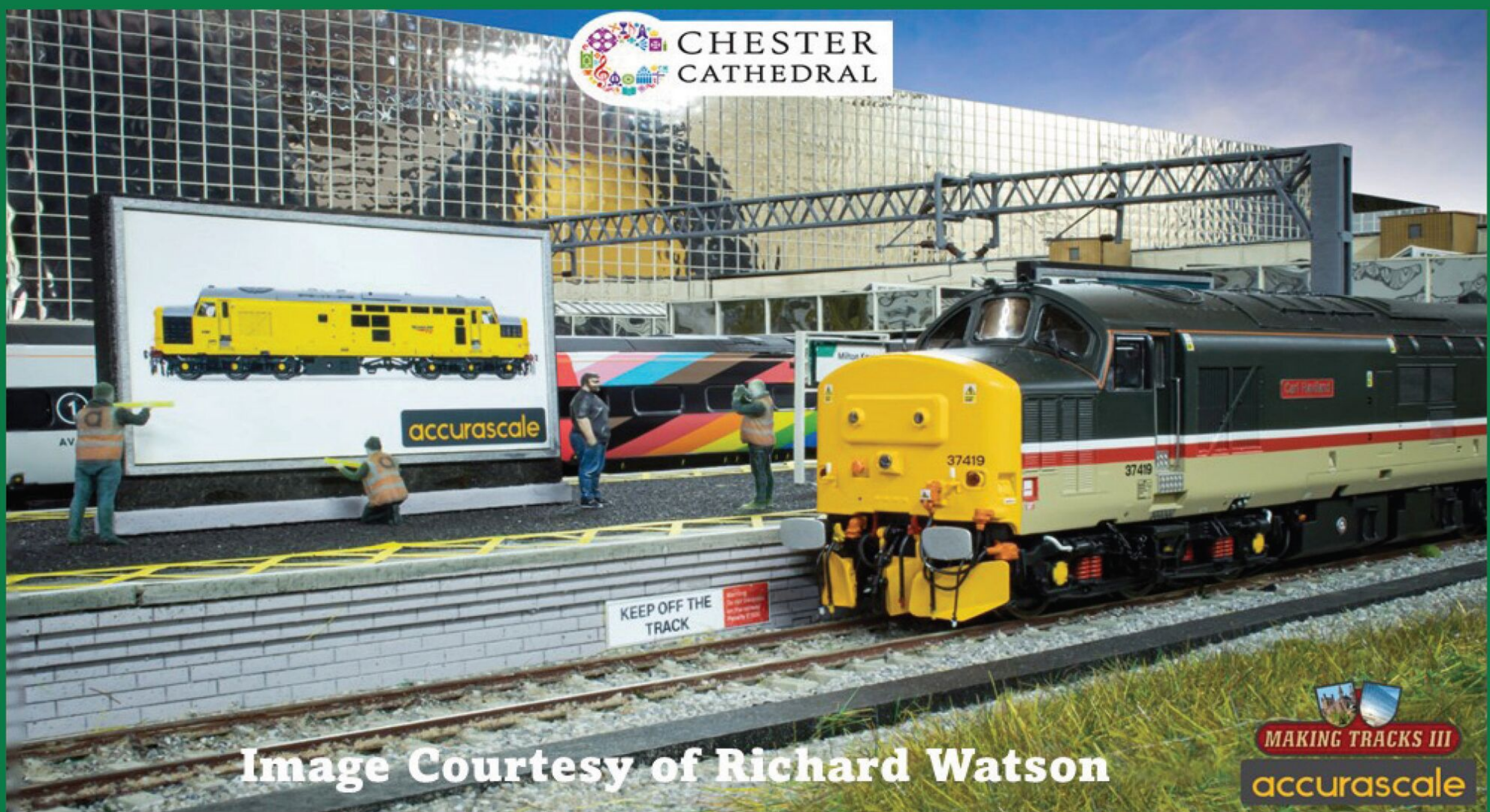
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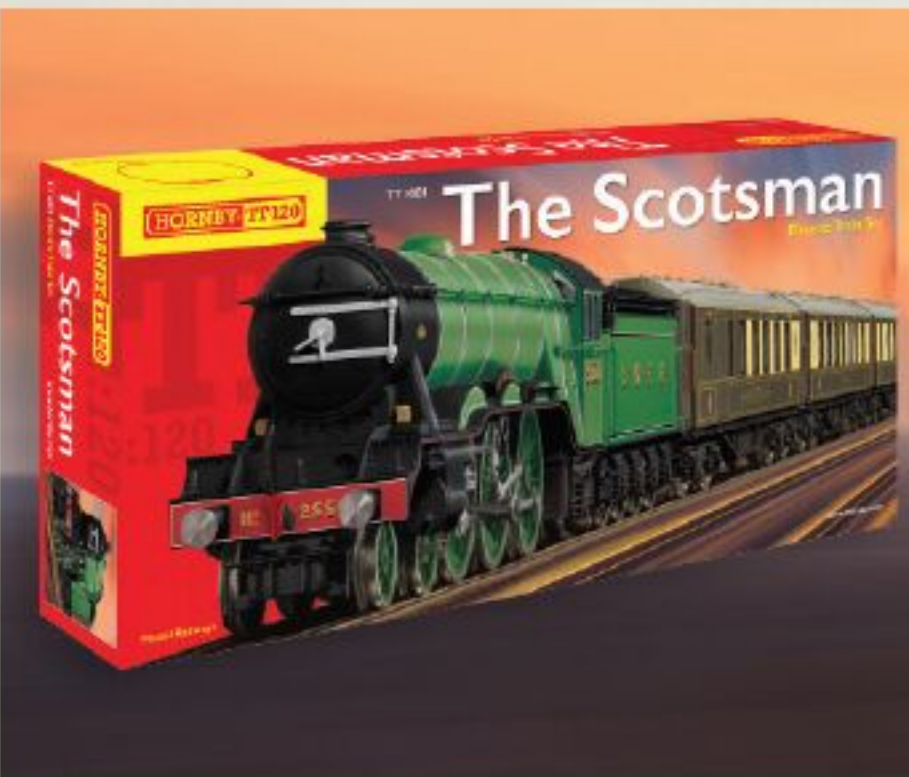
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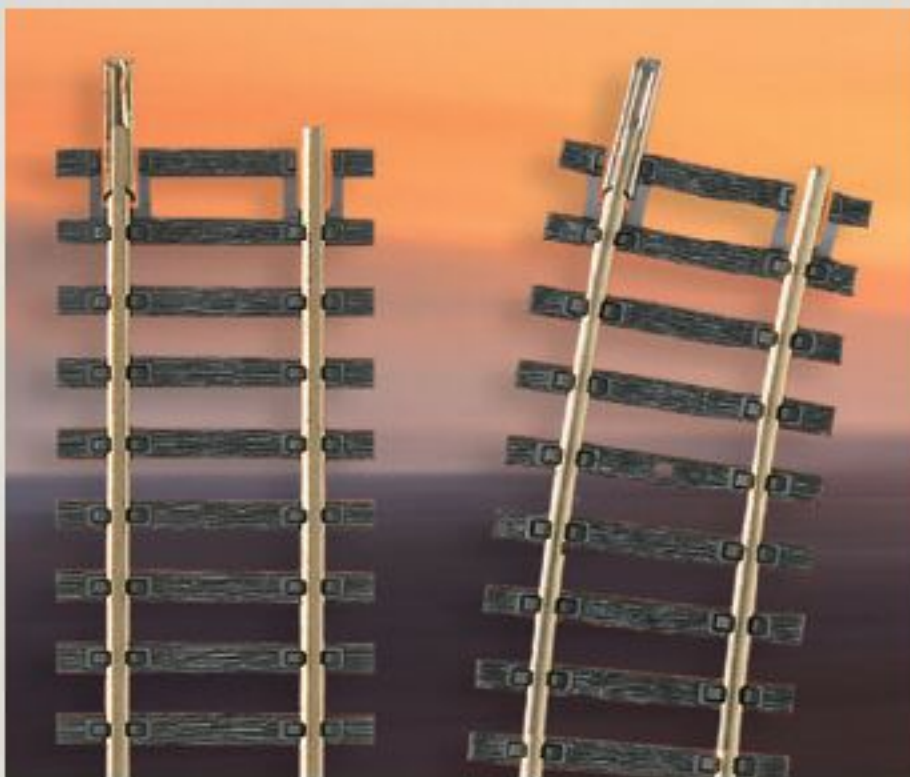
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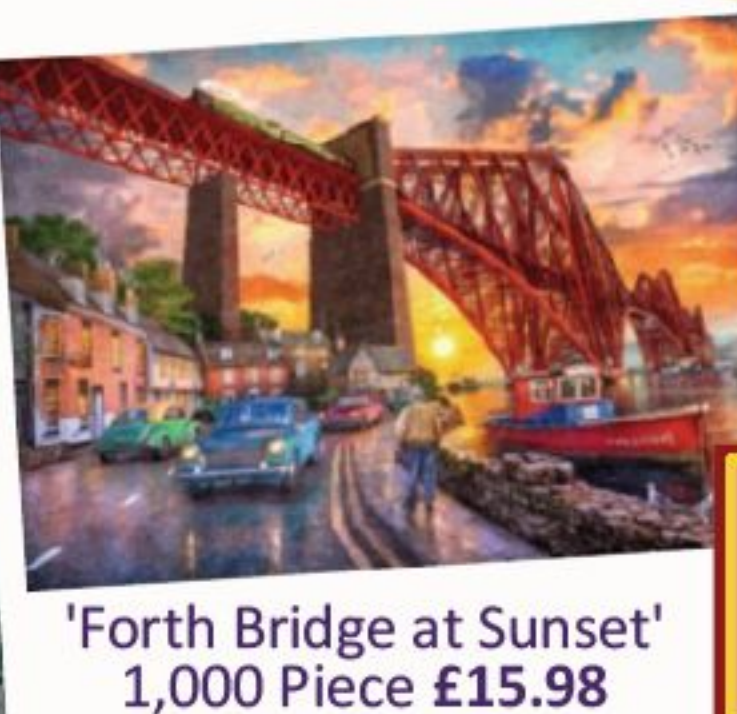
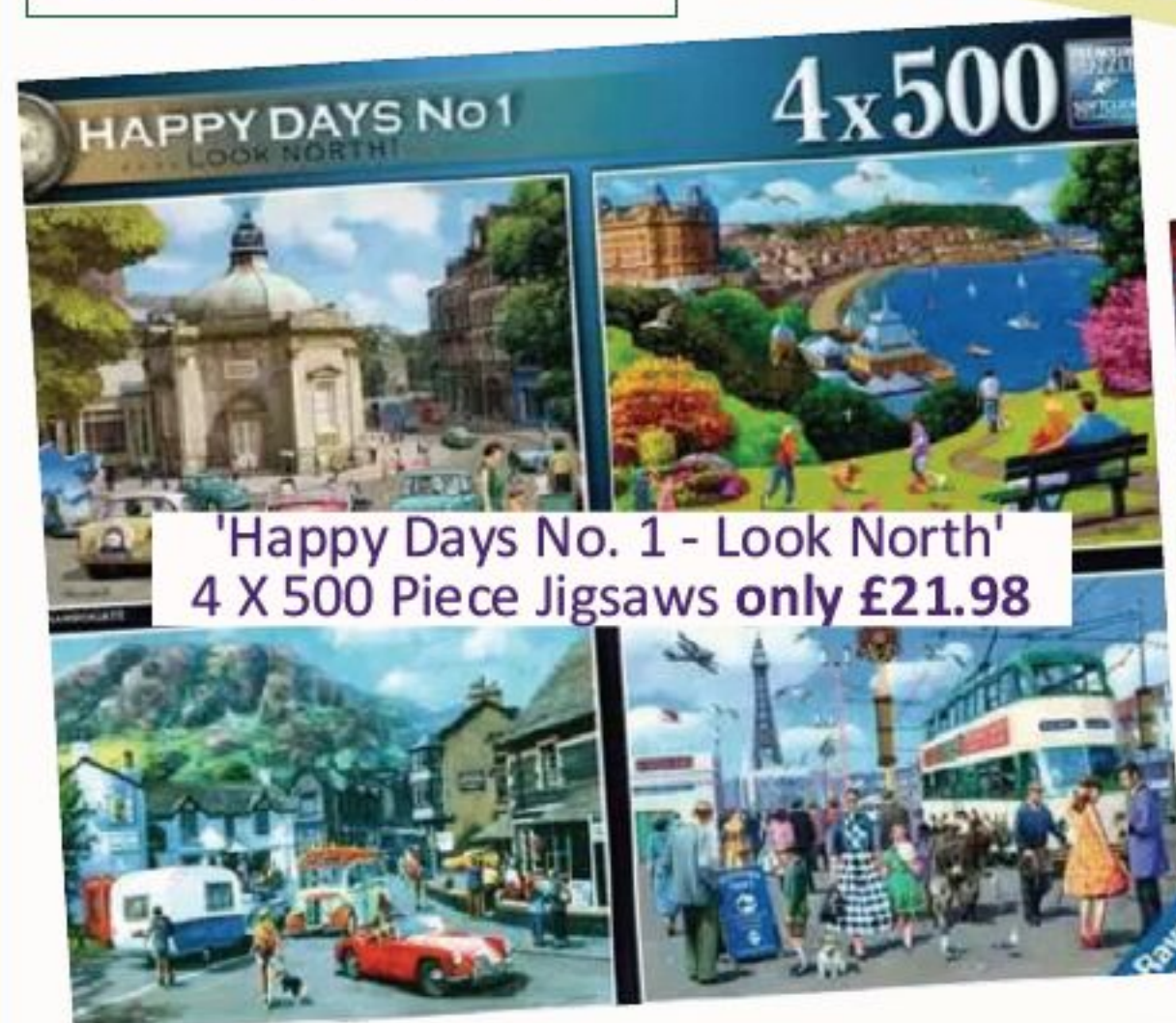
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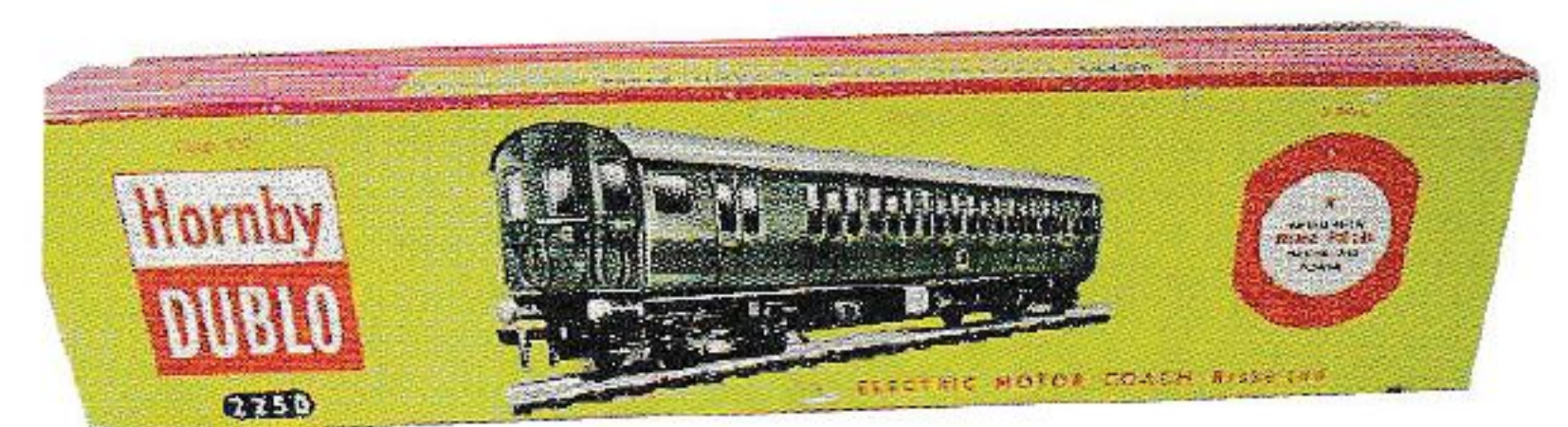
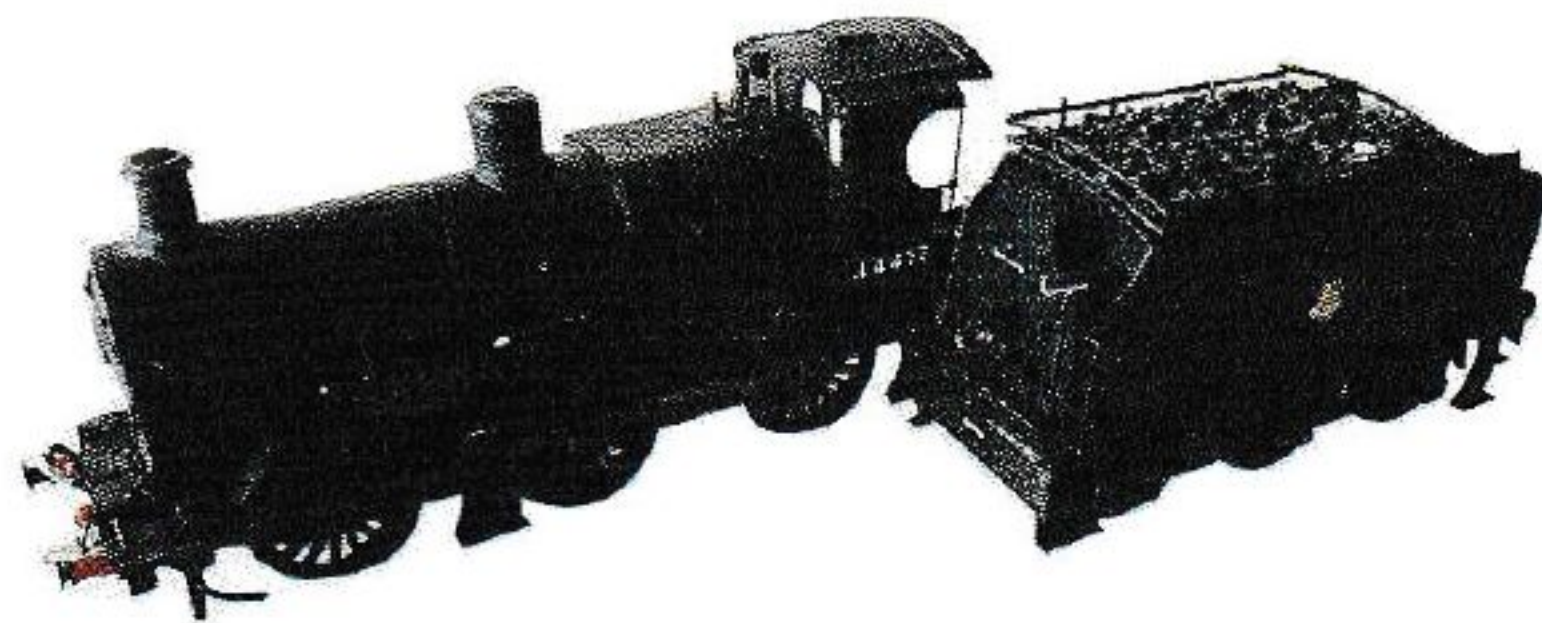
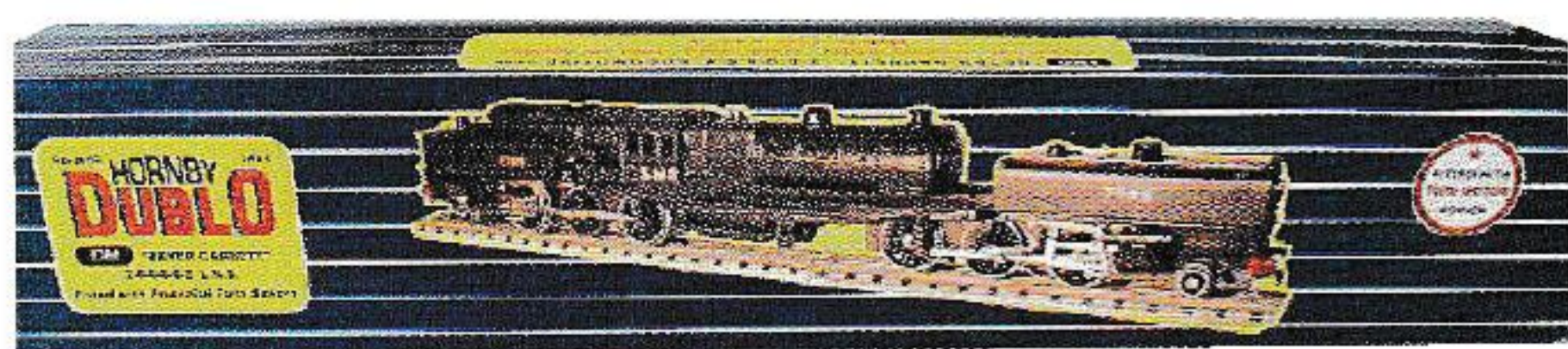
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Welcome

An invaluable resource

Two years ago we launched the RAILWAY MODELLER Digital Archive, this providing all subscribers with instant online access to every single issue of the magazine – from the current edition right the way back to No.1 published in 1949.

Feedback that we have received from subscribers tells us that the Digital Archive is a hugely popular feature, with many enjoying the ability to revisit favourite articles from past issues, or explore the magazine's vast treasury of scale drawings and track plans – all at the touch of a button.

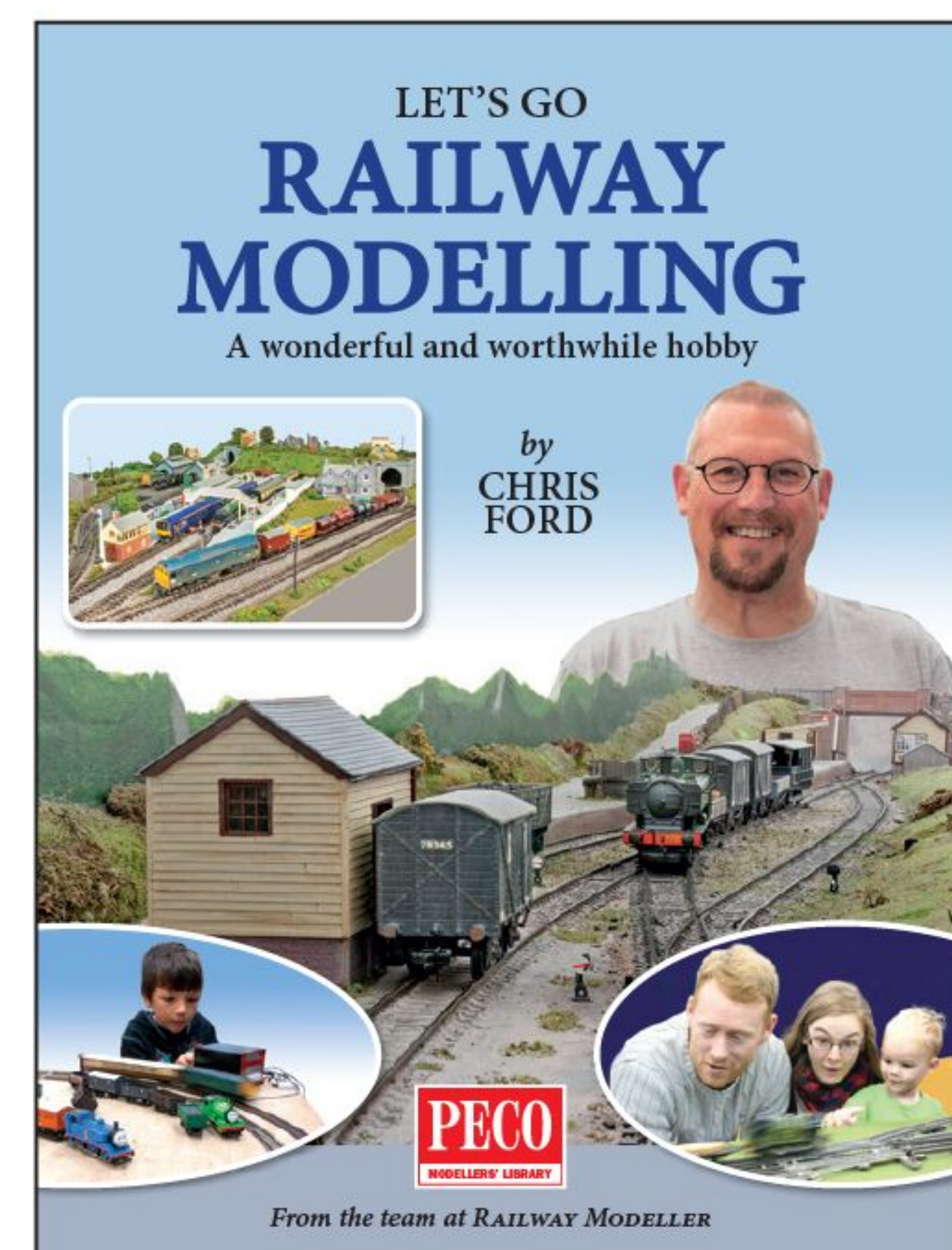
The Digital Archive has also become an indispensable tool for the RM editorial team. Often when preparing content for the magazine we have reason to refer to past layout articles, or look up particular items such as product reviews or news announcements. If we don't know precisely when something was published, or if we can't recall a crucial detail – such as the name of a layout – then the keyword search function on the Digital Archive provides a fast and effective way to locate what we are looking for. In fact, so useful is the Digital Archive that we now seldom have any need to refer to our collection of printed RMs or the traditional magazine indices – we really wouldn't be without this invaluable online resource.

If you are not already a subscriber and would like to explore the Digital Archive for yourself, then there is no better time to take out a subscription to RAILWAY MODELLER. It is now possible to set up a Direct Debit on the Peco website (see left); this can be completed in a matter of minutes and represents excellent value for money – priced from just £23 for six months (see p6a for full details). A subscription also makes for an ideal Christmas gift suggestion...

On the subject of Christmas gift ideas, a new title in our Peco Modellers' Library series of publications is scheduled for release on 23 November. *Let's Go Railway Modelling* is a 132-page bookazine penned by Chris Ford that takes a refreshing, candid and sometimes humorous look at the hobby, with friendly, straightforward advice aimed at newcomers and more experienced modellers. Priced just £9.95, copies will be obtainable from Peco model railway stockists, WHSmith outlets and direct from Peco.

This new title will be 'hot off the press' and available to buy from the Peco stand at this year's Warley National Model Railway Exhibition, which will be taking place at the NEC in Birmingham on 25 & 26 November 2023. We continue our preview coverage of the UK's biggest annual model railway event in this issue, starting overleaf with the impressive Scale Seven layout *Ellerton Road*. Elsewhere in this month's edition Andy Hudson builds a barn for his under-construction O gauge diorama, which will be displayed on the Warley Model Railway Club stand, and John Murrell presents his 4mm narrow gauge model *Simonsbath*, which will form part of a large modular system by the Dartmoor 009 Railway Group. See p935 for further details about Warley 2023 – we look forward to seeing you there!

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



**A new bookazine published by Peco
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Craig Tiley Editor

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CONTINENTAL MODELLER

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Railway of the Month

Photography by Craig Tiley



Ellerton Road

This pre-Grouping era depiction of a Derbyshire terminus station has grown steadily over the past two decades since construction was started by the East Staffordshire Area Group of the ScaleSeven organisation. **ALAN TURNER** recounts the story behind this 7mm scale *tour de force*, which now measures almost 50' in length.

This layout represents a branch line terminus of the Midland Railway during the early years of the 20th century. It is a busy station, situated on the edge of a bustling market town in the East Midlands. Indeed, this is no bucolic rural idyll with two passenger trains a day and a local goods twice a week. The station demands a frequent passenger service, with both local and long-distance trains, whilst the goods facilities are large enough to serve the town and the coal yard caters for the area's needs for this commodity.

The origin of the layout dates back to some 20 years ago when the idea of a ScaleSeven layout, that could be exhibited, was formed by members of the East Staffordshire Area Group of the ScaleSeven organisation who were then meeting regularly at the late Bob Essery's house to work on the well-known S7 layout *Dewsbury*. Many individuals have contributed to the building of *Ellerton Road* over the years. An acknowledgement to their efforts is to be found at the end of this article.

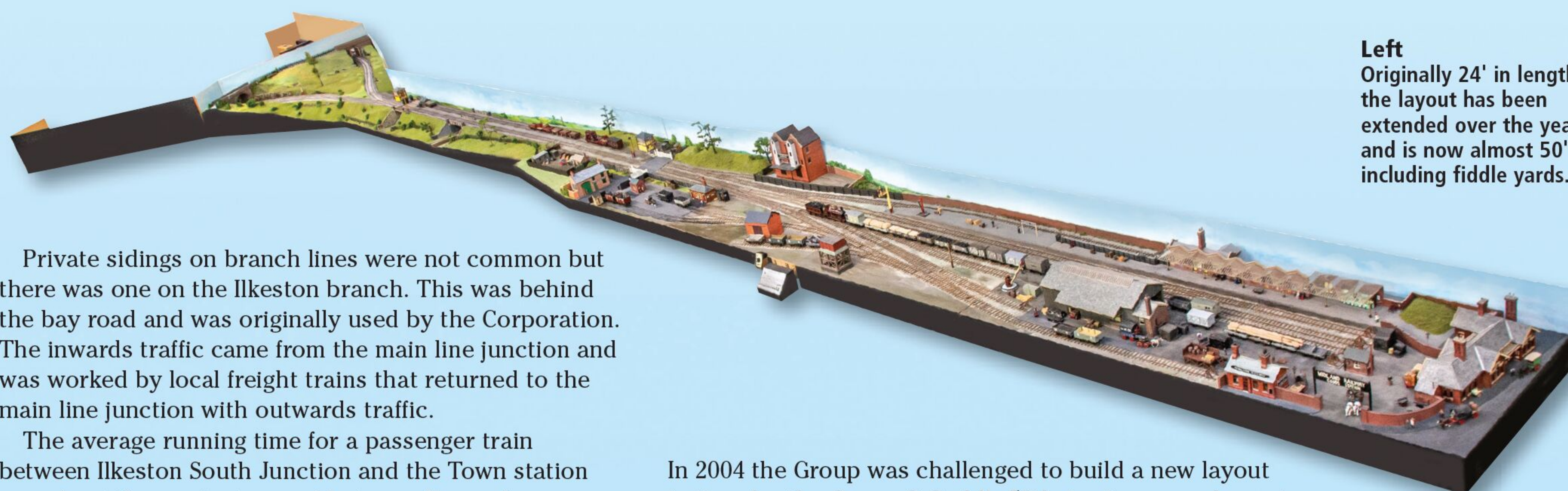
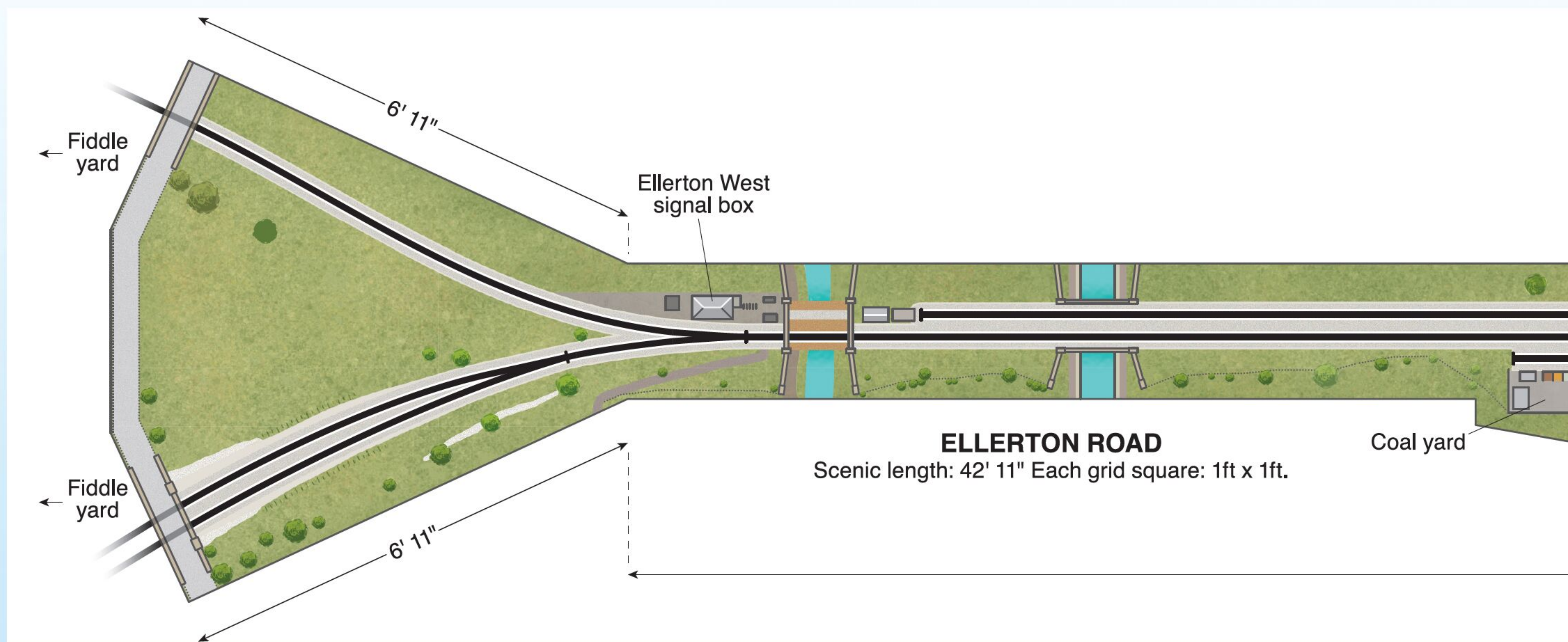
The prototype that provided the inspiration for *Ellerton Road* is the former station that existed at the market town of Ilkeston. Opened in 1847, Ilkeston Town was at the end of a short single-line branch of the Midland Railway. The branch was accessed from the Erewash main line of the MR, forming a 'Y' junction with the Midland Main Line (the junctions with the main line being named Ilkeston South Junction and Bennerley Junction). As well as the town's station, the branch also provided a link to Ilkeston's gasworks.

Passenger services operated between Ilkeston Junction station and Ilkeston Town, whilst other passenger services connected with stations in the area, Nottingham being the most important. Freight traffic comprised both coal and general merchandise – the coal traffic being primarily for the gasworks. Other coal traffic was for domestic coal merchants who unloaded the coal and carried it to their coal yards in horse-drawn carts, and for industrial users who did likewise.

Left
Johnson 4-4-0 No.1342 (built by Dübs & Co. in 1877) departs Ellerton Road with a passenger service. In the coal yard is Johnson 0-4-0ST No.1325A, which was built at Derby and dates from 1883. Note the Dewsbury lettering on the coal wagon on the left.

Right
Recent changes to the layout have included rotating the goods shed through 180°, such that the 'working' side of the structure now faces the viewing side at exhibitions. The MR van is an adapted Slater's plastic kit.





Left
Originally 24' in length, the layout has been extended over the years and is now almost 50' including fiddle yards.

Private sidings on branch lines were not common but there was one on the Ilkeston branch. This was behind the bay road and was originally used by the Corporation. The inwards traffic came from the main line junction and was worked by local freight trains that returned to the main line junction with outwards traffic.

The average running time for a passenger train between Ilkeston South Junction and the Town station was about three minutes, and between Bennerley Junction and the Town station was similar. The destinations served by trains originating or terminating at Ilkeston Town included Chesterfield, Mansfield, Nottingham, Pye Bridge and Trent, together with intermediate stations.

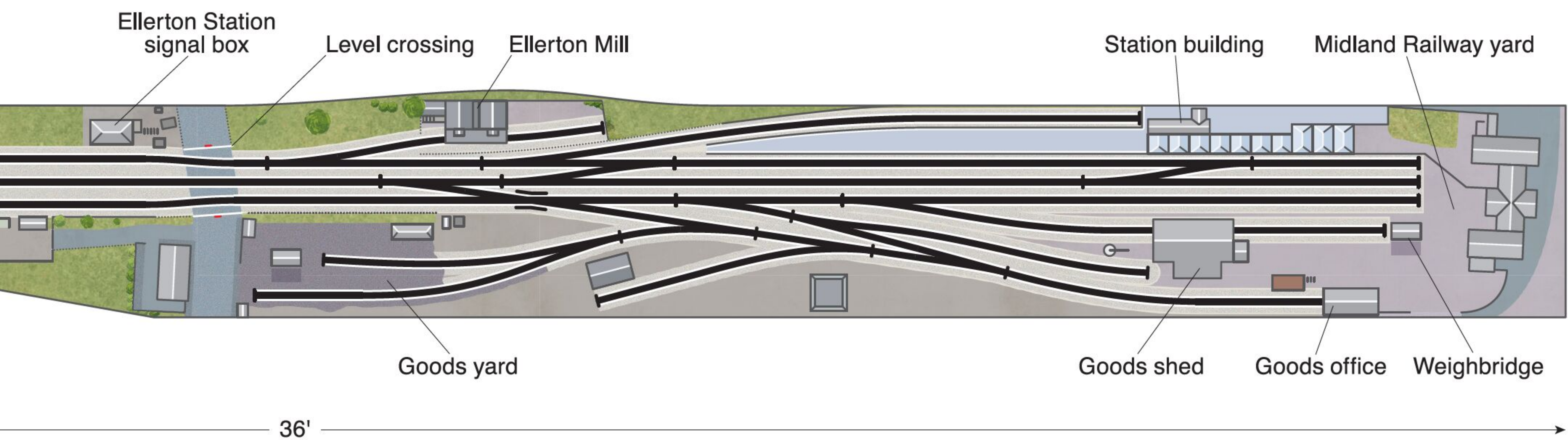
History of the layout

The layout was conceived originally by the East Staffordshire Area Group of the ScaleSeven organisation.

In 2004 the Group was challenged to build a new layout in time for the Gauge O Guild's 50th Anniversary show at Telford in 2006, by the then Events Manager for the Gauge O Guild, Mike Williams. It was suggested to the East Staffordshire Area Group that Ilkeston Town would form an ideal subject for the proposed layout, to which the members of the Group agreed.

At that time the Group comprised a small number of modellers, most of whom were new to working in ScaleSeven. (ScaleSeven uses tolerances derived from the prototype, including exact scale crossing dimensions, and a track gauge of 33mm. Wheelset and track standards are not compatible with the 32mm gauge)



**Right**

George Brodie's Derby breakdown crane, built from a D&S kit, with a scratch-built match truck. Both vehicles were lined and lettered by Alan Brackenborough.

Below

This model of Midland Railway 800 Class 2-4-0 No.66A was constructed by George Brodie from a Laurie Griffin kit; it was painted by Brian Badger.



standards of O gauge, and all ScaleSeven trackwork needs to be scratch-built.)

The Group realised, with the space available to them originally, that certain compromises would be required with the plan of Ilkeston Town and so the decision was taken to adopt the fictitious name of Ellerton Road for the layout instead.

A significant source of prototype information referred to during the construction of the layout was found in articles published in the *Historical Model Railway Society Journal*, primarily the October–December 1989 editions (Vol 13 Nos.8-12).

The first two 4' baseboards were supplied by a team member who also drew out a computer drawn track plan, using Trax software. This was mounted on the boards to check alignments and to ensure that there were not any instances of crossings being laid across board joints.

Trackwork was originally wooden sleepers and riveted construction; for this the sleepers and timbers were riveted on a production line so that track making could progress as quickly as possible. Within six months all the boards and trackwork had been completed ready for the ScaleSeven Group's AGM for that year. The most





Left
MR 0-6-0 No.2661 heads over the level crossing with a goods working, passing the premises of J. Westwood & Daughter. Note the sign for the coal merchant on the right – a small tribute to the late Bob Essery.

complex items of trackwork were the double slip at the entrance to the goods yard and the crossover in the platform roads. However, the difficulties with constructing these were overcome and both items of trackwork have remained trouble free ever since.

The layout was originally 24' long with an 8' fiddle yard and was built in the garage of one of the members. The Group only had sufficient space to erect two of the baseboards, enabling only an 8' section to be worked on at any one time.

A few years after it was built, a change of circumstances led to the layout being moved to the HMRS headquarters, which is located at the Midland Railway, Butterley. (This was appropriate given that this site was less than 10 miles from Ilkeston.)

Whilst based at the HMRS, the Group gained a few new members and decided to extend the layout to include the river, canal and junction section, this exploiting the extra space they had available. Then in 2008 the layout

moved from the HMRS building to the Warley Model Railway Club premises in Oldbury, which is where it resides currently.

The layout is not a static piece of work and continues to evolve. Since its move to the Warley MRC clubrooms the wiring of the layout has been revised and simplified, now incorporating a layout control bus (more anon). More recently, a coal wharf was incorporated to replace the previous connection to the off-stage gasworks. A further change has seen the goods shed rotated through 180° to provide a headshunt for the coal yard, which now has had the advantage of displaying the 'working side' of the goods shed to those viewing the layout.

Plans are afoot to upgrade the electrics on the layout with a possible changeover to DCC being considered.

The layout depicts the early years of the 20th century, which was a period of great change for the Midland Railway. During this time major livery changes were rolled out across the company's locomotives and

Right
Kevin Turville's model of MR '1252' Class 0-4-4T No.1265 runs round its rake of six-wheelers. Originally owned by the late Bob Essery, the locomotive is around 30 years old. The chassis is believed to have been built by the late John Horton, with the body constructed by Bob and painting completed by Brian Badger. The coaches are Slater's kits, built and painted by Chris Gwilliam.





Left

The goods enters the arrivals road where the locomotive will uncouple and run round ready to propel its train into the goods yard. The refrigerated meat van is scratch-built, whilst the tarpaulin cover on the open wagon to the right was made from a cotton handkerchief painted in acrylics.

passenger stock. The various liveries are reflected on the layout by dint of the mixture of stock (and interests!) of the members of the Group.

Signalling

The signalling follows Midland Railway signalling practice at the turn of the 20th century. It is a far cry from that which would be recognised from the 1950 Rule Book of British Railways!

The station platform has a starter signal and entry to the station is guarded by the home signal situated before the level crossing. Entry to the goods yard is controlled by an elevated ground signal (modelled on an example at Monsal Dale) whilst the exit from the goods yard is controlled by way of a ground signal. Various other

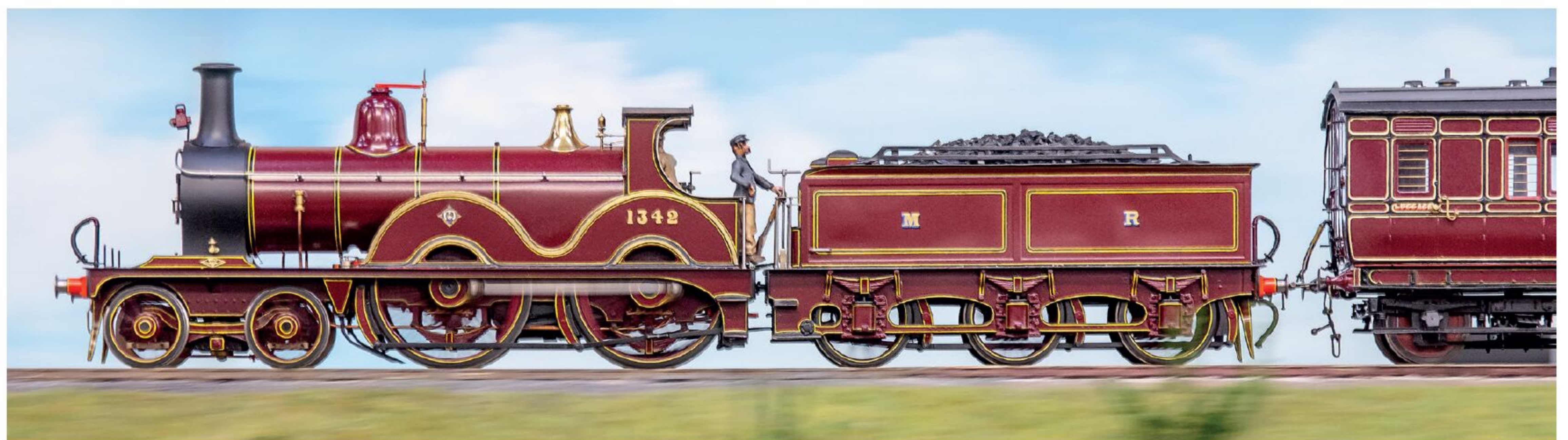
ground signals are provided on the layout that control access to sidings and access across the level crossing.

Operational infrastructure

Train control on the layout is by way of 12V dc analogue. The layout does not use common return and has very few isolating sections. Instead, the principal control of power to the track relies on points being set against the particular siding that is required to be isolated. It just so happens that the track layout lends itself to that form of control, the station in essence comprising a fan of sidings that originates from the single main running line. However, isolating sections are provided at the end of each platform road and the two long sidings.

Right

Johnson 4-4-0 No.1342 (built by James Harwood in New Zealand for George Brodie) picks up speed as it heads a passenger train bound for Nottingham.



Control of the infrastructure (points, signals and isolating sections) has been upgraded progressively over the years and is now by means of a two-wire control bus, which is based on that devised by MERG (Model Electronic Railway Group) called CBUS. This uses CAN (a system devised by Bosch for automotive use and standing for Controller Area Network) to operate the bus communication – this is the same control bus protocol that is used in modern cars, lorries and aeroplanes. It is therefore a very robust and reliable arrangement.

All point tiebars are operated by Tortoise point motors but with the modification that the crossing switch (to change the frog polarity) is operated by a micro-switch mounted externally. This combination has proved very reliable over the lifetime of the layout.

The semaphore signals are operated with servos, which are driven from purpose made servo drivers situated at each servo position. This enables the signals to be installed and removed easily from the layout for transport purposes.

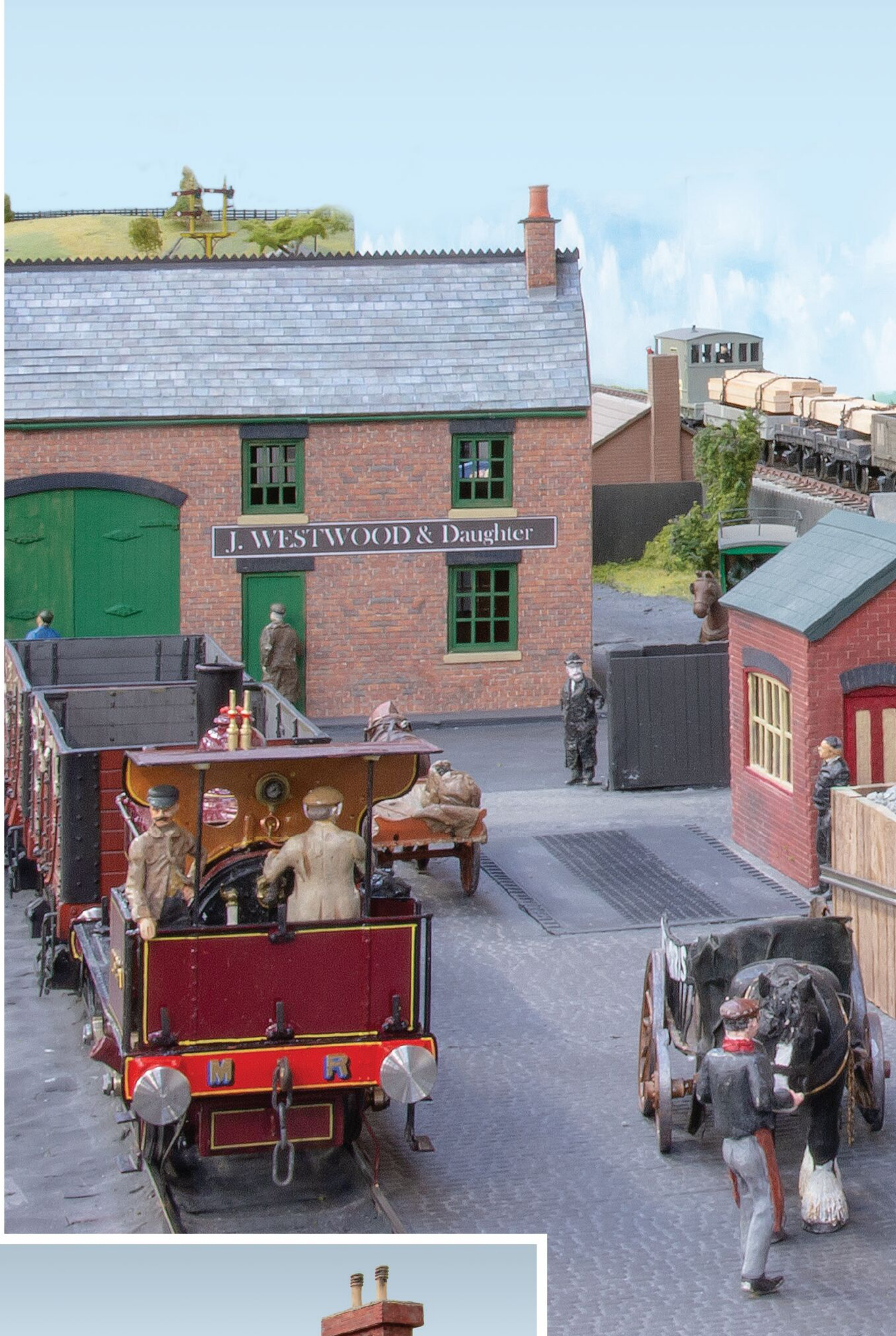
There are two control panels; one for the passenger side of the station and one for the goods yard. The goods yard panel is situated on the viewing side of the layout and this enables the goods operator to talk to the viewing public and also allow hands-on operating experience to a few.

One interesting feature is that operation of the goods yard entrance point automatically transfers control of the main running line to the goods yard operator and enables goods traffic to be sent to the fiddle yard under the goods yard operator's control.

Acknowledgements

Over the 20-year life of the layout many people have played a part in the creation and development of *Ellerton Road*, either by conducting prototype research, building baseboards and track, constructing signals, carrying out electrical work or undertaking general landscaping. Without their efforts this layout would not exist. Some are no longer with us but all have left their legacy of work for others to enjoy. We thank them all.

Those who have contributed to the construction of the layout include (in alphabetical order):



Left
The station as viewed from the road side. The figures, horses and drays are for the most part from whitmetal castings.



SEE IT AT THE WARLEY NATIONAL



Saturday 25 & Sunday 26 November

Above
No.2661 approaches the station with a mixed goods from Chesterfield, passing Ellerton Road signal box.

George Brodie, Andy Beaton, Paul Clark, Malcolm Eason, the late Bob Essery, Emma Haywood, Peter Kibble, Tony Overton, Chris Perry, Ron Pitts, Paul Stokes, Alan Turner, Kevin Turville.

To find out more about the ScaleSeven Group, including further information about the modelling standards, trade support and membership of the organisation, go to: www.scaleseven.org.uk

See it at the NEC!

Ellerton Road will be in action at this year's Warley National Model Railway Exhibition, which is taking place at the NEC in Birmingham on the weekend of 25 & 26 November 2023.

For further details about this event refer to Societies & Clubs or go to the event website: www.thewarleyshow.co.uk

Right
Pictured from left to right: George Brodie, Paul Stokes, Paul Clarke, Kevin Turville, Ron Pitts, and Paul Jones. Paul, although not a member of the Group, was instrumental in bringing *Ellerton Road* to the premises of Warley Model Railway Club.





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Pont-y-dulais

Planet Industrials' JAMES HILTON describes this compact self-contained cameo in OO, which is housed on an office shelf and is ready at a moment's notice to provide a tonic for modern life.

Photography by the author



How many of us have looked at small, unused spaces around our homes and wondered if a model railway could be fashioned to fit? That was how *Pont-y-dulais* was born.

As I sat at my desk working on a modelling project one evening I noticed the 'shelf' along the back. Although this had only limited length and depth, it did offer a potential space for a permanent layout at home.

A tape measure confirmed the size would be compact, combining an overall 100cm length with just 26cm of depth and around

18cm of height. It would require a compact scene and some interesting thinking around traditional baseboard and casework design, but that said, it offered something I had wanted for many years – a place to keep a train 'ready for action'.

It is that accessibility that is the real key to success. You may fit a tail chaser in your shed, loft or garage but it's out of the way and these spaces can be rather less appealing during the colder months. However, move that layout into the main part of the home and you can no longer be

▲ A former British Rail Class 07 (a Heljan model) on shed at *Pont-y-dulais*, seen here with some internal user MD0 wagons (commissioned by Planet Industrials from Accurascale). The contrast of the blue & white locomotive with the black & orange wagons and lush green and muted tones of the layout is really pleasing, and probably my favourite combination of models.

accused of just disappearing for hours, nor will you be cold. In fact a small layout that can offer a quick five-minute operating fix is perfect for many of us – and it is this concept that underlines the simplicity of the one I created, *Pont-y-dulais*.

An industrial setting

A growing collection of industrial locomotives in OO made the first choice easy; it had to be an industrial setting. A wonderful few evenings spent with Gordon Edgar's photo albums published by Amberley drew me towards a Welsh setting, specifically South Wales with both a hint of Pontarddulais (the shed) and shades of Mountain Ash (the overbridge).

I opted for Peco Code 75 bullhead track and points, and fashioned a simple scheme focusing on controlling viewing angles and closely cropped scenes within the cameo presentation. Its location, on a shelf, negated

◀ It is supposed that, after the washery was closed, the shed at *Pont-y-dulais* was abandoned and shunting locomotives hired from British Rail. The NCB crews found the 08 was a very sure-footed and confident performer on the branch to the colliery.





▲ The layout offers a blank canvas for a variety of stock. Here a Rapido '1600' 0-6-0PT and Hornby Toad have transported us to the Ruabon Brook Tramway in North Wales.

any possibility of extending off scene, so what you see is what you get; a road crossing, shed and yard throat.

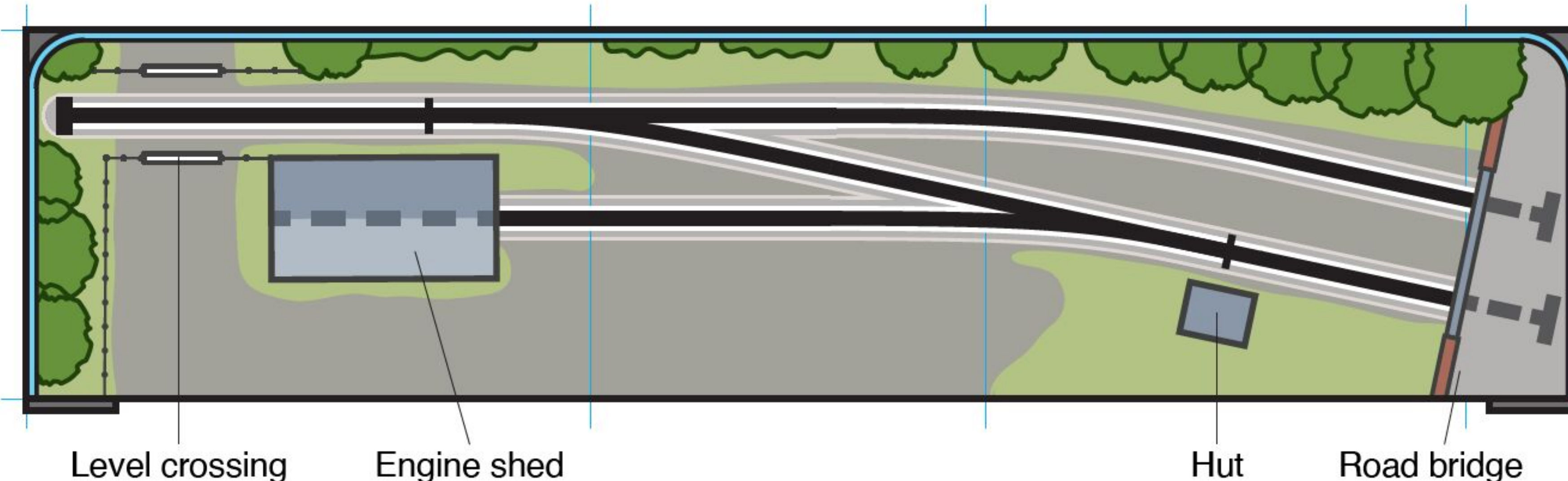
Building the model

Construction warrants a word or two as, unlike traditional model railways that need to provide their own support, this one sits on a shelf. Removing the requirement for framing means a very thin baseboard can be used, especially useful in this limited space, and the structural rigidity comes from the 'box' construction. By adding ends and a fixed backscene to the base the layout becomes much stronger. I used what was available from my

A Planet Industrials Kerr, Stuart Victory crosses the occupation crossing. This was always closed to the lane and was extremely busy up until the late 1950s with several trains heading for the BR interchange sidings and onwards distribution.

PONT-Y-DULAIS

Overall dimensions: 97cm x 23cm. Each grid square = 30cm x 30cm.



store of off-cuts, but from scratch would suggest 5mm MDF or thin ply suitable for the base, 9mm MDF for the ends and hardboard for the back. A removable lid, painted white on the underside and with LED lighting strip along the front edge, provides a dust cover and illumination as well as cropping the scene to a letter box view very nicely.

The box was painted inside and out before scenic work began. Peco track was laid directly onto the baseboard, secured with spots of superglue. Wiring runs would be buried in scenery, so small grooves were cut in the base to help hide these (they were routed along the back of the layout to remain invisible, yet within the box). Point

control is wire-in-tube and again these were buried in the later scenic work. Frog polarity is manually controlled – they are wired to centre off SPDT switches. For longer locomotives I leave them off (i.e. insulated



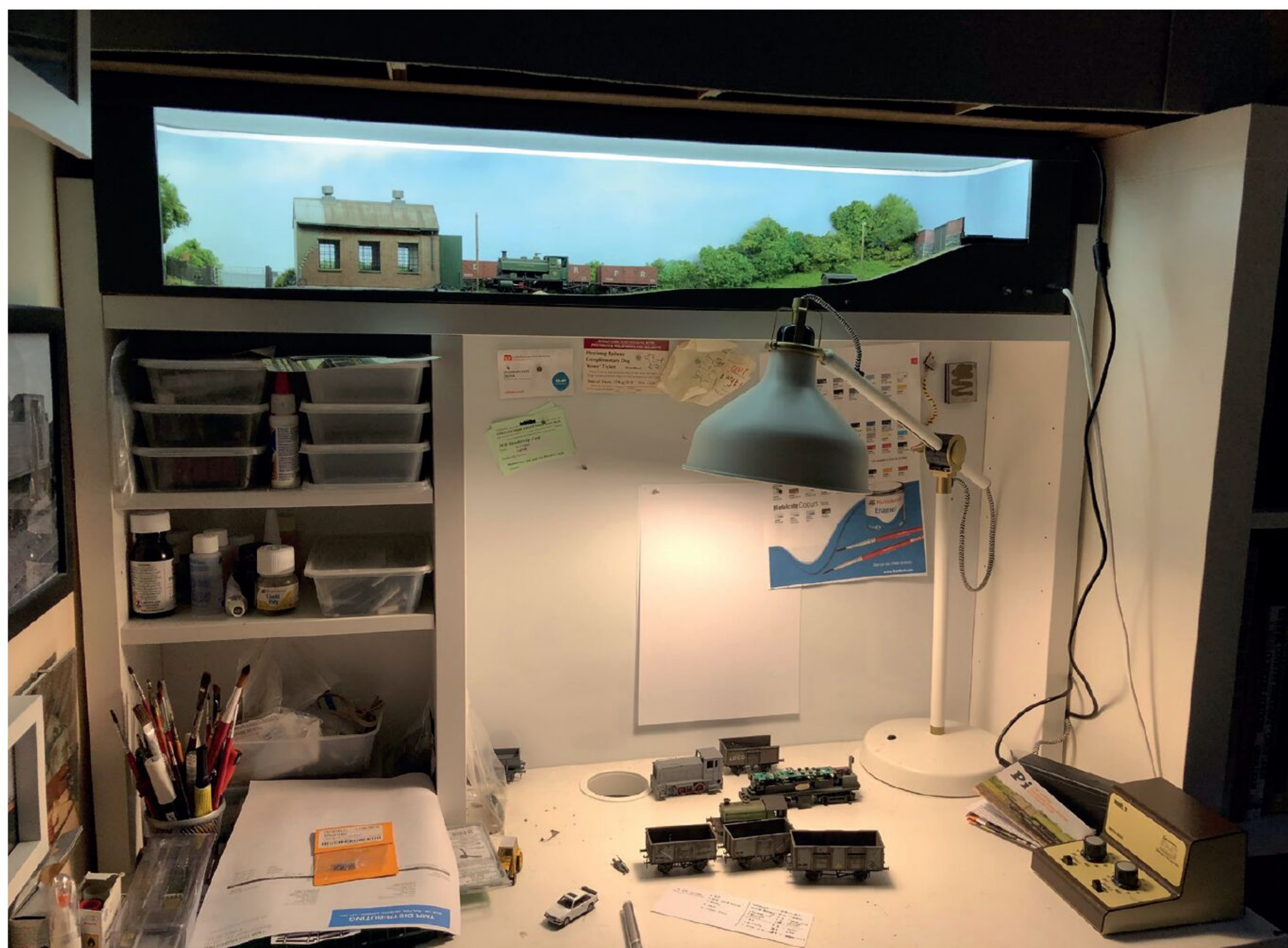
At home *Pont-y-dulais* lives above my workbench, on a shelf under another layout. ▶

frog) but when running shorter locomotives I can switch polarity to improve performance.

Scenic foundations are in the usual manner; polystyrene roof tiles cut up into strips and smoothed over with plaster bandage. Ground textures are a mix of static grasses and ground foam whilst trees are reused from a childhood layout and were, I believe, whitemetal armatures from a Woodland Scenics set.

The two key structures required scratch-building using 40thou styrene cores overlaid with embossed styrene from Slater's Plastikard and Wills. The shed is only one side (as you can't see the back); however, I have finished the visible interior walls with

Moving forwards in time a Hornby Sentinel finished in a faux Planet Industrials livery shunts a rake of vans, the layout assuming the role of the PiChem chemical works – established on the site of the former washery in the 1980s. ▼

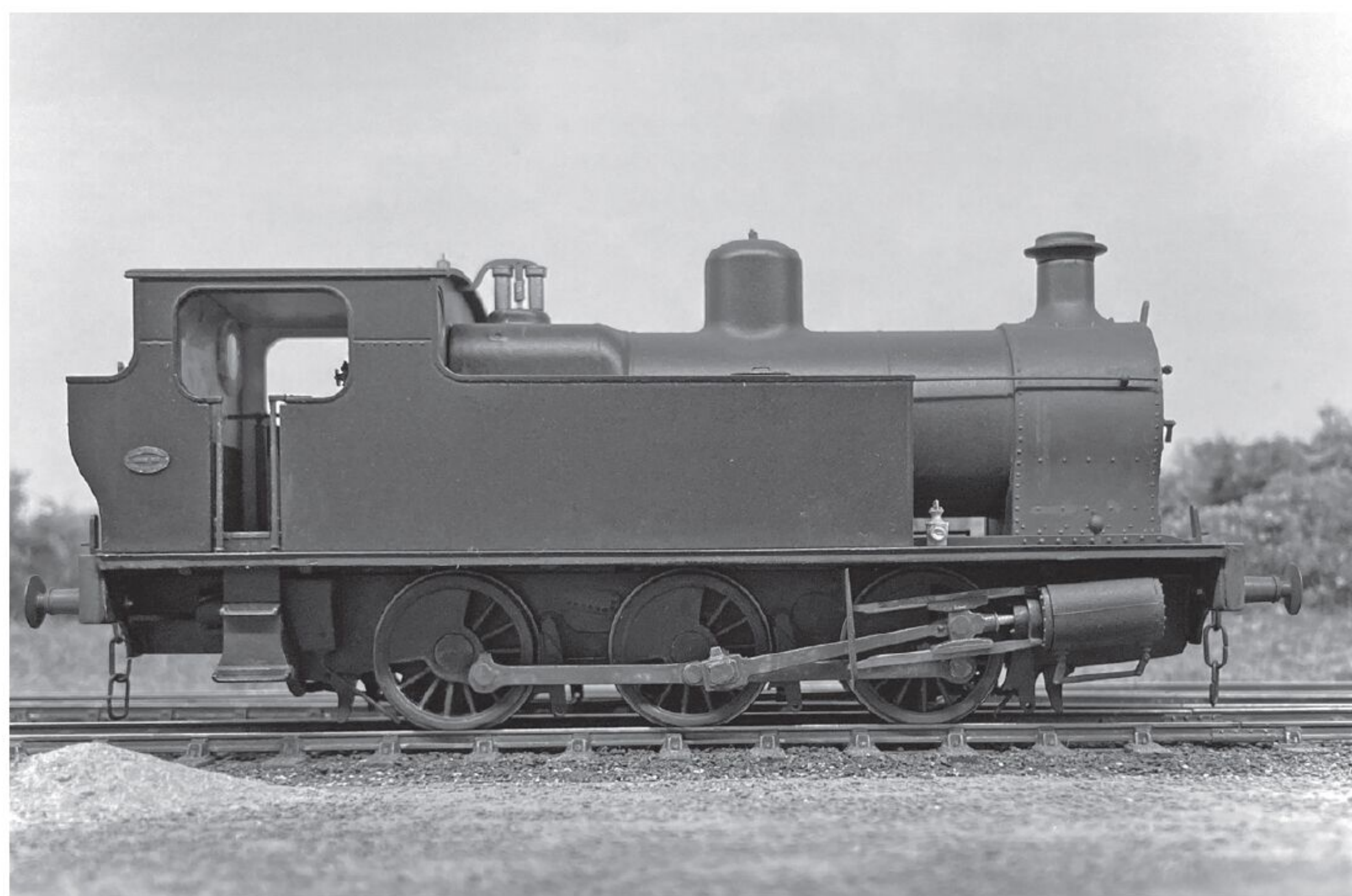


Hornet at the exchange sidings on loan from Bersham, seen towards the end of steam at Pont-y-dulais. This is a Hornby W4 Peckett that I have modified using a 3D-printed cab and etched overlays (available as a kit from Planet Industrials). ▼

embossed material. The bridge uses a cut-down Peco girder that I rescued from a previous layout. The small lamp hut was scratch-built by my grandfather many years ago, and tends to move from one layout to the next – I'm sure it will again.

Point levers from Langley Models and a water feed pipe from Modelu add detail, along with some Scalelink etched GWR spear point fencing. The crossing gates are a product I designed for Planet Industrials, as





▲ **Displaying the layout at eye level affords a greater sense of realism.**

are the lockers inside the shed. The whole scene is coloured to suggest a sunny break in the clouds on an otherwise damp overcast summer's day in South Wales.

I've deliberately avoided using people or forced cameo scenes as on such a small layout I think they can be distracting. Their omission also means the layout is somewhat period-agnostic and by simply swapping the road vehicles and rolling stock I can represent different periods from the 1960s through to the 1990s, which is perfect for someone with such eclectic tastes!

The locomotives are a mix of modified ready-to-run industrials (from my own Planet Industrials range as well as others) along with some kit-built models. Rolling stock is a

mix of Accurascale ready-to-run and Parkside kits. Everything is weathered using a consistent palette of colour, and similar to that used on the layout so the scene feels cohesive and of one hand, despite the myriad different sources.

A tonic for modern life

You are probably thinking 'that looks so boring to operate'. Take a moment to imagine you've just got back from a busy day in the office. You walk into your study, flick a switch and the soft warm daylight LEDs illuminate a slice of South Wales. Displayed at almost eye level, it fills your view in the otherwise dark room.

Picking up the controller, you ease the locomotive off the shed and trundle it towards the road bridge. Pausing here, you imagine the crew jumping down to throw the



▲ **This model of a North British diesel shunter was constructed from a Judith Edge etched kit.**

point for the main, before climbing up, a momentary whistle before the hiss of the drain cocks and the locomotive moves off towards the yard throat. As it disappears from view behind the engine shed, you wait by the crossing gates for a glimpse whilst the fireman again throws the point for the siding where a rake of loaded wagons waits to be weighed on the weighbridge (off scene beyond the bridge). Taking a wagon at a time you move those three visible wagons from one siding to the other, repeating those familiar steps.

Time passes and before you know it you've lost 15 minutes. You feel calmer, more relaxed, ready to head back to the home, to family, to commitments and life...



▼ **Francis propels a train of empty MD0s under the A48 road bridge, whilst shunting the yard.**

London Ludgate

RAY SMITH describes how he created this striking impression of England's capital city in N gauge, for which he adapted 3D jigsaw puzzles to depict well-known landmarks.

Photography by Geoff Helliwell

This is my third N gauge layout. The first was, on reflection, a bit too complicated, whilst the second was smaller and about as simple as you can get. In each case I enjoyed building the layout and then watching the trains go by.

The inspiration for *London Ludgate* was an LMS travel poster with a painting by Norman Wilkinson, this depicting Blackfriars Station and Bridge with St Paul's Cathedral in the background. The poster reminded me of a CubicFun 3D jigsaw model of St Paul's that had been given to me for Christmas a few years ago. It was a lot of fun to make, but it had white jagged edges showing and the scale was uncertain. However, it got me thinking: if I could adapt it in some way, a layout depicting a London-esque skyline might be possible. Further investigation revealed that CubicFun also produced models of Tower Bridge, Buckingham Palace and some other London landmarks.

My idea for the layout supposed that during the 1950s a station named London Ludgate served as the capital's interchange where all BR Southern Region and continental trains from Dover connected with Western, Midland and Eastern Region services. This provided me with the flexibility to run my eclectic collection of N gauge express locomotive models from all of the Big Four companies.

Making a start

I had recently retired and had a spare bedroom available, but the bed had to stay. I sketched out a rough plan and realised that the first thing I would have to do was build something solid to support the layout, so that the bed could fit underneath.

I had some spare wood and far too many books, so I decided to build four bookcases that I could then stand the layout on – two at each end of the bed. I quite enjoy carpentry and they provided a solid and

With the dome of St Paul's Cathedral dominating the skyline, Gresley A4 No.60004 William Whitelaw departs London Ludgate.





▲ The bridge over the River Thames is the author's own design, built out of wood and cardboard and based on the railway bridge that crosses the river at Richmond.

useful support. This arrangement does mean that, when I need to access the back of the layout, I have to slide the layout forward and then climb underneath and over the bed. This can be tricky, especially when I need to do a bit of soldering. It's also impossible to access all the books on the bookshelves without having to pull the bed out!

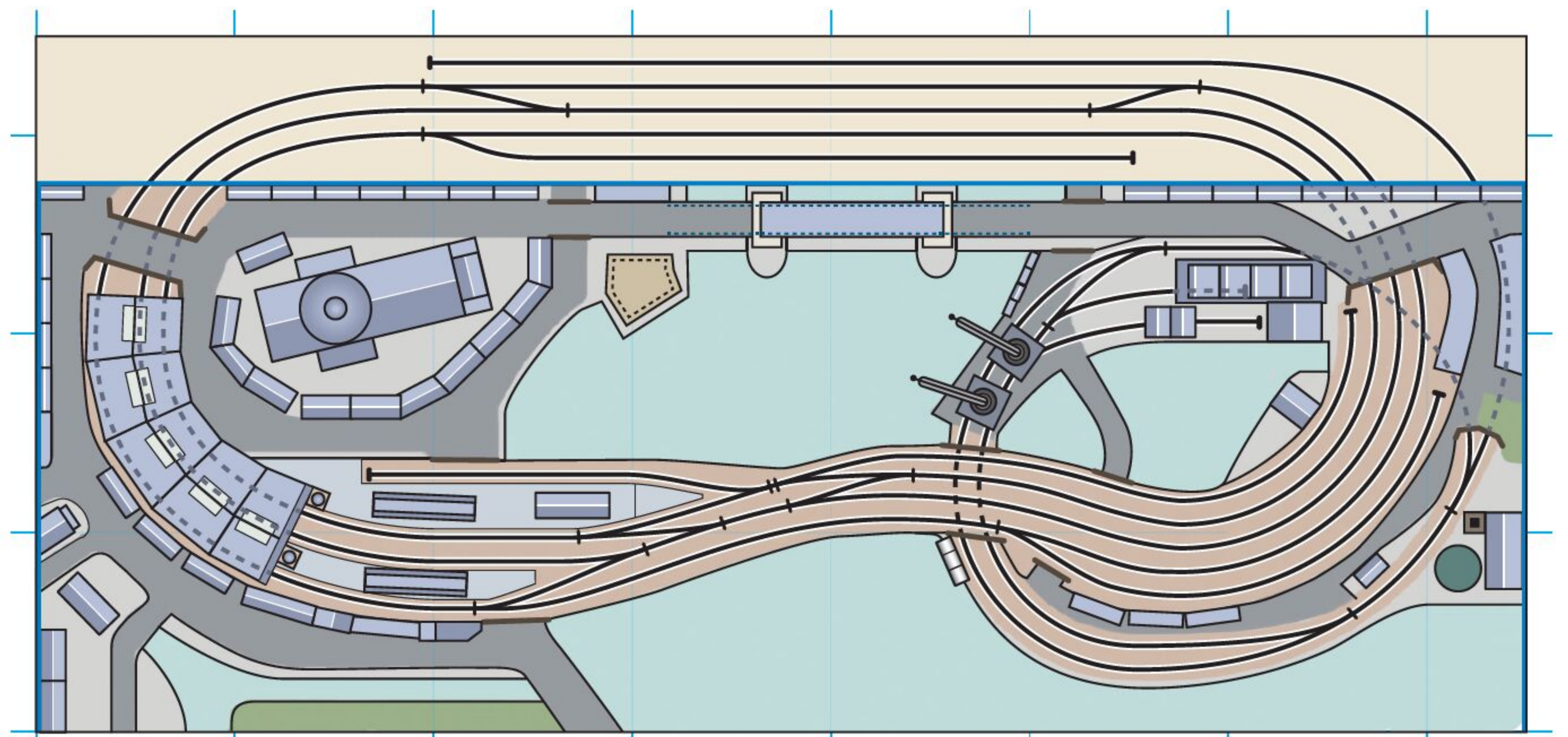
I decided on a fairly simple track layout. Ludgate station is at one end of a high-level three-track oval. A fourth low-level oval track on the south bank of the river features docks and industry – a sort of tiny version of Surrey Docks. Of course it would have been more interesting to have more tracks, but four trains running at any one time is enough for one operator. The plan for Ludgate station is based on C J Freezer's *Minories*.

Trackwork is all Peco, with code 80 Streamline items used in conjunction with some Setrack parts. Points are manually operated – all are live frog on the main lines. Electrics are not my strong suit, but I get by. Power for 12V dc analogue control is supplied by a Gaugemaster Model Q, which has been very reliable.

Building in sections

The layout was built in eight sections using 9mm plywood and 2" x 1" cross braces. A CubicFun model of Tower Bridge was used to determine the width of the Thames and also the railway bridge that crossed it.

▲ A key feature of any principal London station is an interchange with the Underground. Pictured is Schools 4-4-0 No.30939 *Leatherhead*.



London Ludgate Overall size 7' 6" x 3' 6". Each grid square = 1' x 1'.





◀ The curved factory visible here (an adapted Scalescenes kit) is based on the former Decca factory that still stands alongside Stewarts Lane depot near London Victoria.

Realising at the outset that the eight sections were going to be heavy, I built a sturdy supporting frame 7' long to sit underneath and on top of the bookshelves.

The first section included the south bank dock section. It took me a while to work out the configuration of this area so that it would fit under the main line. I had to hand the two dock cranes and a gasholder from a previous layout, added to which were some warehouses and factories that I purchased from the Scalescenes and Metcalfe Models ranges. I included a canal basin and some track inlaid into the road, for which I used Setrack as space was tight.

The second section was the north bank base. This was built in the same fashion as the south bank so that they are both the same height, although it is purely scenic. This section included St Paul's Cathedral, which stands on a terrace so that it commands the scene.

The third section was the River Thames – mostly 9mm ply designed to fit into the first two sections. Again, this is purely scenic but it needed to be sturdy because the railway bridge would sit on it. The next four sections formed the triple-track main line oval.

The south bank approach curve was inspired by one of the approach lines to Victoria that used to pass the Decca Factory and Battersea Power Station. I adapted a Scalescenes factory to fit the curved tracks here.

The road approaching Tower Bridge was originally planned to run underneath the railway but I couldn't work out how to make the railway disappear into the backscene. I decided the road would have to run over the railway to achieve this subterfuge. The only problem was the gradient of the approach road to Tower Bridge, which is about 1 in 4!

The Scalescenes terminus was added here to suggest another station – Tower Bridge South perhaps. The Ludgate Bridge is my own design, built out of wood and cardboard and based on the railway bridge over the Thames at Richmond. I added a pedestrian footpath on the other side of the bridge because I have always had a soft spot for Hungerford Bridge.

The final two sections were the fiddle yards at two levels. Since these are difficult to access I do not use them as much as I originally planned.

Creating the structures

Ludgate station is built on a curve with an overall roof adapted from a Scalescenes product. It is a shame to conceal a large area of track and platforms but a major London station has to have a roof. However, I decided to leave it unglazed over the tracks

◀ The ships and barges are either kits or scratch-built. Tower Bridge is the focal point of the layout, which was modelled by adapting a CubicFun 3D jigsaw puzzle.



to make it easier to see inside. The roof girders were leftover parts from a Metcalfe bus station kit and they make a big difference to the appearance inside the roof.

The principal station building sits over the tracks. This was based on a photo of a model building that I found online, possibly one of a series of paper kits produced by Hamblings in the 1950s. I used a Metcalfe station canopy at the front. The main part of the building is wood and cardboard glued onto graph paper. Most of the other buildings were made using wooden offcuts and paper.

I adapted three CubicFun puzzles as best I could. I know Tower Bridge isn't the right colour, but it looked strange when I painted it in the correct, darker colour. A Buckingham Palace puzzle has been adapted to look like a government building. The remaining structures on the layout are

▲ The locomotive fleet includes a Maunsell Schools (Dapol) and Stanier Coronation Pacific (Graham Farish by Bachmann).

Metcalfe, Scalescenes and Woodland Scenics kits, most of which had to be adapted to fit in the space available.

Other scenic features

The ships and barges are either kits or scratch-built. These include HMS *Snowberry*, a Flower Class Corvette constructed from a 1:144 scale Revell plastic kit. This was a lot of fun to build, but I had to shorten it by four inches to fit the stretch of river available. Don't ask! Leftover parts from this kit were used to improve my own cruder models. The tug is a German paper model; it is a bit underscale, but looks OK to me. The road vehicles are mostly Oxford Diecast



◀ A dockside section with inset trackwork runs at a lower level, this being separate to the main running lines. BRCW Type 3 D6577 (Graham Farish) heads a short freight.

Locomotives and rolling stock

I have around 30 locos, nearly all of them steam and a mixture of Graham Farish, Dapol, Union Mills and Peco products. I have been collecting locos and rolling stock since 1975. The level of detail on the latest ready-to-run model releases is extraordinary and many of them are gorgeous to look at, but I am quite content to continue running my older models alongside current offerings.

An absorbing project

The layout has taken me about five years to build. There were long periods of inactivity and for a while I doubted whether I would ever get it finished. While much of it was planned, many decisions were dictated simply by the lack of space. For example, there was only one place St Paul's Cathedral could fit once the station was in place.

The project has been absorbing, sometimes challenging and often great fun. What more can you ask of a hobby?

Capturing the hustle and bustle of a major London station, a Coronation Pacific departs Ludgate as a Castle arrives to the left and a 9F waits to proceed on the right.

products, with some R Parker items as well. Trees are from Woodland Scenics.

The sky backdrop is by ID Backscenes. The background building outlines beneath it are mine. They perhaps look more reminiscent of Manhattan than London but they provide the sort of background I wanted. I looked for something more

detailed or realistic online but decided to keep it simple – it is the background after all.

Most of the buildings, roads, docks and the river on the layout were painted with Wickes emulsion sample pots. Once I was happy with the colour I added a matt varnish for protection. For the river I used several coats of satin varnish.



A diorama project for Warley 2023

Constructing a barn in 7mm

SEE IT AT THE WARLEY NATIONAL



Saturday 25 & Sunday 26 November

ANDY HUDSON continues with the building of his working 7mm scale diorama for display at this year's Warley National Model Railway Exhibition. Here he describes how he created a small stone barn using a laser-cut kit as the basis.

In the September and November editions I described how I constructed aspects of the O gauge diorama that 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. A river bridge formed the focus of the first article, whilst a static caravan provided the basis of last month's step-by-step feature.

A laser-cut barn

This month I turn my attention to another lineside structure, this time a small stone barn, for which I used a laser-cut kit manufactured by Scale Model Scenery.

I built a 4mm version of this kit when it was launched a couple of years ago and this model eventually found a home on *Margate Warren* – the layout that is now at the Hornby visitor centre in Margate (see RM December 2022). It was a nice easy build involving an MDF laser-cut shell and printed paper wraps.

My plan with the 7mm version for this diorama was that, instead of using the printed wraps supplied, I would instead use Slater's embossed Plastikard and paint it to suit.

I have always been at home with using plasticard; I find paint and a bit of filler can hide any small mistakes and the textured nature of the embossed sheet brings the structures to life – especially in the larger scale.

Photography by the author except where stated

The near-complete model of the barn, with just final weathering of the roof to do.

Placed temporarily *in situ* on the diorama, the barn scene is completed with a flock of sheep, the modelling of which is described overleaf.



Building the model

1



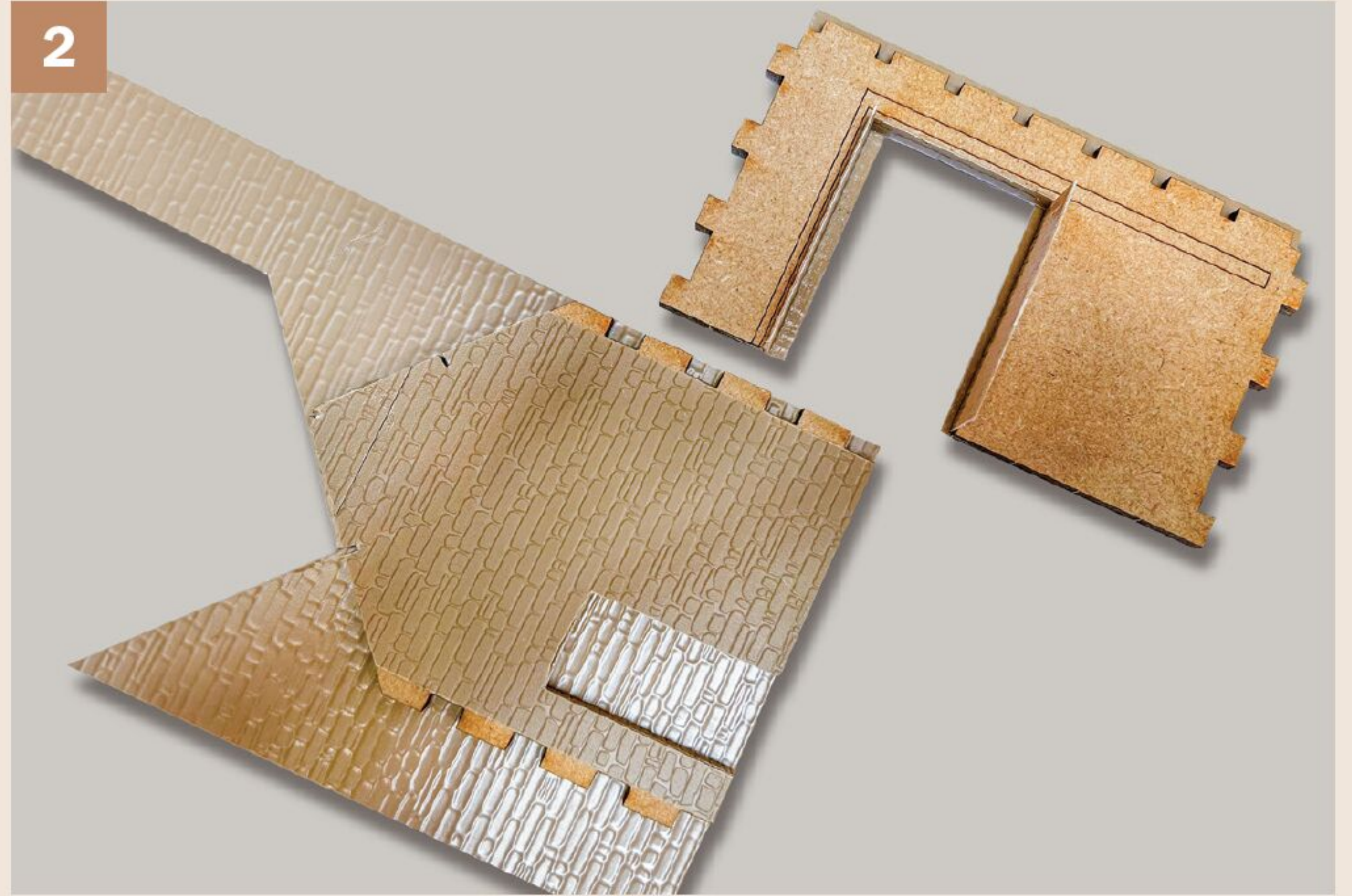
▲ The wall parts were detached from the supplied laser-cut MDF sheet and masking tape was used to 'dry fit' the structure shell together. You can just about see the outline of a doorway on the rear side of the building; when the model was placed in its intended position on the layout, this doorway was against a steep embankment just behind the barn. This was not going to look right, so I left the back wall solid and cut a new door aperture out of one of the end walls with a scalpel. Returning the reassembled barn to its location, this new arrangement looked much more satisfactory.

3



▲ The barn was test assembled again before next adding the embossed Plastikard to the outer wall surfaces. On test fitting the roof beams I discovered that I needed to trim the ends of these back slightly, along with cutting corresponding square notches out of the Plastikard along the tops of the sides. I left the overhang on the outside corners of the walls for now; it was a good job too as will be revealed later...

2



▲ The barn was then disassembled and the inside faces of the walls were covered with Slater's embossed stone Plastikard (ref.0420), glued in place using UHU. I did this because I thought that the interior may be visible on the finished model – I wasn't taking any chances! Thin strips of plasticard were also cut to fit around the insides of the door frames. These parts were then left overnight for the glue to dry, aided by placing weights on top of the walls.

4



▲ The barn was taken apart again but this time for the primer coat to be applied. My usual primer for acrylic paints is Tamiya ref.XF-54 Flat Dark Sea Grey, thinned with Tamiya ref.X-20A Acrylic Thinner and applied using my airbrush. The wall parts were allowed to dry before turning them over so that the other sides could be primed. The components were then left overnight to dry fully.

Electric sheep!

I added a flock of sheep as part of the barn scene on the diorama. These started as a pack of 10 Modelu 3D-printed sheep (ref.31200-043).

I first washed the models in water and then, once dry, painted them using a grey Tamiya acrylic to act as a primer (photo A).

Next I used Tamiya acrylics to paint the black and white areas, with a small amount of buff colour added to the white to reduce the brightness slightly (photo B).

To simulate the wool I first decanted a quantity of WWS snow scatter and beige flock onto the metal workplate of a WWS Pro Grass Box Static Grass Applicator. Next, working on one sheep at a time, I coated the fleece part of the sheep with WWS Basing Glue and then, with the crocodile clip from the applicator attached to one of the legs, passed the model over the flock mix. These fibres stick to the glue, resulting in fluffy sheep ready for fixing to the diorama (photo C).

War World Scenics will be carrying out sheep flocking demonstrations on their stand at the Warley show (Stand A18).

A



B



C





▲ The next job was to apply the top coat to the walls – with particular attention paid to the internal surfaces as access to these would be restricted once the roof and doors were added. I have in the past painted stone surfaces by picking out the individual stones in various colours, but this can be a slow process. This time I tried a technique demonstrated to me by Dan Evason: using a set of inexpensive artist's acrylic paints (three shades of grey, together with burnt and dark umber) I used a combination of dabbing, dry-brushing and blending of the colours. It looked awful to start with, but gradually the stonework took on the subtle variations of tone and colour that was exactly what was wanted. The parts were put aside to dry before giving the internal walls a coat of Humbrol matt varnish from an aerosol. The photo shows the parts after reassembly and with the model positioned temporarily on the diorama.



▲ With the varnish protecting the paint on the stonework, the mortar courses were added next, working on a small area at a time; using a light buff colour mixed from artist's acrylics, this was painted onto the wall surface and then wiped off almost immediately using cotton buds. The roof tiles were added using Slater's 7mm roof tiles (ref.0429), fitted in overlaying rows with a combination of Revell Contacta and Roket Card glue used to secure them to the roof beams. L-shaped plastic section was cut to form the ridge tiles. The roof was then painted grey (it is seen here before final weathering). The two doors were painted using Tamiya RAF Cockpit Interior green (ref.XF-71), with a lighter green used to highlight a couple of the planks. A Tamiya Weathering Master set was used to weather the doors further, with a dark iron metallic paint used for the door stays and runners.



▲ This is the point at which I was glad I had not removed the excess Plastikard from the corners of the outside walls. When I glued the end walls to the sides, the increased thickness of the end parts (caused by the plasticard coverings on the inside faces) meant that the roof beams no longer fitted! The solution was to instead fit the roof beams before attaching the end walls, which made the structure fractionally longer, but I was able to use the excess Plastikard to conceal this. Once all the roof beams were fitted and the barn glued together with Deluxe Materials Roket Card Glue, it was again put aside to dry overnight. The next morning the excess Plastikard was trimmed off and the corners sanded gently, with any slight gaps filled using Deluxe Materials Plastic Putty. The corners were then painted the same way as the walls before giving the complete building a coat of Humbrol matt varnish and leaving it to dry.

Final finishing

The barn still needs to be glued into position with earth, shrubs and bushes placed around the outside edges, together with a few broken tiles and a tree growing on the inside. Further weathering will also help to age the barn a bit more.

This will all be completed before the diorama goes on display as part of the club stand at the Warley show. If you're planning to head to the NEC for this event, be sure to come over and take a look.

Supplier information

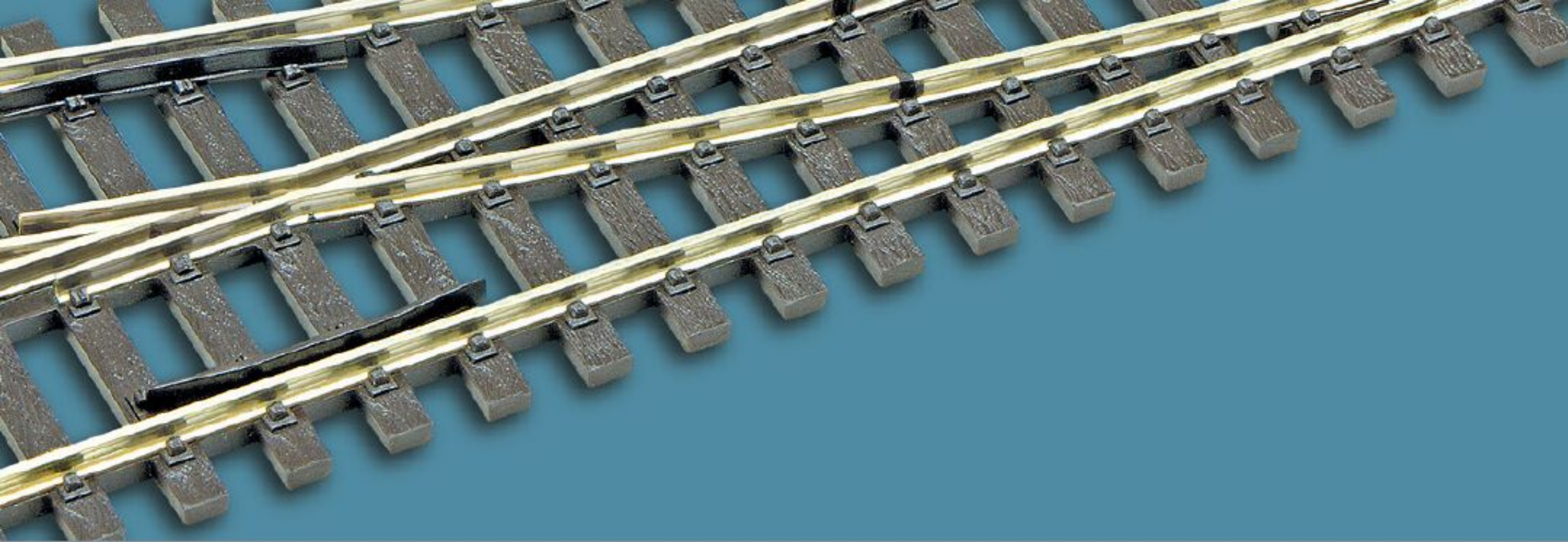
Scale Model Scenery
www.scalemodelscenery.co.uk

Slater's Plastikard
www.slatersplastikard.com

Deluxe Materials
www.deluxematerials.co.uk

Modelu
www.modelu3d.co.uk

War World Scenics
www.wwscenics.com



Talking Points

Topical issues from the world of model railways

Bushey Fields – a model railway for an Alzheimer's sufferer

The onset of physical and mental infirmities in later life can often deprive individuals of the ability to continue with their hobbies and interests. Rolf Habing explains how he designed and built a model railway that could be enjoyed by his father-in-law, who has a degenerative health condition.

My father-in-law, David, has late-stage Alzheimer's as well as severe arthritis. Until his retirement, David ran his own printing business. He was a keen gardener, fisherman, and he has been a model railway enthusiast all his life and for a long time had his own railway shed where we spent many happy hours. Now bed-bound, his understanding and memories of the normal things in the world have gone. Furthermore, he can no longer walk, has problems communicating and has lost fine motor control in his hands.

A few years ago, during the early onset of his illnesses, he sold off all his railway bits. But of late, being young of mind again, he has been repeatedly asking for a train set. This was met initially with quite a bit of consternation but, after some head scratching, the railway that was to become *Bushey Fields* started to appear...

Layout construction

The layout was going to be placed across the bed, supported by the hospital bed rails. Therefore it had to be fairly compact and lightweight as it should be removable at very short notice. The distance between the bed rails suggested a minimum length of 1m and depth no more than 2'. Ideally it also should have a couple of engines running around in order to keep it interesting.

In my own workshop I found a sheet of honeycomb cardboard lying around; it measured 4' x 18" and was about 1" thick. (It was actually a protective cover for a sideboard that we had bought a few months earlier.) It was sturdy, very lightweight and just the right size. I also found a number of 5mm polystyrene sheets, these measuring 2' x 18". Examining these materials more closely, I began to formulate a plan.



David pressing one of the buttons that control the trains. The layout is supported by the bed rails and can be removed very quickly.



This view of the completed layout was taken in the author's garden, hence the backdrop. The war memorial serves as a reminder of David's time in the Royal Air Force, whilst the rectory acts as a scenic break.

I used the honeycomb cardboard as the base and put three layers of polystyrene on top of it. That sideboard also came with 5mm thick 3' long L-shaped corner protectors; these were cut to size and placed at the short ends of the layout, to prevent engines nose-diving onto the carpet. The overall result was a surprisingly lightweight and yet very portable baseboard – just the ticket!

Scenery and rolling stock

The track plan itself consists simply of two lengths of Peco Streamline code 75 track. There was no need for points. The ends of each track are isolated sections protected by diodes, to prevent trains running into the buffers. Underneath the track is a 2mm layer of cork mat. The track has deliberately not been ballasted, to avoid accidental spillage of loose bits into David's bed.

The near track is for a goods service. The train can shuttle between a goods shed on the right and an industrial warehouse on the left. The passenger line on the far side brings people from 'somewhere' to the local pub at the end of the line.

The front of the layout is covered in a couple of grass mats that are glued and stapled to the cardboard underneath. The buildings on the layout are a mixture of ready-made buildings and kits that had been made previously. David's condition is deteriorating fast and I wanted to get something up and running sooner rather than later.

The rectory at the centre front acts as a scenic break, whilst the war memorial is a reminder of David's time in the RAF. On good days David likes to tell us stories about his National Service time. Both the rectory and war memorial are ready-made items. The goods shed on the right is a Wills kit. On the left end is a Scalescenes low-relief grain silo and a Metcalfe Models warehouse. Together they form a stage exit for the trains. On the back row, left to right, there is another Scalescenes low-relief kit, a Superquick set of shops and a Hornby Skaledale ready-to-place pub.

The rolling stock consists of a Hornby RailRoad Steam Train Pack (ref.R30035), which comprises an 0-4-0T, two wagons and a coach. Added to this is a Hornby RailRoad 0-4-OST in BR black livery, all of these products being purchased from the Hobbyshop in Faversham.

The 'button box'

It was always my idea that David should be able to operate the railway himself, rather than have him watch someone else run the trains. When I first went to visit him with the railway, I had brought a Gaugemaster hand-held controller for him to try. Unfortunately David's condition had already deteriorated to the point that he could not comprehend how to operate the knob and switch, even though he used the same system for many years in his shed. (David was trying to push the 'buttons' on the controller but these were actually the screws that held the switch in place.) He lacked understanding and physical strength. It was very clear that I needed to come up with something completely different to make this work. Back to the drawing board...

A 'button box' is what I settled on. The box itself is a simple cardboard container of something that arrived in the post – sturdy and very lightweight. Mounted on the box are five large 'arcade-style' buttons of different colours. They are extremely easy to push and have built-in LEDs. David needs to wait for a button to light up, push it, and a train will run.

In terms of how the button box works, it is connected to a black box via a thin 12-core cable. This black box contains a Raspberry Pi Pico micro-controller, which is connected to a single L298N dual-motor driver. The five buttons and LEDs all connect directly to the various inputs on the Pico. The two tracks connect to a motor driver each. A 12V dc power supply connects to the L298N, which feeds the tracks and also provides the 5V for the Raspberry Pi Pico.

For the IT-minded, the Pico runs the MicroPython programming language. The program contains about 150 lines of code. It deals with the button presses, LEDs and speed control via the L298N. The program uses multi threads to allow for the independent running of both tracks. I was heavily reliant on various sources on the internet to create this program.

Running the trains

Each train is placed in the middle of its respective track. The first thing that



The structure of the 'button box' was made from cardboard so that it is as lightweight as possible for David to hold. All photography by the author

happens when the power is switched on is that the passenger train starts moving to the right. A few seconds later, the goods train follows. When they have each reached the end of the track there is a short delay to allow for passengers to alight and goods to be handled. Then the departure lights come on, blue for 'passenger-down' and green for 'goods-down'. If and when a lit button is pressed, the light goes off and the train starts to move.

The Pico comes with built-in pulse width modulation (PWM) functionality, and this is used to the full to ensure that these two low-cost engines can run at a very leisurely pace. I discovered that these Hornby 0-4-0 mechanisms need quite a bit of power to get going. Therefore, during the first tenth of a second the power is cranked right up and after that the program throttles it right down for the next 15 seconds. The trains slowly trundle down the line and are stopped by the diodes at the end. After a short pause, the other departure lights come on, yellow for 'passenger-up' and red for 'goods-up'. And then the whole process repeats itself.

The two lines can run independently of each other thanks to the dual processing cores of the Pico. The upshot of this is that one moment both trains are running in the same direction, or only one is running, or they are running in opposite directions, which gives a random feel to the operation.

Incidentally, the fifth button (the white one) doesn't do anything. David ignores it anyway as he knows that he should only push buttons that are lit. The program ignores unlit buttons.

A joy to see

David absolutely loves this railway. He has played with it for many hours at a time, pushing buttons and watching the two trains run. For those around him it is an absolute joy to see him enjoying his hobby once again.

The layout itself is a simple affair, but it was put together in just a couple of weeks. There is definitely scope for future improvements but David doesn't mind – he said it was his best present ever. And that makes it all worth it.



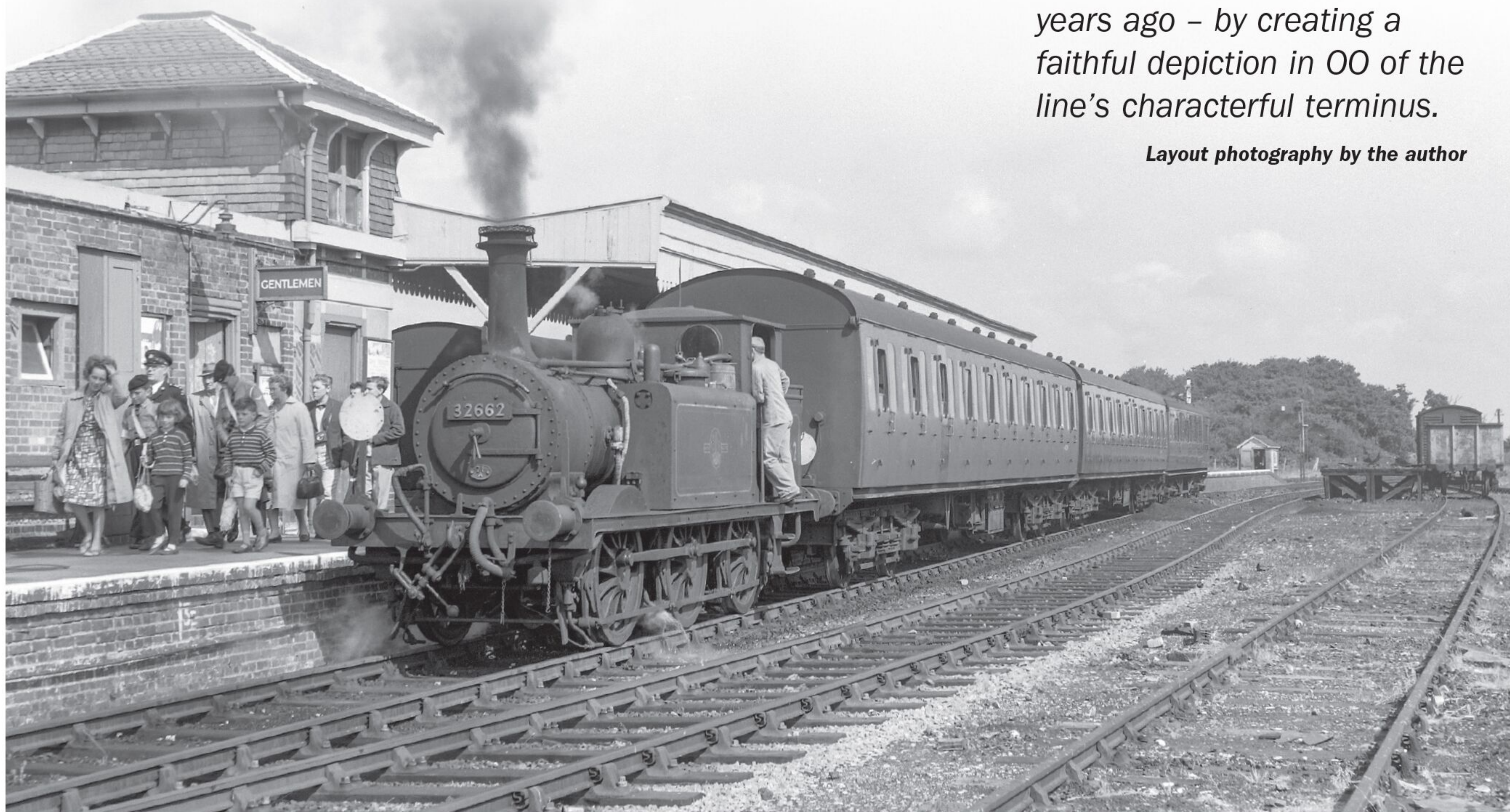
A wave for the camera as David is pictured enjoying his model railway.

The locomotives, coaches and wagons are all Hornby models. The goods shed to the right is a Wills plastic kit.

Hayling Island

RAY NEWMAN rekindled childhood memories of the 4½-mile Hayling Island branch – which closed 60 years ago – by creating a faithful depiction in OO of the line's characterful terminus.

Layout photography by the author



In the early 1950s my father's work was transferred to the outskirts of Portsmouth and we ended up living in a place called Havant. The house my parents chose was very near to a school and the centre of the town but the main attraction for me was the proximity of the railway.

We were only a stone's throw from two level crossings which were only a few yards apart and just outside Havant station. The

main one was between the station and the junction where the main Portsmouth-Waterloo line (originally London & South Western Railway) and the Portsmouth-Brighton (London Brighton & South Coast Railway) line diverged. This had been the scene of a battle between the two companies over running rights back in the 1850s. The second crossing was single-line and was used by a little old-fashioned loco and carriages. This was the branch line from Havant to Hayling Island, affectionately known locally as the 'Hayling Billy'.

I discovered that the small locos that worked this line were the A1X class, or 'Terriers' as they are more generally known. They were ideal for the line as their light weight (but good pulling power for their size) enabled them to cross the weight-restricted timber bridge joining Hayling to the mainland. Other

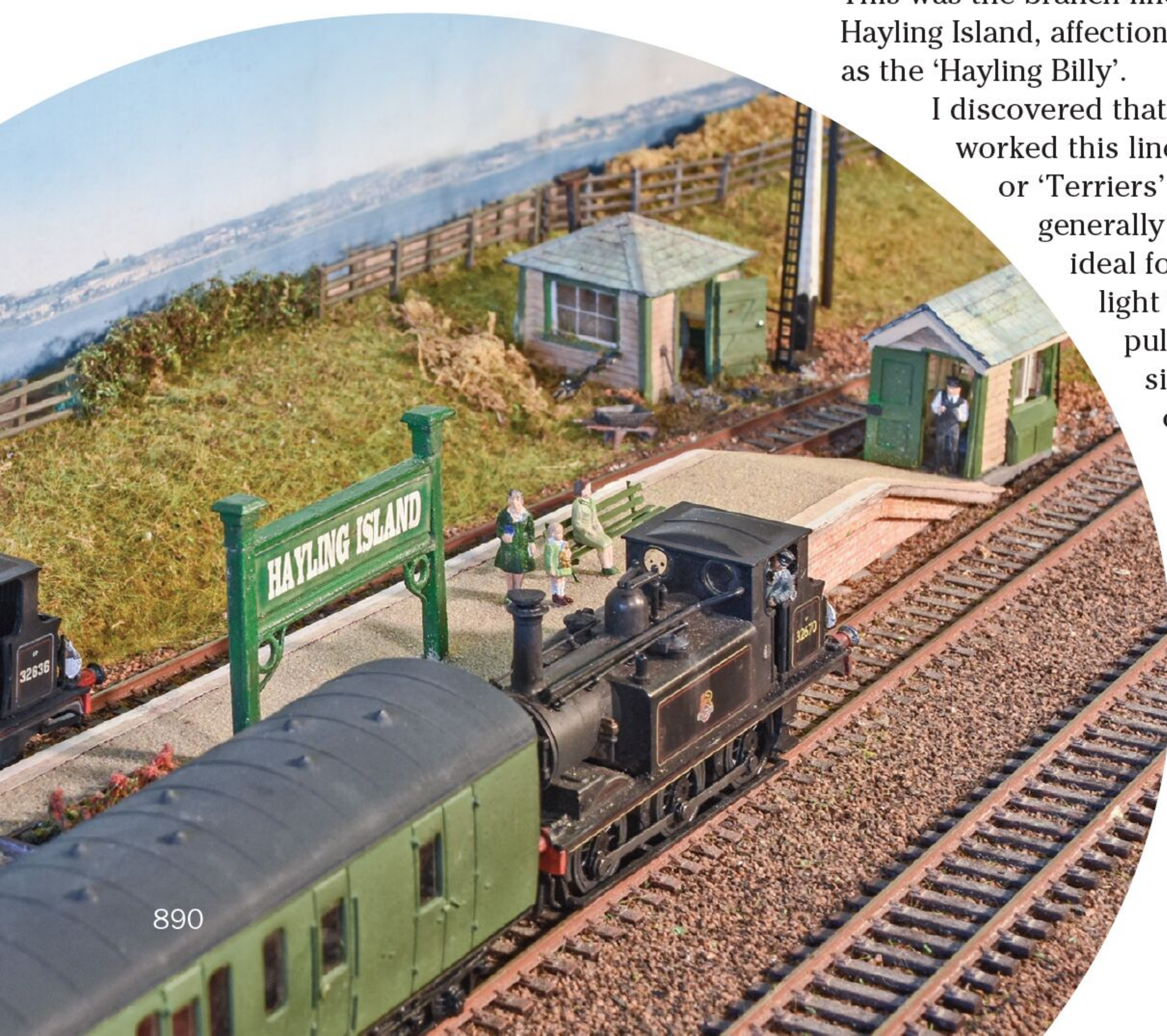
▲ On 18 August 1963 – during the line's final summer season – No.32662 has just arrived with a trainload of tourists from the mainland. Photo: Transport Treasury

classes were tried but none was found to be as good as the 'Terriers'.

The London and Brighton lines had been electrified in the 1930s when Havant station was rebuilt, so many people on the island used the branch to commute to Havant or further afield. But the busiest time for the line was summer Saturdays when large numbers of people arrived from London and elsewhere on their way to the holiday camps and hotels on the island. On these occasions the branch train swelled to four coaches instead of the usual one or two. Then, of course, car ownership became more common along with cheap foreign holidays and the demand for the British beach holiday declined. Also the timber bridge connecting Hayling to the mainland was in need of major repairs or replacement. The traffic by then did not justify such expense and the line closed in November 1963.

I remember seeing the last train leave Havant and thinking how someday I would make a model of, at least, part of the 'Hayling Billy' line, but by then I was a fully paid-up member of the GWR fan club and subsequently college, employment and marriage took precedence.

▲ 'Terrier' No.32670 prepares to depart with a train for Havant. Usually the locomotives faced out of Havant.



The Hayling Island branch

The Hayling Island branch in Hampshire was a four-and-a-half-mile line that connected with the main line network at Havant. Opened in 1867, the signature feature of the branch was a substantial timber viaduct across Langstone Harbour. However, there was a weight restriction on this structure which severely limited the steam locomotives that were permitted – hence why the diminutive Stroudley ‘Terrier’ 0-6-0Ts became synonymous with the branch.

Unlike many of the UK’s branch lines in the 1960s, the Hayling Island operation remained profitable. It was instead the fragility of the timber viaduct that led to the line’s closure, this being in need of replacement at huge cost. The last public train service ran on 2 November 1963.

Seen leaving Havant, No.32636 hauled the very last train to Hayling, an enthusiasts’ special on 3 November 1963, the day after the line closed.

No.32650 at the Hayling end of Langstone Harbour bridge. Note the new road bridge visible to the right. Both photos by the author



In more recent years I was working on a permanent GWR layout, but progress was slow and a change was necessary. The solution was obvious – build a model of the unusual station building at Hayling. This would be the first time I had built a model of a real location; until then all my layouts had

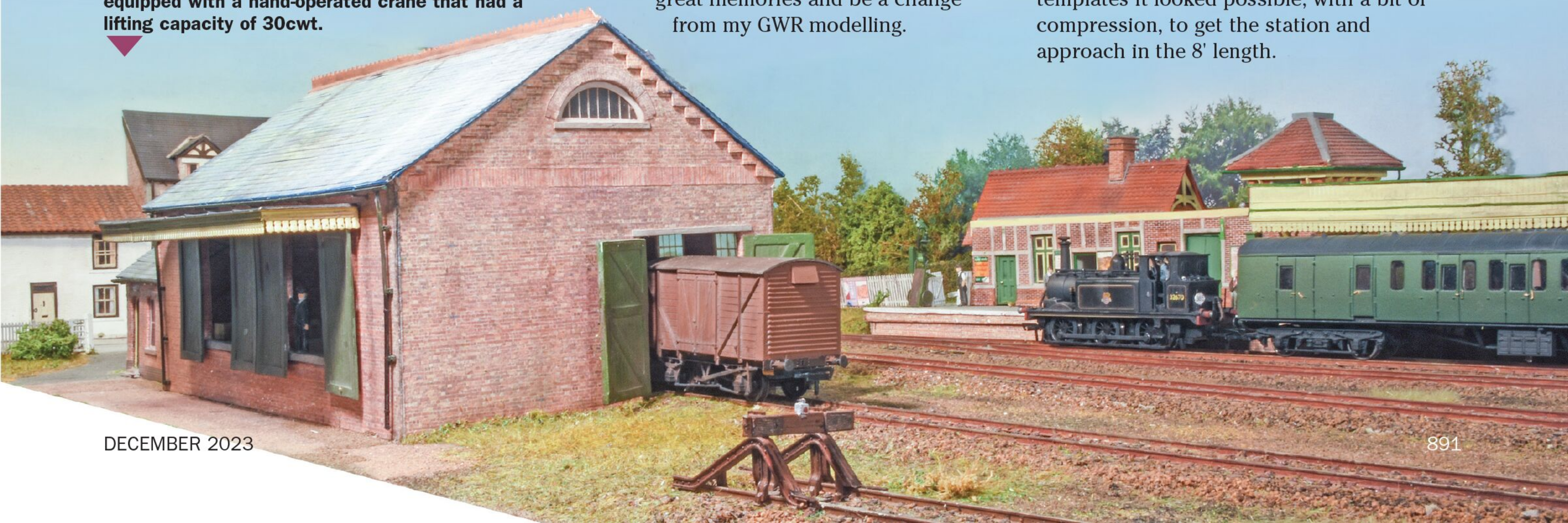
The substantial 1900-built goods shed was equipped with a hand-operated crane that had a lifting capacity of 30cwt.

been permanent and fictitious involving kit-bashing and scratch-building.

When the station building was finished I thought it would be nice to add the awning, and also the goods shed which was unusually large for such a small station. So why not build a proper layout and run some trains? It would bring back some great memories and be a change from my GWR modelling.

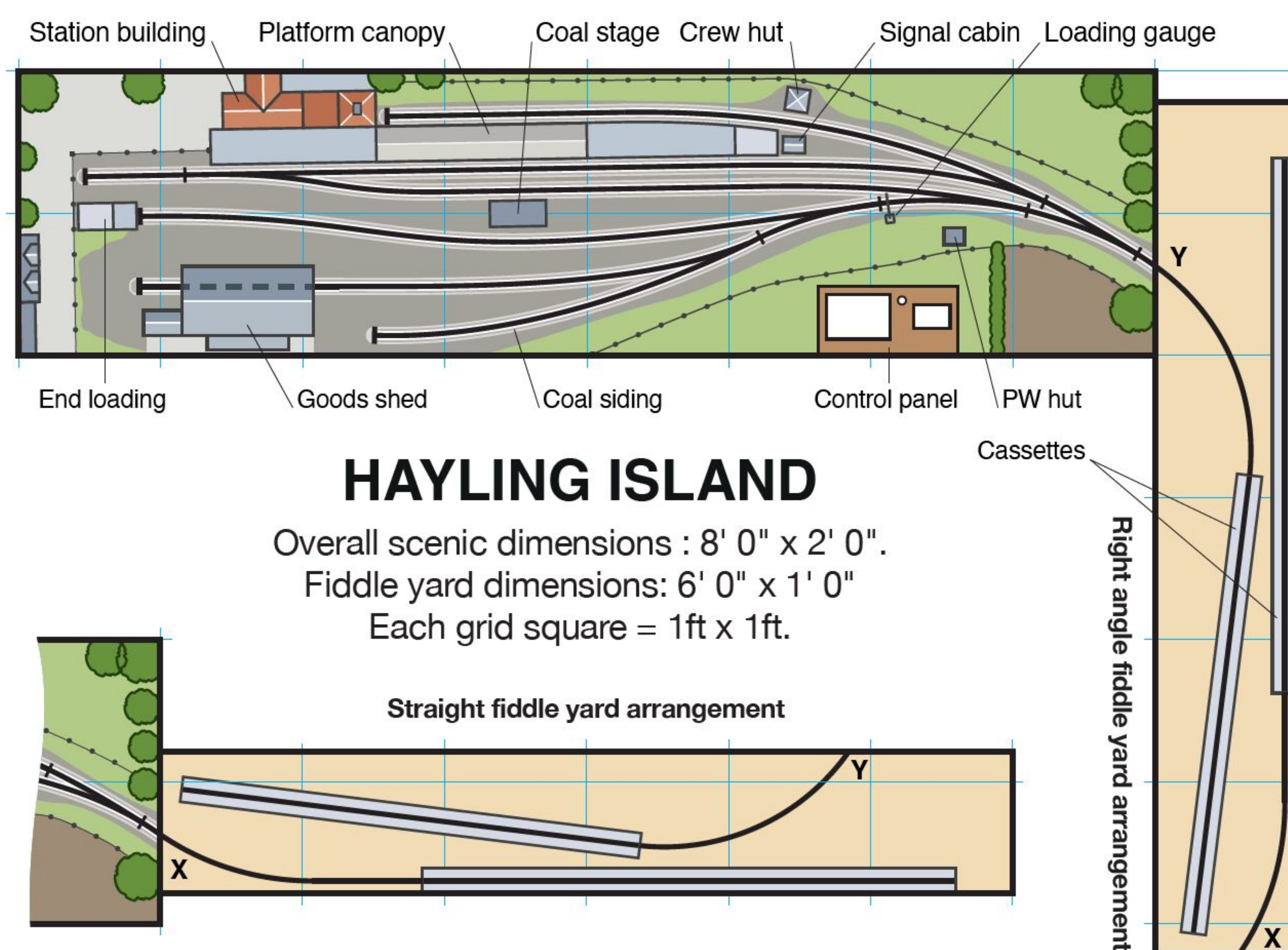
Baseboards

This would be my first portable layout and as such couldn’t be too large or heavy. The result was two 4' x 2' frames with 6mm ply tops for the scenic boards plus a further fiddle yard board. I wanted the track layout to be as close to the prototype as possible, and after playing around with Peco track templates it looked possible, with a bit of compression, to get the station and approach in the 8' length.



As the track at Hayling turned slightly eastwards after leaving the station, the third (off-scene) board was designed to be at right angles to the other two, thus forming an L-shape. This would be fine for home use but not for exhibitions, where a long straight arrangement would be better. Rather than have two fiddle yard boards with the associated storage problems, the cassette type fiddle yard is arranged so that it can be used in either mode. The third board, in straight mode, has a screen to the front which can display the name, photos, information etc. and a light behind so that the operator can see what they are doing. In L-shaped mode, operation is from the front and there is easy access to the cassettes (see diagram).

The right-hand scenic board carries the station throat and is supported on a pair of folding trestles, while the left-hand baseboard has one pair of legs, the other end being supported by the middle board.



On 14 April 1960 No.32678 is in the process of running round its train; note the sprung blades on the point for the loco release. Photo: Transport Treasury

All the rail at Hayling was bullhead and unfortunately the Peco bullhead track was not available at the time I started construction of the layout. Also the rolling stock I would be using, at least initially, had varying wheel standards, so the track on the layout is all Streamline code 100.

Studying the trackplan and photos of the prototype revealed that the goods yard entrance point was a curved three-way – not available in the Peco range. The two points I used instead take up more space but are almost certainly more reliable than my track construction would have been. Apart from this, the track layout is fairly accurate including the end loading ramp and the wooden coaling stage.

Early in the 20th century the platform was extended to accommodate longer trains, but it was never tarmaced, as the original platform had been, and retained its gravel surface until closure. This was convenient on the model as the join in the baseboards formed the transition between surfaces.

A view that a passenger would have seen approaching the station from Sinah Lane. No.32670 runs round its train.

The fiddle yard has a pair of legs at both ends and is self supporting. Metal dowels are used for location and bolts with wing nuts hold everything together.

The two scenic boards have ply backboards and end boards for a backscene but also to allow the two boards to be stored face-to-face in order to save space and protect the scenery. The fiddle yard and cassettes are stored separately.

Laying the track

The two scenic boards were covered with cork floor tiles which helps reduce the resonant effect of the thin ply tops. This was then covered with 3mm foam rubber which is available from DIY outlets as underlay for wood flooring. It is much cheaper than sheet cork, and when the track had been laid the foam was cut round to form the ballast shoulder.





Photographs of the station show the trackwork to be in poor condition particularly in the years just prior to closure. The ballast seemed to be almost non-existent and the little that remained was almost black. Since I may want to run pre-Nationalisation stock in the future, the ballast on the model is not in such bad condition!

All the points are operated by motors mounted under the baseboard and these are controlled by a small panel on the right-hand baseboard.

Buildings

I knew from the outset that the only railway building left standing was the goods shed and this is currently used as a theatre. Fortunately I now live about 50 miles from Hayling, so a site visit was relatively easy and gave me and my wife a day out! The path of the railway is now a public trailway and, apart from using the road bridge to cross the water, the path goes right to Havant station. The complete route can be followed on the internet.

Peter Paye's excellent book (see Further

The fiddle yard can be attached in one of two ways, enabling the layout to be erected in L-shape (as here) or 'straight' modes.



Reading panel) has drawings of the goods shed and station building as well as the tiny signal cabin and mess hut. In addition I took many photos during my visit of the buildings and roads around the station (including the cottage and shop), together with studying Google Street View.

The structures were constructed from plastic sheet with the roofs from Wills pantiles for the cottage and slates for the shop. Both are low-relief to save space and are lit internally.

As mentioned previously the station building was the first to be constructed, and this was before baseboards were built or track was laid. The building is unusual in design and from the outside appears to consist of three parts. The first is a small booking office with a ridged roof, followed by a small section with a flat roof. The third part is a taller building with a hipped roof but this had a flat area at the top.

▲ No.32662 runs round on 14 July 1963. The near coach is a former Maunsell pull-push driving trailer (from one of two sets disbanded for use on the branch). Photo: Rail-Online

The model was constructed from two layers of Slater's Plastikard, the outer layer being brick effect except for the end wall which was tile hung. In my opinion it is the bargeboards on the ends of the booking office which give the building its character so it was important to get these as accurate as possible. At the time of building I did not have any drawings (I did later courtesy of the Peter Paye book) so I scanned a photo of the car park end and scaled and printed it to approximately 4mm scale. This gave me the equivalent of a scale drawing which was then transferred to 20thou plasticard. All that was

Two trains await departure from the terminus. The station track layout has been replicated closely, albeit with some compression.





▲ The canopy has been modelled with a removable section to replicate bomb damage from the Second World War.

necessary then was to file it to shape – not the easiest of tasks since the shapes were very intricate. The outline of the rest of the building was then scaled and built in the same way.

The awning at Hayling was added early in the 20th century and extended along the full length of the station building and also along much of the platform. However, during WWII a bomb (intended for nearby Portsmouth Dockyard) fell close to the station and rendered part of the awning unsafe. The part attached to the building had to be demolished and was never rebuilt.

I thought that it would be nice to do the job for them on the model so built the awning to the original full length. However, when it was in position on the model I realised that very little of the building was visible and, more importantly, it was not how I remembered it. Out came the saw and the awning was reduced to its post-war length. Some time later when contemplating the discarded section and considering using the layout in pre-war mode, it was decided to partially reinstate the sawn-off section. Small magnets were glued in the ends of the two sections so that the small one can be easily added or removed. It is now possible to run trains in pre-war and post-war eras, ready for when I get around to buying some pre-Nationalisation Southern Railway stock.

Both the station building and the awning are lit by LEDs and there are a couple of lamps on the platform, as on the prototype. The original station nameboard (running-in board) was changed in the 1950s to a rather plain enamel type. To me, the original was far more attractive, so that is the one modelled!

The other main building on the layout is the goods shed. This was a very large structure, particularly when compared to the diminutive station building. This is probably due to the fact that the early road bridges to



▲ The buildings on the layout are equipped with LED lighting, with resistors used to reduce the brightness to suit.

the island were of poor quality, so nearly all goods were transported by rail. When the current road bridge was constructed in the early 1950s the goods traffic on the branch reduced drastically. There was however sufficient to justify a 'mixed' service consisting of a couple of coaches and a few wagons, at least one of which was a coal wagon. (The locos took on coal at Hayling and water at Havant after each return trip.)

I scaled the shed from photographs as I did not have any plans at that time, and was worried that the large structure would dwarf the station and the small 'Terrier' locos. It does, but that is part of the charm and it is possible to look round the shed to see the station or the shop, just as you would have done before closure of the line.

The shed is constructed from two layers of plastic sheet with a third layer for the decorative brickwork on the gable ends. To save time, and a lot of effort, the shed was covered with brick and slate paper downloaded and printed from Scalescenes. The shed itself and the office are lit, again by LEDs with suitable series resistors to reduce the brightness.

The only other buildings on the layout are the signal cabin at the end of the platform and the crew rest room – both were constructed from plasticard and are lit. The cabin is fitted out with levers and block instruments and the rest room has a stove and seating.

Scenery

The area around the station was very flat and at about sea level. To add a bit of interest I introduced some gentle undulations, particularly at the back to hide the join between the station environs and the backscene.

I wanted the backscene to be as realistic as possible and the best way to achieve this was to visit Hayling and take a series of photos from the trackbed. The whole route of the railway (except the bridge) can be walked, or cycled, and a short distance from the station there are good views across to the mainland with Portsdown Hill (part of the South Downs) behind.

I took a series of photos which could be joined to form a panoramic backscene. I also photographed Sinah Lane and its junction with Staunton Avenue in order to produce a scene for the end board. Then came a long session on the computer to join it all together using Photoshop Elements, and ensure that no modern structures, such as the Millennium Tower in Portsmouth, were visible. I added a slight sea mist, which is often present over the harbour, to give an authentic appearance.

Electrics and control

All my layouts have been 12V dc analogue and this one is no different. I have no desire to go digital as for most of the time there was only one engine in steam; even on summer Saturdays this was only increased to two! There is the additional problem of fitting a decoder and loudspeaker into the

small 'Terrier' locos – it is difficult enough to install a driver and fireman!

I use Gaugemaster transformers (which have been built into a box with suitable ventilation) to form a power supply unit for loco control, point switching and lights in the buildings. There are two pairs of controller sockets; a Gaugemaster Walkabout unit fits into one and the other takes an ancient Hammant & Morgan Monitor variable transformer, which is about 60 years old and is built like a tank, so is ideal for fault finding.

The control box also contains the capacitor discharge unit (CDU) for the points. These are operated by stud and probe on a small mimic diagram let into the scenery. The studs are in fact 4BA brass screws without a slot. The probe is, I think, from a very old multimeter.

Operation and the fiddle yard

As mentioned earlier, the layout can be erected and operated in straight mode or right-angle mode. The former is more suitable for exhibitions and gives a total length of 14'. For exhibition use, however, a duplicate control panel would be required at the back. This is on the 'to do' list along with lighting, a nameboard and information panels.

The fiddle yard board has its own supporting legs and is attached to the scenic board by metal dowels with bolts to hold everything together. This arrangement saves space and avoids having to store two fiddle yard boards. The trains run onto cassettes which can be turned for the return journey; though this is not typical since the locos on this line usually faced towards Hayling and travelled bunker first back to Havant. To overcome this, there is a small cassette, slightly longer than a 'Terrier', attached to the train one, and on arrival in the fiddle yard it is simply detached and moved to the other end of the train ready for the return journey. In this way the loco always faces Hayling.

On a busy summer Saturday, to cater for the large numbers of holiday-makers arriving and leaving the island, there were two engines in steam, both hauling three- or four-coach trains. On arrival at Hayling, the loco

At the end of the platform is the signal cabin (with 10 levers) whilst to the left is the mess room. Note the SR-style (rail-built) and LBSCR (timber) starter signals. Photo: Rail-Online



▲ No.32661 has its bunker replenished with coal on 25 May 1957. This was undertaken in the loop during the process of the locomotive running round its train. Photo: Transport Treasury

ran round the train, collecting coal in the loop, on the way. It then moved the carriages into the bay platform so that the main platform was ready to receive the second train. When this arrived, the loco ran round, coaled up and coupled to its carriages ready for the return journey. This was the first train to leave and ran non-stop to Havant. The train in the bay then followed, stopping at North Hayling and Langstone on the way. This led to the level crossing at Langstone being closed to road traffic twice in a short time causing a considerable build-up of traffic on summer weekends. It was this, and the poor state of the timber bridge connecting the island to the mainland, which led to the closure of the line in 1963.

These movements can be replicated in model form with the trains running onto two cassettes in the fiddle yard. The mixed train also runs and this leads to some shunting in the yard on arrival and subsequent departure.

The future

It is tempting to say that the layout is complete, but a glance at the 'to do' list shows that there is still plenty to do, such as adding more people and vehicles as well as more greenery. On the operational side, the signals should be operated remotely and it would be nice for the loco to be uncoupled

automatically on arrival so that it can run round without the 'giant hand in the sky'. Some automatic uncoupling in the goods yard is also desirable. The rolling stock needs some attention as well.

So was the temporary break from green engines and chocolate & cream coaches worthwhile? The answer is definitely yes, although circumstances have dictated that the change was longer than intended. I have enjoyed the research as well as the building; it has brought back many happy memories of the sights and sounds of the Hayling branch. It would be nice to model more of the line including the timber bridge and the terminus at Havant. Now where is that plan of Havant station in pre-war days? It wouldn't take up too much space, would it?

Further reading

Branch Line to Hayling
by Vic Mitchell and Keith Smith in
association with Alan Bell
Published by Middleton Press
ISBN 0 906520 12 6

The Hayling Railway
by Peter Paye
Published by Oakwood Press
ISBN 978 0 85361 730 3

The Hayling Island Branch
by John Scott-Morgan
Published by Pen & Sword
ISBN 9781 1 52672 681 0



A modular approach in 009

Simonsbath

JOHN MURRELL regales us with the fictional back story he created for this 4mm depiction of a preserved former Lynton & Barnstaple Railway branch line. The narrow gauge model was built for use as part of a larger modular system created by members of the Dartmoor 009 Group, sections of which will be going to this year's Warley show.

Photography by Steve Flint



Following the completion of the Lynton & Barnstaple Railway to Lynton in 1898 the owners started looking at other prospective routes. They believed that a branch from Bratton Fleming to Simonsbath could be viable. It would serve the Simonsbath slate quarry, together with the local farming community by allowing them to get their produce and livestock to the Barnstaple markets much more easily. The route would also open up Exmoor to people travelling from Barnstaple for the new Victorian passion of hill walking.

The proposed route took the line from Bratton Fleming via a station at Challacombe and then on to the terminus at Simonsbath. It was approximately 11 miles in length and

was completed in 1901. There was a small branch into the slate quarry at Challacombe and a separate quay, Pilton Wharf, in Barnstaple for the slate trains so they didn't interfere with the main L&B traffic.

The stations on the line used the same architect so resemble those on the main L&B route; in fact the station building and goods shed at Challacombe used the same architect's drawings as those at Lynton, whilst Simonsbath bears a striking similarity to Chelfham.

Closure and reprieve

Unfortunately the line wasn't the anticipated success, suffering from the growth in road competition and the poor quality of the slate

▲ Festiniog motive power in Exmoor, with **Prince** (Kato/Peco) on a passenger service as **Livingston Thompson** (Bachmann) is serviced on shed. The water tank is from Unit Models.

that resembled the local shillet rock. The management decided to close the line in 1920, prior to the sale of the L&B to the Southern Railway. The land and infrastructure was sold to Somerset County Council who, ironically, used the stations as road maintenance depots whilst the trackbed was earmarked for a new road that was ultimately never constructed.

The story should have ended there. However, the council decided in 1965 that it would bring all the road maintenance depots under one roof at the nearby town of

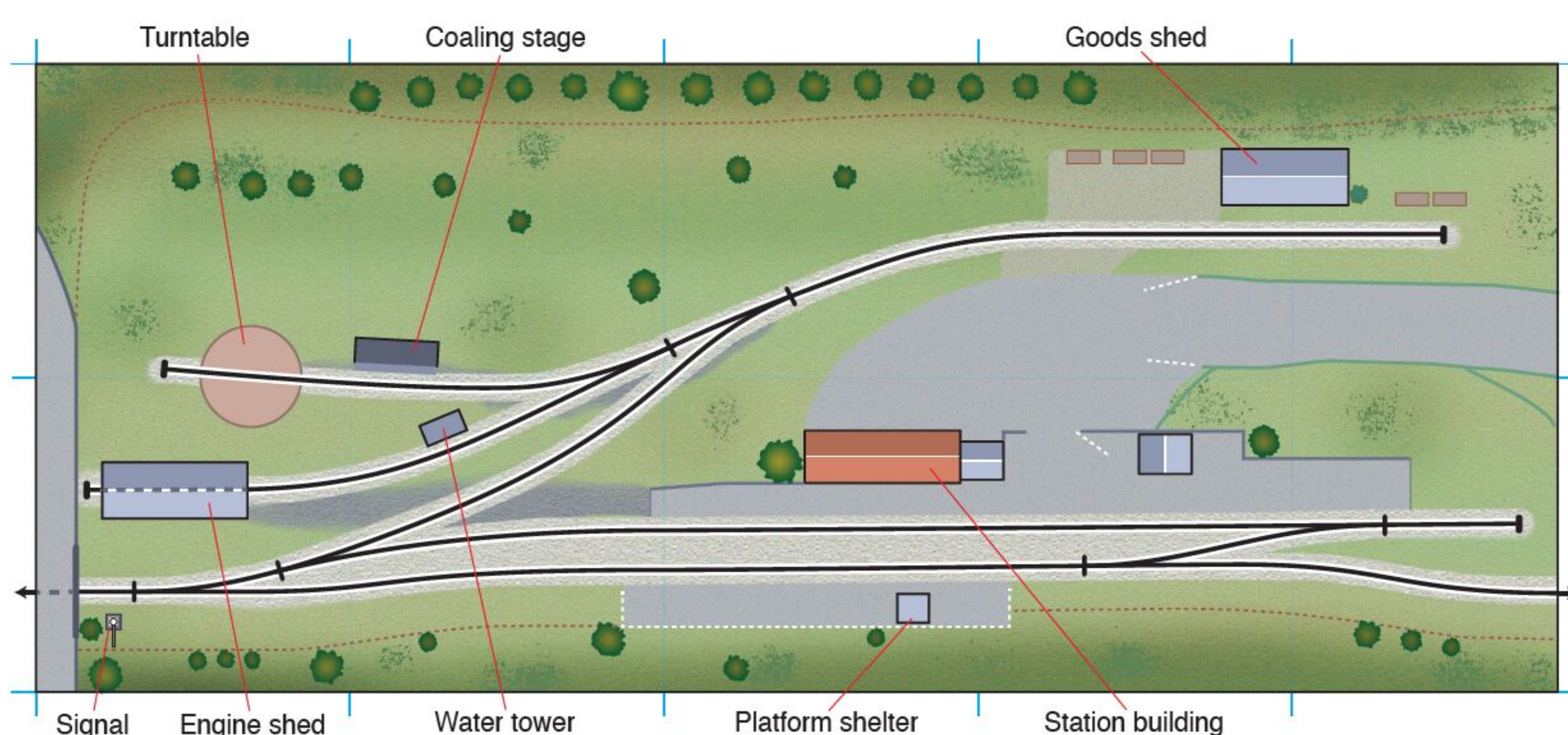


▲ Prince departs with a long rake of Peco 'bug boxes'. A mixture of Peco Streamline and Setrack 009 items was used for the trackwork.

SEE IT AT THE WARLEY NATIONAL



Saturday 25 & Sunday 26 November



Simonsbath Overall size 1450mm x 600mm. Each grid square 300mm x 300mm.

Minehead and sell off the land and buildings. Drawing from the inspiration of the North Wales narrow gauge preservationists, there was much interest from the then fledgling local railway enthusiasts.

This model is a 3D print from Shapeways, described as a KP steam tram with trailer. It is powered by a Kato ref.103 chassis.

A group was formed which put together a proposal to the council that would provide the preservationists with an initial 25-year lease on the L&B Rly (SB) land with an option to buy at the end of the lease period. This was accepted and the group decided to base themselves at Challacombe – this being a centre point from which they could grow

▲ **The main station building is an Osborn's Models laser-cut kit of Chelfham station. The smaller ground frame hut alongside it is also a Lynton & Barnstaple item from the same source.**

the line both ways as finances allowed. Fast forward 50 years and, after many trials and tribulations, the L&B Railway (SB) group is thriving; it owns the whole railway and has track laid from Simonsbath to the junction at Bratton Fleming. It has also set up a full maintenance depot at Challacombe and runs regular gala events that attract visiting narrow gauge locomotives and stock from far and wide, supplementing the group's own replica L&B stock.

The model

This is the back story that I had invented for a number of past OO9 layout projects – each of which was grander than its predecessor but none of which progressed further than having the track laid and trains running in circles!

Then I met up with members of the Dartmoor OO9 Railway Group at the Exeter Model Railway Show in June 2019 and my enthusiasm was rekindled. Everything I had already constructed was demolished (again!) and a modular layout was drawn up taking into account a plunge into the world of digital control (to conform to the requirements set out by the group – see panel).

Nine weeks later I was asked to take the conceptual module along to the South Devon Railway's 2019 Models & Miniatures event to show a module under construction alongside the group's finished ones. Fast forward on to March 2020 and the finished *Challacombe* module was shown at a charity exhibition in Plymouth, just four days before the first Covid lockdown.

With enthusiasm on my side, along with a bit of foresight, I went to my local timber merchant a couple of days before that first lockdown and bought sufficient stocks of plywood for another module which, over the summer of 2020, became *Simonsbath*.



The Dartmoor 009 Group *Words by Gordon Vickers*

The Dartmoor 009 Group was formed in 2018 by a group of friends who wanted to try out 009 narrow gauge modelling and liked the idea of creating a modular layout. The concept for this comprises main modules that are freestanding with their own legs, and are connected together using linking boards that span the gaps between the modules. This makes it very easy to connect together our individual boards and create a much larger layout than any of us could ever fit in at home.

There are very few requirements when making a module or linking board, other than that the module legs should be a set height (94cm) and that each board is fitted with a pair of electrical sockets at each end to enable them to be connected together.

Construction

Generally, baseboards are constructed from 9mm birch plywood with 50mm sides and internal bracing, glued and screwed for extra strength. Legs are made from 32mm x 32mm pine, fitted with adjustable screw feet. Sizes of modules and linking boards vary but it was agreed that the connecting lines to and from the boards would, where possible and practical, be 100mm from the front edge of the board.

Peco narrow gauge track is mounted on 3mm cork or Woodland Scenics 3mm underlay – except at the edges, where a short section of track is glued to a 3mm thick rectangle of plywood to help protect the track ends at the board joints. The boards are held together using G-clamps and the track at the board joints is aligned by eye. Electrical connections are made using banana plugs and sockets.

Digital control

The layout is DCC controlled using a Roco Z21 system with wi-fi Multimaus handsets, making it easy to drive trains over the often considerable length of the layout. Points and signals are also DCC controlled.

Each module is a separate circuit off a main power bus and has its own circuit breaker – something we have learnt is very important when running a number of modules together!

We have also implemented hands-free uncoupling, using magnets placed strategically under the track and metal droppers on the couplings, which has proved very successful.

Meetings

Currently, the group meets up once a month at a local village hall and starting at 10.00am, it usually takes us about an hour to connect everything together, allowing us a good five hours to 'play trains' until we pack up and retire to the pub!

The over-riding principle of the group is that any member is free to model whatever they like and there are no restrictions placed on what each person chooses to build on their individual boards – just that they should be able to connect them to the network. Between us we now have over 40 modules and linking boards which can be connected together in a huge number of different configurations – making every session different!

Exhibitions

Whilst initially we had no intention of exhibiting, we were asked to participate at a Model & Miniatures event at the South Devon Railway in 2018 and received some very kind feedback from the general public. We did this for two successive years (as the way we combine the boards is

The group meets once a month at a village hall. Pictured here from left to right are: Rosemary Perryman, John Murrell, Ian Pethers, Paul Tucker, Pete Ross, Michael Farr, Paul Chilarecki and Gordon Vickers.



Some of the group's members from left to right: Rosemary Perryman, Pete Ross, John Murrell, Dave Chapple, Charles Collier, Ian Pethers, Gordon Vickers and Paul Tucker.



A close-up of one of the linking boards, this one with a triangular junction arrangement that enables modules to be attached to three of the four sides.

always different), and won the public vote of 'best in show' 2019, much to our surprise! We have since exhibited at Exeter and most recently at the 009 Society 50th anniversary exhibition. We will be attending the Warley National Model Railway Exhibition in November this year.

For more information about our group, the contact email address is: DartmoorRailwayGroup@gmail.com and our website is: www.sites.google.com/view/dartmoor009railwaygroup



Bath Green Park engine shed

Original drawings, historical notes and model: **STEVE SMITH**

Bath station was opened in 1870 and served originally as the terminus of the 10-mile Midland Railway branch from Mangotsfield. However, from 1874 the station was shared with the Somerset & Dorset Joint Railway when this company opened its extension from Evercreech Junction. (Incidentally, the station was only named Bath Green Park from 1951.)

The early shared usage of the city's station explains the presence of two engine sheds that existed at Bath right up until closure; the two-road stone structure constructed by the Midland Railway, and an adjacent timber structure built slightly later by the S&DJR. It is the latter that forms the focus of this article.

A brief history

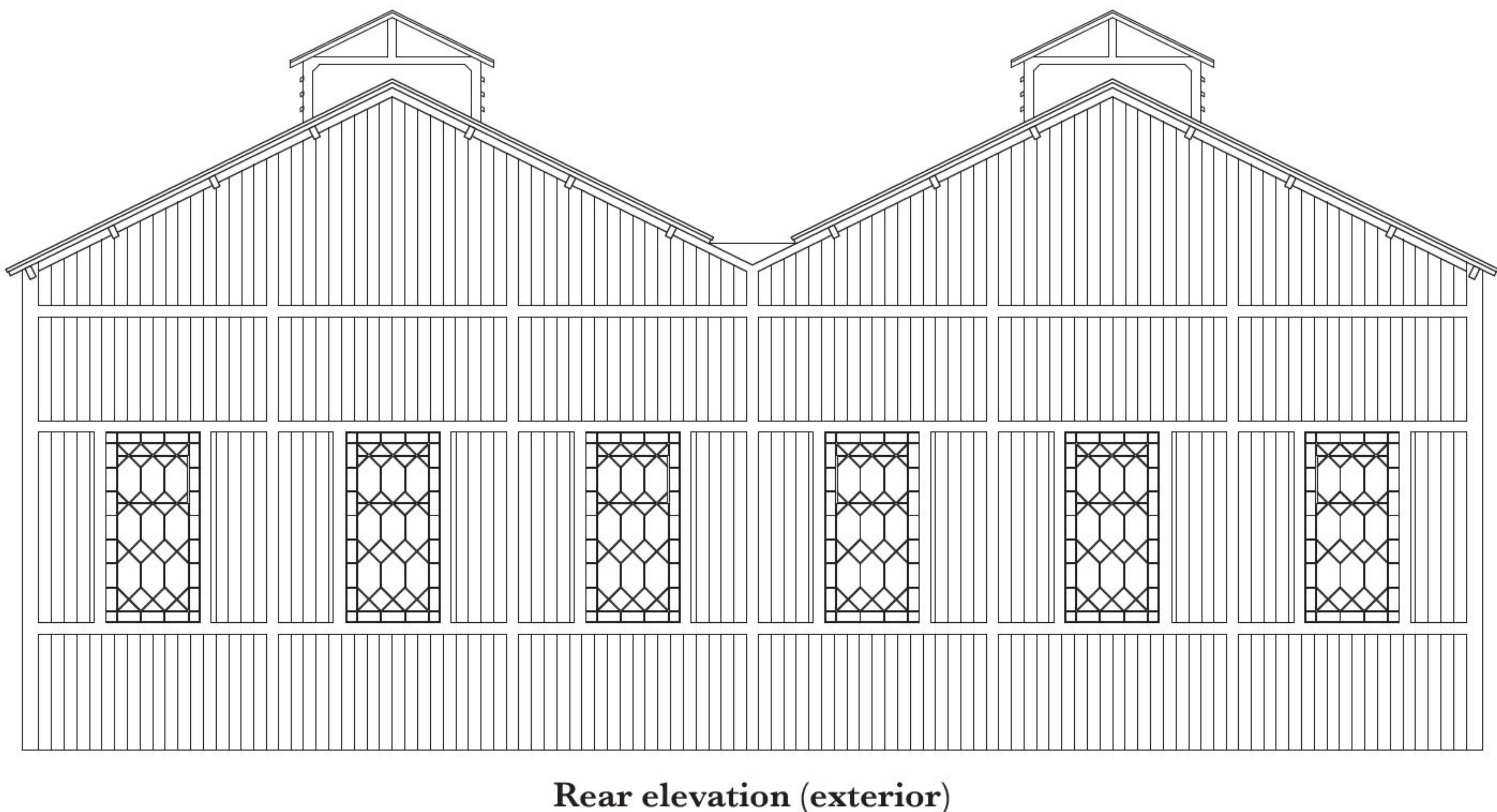
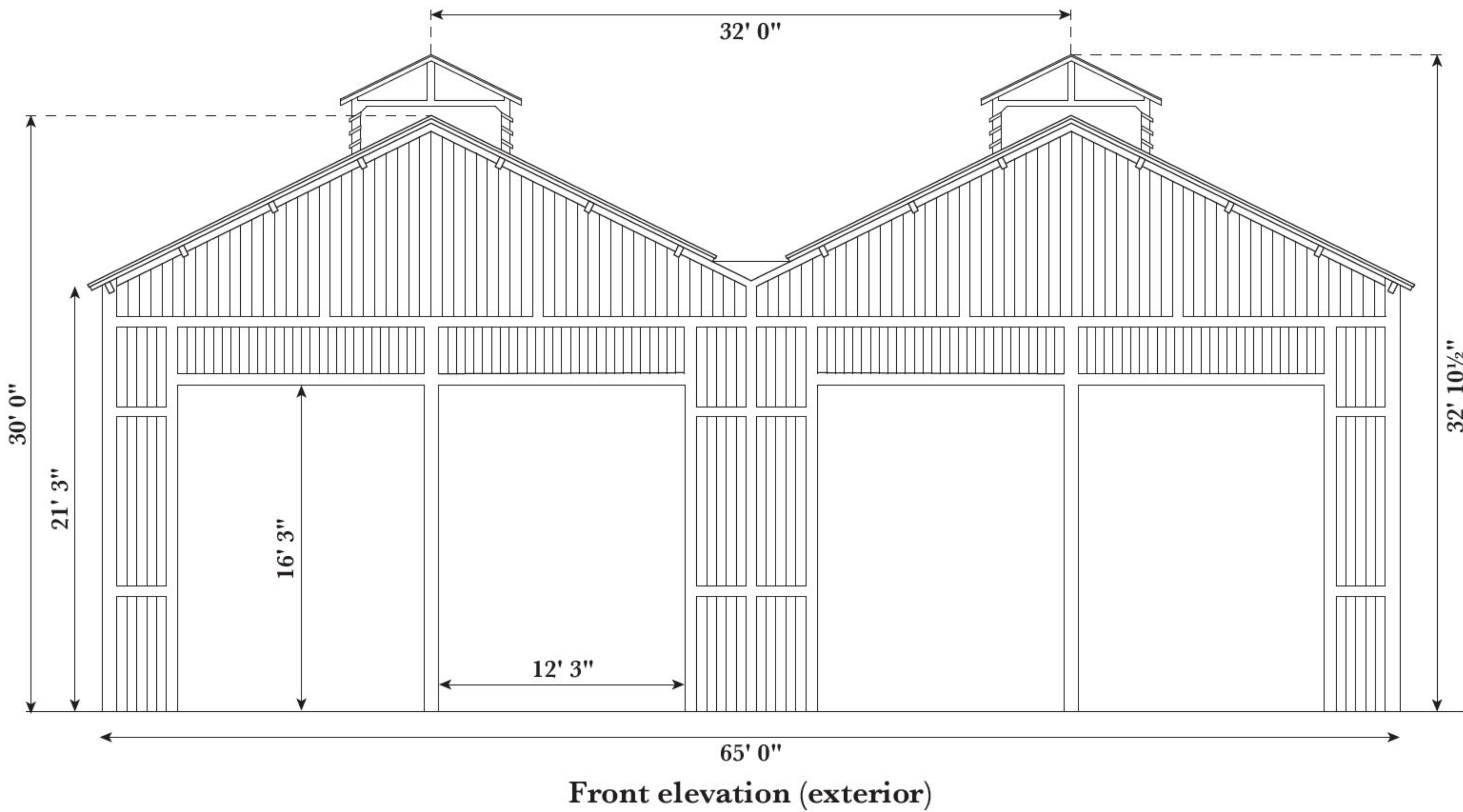
Dating from the S&DJR's arrival at Bath, the timber shed was extended several times over the years. The oldest part was in the north east corner, this having clerestory vents with hipped ends almost identical to the Midland shed. The building was widened (from two to four roads) in a simpler style in 1878 and then lengthened in that same style in 1884. These extensions had narrower clerestory vents than the original part of the structure. In its final form the shed measured about 300' long.

There was also a stone-built chimney and offices at the far (closed) end, and a workshop extension to the north side that had once been the S&D coaling stage.

The windows were especially attractive and the same style of window was used on other buildings at the station. There are photos dating from

the 1930s showing the structure looking rather crisp with glazed louvred clerestory vents plus some rather fine vent stacks. Post-war, however, the building

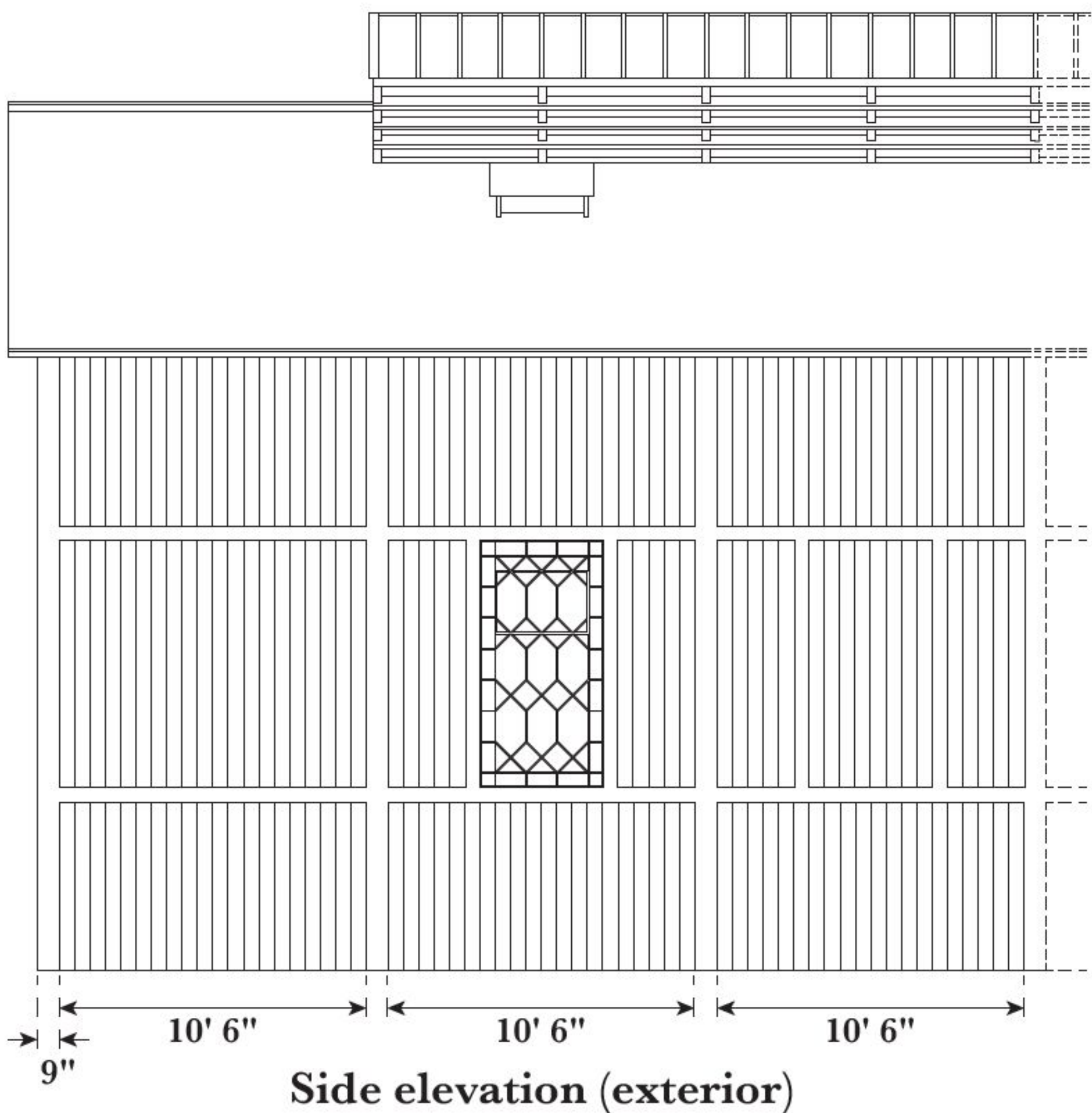
looked extremely tatty with evidence of some very poor quality repairs to, and part replacements of, the roof and louvred vents.



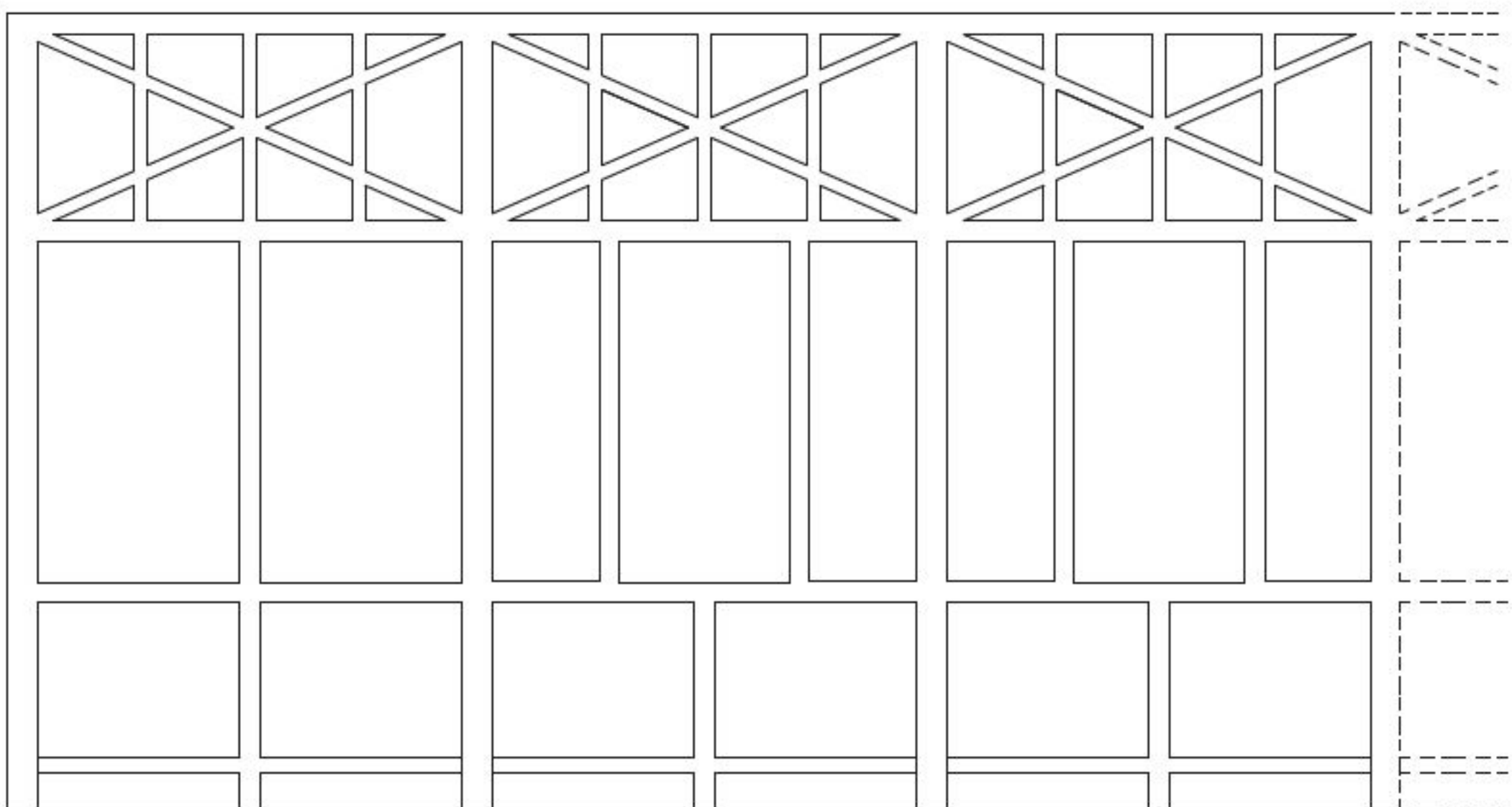


◀ An overall view of the S&D shed and yard at Bath Green Park on 5 March 1966 (the last day of public services on the S&D route). The two-road Midland shed can be seen above the brick-built coaling stage, to the left of which the overall roof of the station is visible. The two Stanier 8Fs are Nos.48760 (left) and 48706 (right).
Photo: Rail Photoprints

The slightly ramshackle nature of the timber structure is evident in this view, with (from left to right) Fowler 7Fs Nos.53809 and 53801, and Fowler 3F 0-6-0T No.47496.
Photo: Transport Treasury



FT 0 1 2 3 4 5 6 7 8
Scale



Notes on the drawings

The drawings presented here are representative of the westward extension as it was immediately post-war, but showing only sections thereof. For modellers looking to replicate the structure in its entirety, further reference for the north east (original) corner, together with the offices and workshop extension, would be required.

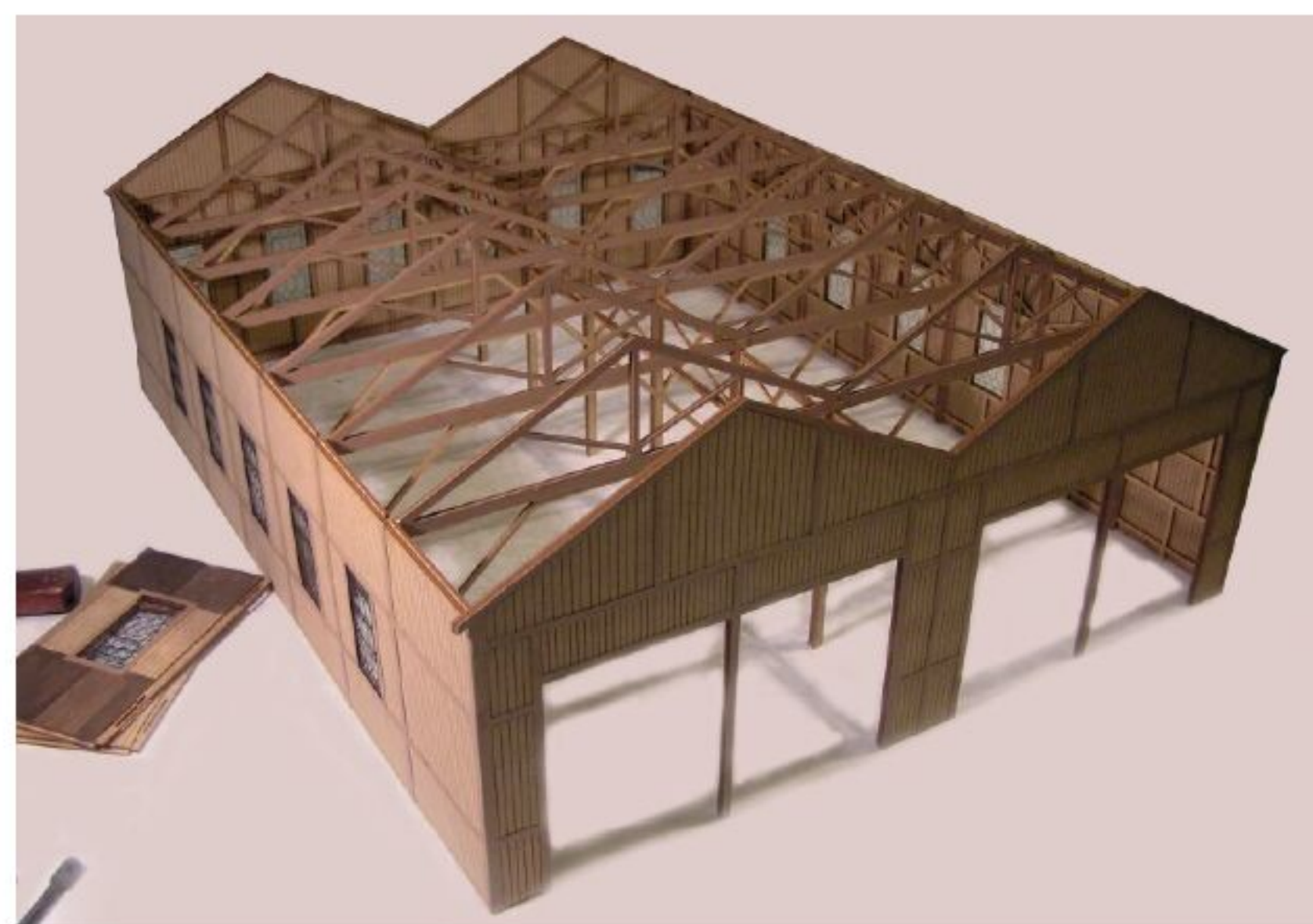
The drawings can be used to create a two- or four-road (or wider still) model in the style of Bath shed, with the glazed side module repeated to suit the length required.

Note that the vertical planking has not been included on the internal side, front and rear elevations for clarity.

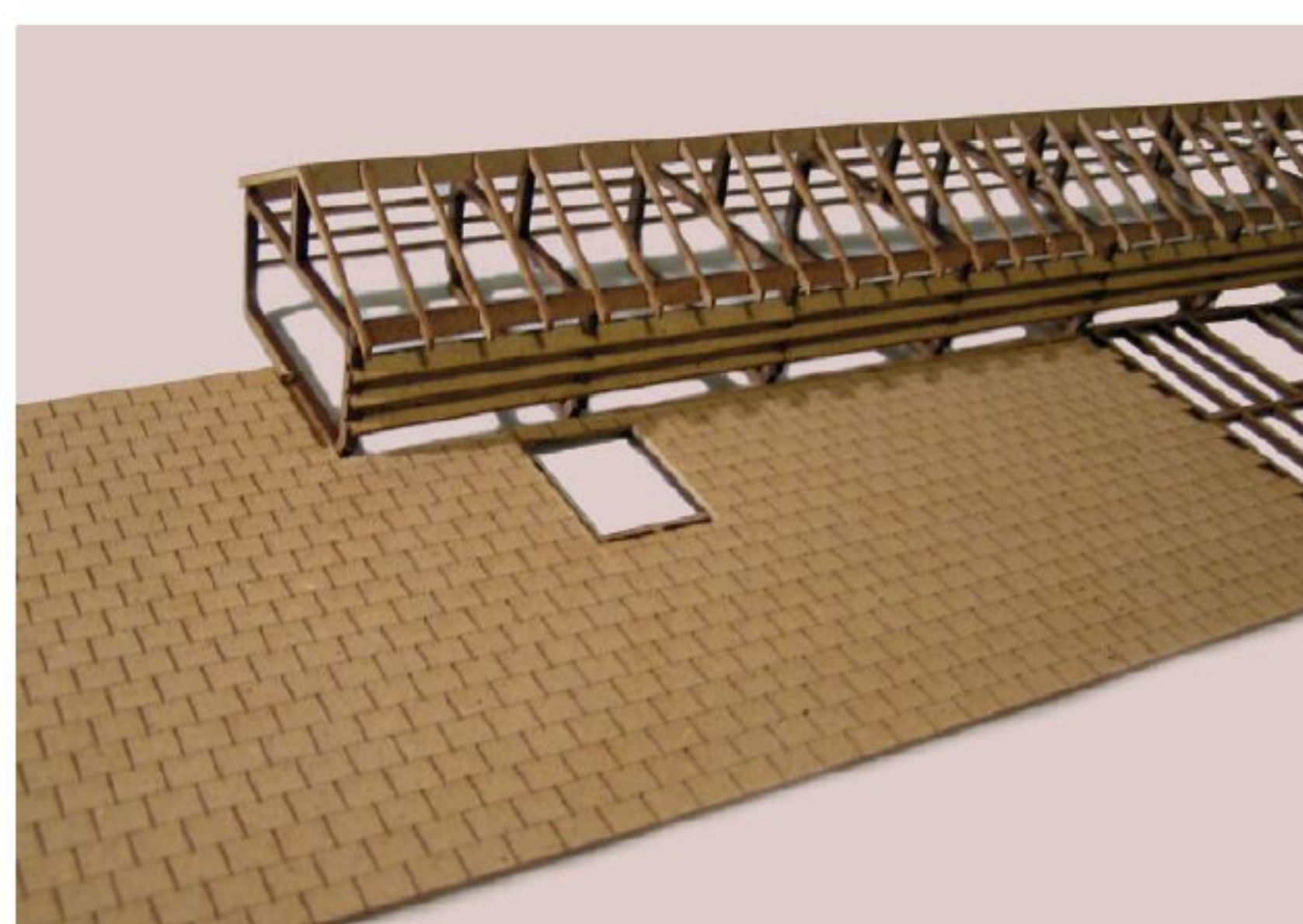
These drawings, reproduced at 2mm scale, are based on computer artwork developed originally by Steve Smith, who was commissioned by Simon Kennedy to create a model in 7mm scale, which is illustrated here and was built using parts laser-cut by DCC Train Automation.

For further details about the model, go to:
www.yeovilmrg.org/bath-somerset-dorset-loco-shed-in-0-gauge/

**7mm scale model constructed
by Steve Smith**



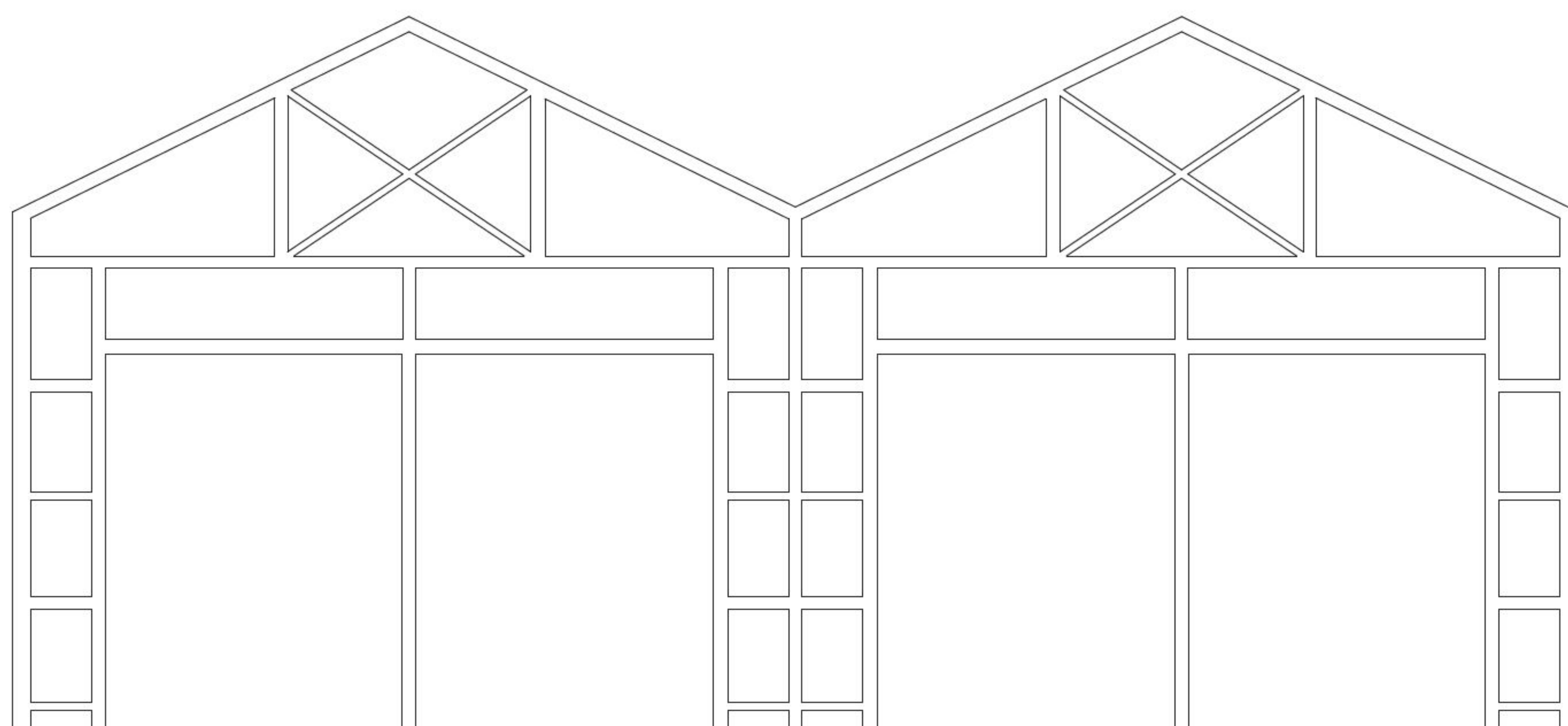
▲ CAD software was used to create drawings, from which laser-cut components were produced in MDF and card. The model is a shortened representation of the S&DJR timber shed. *Constructional photos by Steve Smith*



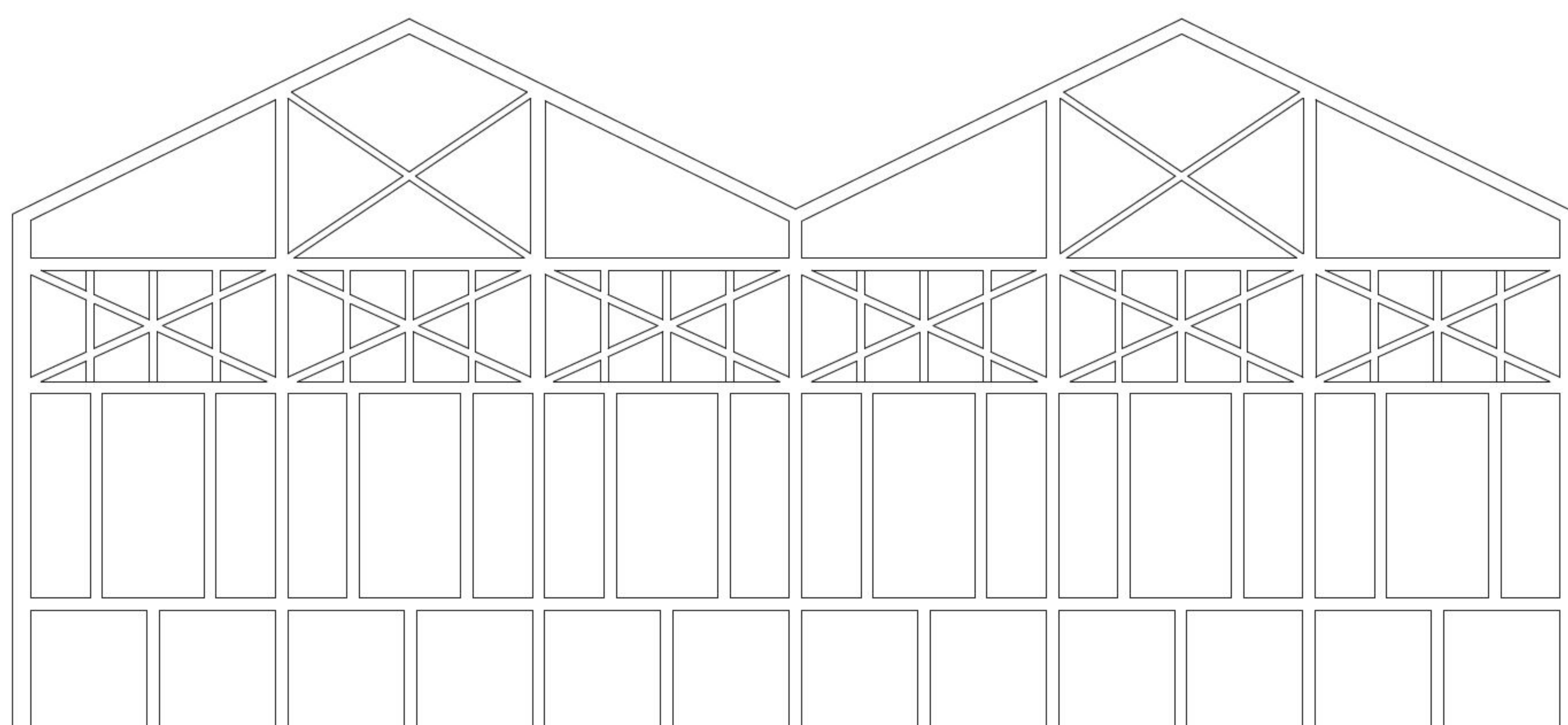
▲ The laser-cut roof parts have engraved tile detail and intricate representations of the clerestory vents. Deluxe Materials Roket card glue was used for assembly.



▲ The fully detailed interior, complete with the ornate windows that were a particular feature of the real structure.



Front elevation (interior)



Rear elevation (interior)



▲ Templecombe's Midland 3F 0-6-0 No. 43436 stands in the top yard (outside the former Midland shed) on 27 February 1955, with the side of the timber S&D structure in the background. *Photo: Rail Photoprints*

▲ The completed model is seen after painting and weathering on Simon Kennedy's O gauge layout, which is based on the S&D in the 1960s. The locomotives seen on shed include BR Standard 4MT 2-6-4T No. 80043, Fowler 4F 0-6-0 No. 44558 and a BR 9F 2-10-0. *Photo: Craig Tiley*

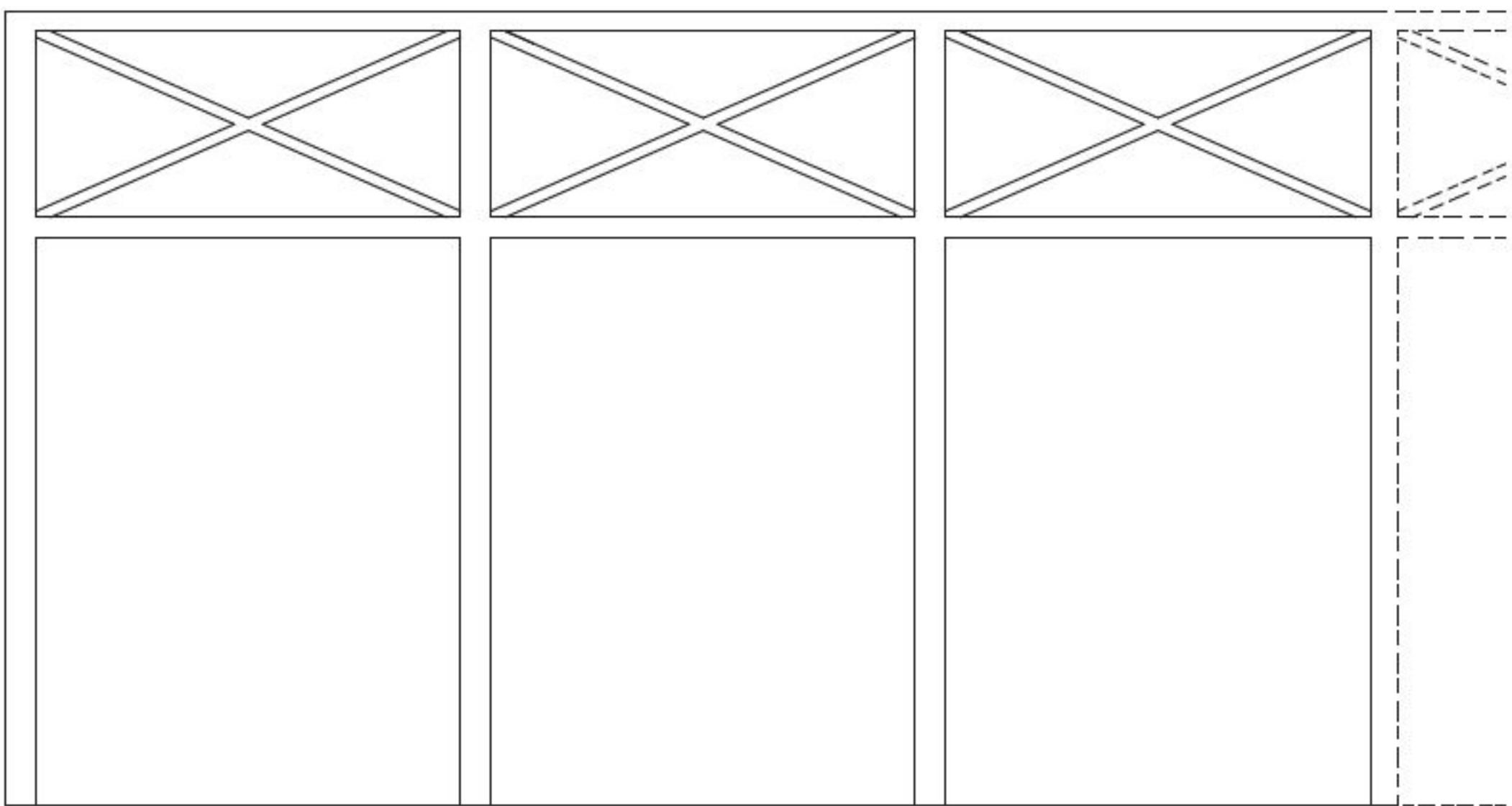
Further reading

Bath Green Park to Bristol
by Vic Mitchell and
Keith Smith
Published by Middleton
Press.
ISBN 1 901706 36 2

*Bath to Evercreech
Junction*
by Vic Mitchell and
Keith Smith
Published by Middleton
Press.
ISBN 0 906520 60 6

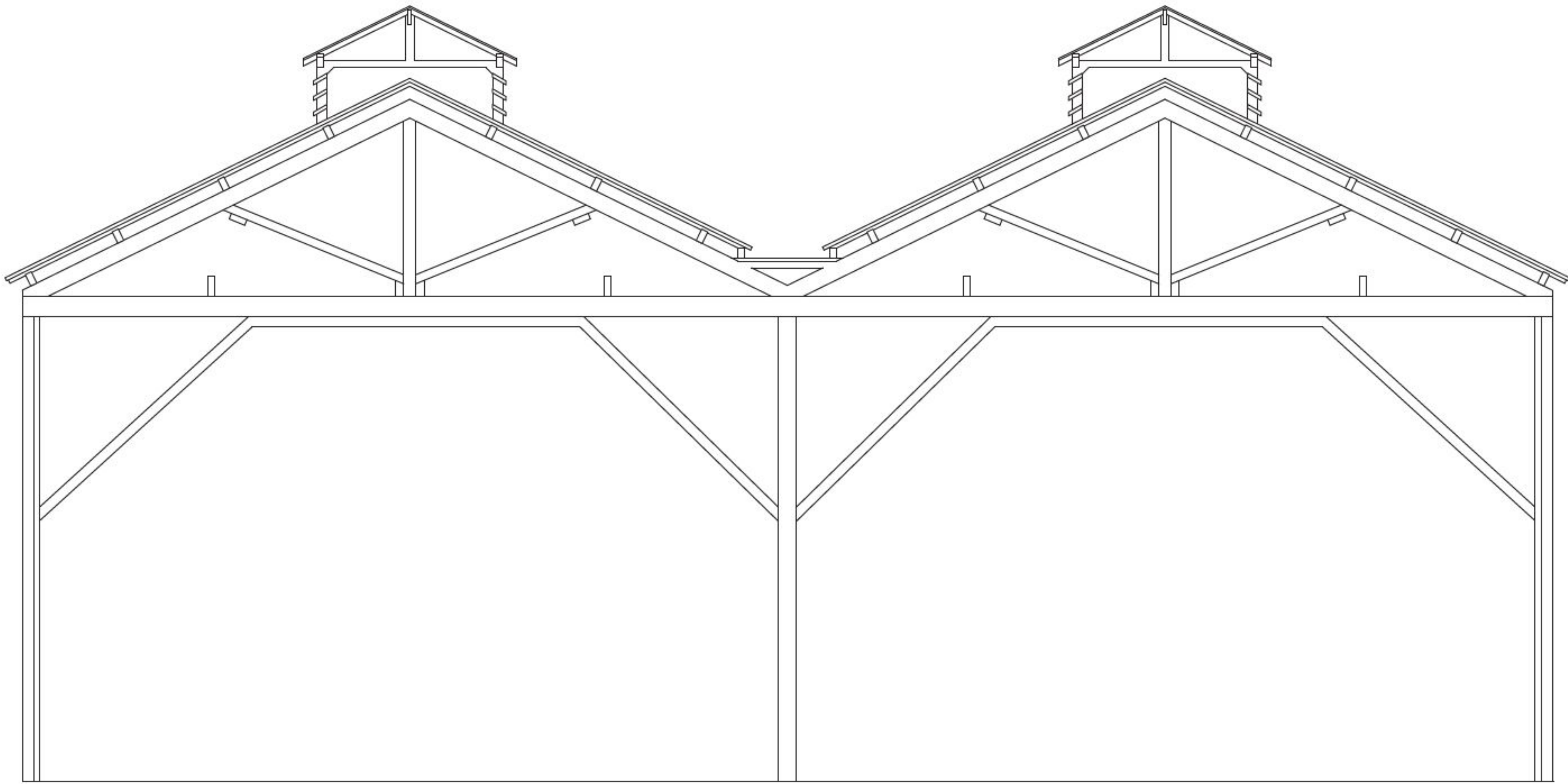
*An Historical Survey of the
Somerset & Dorset
Railway*
by C W Judge and
C R Potts
Published by OPCV.
ISBN 0 86093 003 3

Locomotives stand cold in the dark
interior of the shed on 6 March
1966, the day after the cessation
of public services on the S&D.
Photo: Colour-Rail



Side elevation (internal arcading)

FT 0 1 2 3 4 5 6 7 8
Scale



Front elevation (internal framework)



Whatever happened to ... Worcester Road



This evocative and highly detailed depot scene is well known on the exhibition circuit as a fine example of Gauge 1 modelling. **STEVE HARROD** explains what led him to build the diorama originally and the changes that have been made in the years since.

Photography by Steve Flint

They say things happen for a reason and sometimes the elements collide to inspire and produce that all-important creative spark. This happened to me in the late 1990s whilst building my first Fred Phipps Models NBL Type 2 (Class 22) D6331 in 1:32 scale (Gauge 1).

The concept of *Worcester Road* was inspired back in 1999 by an article that was published in *Model Railway Journal* No.109, in which Paul Karau offered an idea of displaying model locomotives in a self-contained setting. This, coupled with a meeting with my favourite railway modeller (the late) John Dornom and his impressive O gauge steam roundhouse model, cemented an idea I had in my mind's eye for modelling the inside of the diesel repair shed at Gloucester Horton Road (85B), albeit with an extra road for added interest to display my Gauge 1 locomotives and stock.

When demonstrating Gauge 1 modelling at exhibitions, visitors often assume that I must have an enormous garden system to run my diesels on. Their faces are a picture when I advise them that I run them on a layout just six feet long! It was this perception (that if

you model in a big scale your layout needs to be big) that for me provided part of the challenge. I wanted to build the inside of something, rather than the outside, and change people's perceptions about modelling in 1:32 – especially in a limited space.

A small model in a large scale

The model comprises the straight-road shed

▲ A trio of NBL Type 2 Bo-Bos with D6320 nearest the camera. This model is one of Rob Mabbett's collection of G1 locomotives.

scene, which measures 6' x 2', plus an additional 4' fiddle yard. With the side wall removed, giving a widescreen pillar box aperture for viewing into the shed, the viewer is forced to get down low and



The author at the controls of the layout, this photo showing the letterbox viewing aperture. ►



appreciate the vista from a more realistic level. If the viewer gets close enough, they can almost feel as though they are standing in the shed itself – especially if the outer edges of the structure are beyond their peripheral vision.

The baseboards use the traditional tried and tested sandwich construction using 9mm

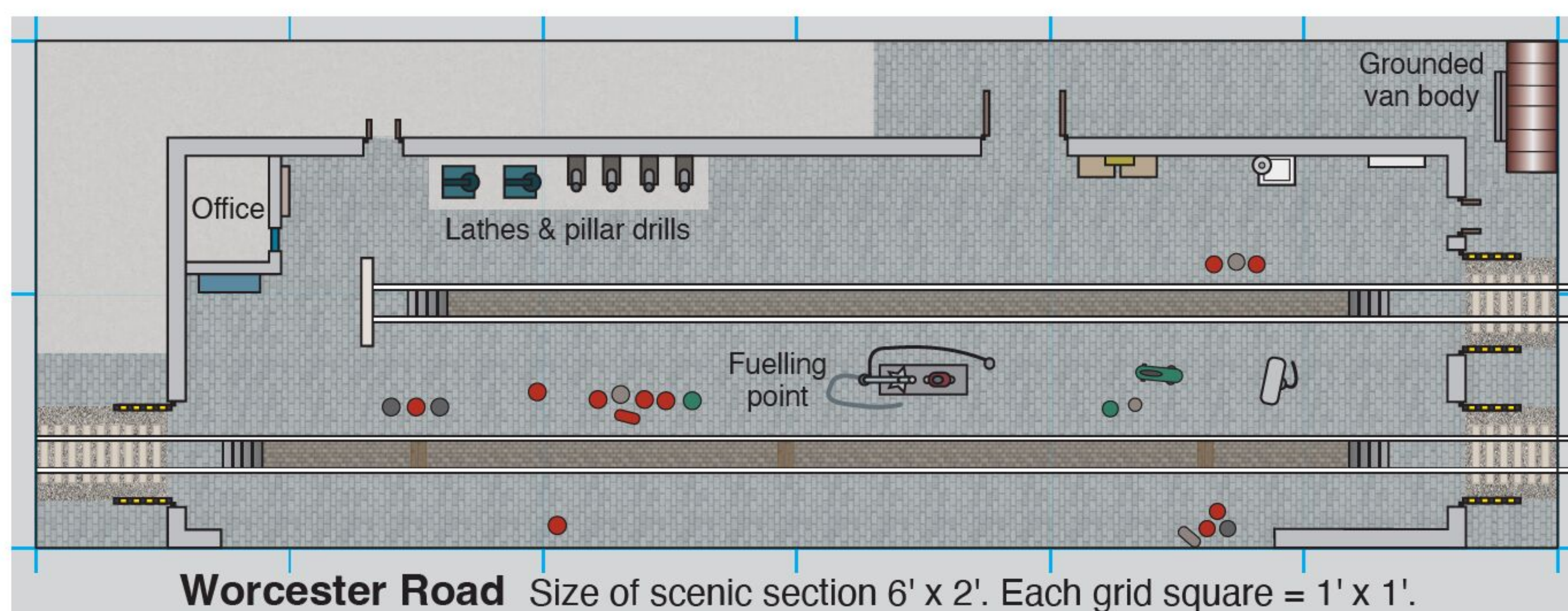
plywood and softwood for the box ends, with plywood diagonal cross-bracing for additional strength – all assembled using PVA and countersunk screws. The two boards are aligned using pattern makers' dowels and are also bolted together for safety: they are supported on softwood 2" x 1" legs.

The electrics for the layout have been

▲ **Warship D838 *Rapid* sports a very work-worn maroon colour scheme. The liveries of models are all correct for the 1970/71 period.**

Most of the accessories used to furnish the shed interior were scratch-built, except for certain items, such as the barrels, which were sourced from 1:35 military modelling kits.





▲ This model of Ruston 165DE 0-6-0 departmental diesel shunter PWM654 was built from a Mercian Models etched kit.

All locomotive liveries have been researched as correct for the period 1970/71, the era I am modelling. The locomotive headcodes have been researched using the correct BR Western Region working timetable (WTT), Section Two, 4 May 1970 to 2 May 1971. I also have a copy of the Warship diagrams over the Cotswold line for the same period and this enabled me to have the correct headcodes at each end of the locomotive.

Rolling stock consists of a Slater's LMS milk tank (converted to departmental use as DW44059) and a Ken Martin Southern Region utility van (S1275), which acts as an Enparts vehicle. There is also a Gauge One Company BR 16-ton mineral wagon that has been detailed with parts obtained from the Slater's range. I have also converted a Slater's 10mm:ft scale kit for a BR standard 12T van into a grounded body for 1:32; this acts as a scenic break when looking from within the shed to outside.

Developing the model

In 2008 *Worcester Road* made its debut at Swindon STEAM Museum's Festival of Railway Modelling show, located somewhat appropriately in part of the former railway works.

After a few shows, the possibility to develop *Worcester Road*, and convert it from an analogue Gaugemaster control system to DCC, was considered. This would enable me

kept simple using 0.5 copper wire, and all isolating sections inside the shed go through switches located on the fiddle yard.

The external (daylight) lighting is provided by five ultra slim fluorescent tubes, whilst the internal shed lighting has grain of wheat bulbs wired in series (thanks to Kier Hardy for his advice). The latter are housed inside prototypical shades fabricated using parts from gel pens! The shed lighting emits a very low warm light, which helps to create the desired atmosphere.

The roof trusses are of soldered metal construction and the brick walls are from South Eastern Finecast embossed styrene sheet, whilst the granite setts for the stone floor are from Howard Scenics. The track is from Tenmille Products, modified to suit the scratch-built inspection pits, which are equipped with fluorescent lights.

Everything within the locomotive servicing shed has been scratch-built, apart from the barrels, lathes and other tools, which were sourced from 1:35 military modelling kits by

firms including Italeri, Accurate Armour and Verlinden.

Two fuel pumps were scratch-built from various diameters of brass tube and rod, based on the fuel pump at Gloucester Horton Road (one of these was given to Rob Mabbett for his Gauge 1 diesel depot *Elmbridge*). The figures on the layout were custom-made using 1:35 military heads, bodies, arms, legs, hands and boots. Some sport BR hats which were made from scratch. (It should be remembered this was completed back in 2008 and 3D-printing technology for figures was not available then.)

Locomotives and rolling stock

All the diesel locomotives are from the Fred Phipps Models range, except the Class 03 shunters (Bachmann Brassworks) and PWM654 (a Mercian kit). All models received locomotive numbers and emblems from Caradoc Models transfer sheets. All locomotives carry correct finescale wheels from Mark Wood.

to add sound to the engine shed, further enhancing the atmosphere I was trying to recreate; I could turn locomotives' engines on and off along with a shrill blast from the Desilux two-tone horns. However, the projected cost of converting *Worcester Road* to DCC meant that I put this idea on hold

Where one idea ends another starts and Rob suggested at the next show in Basingstoke that we try adding sound by using a cassette recording of Warship locomotive sounds from beneath the layout. This seemed to work as a few members of the attending public commented how they didn't realise the layout was DCC. Rob and I would advise them that it was a different form of DCC – 'Direct Cassette Control'!

This idea was further expanded using a MiniDisc player attached to two speakers and a sub-woofer placed strategically beneath the layout, which seems to work really well judging by the comments received.

At the Wells show one year I met Roy Kethro, who had worked as a fitter at 82A Bristol Bath Road. He kindly took the trouble to email me his thoughts and ideas to help with further developments on *Worcester Road*. His suggestions led me to scratch-build a portable locomotive battery charger, stepping boards for over the pits (which have been aligned to the isolating

A printed photo of a Brush Type 4 creates the illusion of an expansive shed yard beyond the walls of the servicing shed.

points to make it easier for the operator to see and control the layout) and 'NOT TO BE MOVED' boards for mounting on locomotives when they are being worked on by fitters.

For the G1MRA show at Bicester in 2022 I added new self-adhesive LED white light strips above the roof. This provided better 'show' lighting whilst an on/off switch enabled me to leave these turned off for a more prototypical dull light when operating at home. Another change for the Bicester show was that I opened up the closed rear doors and added a backscene of a ubiquitous Brush Type 4 parked outside the shed. I also took the opportunity to change the backscene visible through the side door, which had featured a Class 08 shunter; this now shows a Hymek parked in the yard outside.

Future developments from Roy's list will see the addition of some more wheel scotches, pallets with brake blocks on, bags of dry sand and a hand trolley for moving the pallets around. I am also building another Warship (D819 *Goliath*) and also hope to finish off my model of NBL D6310 (Class 22).

Help from friends

The locomotives seen on *Worcester Road* not only come from my collection but those of other individuals who model in Gauge 1.

Rob normally assists me with *Worcester Road* when it goes out on tour and with him he brings along his collection of models consisting of D6320, D6327, D849 *Superb*, 853

Thruster, D2121, D2122 & PWM654.

Fred Phipps, Bob Hunter, Andrew Vines and Simon Castens can normally be relied upon to bring their respective locomotives including D600 *Active*, D601 *Ark Royal*, D602 *Bulldog*, 818 *Glory*, D802 *Formidable*, D844 *Spartan*, D6317, D6318, D6319 and D6330, which combined with the *Worcester Road* fleet, makes for an impressive stud of locomotives that have attended numerous shows across the country.

I would like to take the opportunity to express my thanks to all those who have invited *Worcester Road* to their shows over the years, and to the general public who have enjoyed seeing the model, including those who have provided constructive feedback. Thanks also to Rob Mabbett for 34 years of friendship, inspiration and support at shows, and Phil Boyer and Nick Trudgian for also supporting me with the layout. Finally, a big thank you to Jess and Katie for allowing me the time to indulge in my passion of railway modelling.

And finally...

I made reference at the start of this article to the late John Dornom. I felt honoured when, some years back, I received a card from John complimenting me on my model. I was even more surprised when, one Sunday afternoon, he phoned me up and we had a lovely conversation about the art of railway modelling. To me this was akin to receiving a personal call from your favourite rock star and is something I will always remember...



A trio of cattle wagons

IAN NUTTALL describes three different LMS wagon models, all constructed from the same kit for use on his extensive OO gauge layout Dentdale, which is inspired by the Settle & Carlisle line.

Photography by the author



Let's face it, any 4mm scale modellers, of a kit-building persuasion, have much to thank Parkside Dundas for, as this extensive range of plastic wagon kits has proved a real boon; they are so user-friendly, and blessed with that key factor, accuracy. How reassuring that they continue to be marketed under the Peco banner, and that the range is being extended even further.

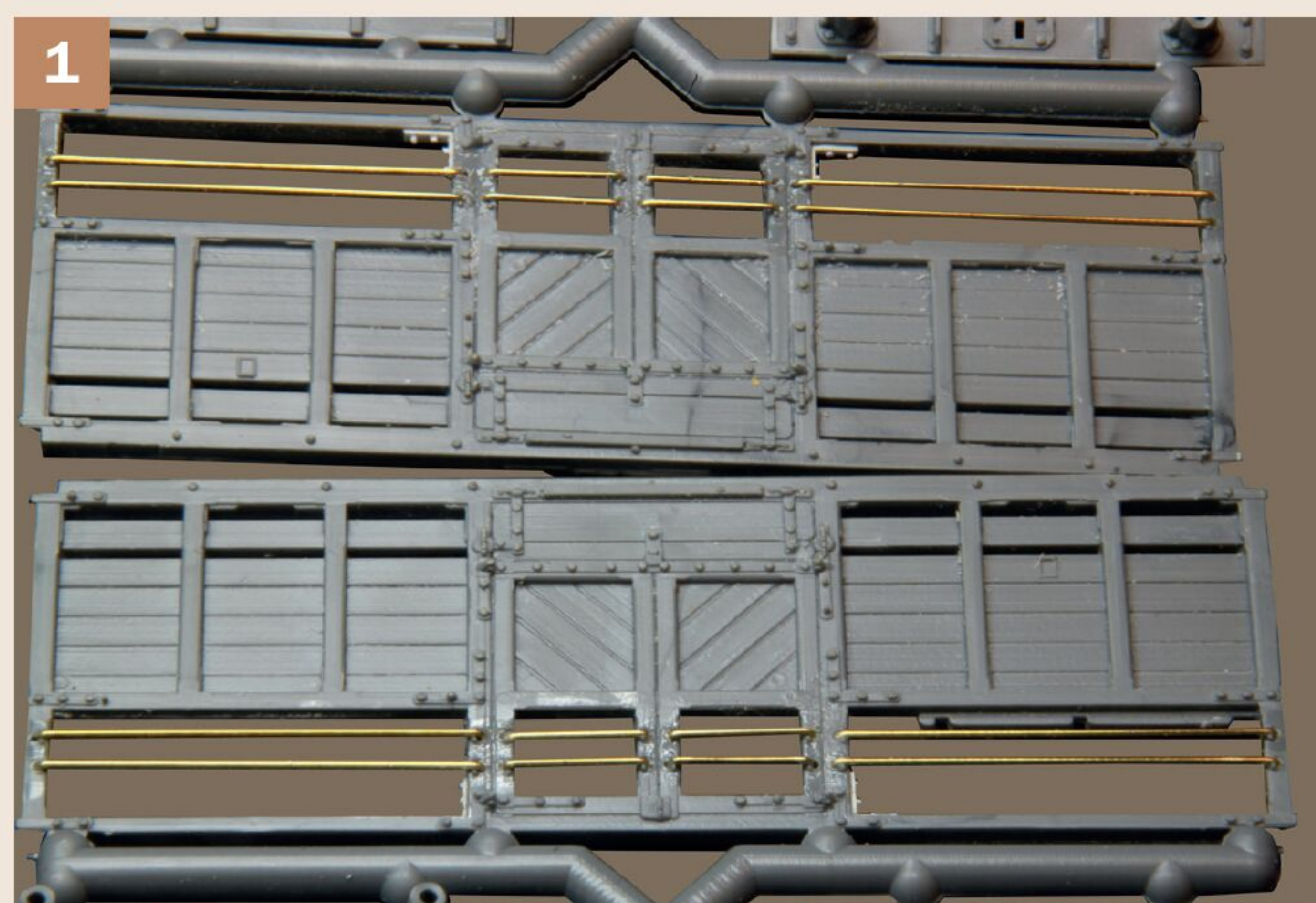
It is fair to say that I don't actually need any more wagons at all, and am already well supplied with cattle wagons for *Dentdale*... 20 at the last count, but when I was offered three un-built Parkside Models (by Peco) LMS cattle wagon kits (ref.PC87), I couldn't resist.

In my defence, I do enjoy building wagon kits, full stop. For many years before I could create *Dentdale*, it was my main

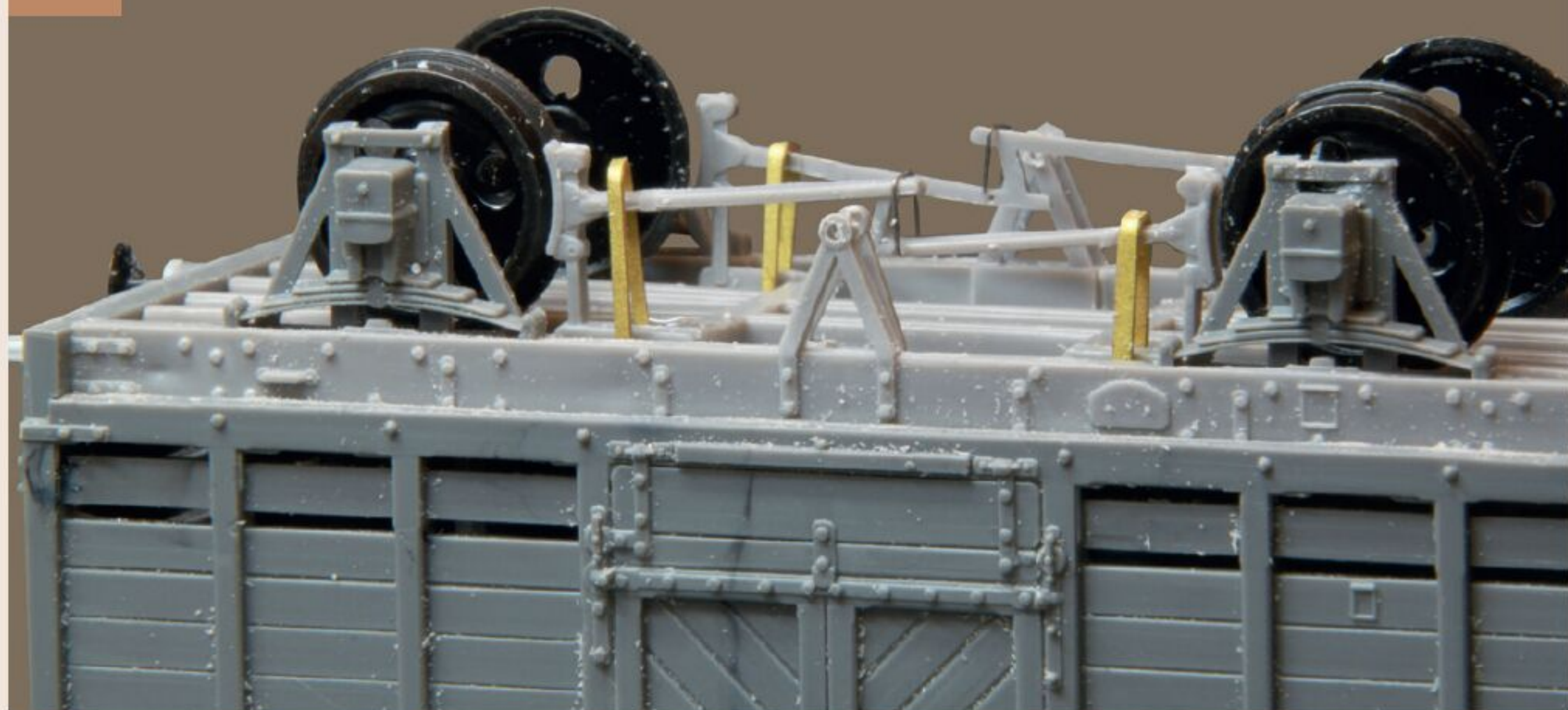
specialist modelling area, stockpiling for the future (although some may say I have overdone it). Also, I have a soft spot for cattle wagons, and, as my new section, Mallerstang Junction, evolves (see RM September and October 2023), I have equipped it with a reasonably long cattle dock to cater for all the farms in the

I found it more stable to add the bars across the openings whilst the parts were still attached to the sprues. For each 0.4mm bar of brass wire, I drill the first hole with a 0.45mm drill held in a pin chuck, and bend the first right-angle bend... Mk.I eyeball to the fore... insert it in the hole, grip the wire with tweezers at the point where the second bend needs to be formed, test for an accurate fit, drill the second hole, fix with butanone/Mek-Pak, and repeat 15 times. The extra L-shaped brackets, on either side of the door, are clearly visible.

▲ Cows to the fore, literally, as I mean 'to the front', for it was LMS policy to marshal loaded cattle wagons at the head of the train. The leading wagon, an LNER example, was originally marketed by Westykits, before it came under the Parkside (by Peco) umbrella. There are another 17 cattle wagons 'off shot', although these are empty, whilst the loco on this northbound special through Dent station is an ex-LNWR G2 0-8-0. This class was far from common on the S&C, but No.9319, pictured here, was shedded at Hellifield in 1939, so has more claims than most to be present. Pictured (inset) is the Parkside (by Peco) ref.PC87 kit.



2



▲ Evidence of the alterations to the brake gear. The safety straps are formed from scraps off an etched brass sheet... or you could go to the expense of buying 1mm brass shim strip... and are straightforward to fit. I have used five-minute epoxy to retain them; you may prefer superglue. The centrally-mounted fine wire loops are, admittedly, more of a fiddle, yet cheap to replace should one ping off into the ether and disappear, no matter how long you search...

area, and potentially, a monthly cattle sale, as happened at Dent.

Should you choose to build all three kits, keeping to the instructions, you will own three perfectly respectable wagons which should serve you well, but you will have missed a golden opportunity to apply some individuality and variety, making each model a more personal interpretation.

Prototype reference

For this, you need photographs of actual wagons, and I can recommend three reliable sources of reference. These comprise *LMS Wagons Volume One* by Bob Essery (Oxford Publishing Company, published 1981); *Official Drawings of LMS Wagons – Volume One*, also by Bob Essery (Wild Swan, published 1996); and *Model*

Railway Journal No.242, which contains an article by Gerry Beale, which focuses on this very kit.

Armed with some, or all, of these you can forge ahead with confidence. Should you not have them, then fellow modellers, or your nearest model railway club, may help out, whilst your local library should be able to obtain the first two... all three should be obtainable via specialist railway book dealers.

Common modifications

To avoid repetition for each wagon the following modifications are common to all:

i) Extra weight is key, and for this I use rectangles of lead flashing cut to shape by scoring heavily with a Stanley knife. Then, by flexing along the cut,

3



▲ Using the scraperboard cutting tool illustrated, against the edge of a steel ruler, and marking pencil lines along the roof 2mm apart, it was a routine task to create the planked effect I was after. This tool is so useful, giving such a neat finish with so little effort; highly recommended.

the piece separates neatly, and is glued centrally on the floor using five-minute epoxy.

ii) My couplings of choice are three-links, although for these three wagons, I have risen to screw-links, as most prototype photos display this type.

iii) I have opted to upgrade to sprung buffers... not essential, but with my style of coupling, the springing is used. Mine are all Exactoscale, with 13" heads. To achieve the springing I drill a 0.5mm hole through the centre of the buffer, continuing through the buffer beam. I ream this hole slightly, so the shank slides unrestricted. After fitting the

minute coil spring to the buffer shank I use a 1mm drill, testing with the sprung shank at intervals until the desired compression is achieved. Holding the buffer head at its furthest out position, I can now bend the tail of the buffer shank behind the buffer beam to secure it; result.

iv) The diagonal strapping, two to each side, is represented accurately by a 10 x 30thou strip of plasticard, a laudable upgrade from other plastic or white-metal kits. Where these pass over the outer framing there should be a bolt head, which I portray with a 10thou cube of

4



▲ Consider the various stages required to convert the axleboxes and springs in the kit to the type needed for my fully fitted version. Bottom right is the part marketed by 51L/Wizard Models (ref.LMSC005) to provide exactly the leaf springs with J-hangers I wanted. On the left, second from bottom, is the original kit part, whilst below shows one with its leaf spring removed. Above are examples of the supplied whitmetal part, plus how I modified it so that it sat neatly on the solebar. Finally, at the top, one is in position.

5

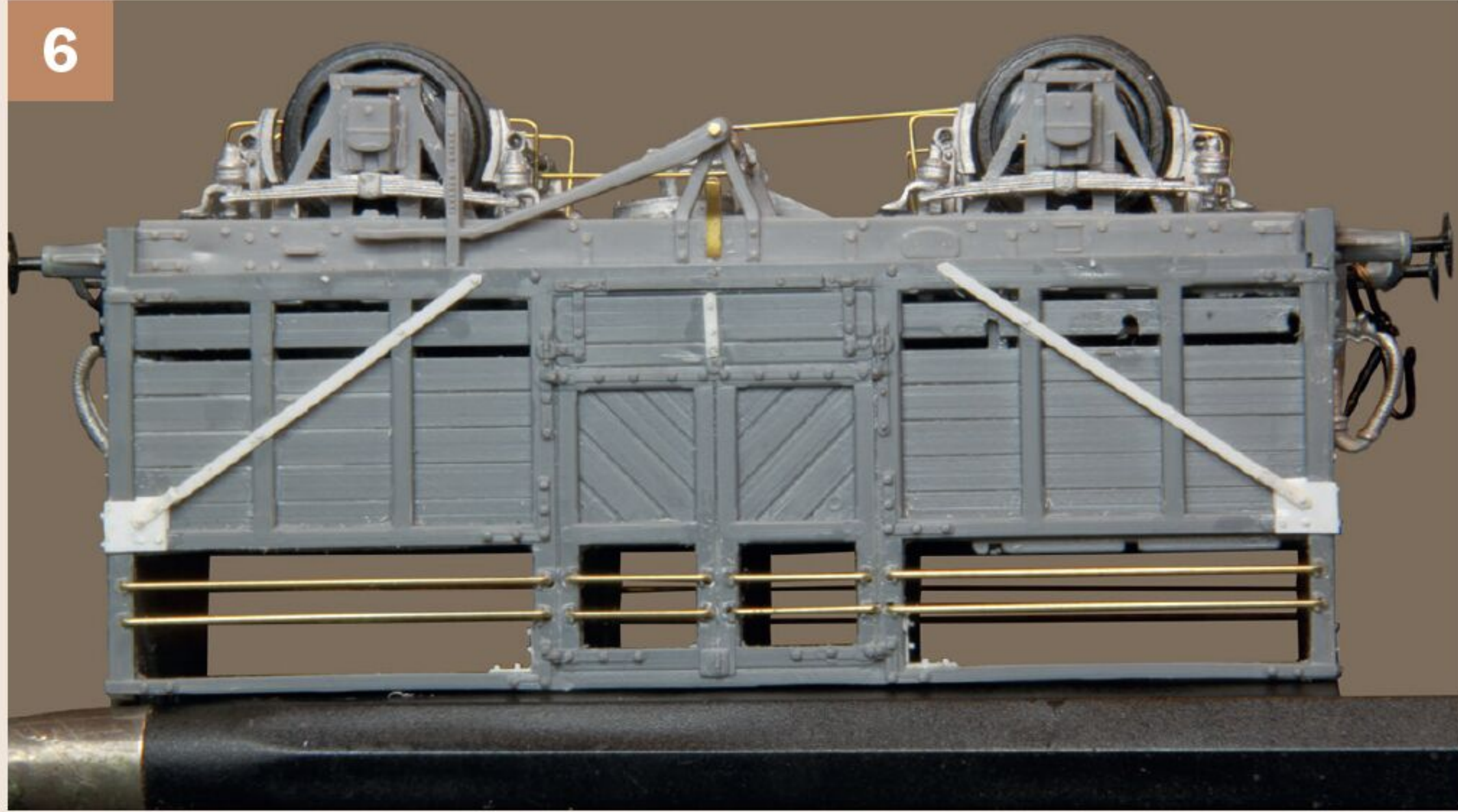


▲ Several other modifications are shown here. On the end, new strengthening brackets are apparent just below roof level, and screw couplings are fitted, as is a vacuum brake pipe. The higher of the two slats has been filled in... a 30 x 30thou length of plasticard fits perfectly. Once the butanone has set (I would suggest overnight) a new groove can be scribed in. Do this before gluing the body together.

Looking at the side, there is a central piece of strapping on the drop door (10 x 30thou), whilst, below that, the drop door stop bar is formed from scrap etched brass. To ensure it is secure I drill two fine holes (0.35mm) through the top of the solebar, use the drill as a saw to connect the holes into a slot, bend the drop door stop bar through 90°, and push the brass through the slot. Fix with five-minute epoxy; it works a treat.

New corner plates are required, which means the diagonals (10 x 30thou) are now cranked slightly to allow the ends to sit on top of the plate. To achieve this I overlap a short piece of strapping (approximately 2mm) to create the stepped effect. In all, I have added 70 cubes of 10thou plasticard to the wagon body to represent bolt heads. Yes, this does require patience, but the beauty of this method is that you can position them anywhere, even on the body side.

6



▲ The brake blocks and brake cylinder come from 51L/Wizard Models, the yokes for the brake mechanics are neat nickel silver etchings from Ambis Engineering, whilst the safety loops and brake rodding are from brass wire.

plasticard, and is far easier to create and apply than it might sound. In his *MRJ* article Gerry Beale credited this method to Geoff Kent. To be strictly correct, it was my mentor, Ron Smith, of the Grimsby and District MRS, who developed this technique, and I'm sure Geoff would be the first to accept this, after he had seen articles by Roger Ellis and I promoting the 10thou cube approach in mid-1970s articles in *Model Railway Constructor*.

I am happy that many modellers today still use this tactic; knowledge shared promotes higher standards. And so to describe the three wagons...

No.338682

I'll start with No.338682, as it is nearest to being as the kit is intended to be built. I have chosen this as there is a photo of it, now branded as an ale wagon in the WWII era, on p12 of *Official Drawings of LMS Wagons – Volume One*. The photo caption claims the wagon is No.338082, but, looking at the builder's plate in the picture, the fourth digit is not an '0'; I have plumped for a '6'.

LMS Wagons Volume One informs us that some wagons were branded 'ALE' as the demand for moving cattle by rail decreased. An 'ALE' transfer is included in the Parkside kit, but my example says 'ALE WAGON', so I resorted to my 1.5mm alphabet of waterslide transfers as marketed by Modelmaster Jackson Evans; fitting 'WAGON' in the panel proved a very tight squeeze. Apart from the refinements mentioned earlier, the only extras added were below decks.

In the kit each upright just inside the brake blocks should be a metal loop/strap, as a safety measure. It is understandable that the kit has, for practical and economic reasons, modelled this as part of the moulding for the brake gear. I cut these off with my Stanley knife, dressed with a needle file to ensure all was smooth, and replaced each with a U-shaped loop of fine brass strip, sourced from spare bits on etching frets (never throw them away!). Similarly, behind each V-hanger, there is a fine wire loop, again acting as a safety requirement. By drilling through one brake rod with a 0.3mm drill (do tread very carefully here, as I feel the brake rods are just a bit on the light side, so there is precious little leeway) I was then able to thread a loop of five-amp fuse wire and achieve my aim. Again, this is beyond expectations for the kit manufacturer; my thanks to Gerry Beale for alerting me to this detail in the aforementioned *MRJ* article.

To maintain alignment with the prototype (with its 'ALE WAGON' lettering), No.338682 needed to be turned out in LMS post-1936 bauxite livery... as I doubt any grey-liveried cattle wagons were designated 'ALE'. As No.338682 was through piped, I fitted vacuum pipes, from 51L/Wizard Models.

Two other 'small extras' that I needed, having spotted them in prototype photographs, were two L-shaped brackets, just under roof level, immediately outside each door. This omission is slightly surprising as Parkside had modelled all the others. By using 25 x 10thou plastic strip, and 10thou cubes for bolt heads, I was able to

7



▲ Two more details are seen here. It was easy to add 20 x 30thou strips to thicken each corner post below waist level, whilst I'll admit that the eight L-shaped brackets per side at floor level did occupy more time... a lot more. Yet I do feel that the effort involved was worth it... I suppose I do have to defend my 'madness', with another 68 cubes of 10thou plasticard thrown into the mix... ah, don't we just love it. The lower slots for the partition, matching those at waist level, were made by using a 0.8mm drill, held in a pin chuck, as a saw.

model this feature; another box ticked.

No.292372

Next came No.292372, from Plate 45 in *LMS Wagons Volume One*, which is very much allied to Gerry Beale's model in his *MRJ* article (for which he might accuse me of plagiarism!). Let's just say I was inspired by his article, and found the upgrades irresistible.

For this version, I applied the same brake gear modifications, vacuum pipe addition, and created the extra L-shaped brackets just outside the doors at roof level. Gerry Beale focused on roof alternatives, creating an example that had lost its canvas covering, yet had several transverse metal strengthening straps *in situ*. Hence I followed his advice...

more accusations of plagiarism? I don't mind, my conscience is clear, and I now have a model of real character. However, I did choose my own number; a through piped example built by Charles Roberts in 1925 to Lot No.195, and I even added cows; more of these later.

No.293612

My third, and final, offering deviated from the kit significantly. I opted to represent a fully fitted example, although these were built to a different Diagram... 1840 as opposed to 1661. So I drew up a list of matters to be addressed, most of which involved beefing things up. In no particular order, these included:

- i) Axleguard springs were mounted on J-hangers.
- ii) There were eight brake

8



▲ My 'ALE WAGON' variant, now in running order, and suitably weathered. This wagon is from a batch of 100, built in 1925 by Hurst Nelson to Lot No.197. Originally it was not through piped, but was by the time it entered its ale guise. For the weathering, I found that a thin wash over everything with 'general grot' provided a suitable base for some selective dry brushing using Humbrol 26, 33 and 34, or a mixture of these. Sometimes I also apply weathering powders subtly, whilst the chalked 'BURTON' destination is highly appropriate, being the ultimate 'beer town'.

9



▲ The lower planks are a bit more 'work stained' on this example, and you might notice the 'M' STANG' as the chalked destination, to give credence to my latest might-have-been project, Mallerstang Junction... every little helps. This particular wagon was part of a batch of 50, built as Lot 195 by Charles Roberts of Wakefield. The inspiration for this particular wagon came from Gerry Beale's well grounded article in MRJ 242.

blocks, as opposed to four.

iii) Each end vertical was topped by a more substantial bracket.

iv) Each diagonal side strap met a more chunky bracket at the top end.

v) Each corner post was 'beefed up' in the lower two-thirds.

vi) A drop door bar was fitted at the central point of each solebar.

vii) Extra strapping appeared on the drop door.

viii) Eight, more substantial, L-shaped brackets featured along the lower edge of each side.

ix) The ends only had one open slat, compared to two in the kit.

x) The partition slots were repeated on the bottom plank.

That's rather a lot really, but all within the scope of basic modelling methods.

I have addressed the various alterations in the accompanying photo captions. I used Plate 51 on p29 of Bob Essery's *LMS Wagons Volume One* as my guide, and indeed, my chosen example, No.293612. So this is modelled in its original 1933 livery of LMS Wagon Grey, with next to the largest sized logo. I have failed to match the prototype 100%, as it features open-spoked wheels, whereas mine are three-hole disc, and the drop door was of slightly different dimensions; I can almost sense the vultures circling!

As this wagon is fully fitted, it also warrants a steam heating pipe, which makes it 'Passenger

Train Rated' – a significant step up in the world for a humble wagon. I would like to think it had the opportunity to sample this exalted status, yet I doubt it.

Bovine mutilation

As I approached this mini-project I decided that, apart from the 'ALE' version, the other two ought to be populated, and so I set off to find cows. An eight-mile trip on my push-bike took me to Paignton Model Shop, a traditional outlet in the Torbay resort. It is well stocked, apart from with cows! My enquiries drew a blank, "We're out of cows." However, on hearing I just needed some for cattle wagons, as opposed to earning a rosette in the local show, they brought out their spares drawer. In its depths there were six cows, now mine, and free of charge; well done Paignton Model Shop. I try to support them whenever I can; they are lovely folk.

One slight problem was that all the cows were 'head down', eating grass. I needed mine 'heads up, looking out'. Therefore I decapitated each one, re-glued each head at a better angle, filled in the significant gap with DAS, carved smooth and repainted; result. I now have six upstanding cows admiring the view of the S&C from their wagons...

I retain a commitment to wagon construction and, whilst I have the ability to create, as opposed to buy in a box, I will continue to further my fulfilment. I hope you will be encouraged to join me.

10



▲ No.293612 – the third of the LMS cattle wagon models described here that was derived from the Parkside ref.PC87 kit. With the addition of roofing strips, transfers courtesy of a melange of those in the kit and HMRS Sheet No.6, both Methfix, the all-important cows, and some judicious weathering, this fitted cattle wagon can join my fleet, and provide variety from the norm.

11



▲ Proof that my six cows now hold their heads up high, meaning they can be seen in my cattle wagons.

12



▲ Before I made the three LMS cattle wagon kits, the two previous wagons I finished were both LNER fitted cattle wagons by Oxford Rail... you see, I am a sucker for cattle wagons. An aspect of these models that requires attention concerns the cut-outs for the partition to determine whether the wagon ran as 'small', 'medium' or 'large'; these cut-outs should be opposite each other, rather than as modelled. The rest is tip-top, with all the fully fitted brake gear and safety straps reproduced faithfully and accurately. This view shows how I have corrected the error, using a strip of 30 x 80thou plasticard, with the notches required filed in. You can also see the slots I made in the lowest plank to complete the picture... so easy to correct. One of my pair of Oxford Rail LNER fitted cattle wagons; I have changed the number, and made one other embellishment, that of fitting a lamp iron to each end, a feature of the LNER examples, but not my LMS ones; each to their own.

Travelling to wedded bliss

JEFF HARMER recounts the story of an unusual railway modelling project in OO.

Photography by the author

It all began during the preparations for the wedding of our middle son, Luke to his fiancée Clare, which took place earlier this year.

They both work for Southeastern Railway, which is how they met when they were both based at Folkestone Central station. Since moving to Ashford, Luke finally achieved his boyhood ambition to become a driver, whilst Clare transferred to the ticket office at nearby Staplehurst station.

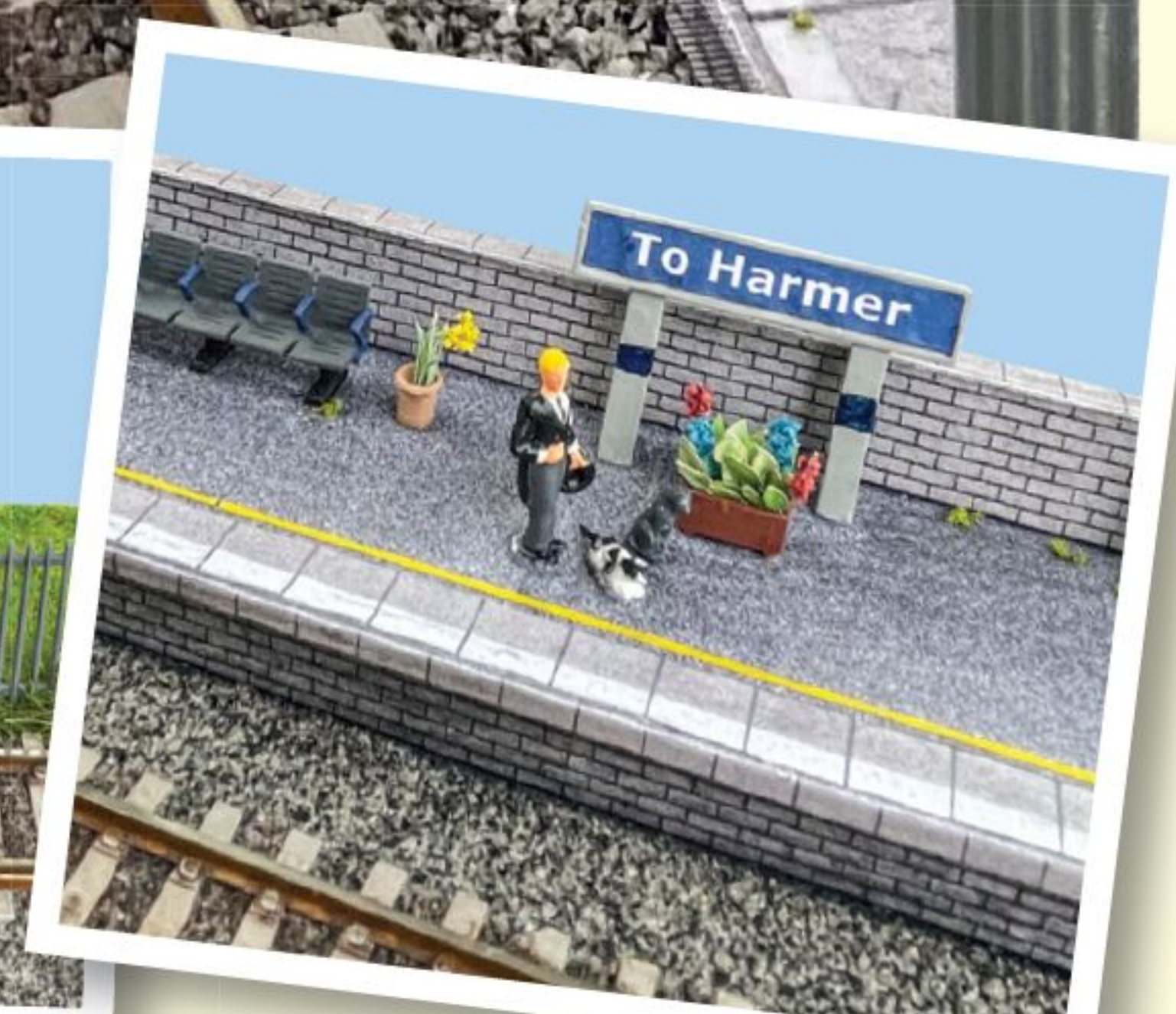
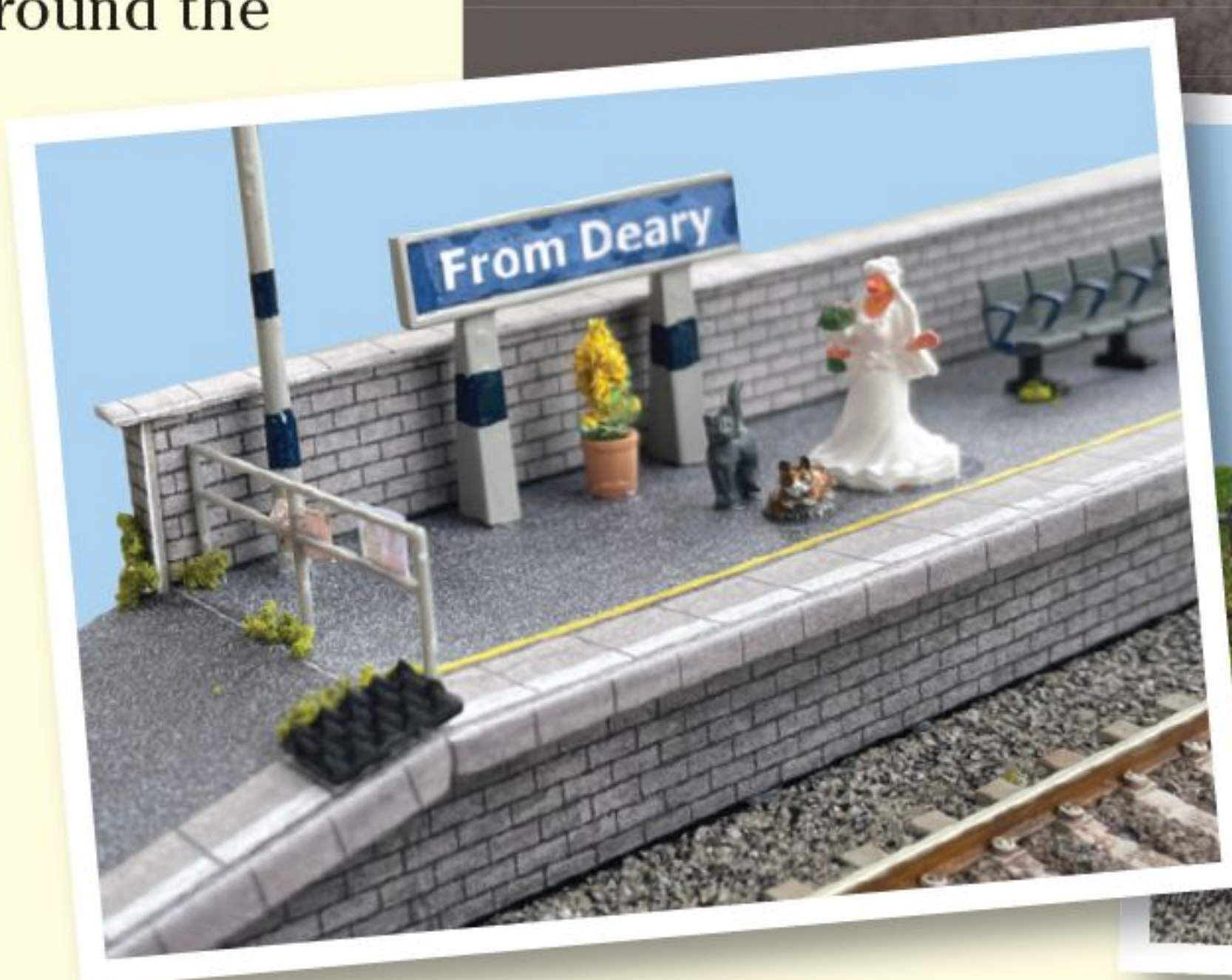
Because of their railway connections, it was inevitable that railways would play a significant part in the wedding ceremony. For example, the table numbers were based on locomotive and multiple unit classes, with guests seated at tables numbered 47, 73, 92, 373, 375, 376, 395, 465 and 707.

Shuttle service

Prior to the wedding, Clare had intimated that she would like a train (preferably of Southeastern derivation) running around the wedding cake. I had three Hornby Class 466 units; one in Network SouthEast colours and the two others in Connex and early Southeastern liveries. However, because these units prefer to run around second radius curves, we realised that the diameter for a circle of track would be rather too big for a cake table! So instead I came up with the idea of a unit shuttling back and forth along a length of straight track.

My wife, Teresa, has built many of the buildings and scenery on my permanent layout at home. Indeed she finds it both therapeutic and satisfying seeing the end results. She regularly attends exhibitions with me and often has a longer wish list than myself.

So it was that we both developed the idea of the train shuttling between two stations; one Staplehurst and the other Ashford International (where Luke is based). This then developed into the idea of Clare (as the bride) standing on the Staplehurst platform where there would be a sign reading 'From



▲ The EMU shuttles between two platforms with the bride standing on one, waiting to travel to meet the groom, who is standing on the other. The lineside sign is between the two.

Deary' (her maiden name) waiting to travel to meet Luke (as the groom) who was standing on the Ashford International platform, which would have a sign reading 'To Harmer'. In between, would be a short scenic section with a sign that reads 'Travelling to Wedded Bliss'.

Construction

The venue had told Clare that they could accommodate a display with a maximum

length of 1.5m, so this dictated the overall size of scene. I built the baseboard in my usual manner with a softwood timber frame and a light 3mm plywood top.

With three months to go, our holiday to South Devon saw us call into several model shops, including Buffers Model Railways and Paignton Model Shop, where we purchased the Peco Streamline code 100 concrete-sleepered track, the platform shelters and some scenic parts – plus the wedding figures

from the Noch range. I had decided to include the third rail on the layout – something I had never done before. A visit to Pecorama during the holiday allowed me to purchase the Peco ref.IL-1 conductor rail and the associated Peco ref.IL-120 conductor rail chairs.

Teresa then built two Metcalfe platforms that could accommodate the two-car Class 466 unit. A small scenic section remained in between, just enough to accommodate the sign and a couple of trees. I laid the track and did the wiring, but Teresa completed all the other scenic parts and weathering of the track.

I had elected to use the Connex-liveried Class 466. Because this had the older yellow-coloured doors, we had to repaint them in the more up-to-date SE blue. In addition, the unit also now sports the new style Southeastern logo. Again the holiday gave the chance to find an almost perfect match for the blue paint from the Humbrol range.

As building progressed, so the ideas flowed and also included were models of Clare and Luke's cats, which were added standing next to them both. Lamps and other station fittings included the SE blue rings on the stanchions, whilst Teresa found some dustbins she had purchased previously from the Scale Model Scenery range. Platform information screens, seating and yellow lines were purchased online from West Hill Wagon Works. The screens and the unit's destination displays were all changed to read 'Clare & Luke Wedding'.

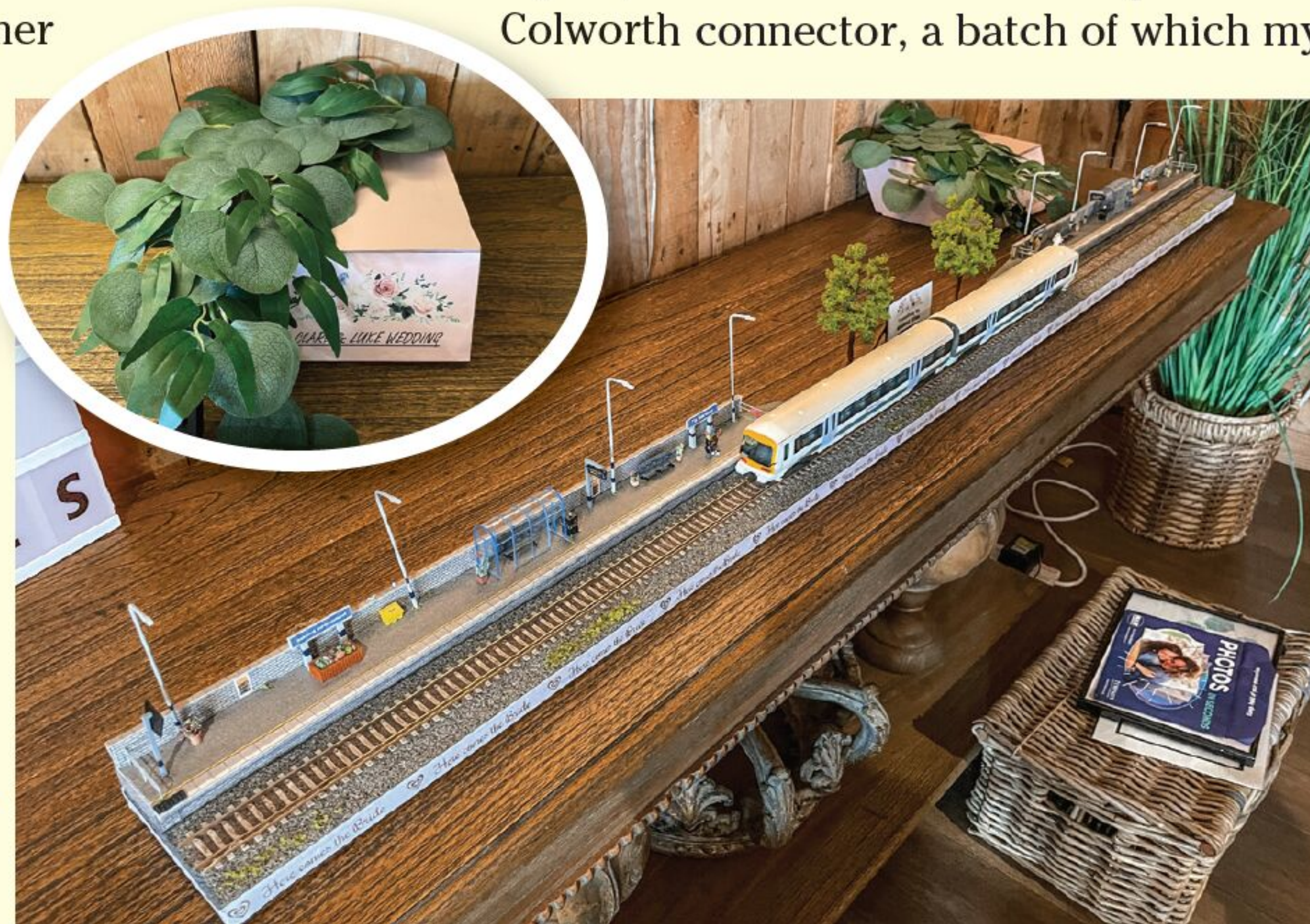
Control and final details

For the electrics, I had read in the article about *Mossdale Road* in the June 2023 RAILWAY MODELLER that the author had used a shuttle unit from BLOCKsignalling, which I looked into on the firm's website (www.blocksignalling.co.uk). It seemed to meet the exact requirements that I needed, so I duly ordered the SS1 DC version which arrived very promptly. The instructions said that it required a 12V dc input.

We were in the Derbyshire and South Yorkshire area in mid-July and a visit to the Chesterfield Model Shop provided some more scenic items for Teresa, whilst during a visit to Millennium Models in Morley near Leeds I managed to purchase a Gaugemaster WM1 transformer unit and Teresa found some suitable trees.

At the end of July we visited Chester Cathedral to see the magnificent model of Milton Keynes Central constructed by Pete Waterman and his Railnuts team. On the layout we noticed anti-trespass spikes had been modelled on the platform

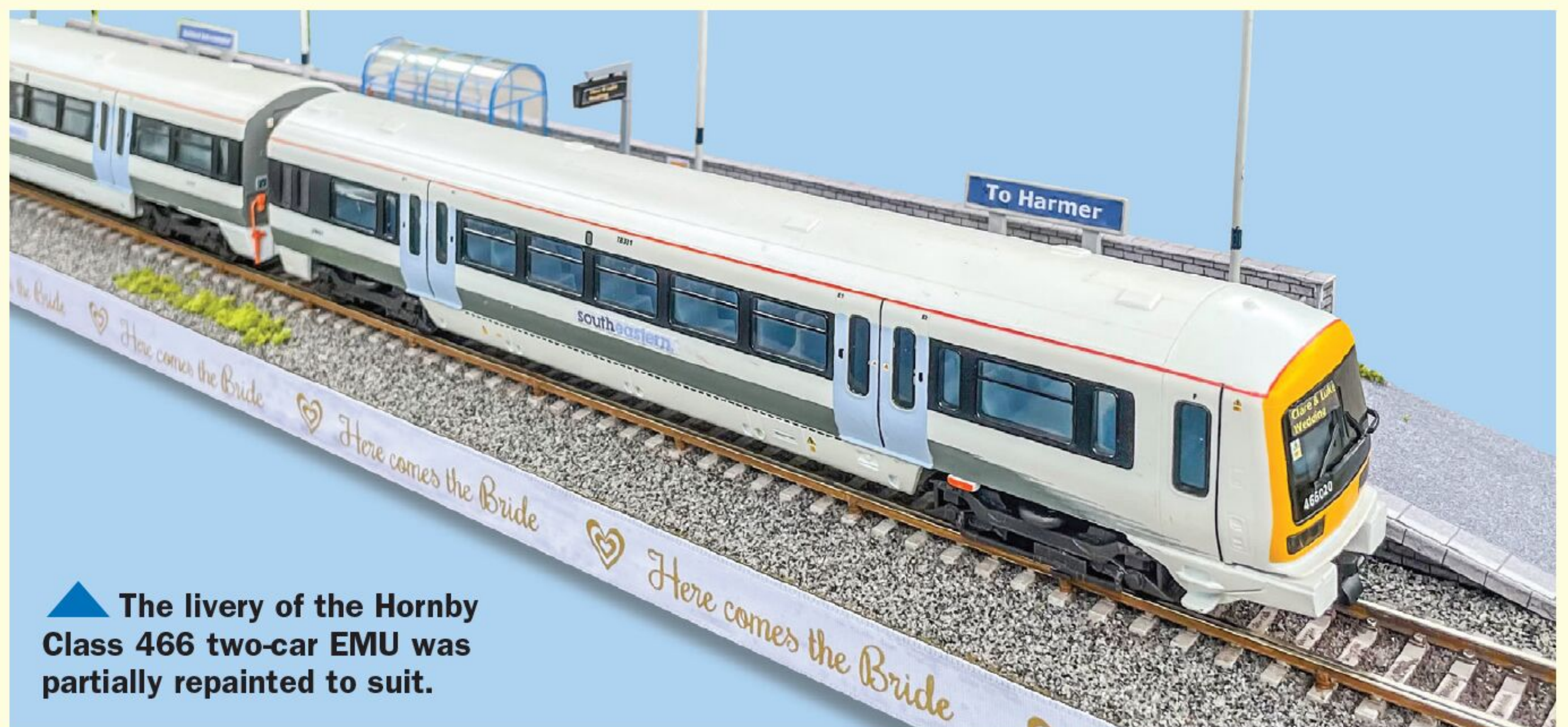
The finished model displayed in situ at the wedding venue, with (inset) the disguised control box.



▲ The modern platform shelters are Bachmann Scenecraft items whilst the seats are from West Hill Wagon Works.



▲ The public information screens display suitable messages!



▲ The livery of the Hornby Class 466 two-car EMU was partially repainted to suit.

ends. We spoke to Pete who took us around the end of the layout, showed us his 3D-printed items, and kindly offered to arrange for some to be made for us.

True to his word, Pete passed on the request to one of his team, Chris Clenton, who contacted us soon after to firm up what we required. Once agreed, Chris produced the parts (which included the spikes, some signs, and some birds) for us very quickly as a wedding gift for Luke and Clare.

I constructed a small control box (Clare didn't want anything too obtrusive!) from an old control panel that my late father had made, in which I housed a small Hornby controller linked to the BLOCKsignalling shuttle unit and the Gaugemaster power supply. The box was painted dusty pink and covered in some eucalyptus to disguise it as much as possible. To link the control box to the layout, I used an old small four-pin Colworth connector, a batch of which my

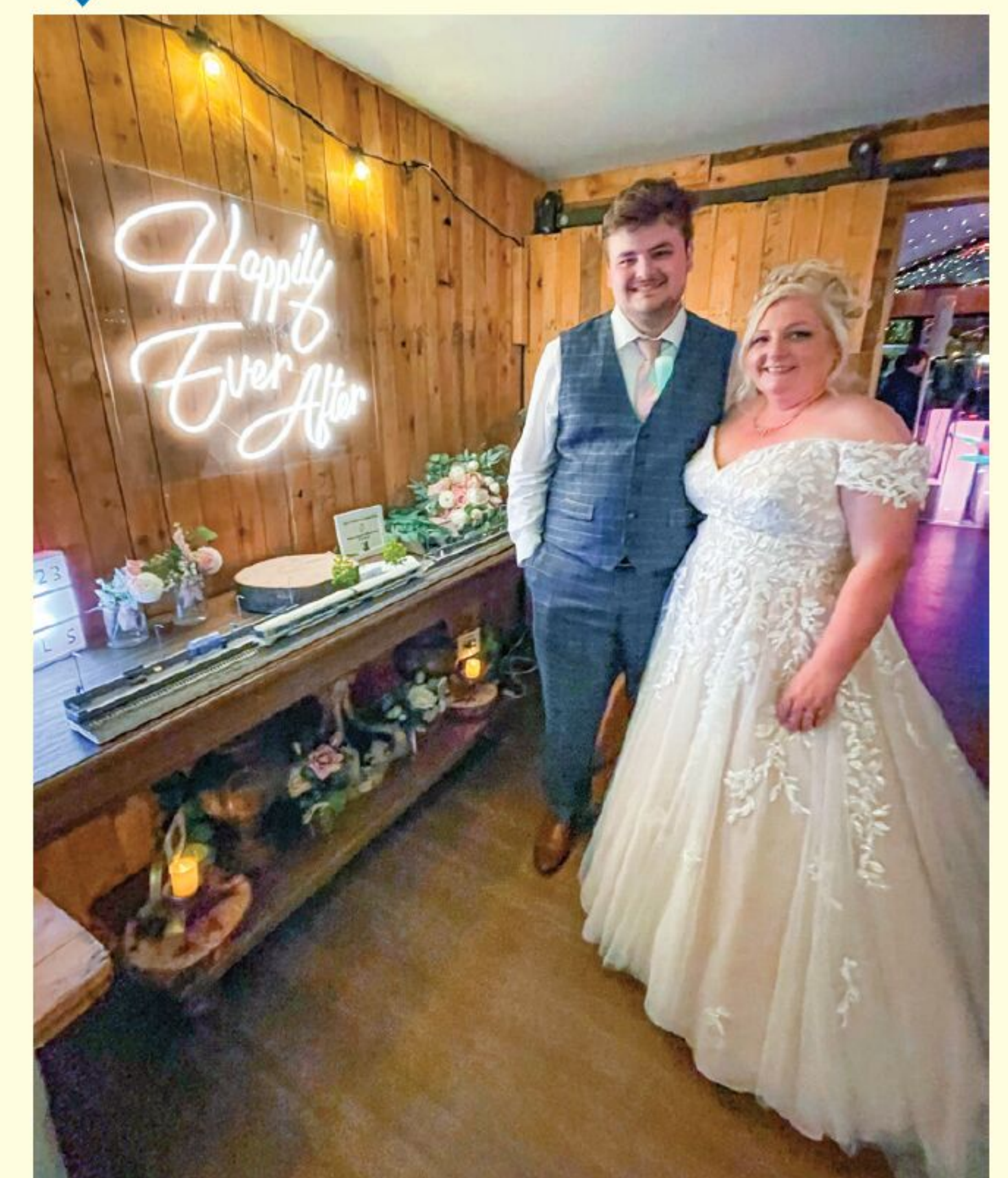
late father had purchased for an exhibition layout we built about 30 years ago.

Ready for the big day

The layout was finally complete with about two weeks to go until the big day. It was a satisfying project and something Teresa and I were both very proud of.

And the wedding... all went very smoothly and the layout, displayed next to the cake as Clare had requested, proved a real hit with many of the guests – both young and old. The couple performed the cake cutting with the unit shuttling back and forth.

The newly married couple stand alongside the model railway – on their way to wedded bliss...





RAILWAY MODELLING *Explored*



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

THIS MONTH • A twin-level system in OO9 • Building your free lineside hut kit

Building the Harland Light Railway

Having outlined her plans for a new OO9 twin-level layout in RM April 2023, **CAROL FLAVIN** brings us up to date with the project as construction reaches an advanced stage.

Photography by the author

In the April 2023 edition of RAILWAY MODELLER I presented the plan for my new 4mm narrow gauge layout *The Harland Light Railway*.

The starting point was a 6' x 3' baseboard that was hinged to lift up so that I could work easily underneath whilst carrying out the wiring. This was installed in my new workroom, which was a floor down from my other layout, the OO gauge *Edge Hey & Strines Railway*.

As outlined in my aforementioned 'Plan of the Month' article, the HLR is a layout of imagination loosely based in Yorkshire around a heritage narrow gauge railway. I had decided to employ digital control for the first time, as I was keen to have locomotives with sound, and multiple trains running around in different directions.

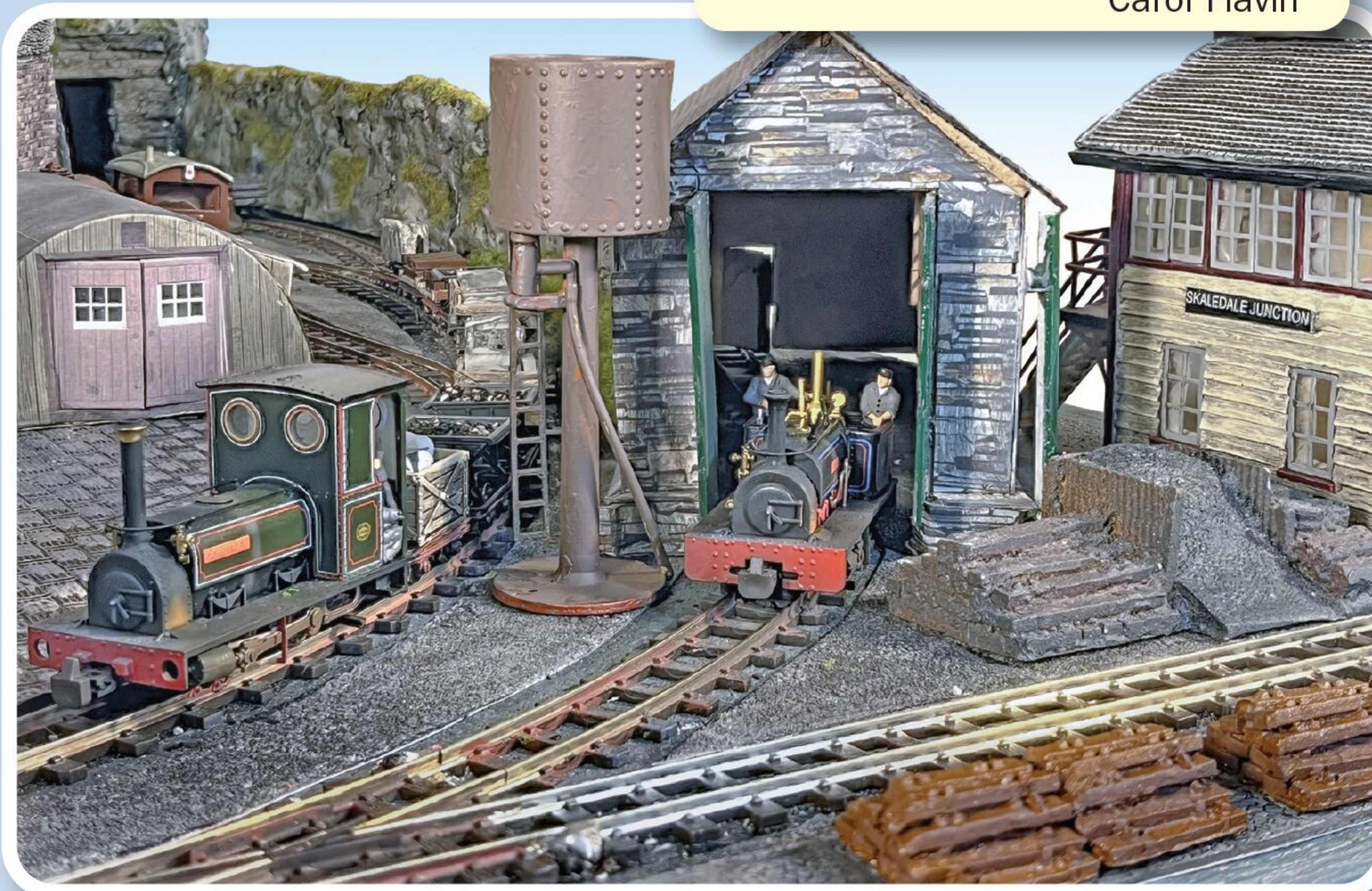
My first and biggest challenge with constructing the HLR was that I had a full knee replacement operation just as I was about to start the build, so I made the decision to model the scenery as a series of dioramas that I could make sitting at my workbench, with the expectation that I would lay the trackwork once I could stand comfortably to do it.

I prefer to work visually and therefore covered the baseboard with paper, and planned out on this where the scenery was to go and how the track would weave in and out of the countryside.



“ – For me, creating the scenery is the most enjoyable part of building a model railway – ”

Carol Flavin



Changing the plan

The second challenge was that I originally intended the track to be one continuous loop, with a passing place at the station at the front. It was to weave around the board, rising up to cross over itself twice in the mountain area on the left-hand side. However, and sadly, I found I was unable to do this in the space I had as I didn't have sufficient room for the track to rise up high enough.

▲ A pair of Bachmann Quarry Hunslets on the lower level with closed-cab *Dorothea* working a slate train and open-cab *Nesta* on shed.

Despite considering some alternatives, I opted for a completely different design: I made the lower track so that it did most of the winding in and out of the scenery but on the flat, and created an upper track that went over and round the lower track, this allowing trains to run simultaneously on two levels.

I decided against the planned inclusion of a standard gauge line with a train arriving in from the right-hand side of the layout. This was due to lack of space and because it would have dominated the front of the layout.

Laying the track

Having plotted out where the track was to go early on in the planning process, I designed and built the scenery to be removable to allow me the space to lay the track when I was ready. I finally set about laying the lower track, which was the more complex part of the layout as it features a large passing place at the front, together with sidings and a line that provides access to the mine and quarry area.

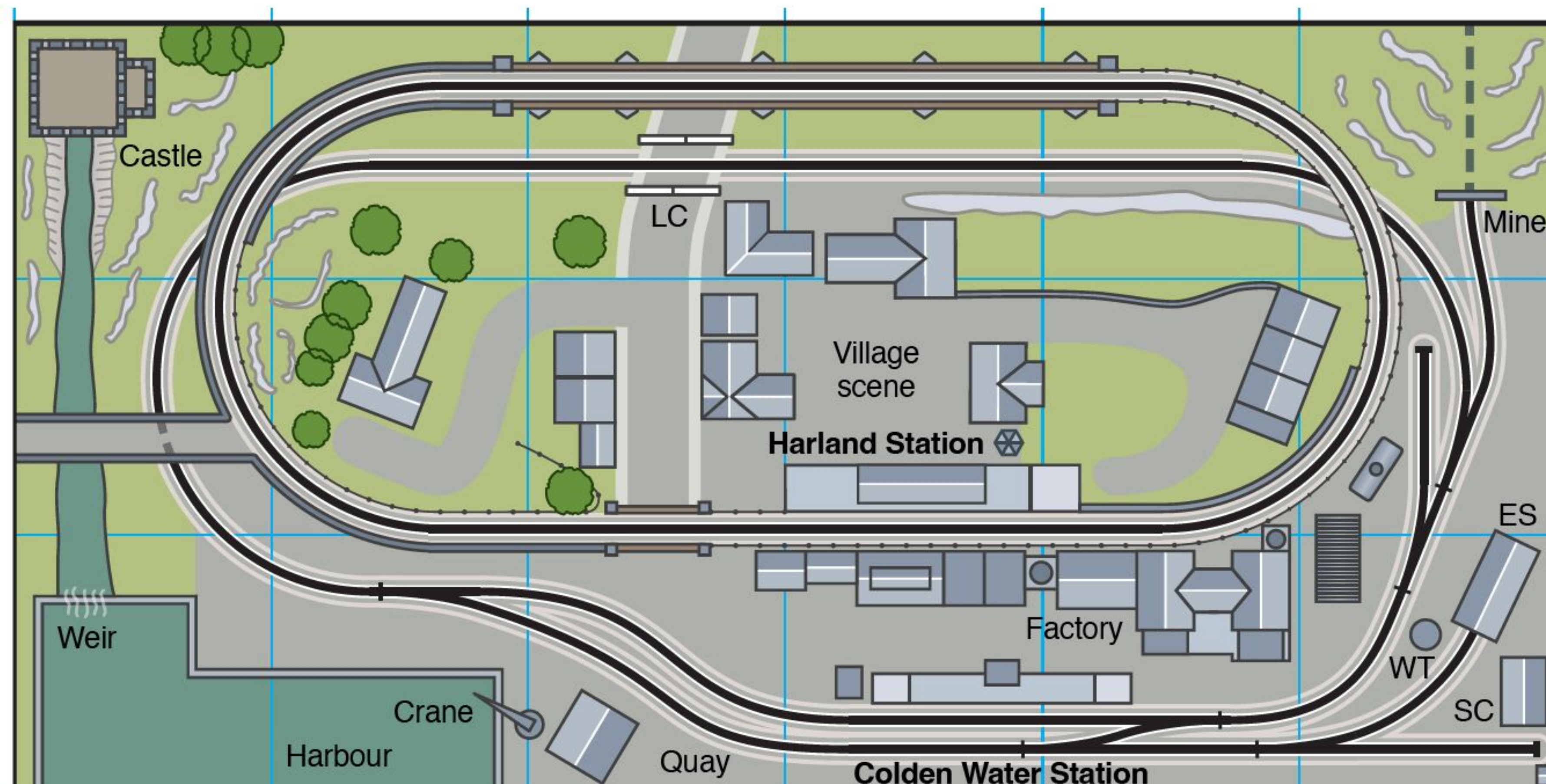
The upper track sits on an embankment and runs around and above the lower track. It includes a number of bridges and a viaduct – all built as wooden structures with stone piers.

I used Peco Streamline OO9 Code 80 flexible irregular sleeper track (ref.SL-400)



HARLAND LIGHT RAILWAY

Overall scenic dimensions: 6' 0" x 3' 0". Each grid square = 1ft x 1ft.



▲ The upper level is a simple oval of track. It was planned originally for the upper and lower levels to be connected, but this would have required severe gradients to be employed.

together with the contents of a Peco Starter Track Set (ref.ST-400). The challenge was that, compared to laying the track on my OO layout, the OO9 parts (the rail joiners in particular) are tiny and I have arthritis in my hands. Consequently this stage of the project took longer than I had envisaged.

Unfortunately I was finding that standing was still painful following my knee operation. David Watson from my local model shop 2K Technologies was a huge help and support, coming to our house on a number of occasions to aid me with the wiring and installation of point motors.

Thanks to David's help the track was up and running with a switch board for the point motors. I am able to run some of the delightful Bachmann Hunslets and a Baldwin on it successfully. These were weathered and fitted with sound decoders by The Model Centre. I know digital sound isn't to everyone's taste but my grandchildren and I absolutely love the sounds these tiny locomotives make.

Successful scenery

For me, creating the scenery is the most enjoyable part of building a model railway.

It is supposed that the heritage railway runs tourist trains on both levels of track, with the mine area in the lower track still active and work being undertaken there. The track runs alongside the quay as well as the harbour,

◀ A wide view that shows the twin-level arrangement. A trio of Quarry Hunslets are seen, with Britomart on the top level.



allowing production from the mine to be transported onwards. The manufacturing area is being revitalised by the owners and parts of it are being turned into a micro brewery and gin distillery.

From the beginning I was able to visualise what the scenery would look like, and worked towards this. At the front there is Colden Harbour and Colden Quay. There is also Harland Manufacturing Yard as well as Colden Water station for the tourist train.

As you come into my railway room the first thing you see is Colden Castle on a mountain with waterfalls leading down into Colden Harbour. There is an interesting arched stone retaining wall. Up above this is Lane Head Farm (where I would love to live as it has fabulous views!).

Behind this is Harland Viaduct that the top track runs across. In my mind this was always intended to draw the eye across the layout to the back; ultimately it will have a marshy area underneath it as well as a road running off from both the village and Harland Manufacturing Yard.

There is Harland Bridge, which is a village with a market place and a road running up from the village past a row of terraced cottages to Harland station on the upper level.

There is also a street through Harland Bridge Village that runs front to back under a bridge and over a level crossing. This combines with a small road from the farm that runs across and under the viaduct.

To the right of the viaduct is a scree covered mountain, Harland Hill, that contains Harland Mine (which it is imagined was the original reason for the narrow gauge railway). A line runs from the mine through Harland Quarry (known locally as The Doldrums) past some sidings and an engine shed and out onto Colden Quay.

Creating the scenery has given me a lot of enjoyment and I have delighted in putting together a series of 'how to' videos covering this. These are available on my YouTube channel 'Model Railway Scenery with Carol Flavin' and I think my enjoyment from building the scenery comes through.



▲ A Penrhyn 'Main Line' Hunslet 0-4-0ST arrives at Colden Water with a passenger service. A number of the card buildings seen here were recycled from a previous project.

Opportunities for photos and video

I learned a number of lessons when building my OO gauge *Edge Hill & Strines Railway* layout, not least of which is that you need to incorporate sight lines across all aspects of the layout and create opportunities to take photos from many angles to allow the layout

to be seen at its best. These considerations were paramount on the new layout as I will not be taking it to exhibitions. Comments from viewers on my videos and the social media activity that I undertake has reassured me that I have achieved this aim; I only use an iPhone and an iPad and consider myself to be a complete amateur, but I have learned how to take photos and edit my videos, which has been a further, but nonetheless enjoyable challenge.

What comes next?

I am continuing to work on and refine the layout and am thoroughly enjoying the challenges it throws up. I will continue making videos of

my progress and also plan to write a further article when the build is finished.

Tasks that still need to be completed include ballasting the track; adding lineside details; installing lighting in the buildings; adding water to the harbour; finishing the Harland Bridge village scene; and adding figures.

Although I am unlikely to exhibit the layout (as I model on my own and taking it out to exhibitions would be too difficult), my next layout will again be OO9, but this time it will be smaller and more manoeuvrable.



▲ Bachmann Quarry Hunslet 0-4-0ST *Britomart* heads across Harland Viaduct with a rake of Peco Glyn Valley Tramway four-wheel coaches. A tractor is seen making its way back to Lane Head Farm.



Meet Carol at the NEC



Carol will be bringing some of the scenery she has made for The Harland Light Railway with her when she joins her fellow 'Loco Ladies' at the Warley National Exhibition at the NEC on 25 & 26 November (see Societies & Clubs). Her Magnorail Village will also be on display.

Building your free lineside hut

Enclosed with printed copies of this issue is a free card kit for OO and N, produced exclusively by ATD Models for readers of *RAILWAY MODELLER*. **CALLUM WILLCOX** demonstrates how this lineside hut model can be assembled and adapted in your chosen scale.



▲ The completed lineside hut in N (left) and OO.

If you are a new entrant to the hobby or have yet to embark on a kit-building project, then this free card kit is a perfect way to get started. Supplied in both 2mm and 4mm, the kit represents a generic brick-built lineside hut. The design was inspired by a similar structure that still survives alongside the former Cromford & High Peak Railway route, now part of the High Peak Trail (a cycle route) in Derbyshire.

Such structures could be found right across

the railway network throughout the steam era, many remaining *in situ* well into the diesel era, with some still in place today – albeit no longer in use. The kit – comprising printed pre-cut card components – contains everything required to complete a finished model, with only a basic set of modelling tools required.

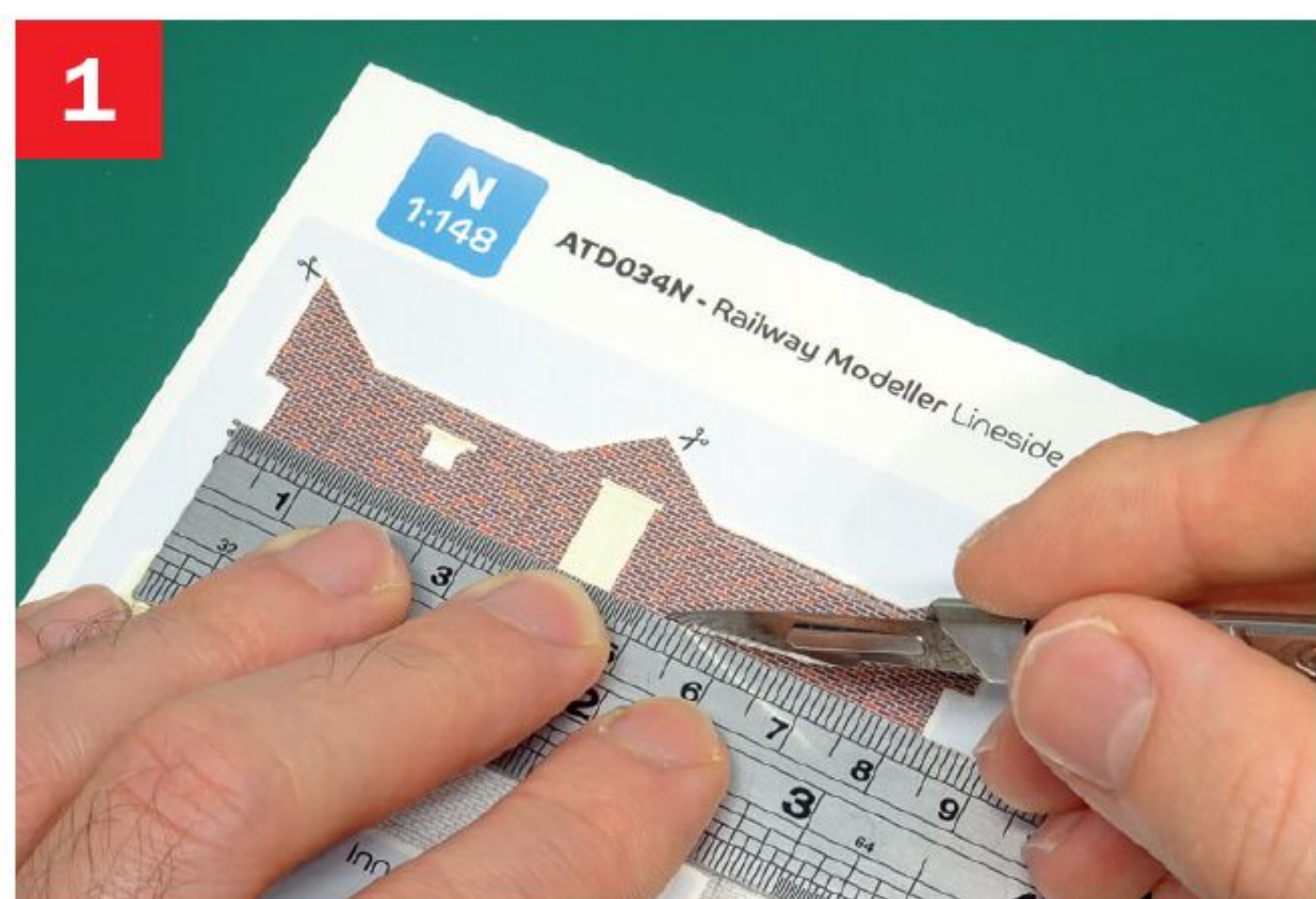
If constructed as intended, the end result will be a perfectly satisfying structure. However, there is plenty of scope for

personalisation of the model if desired, including fitting gutters and drainpipes (using Ratio kit ref.538) and covering the roof with laser-cut tile strips from JS Models (for further details see RM June 2022), plus the addition of a chimney pot.

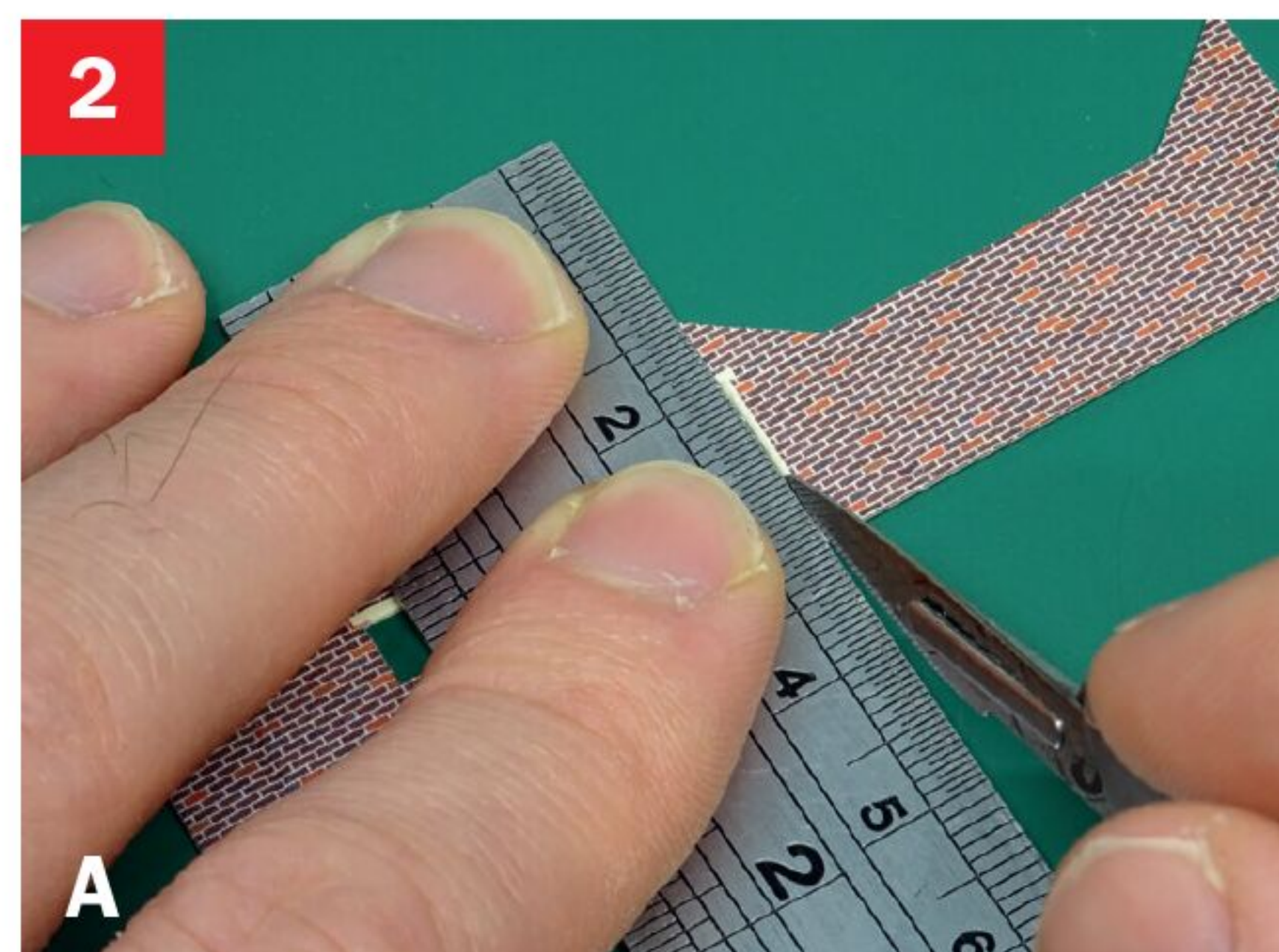
Step-by-step instructions for both kits are available to view online via the Peco website: bit.ly/RMkit-instructions

Photography by the author

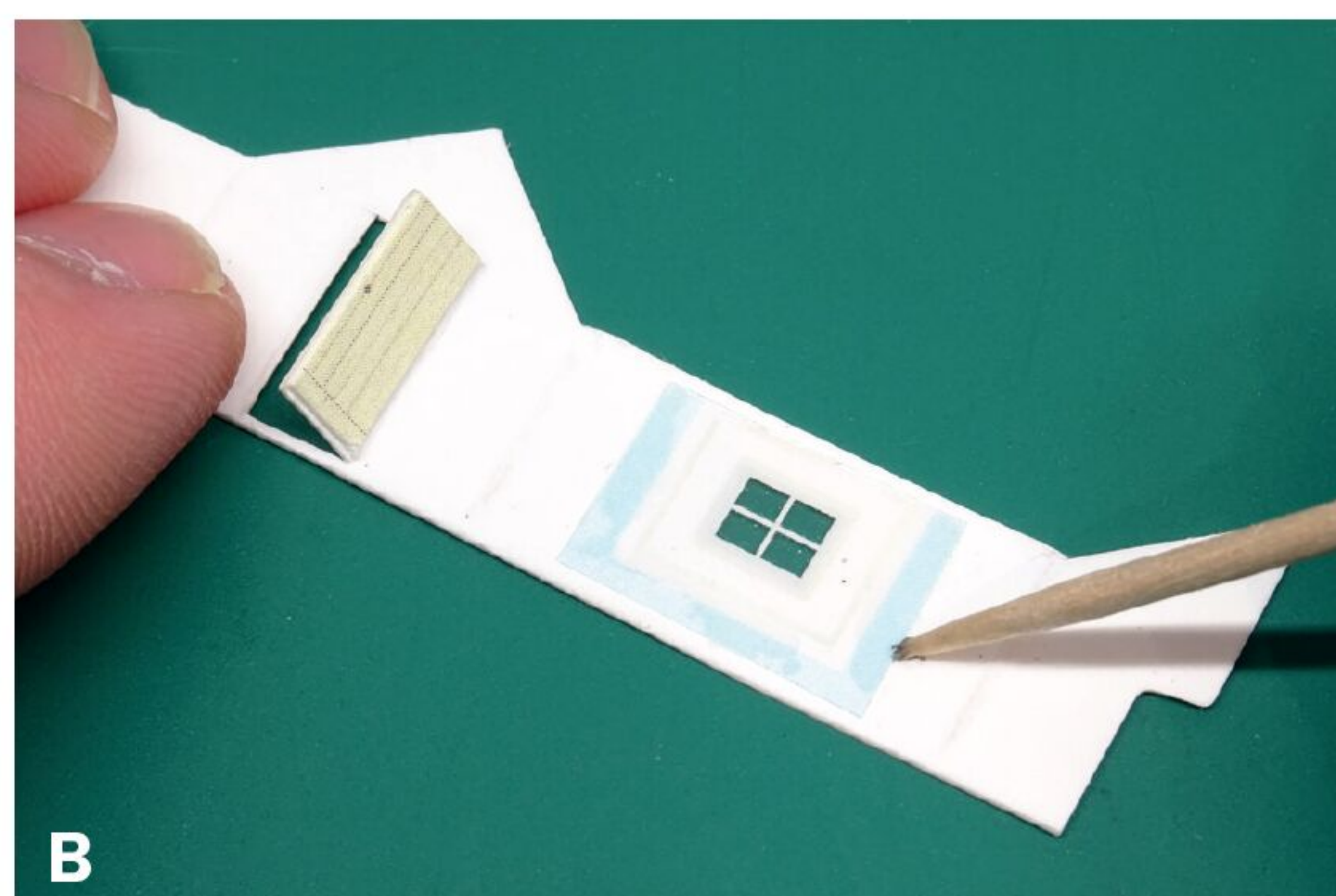
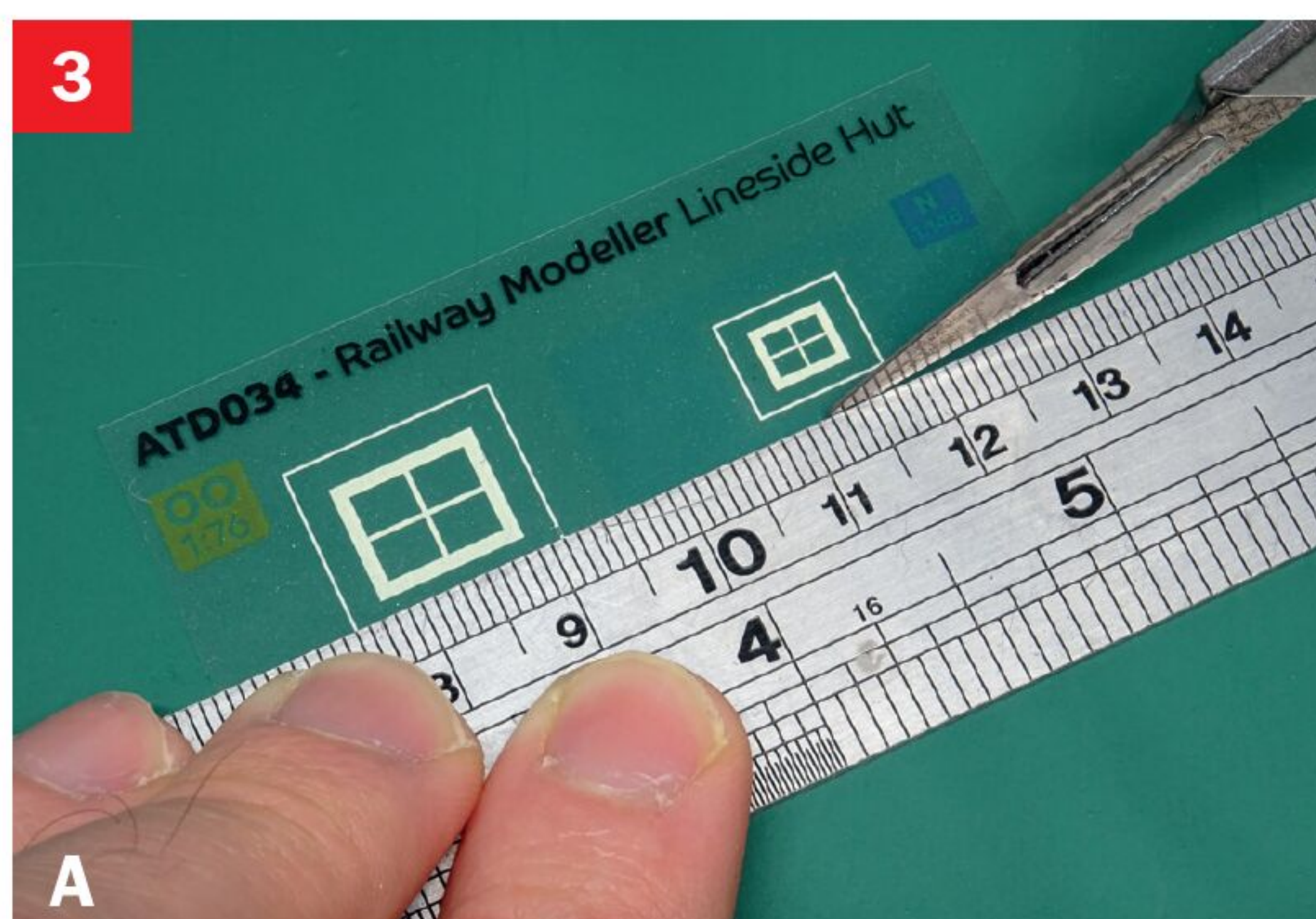
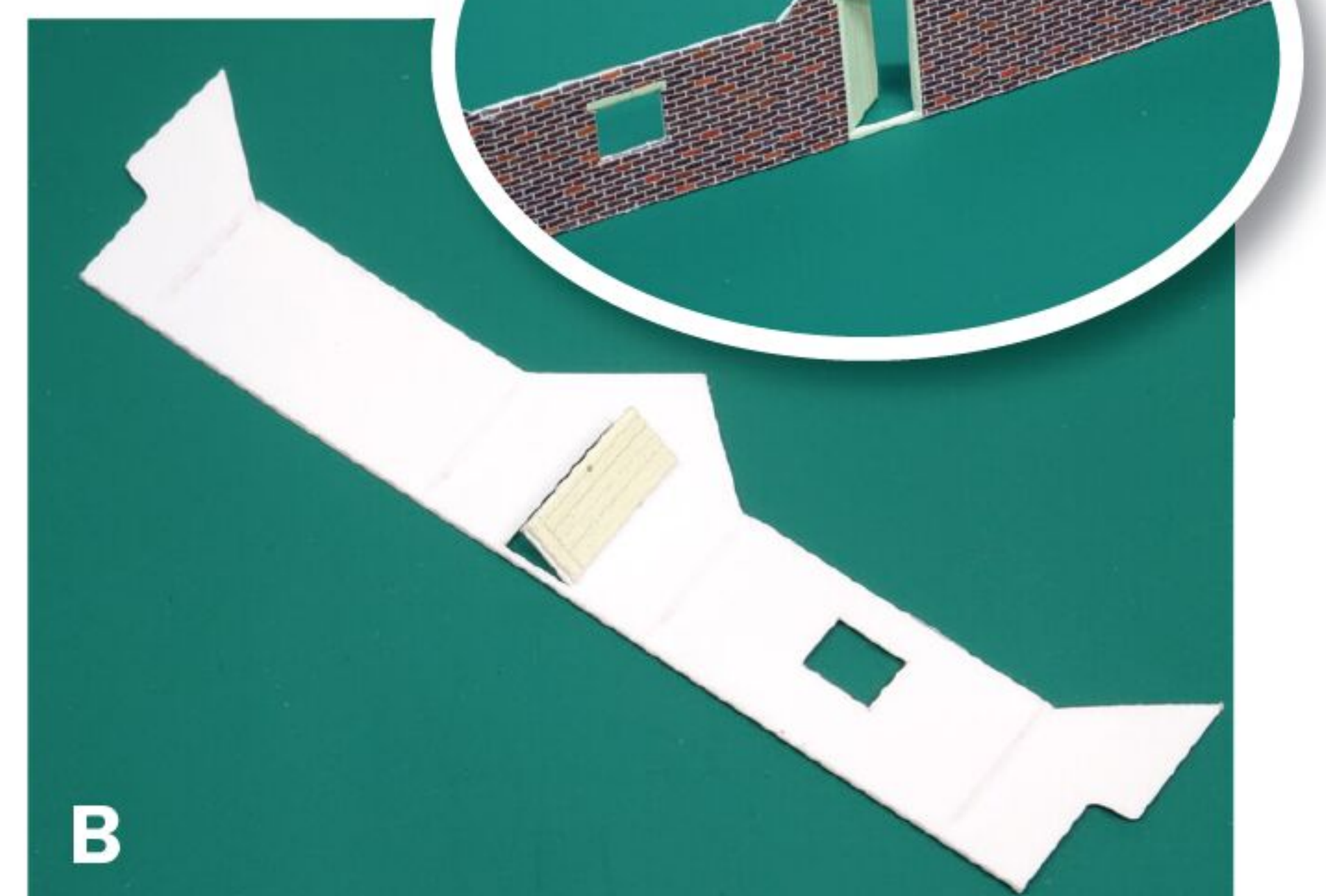
Constructing the N gauge kit



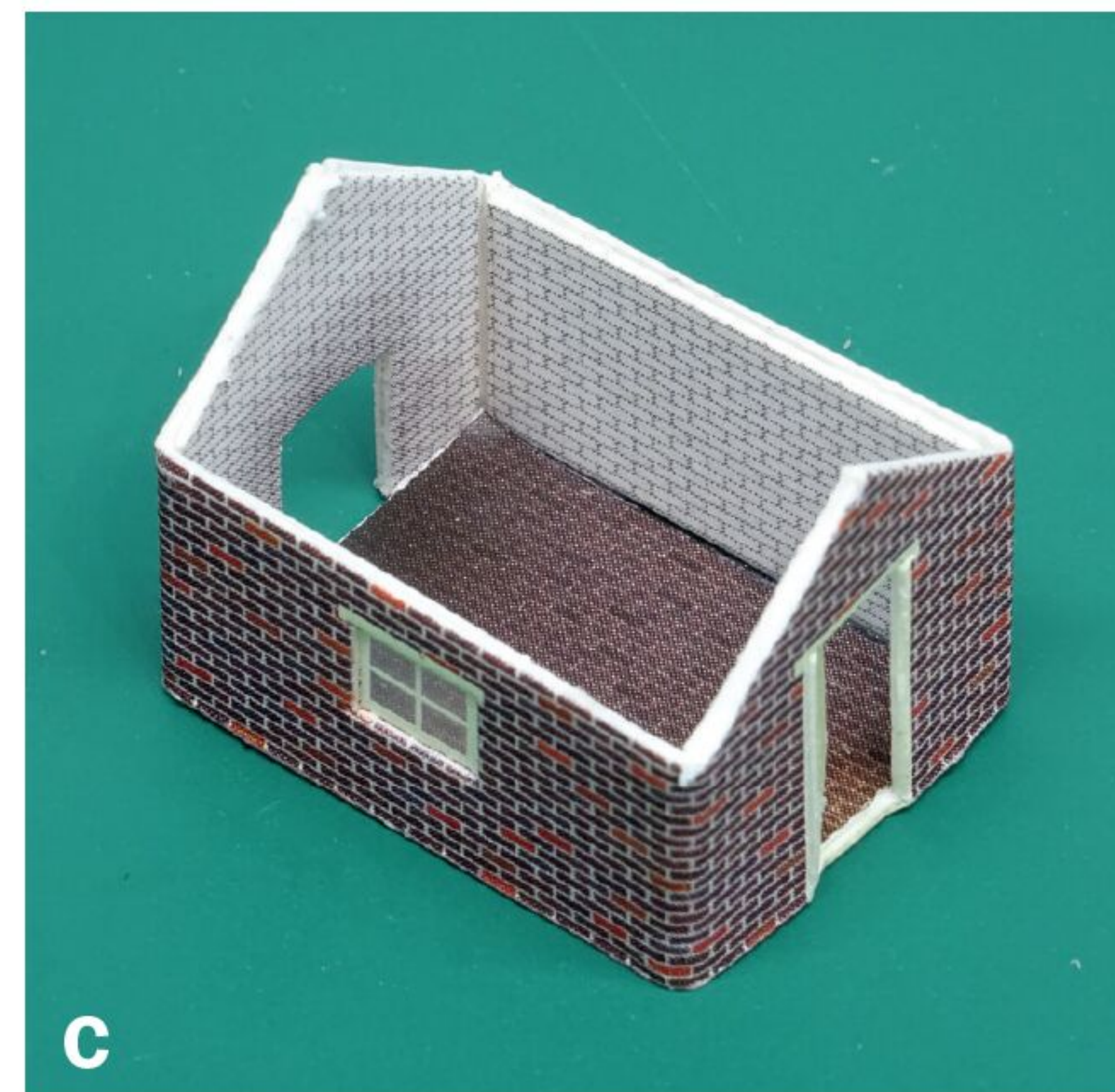
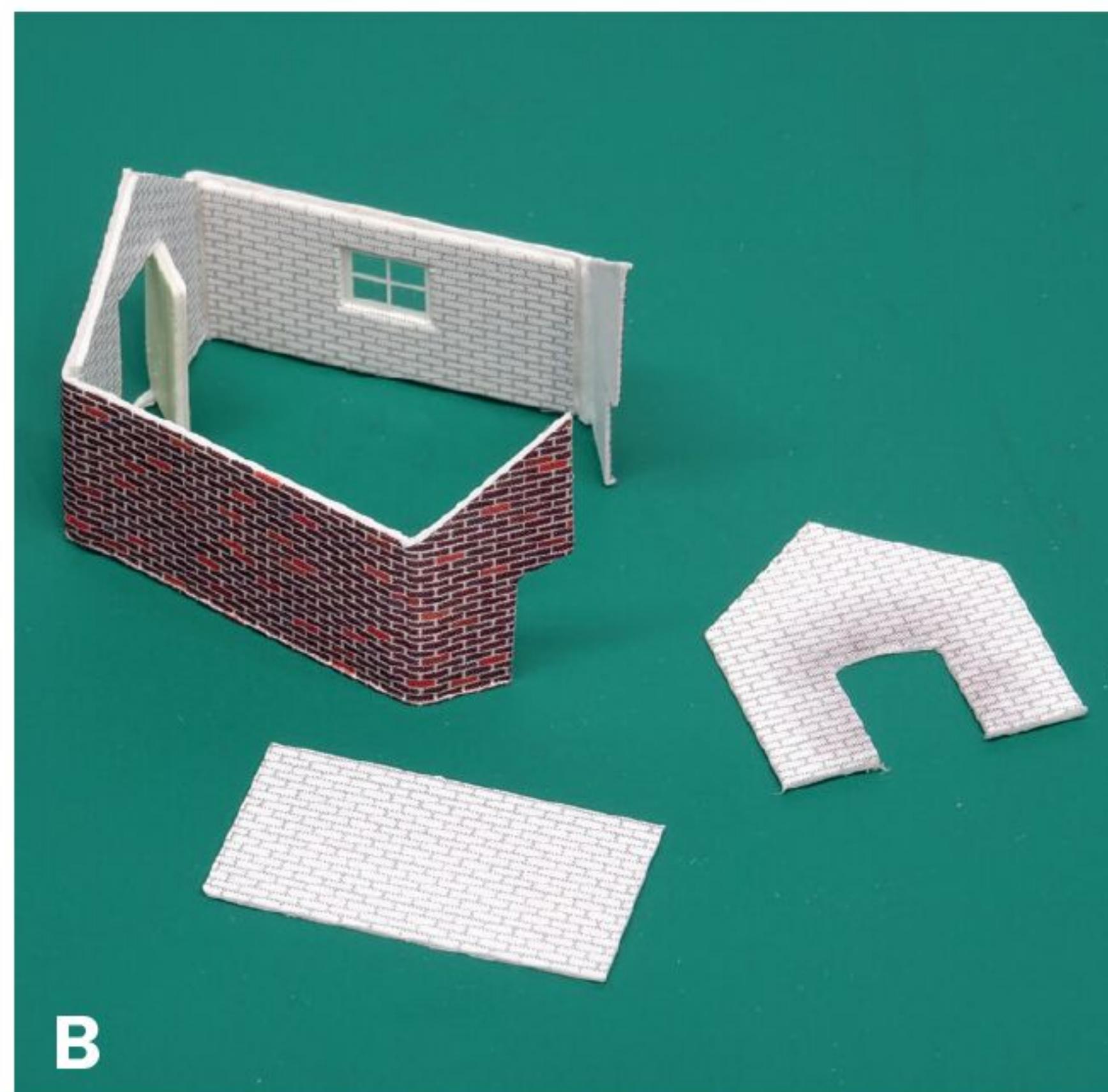
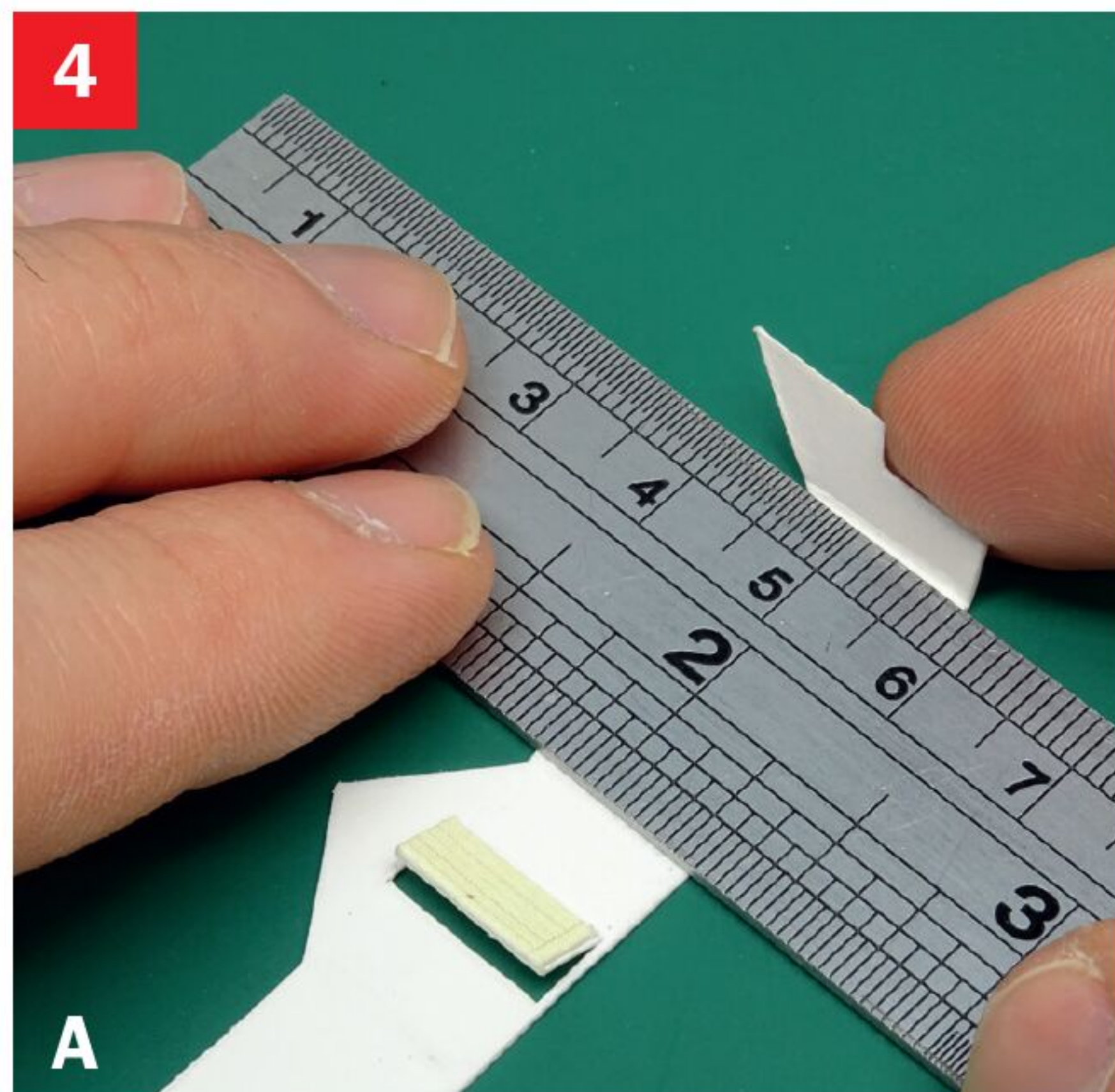
The pre-cut parts need to be released from the sheets by cutting around the edges. Using a steel rule as a guide for the blade of the modelling knife, each component was detached following a series of gentle passes – do not put too much pressure on the blade.



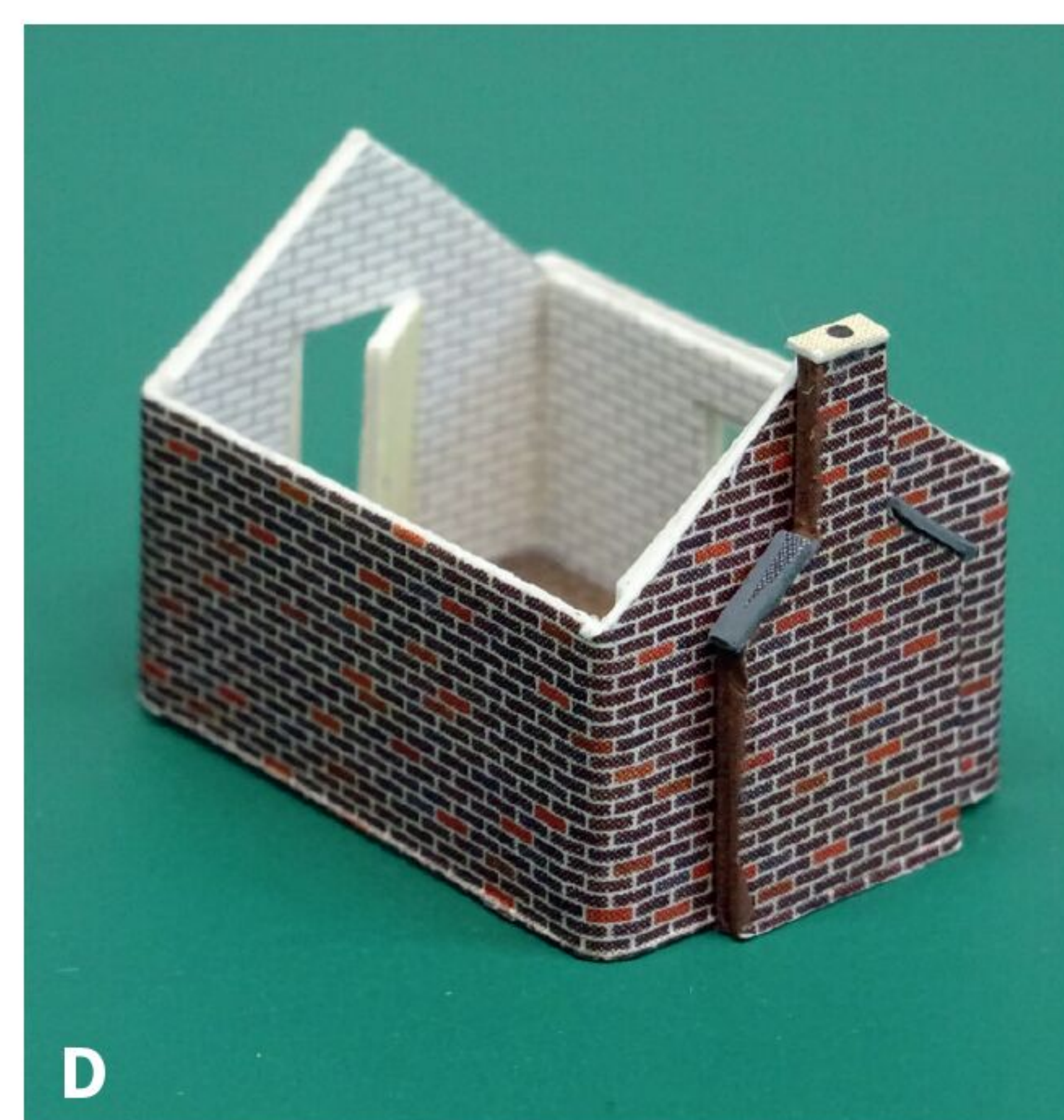
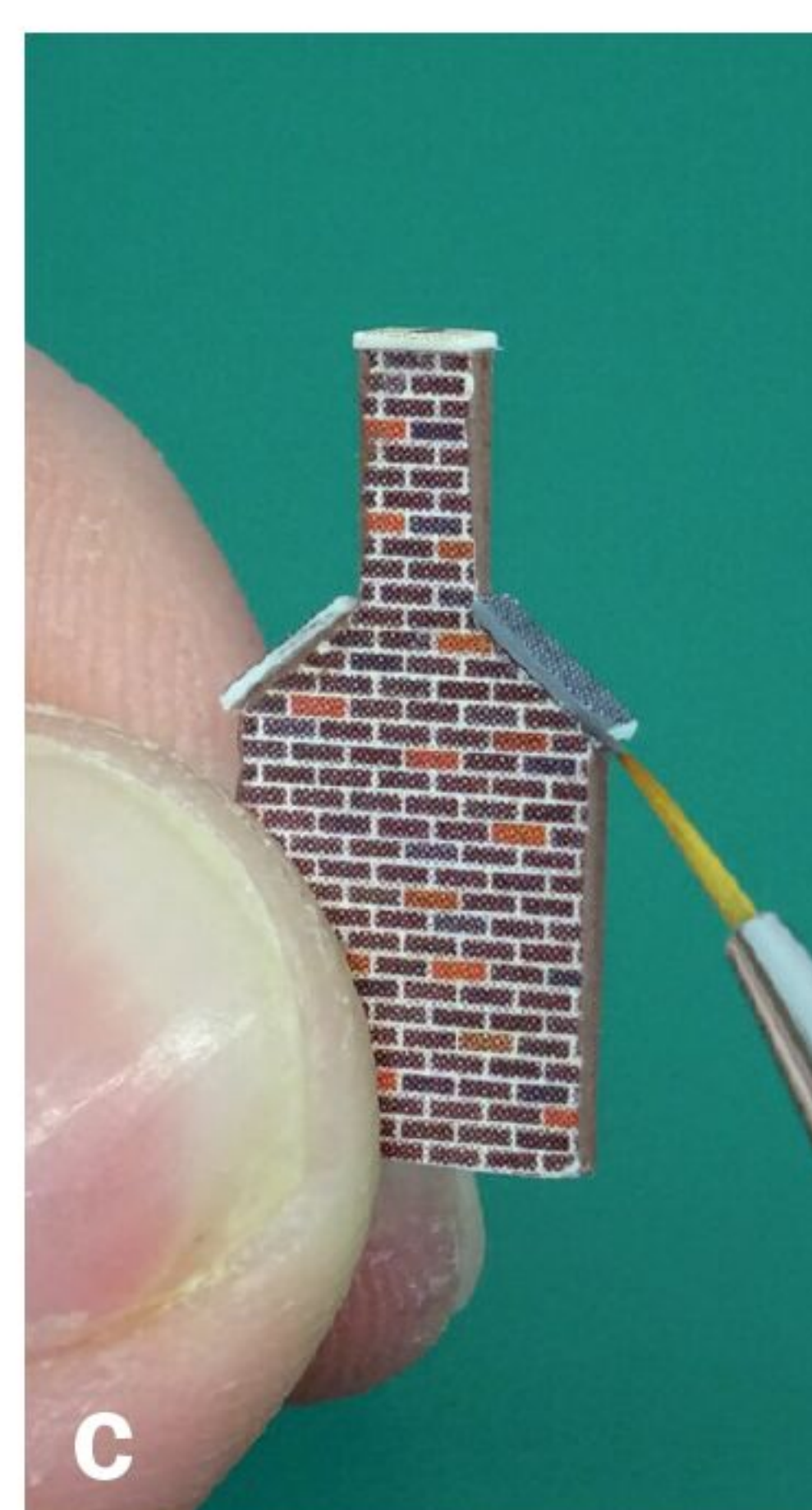
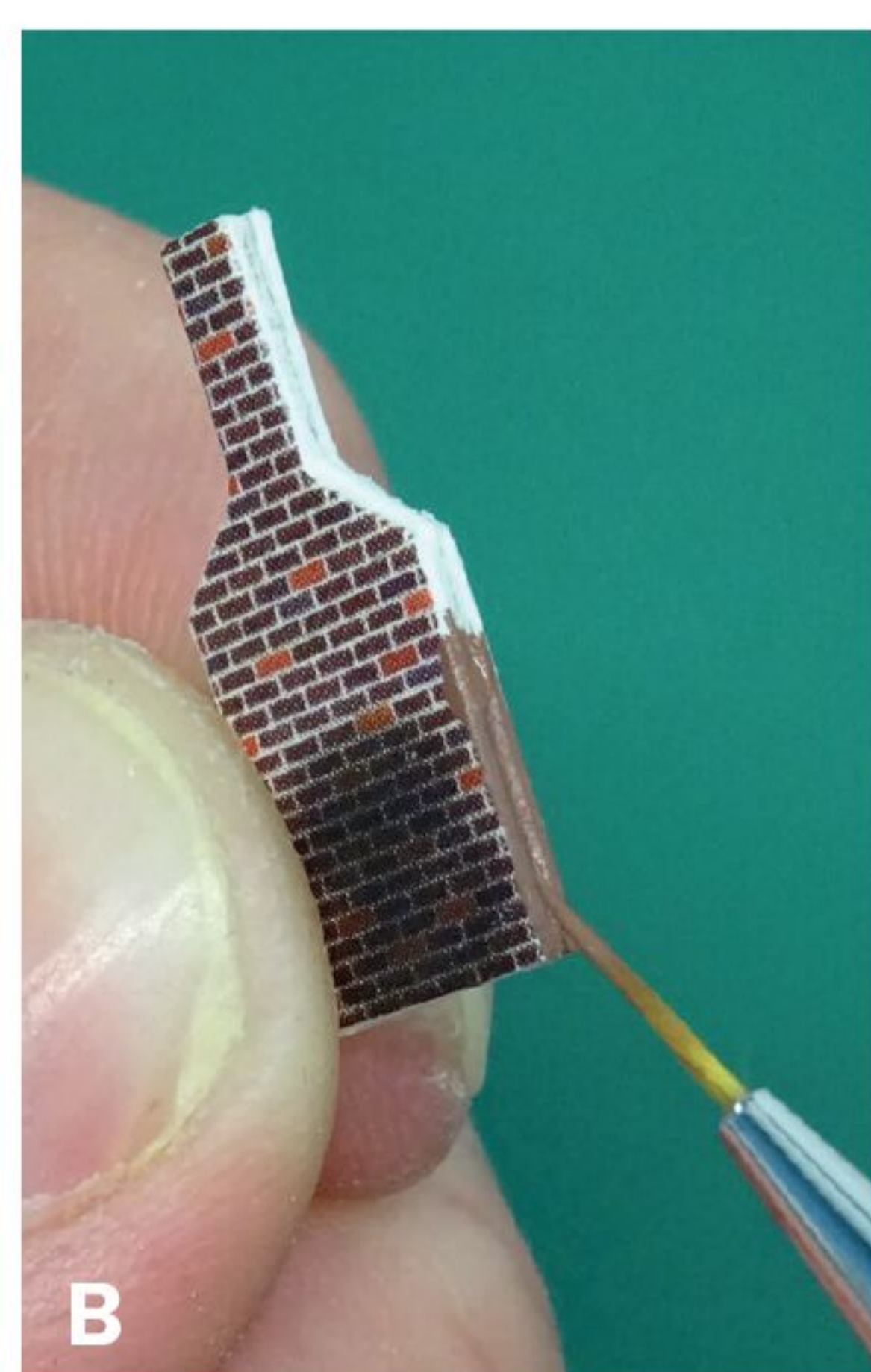
As supplied, the end door is closed. This can be modelled open by cutting one of the vertical score lines – depending upon which way you want the door to open (Photo A). The door inner was then glued to the reverse side, ensuring a small gap along the 'hinged' edge – thereby allowing the door to open freely (B).



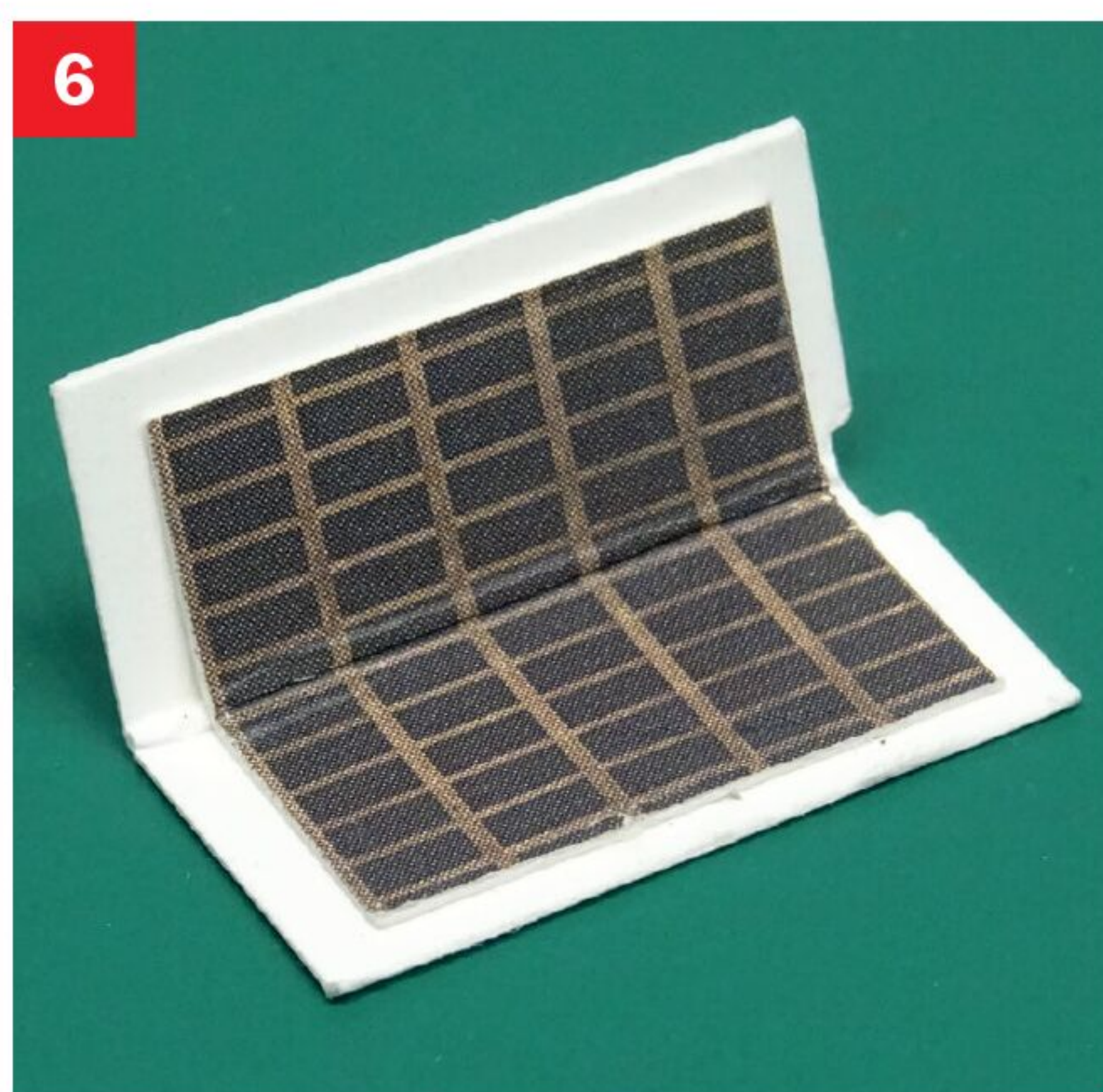
The supplied glazing for the window was cut from the clear sheet. This was then placed over the back of its respective aperture in the wall (A). Once in position, a small bead of glue was used to fix the glazing piece in situ using the tip of a cocktail stick (B). Take care not to contaminate areas with glue that will be visible on the completed model.



After forming the corners of the walls by folding the crease lines 90° over the edge of a steel rule (A), the shell of the structure was assembled. This was achieved by fixing three of the internal wall pieces in place – attached to the backs of the side and front walls with the window aperture centred accordingly (B). The fourth inner wall (with opening for the fireplace) was then attached to the back wall of the structure, the two halves of which were butt-joined together. Once cured the floor was then dropped into position; this was achieved by running a thin bead of glue around the base of the structure where the bottom edges of the floor made contact with the walls (C).



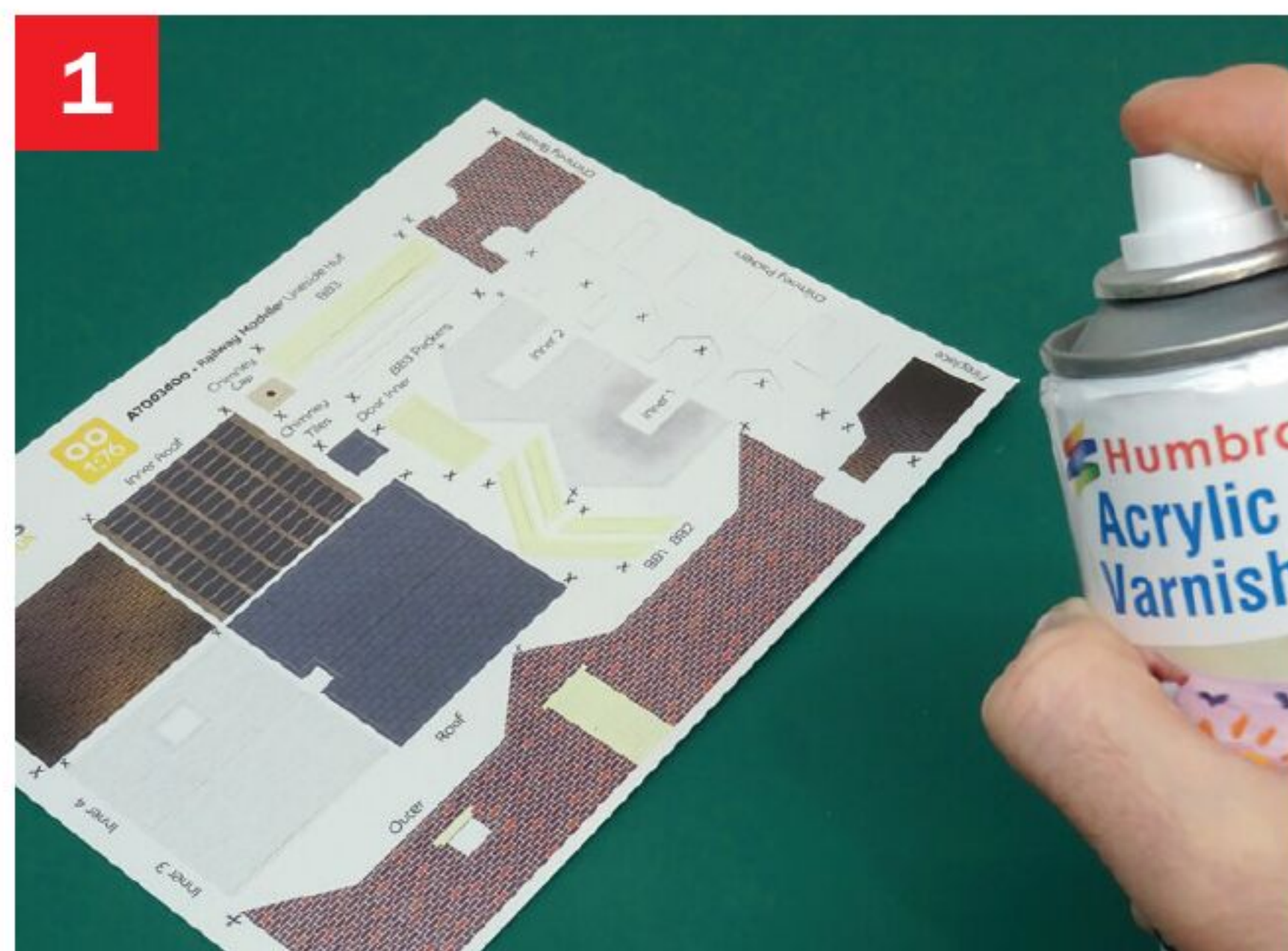
The chimney was added next. This was formed by gluing together the three parts, ensuring the printed brick details faced outwards on either side (one piece features soot marks denoting it is to be used as the backing for the fireplace opening – A). Next, the exposed edges of the card were painted brown to match the brickwork (B), followed by the addition of the chimney tiles (you may find these benefit from being trimmed slightly prior to fitting). The exposed edges of the tiles were also painted to suit (C). The completed assembly was then fixed to the structure (D).



The roof was formed by folding the crease line along the ridge carefully, before gluing the roof inner in place. This was then attached to the main structure by means of a bead of glue applied around the tops of all four walls. Care was taken when positioning the roof to ensure an even overhang around the outside.



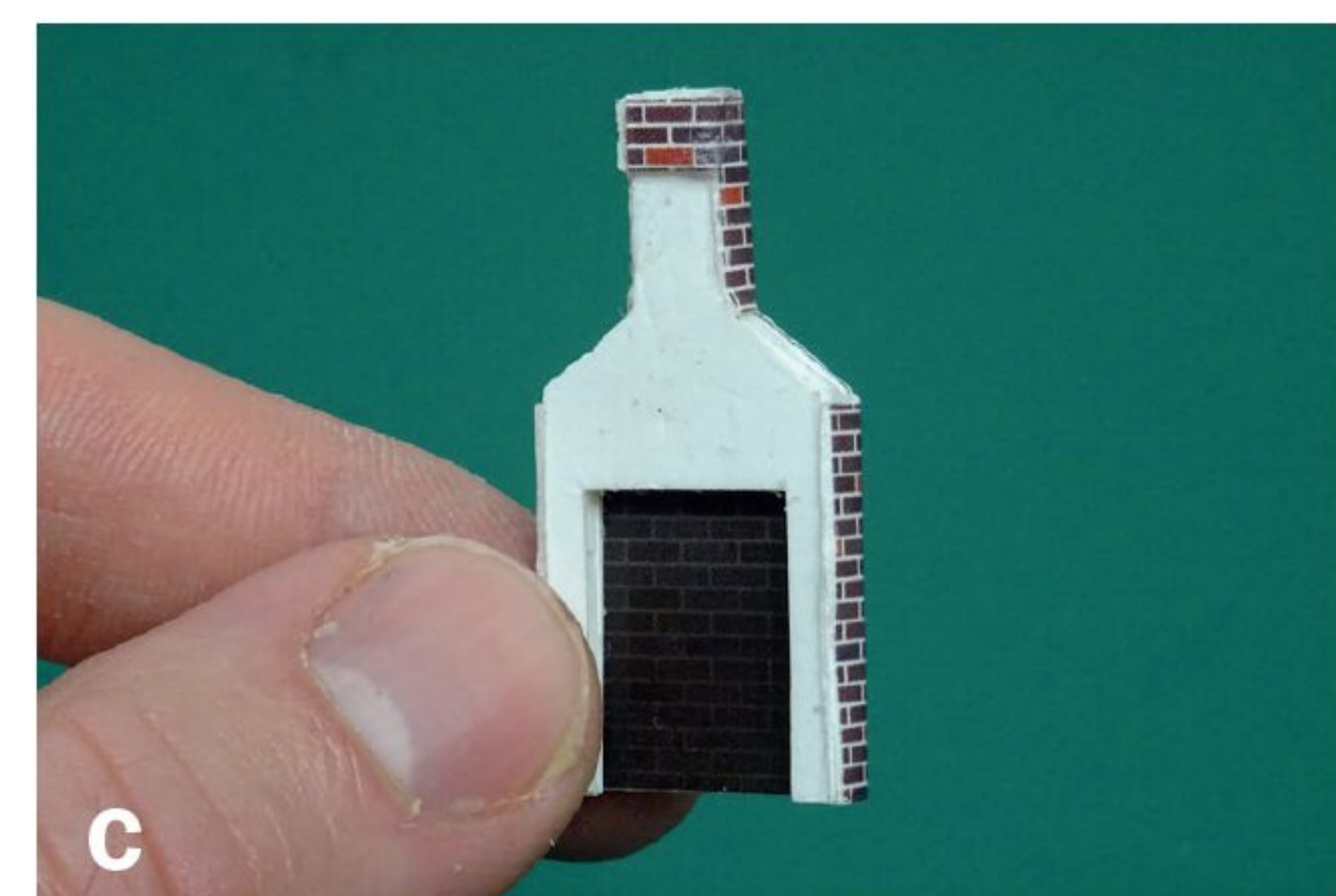
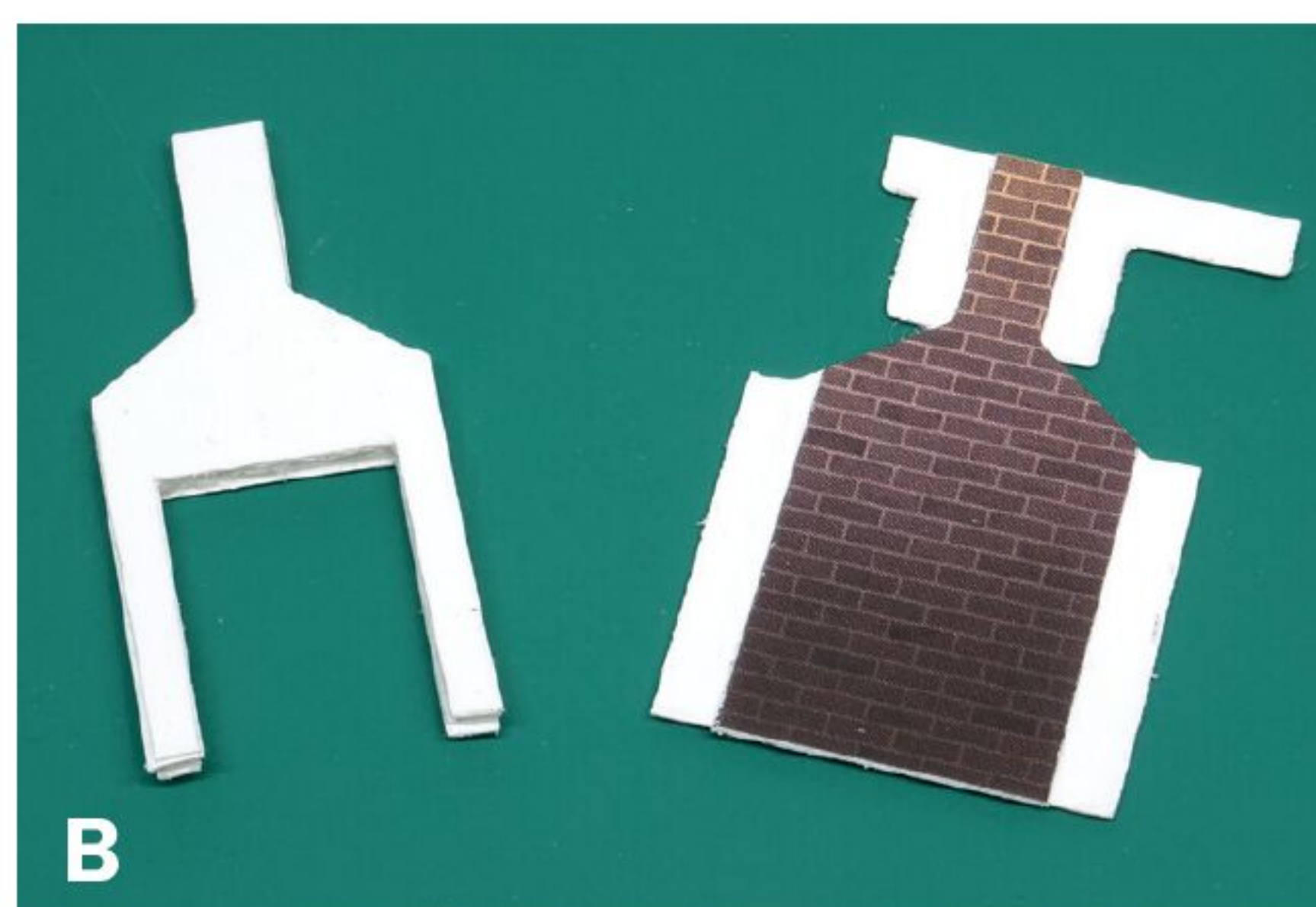
With the roof secured, the bargeboards were added to the gable ends. The fascia boards on each side were attached directly to the edge of the roof. (This process can be a little fiddly, so taking your time is recommended.)



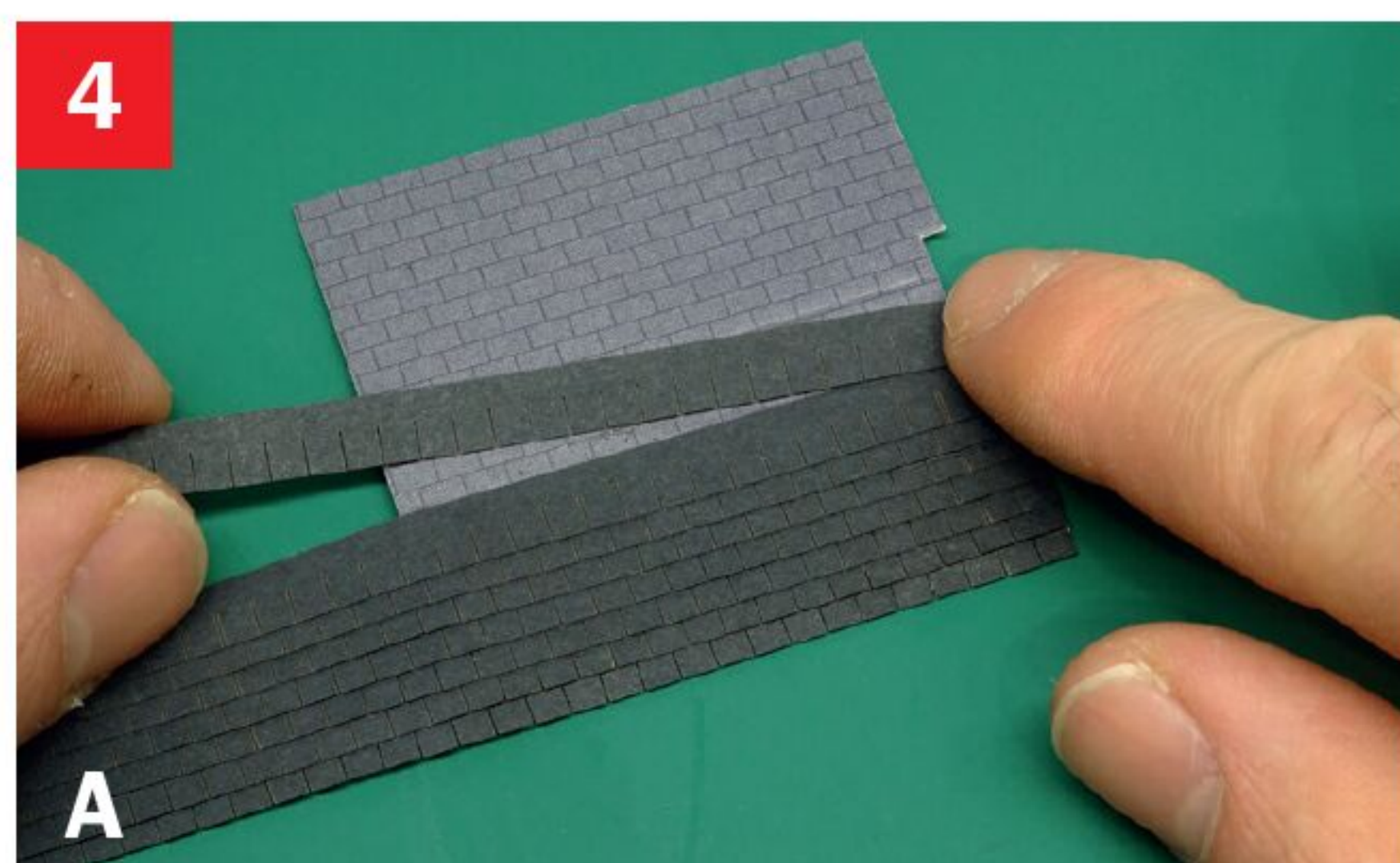
The components are supplied printed on semi-satin card, which give details such as the brickwork and roof tiles a slight shine. Therefore, prior to assembly, I chose to treat the card sheets with a quick misting of matt varnish from an aerosol.



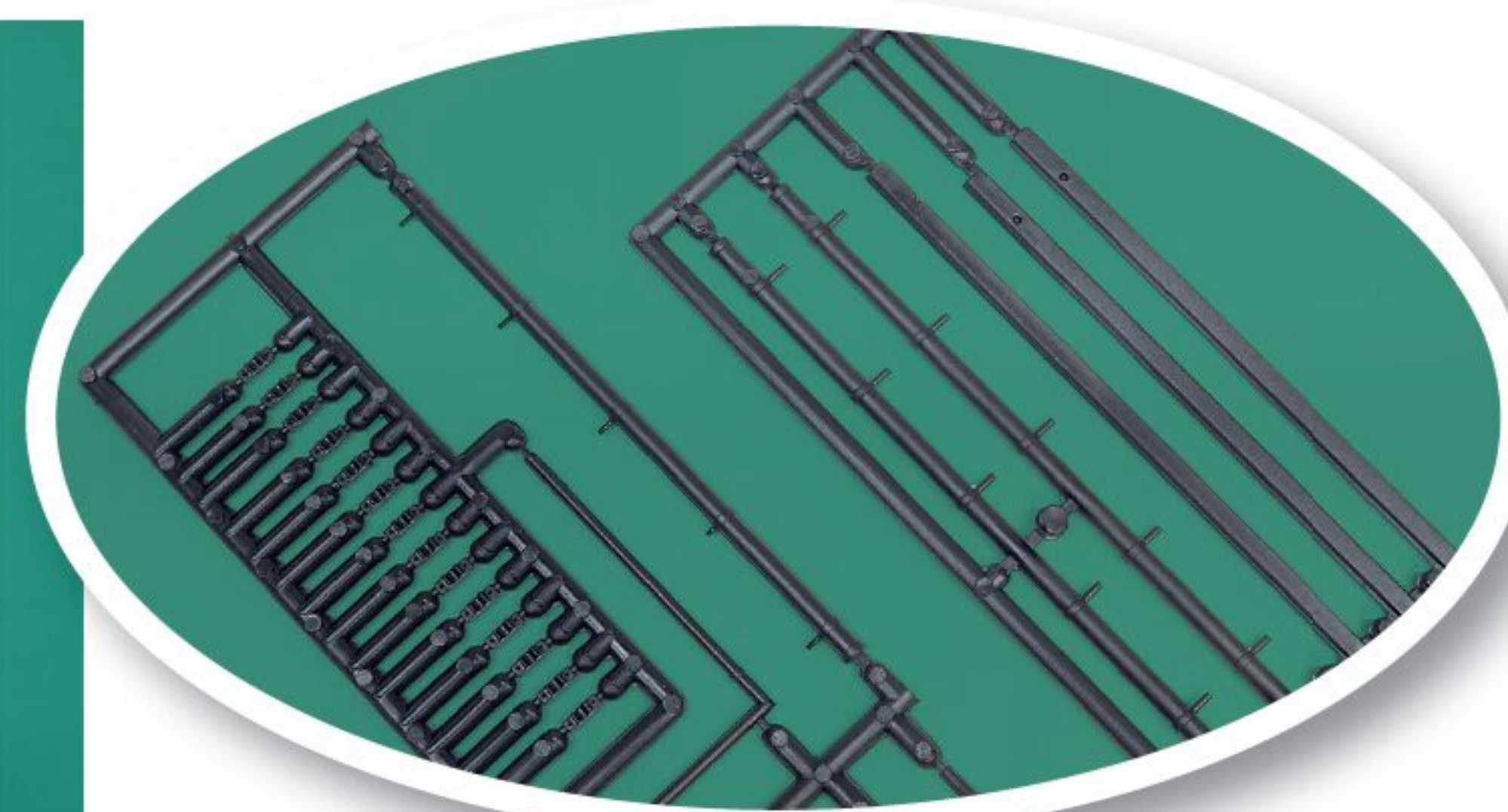
Assembly of the structure for the most part mirrors that of the N gauge kit. Due to the scale difference, I opted to paint the exposed edges around the aperture of the window brown (inset).



One major difference is the assembly of the chimney stack. This was formed by first gluing together the five white chimney packers to create a solid block (A). Next the fireplace brickwork was glued to the reverse side of the chimney breast piece (B). This was then wrapped around the former – ensuring the soot detail aligned with the opening (C), before fixing the assembly to the back of the main structure.



The roof sections supplied in the kit have printed slates. To enhance this part of the kit, I used laser-cut roofing slates from JS Models, which simulate the appearance of slates that have been applied individually. Starting from the bottom edge, each strip was laid such that it overlapped the upper part of the strip beneath (A). The ridge tiles were fabricated using leftover scrap material from the parts sheet (B).



Guttering and downpipes were provided by the Ratio kit (ref.538) the plastic components of which were first painted a suitable colour prior to fitting. Once cut to the length required, these were mounted directly to the fascia boards using spots of contact adhesive, after which the downpipes were added.



The completed structure ready for placement on a layout. Finishing touches included the addition of fire buckets (Bachmann Scenecraft items attached to custom brackets mounted below the window cill), a chimney pot (spare from a Peco kit), and a custom-made 'PRIVATE' sign added to the door.

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.

The Southend Pier Railway – further information

I was interested to read Dick Yeo's article *A visit to the pier* (RM June 2023) as in recent years I was in charge of upgrading the current signalling on the Southend Pier Railway.

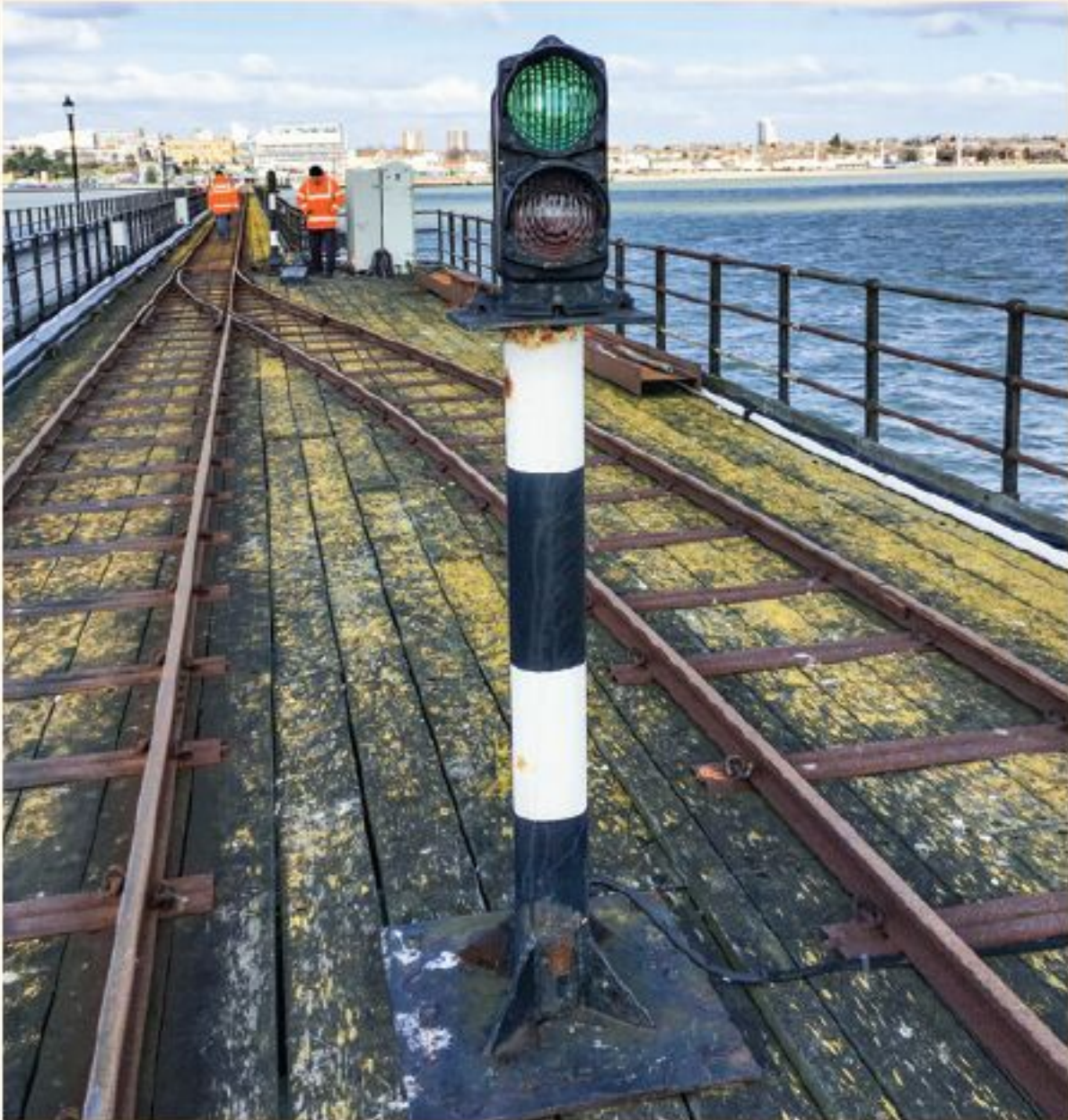
The history of the pier and railway are well covered in the article but there are a couple of items I would like to expand on.

The original signal boxes had, what appeared to be from photographs, Saxby and Farmer 'A' pattern or Westinghouse 'A2' frames. The facing points had 'economic' facing point locks (points and FPL worked on the same lever) and the signals were two-aspect (red/green), with the junction signals to the platforms consisting of two separate signal heads.

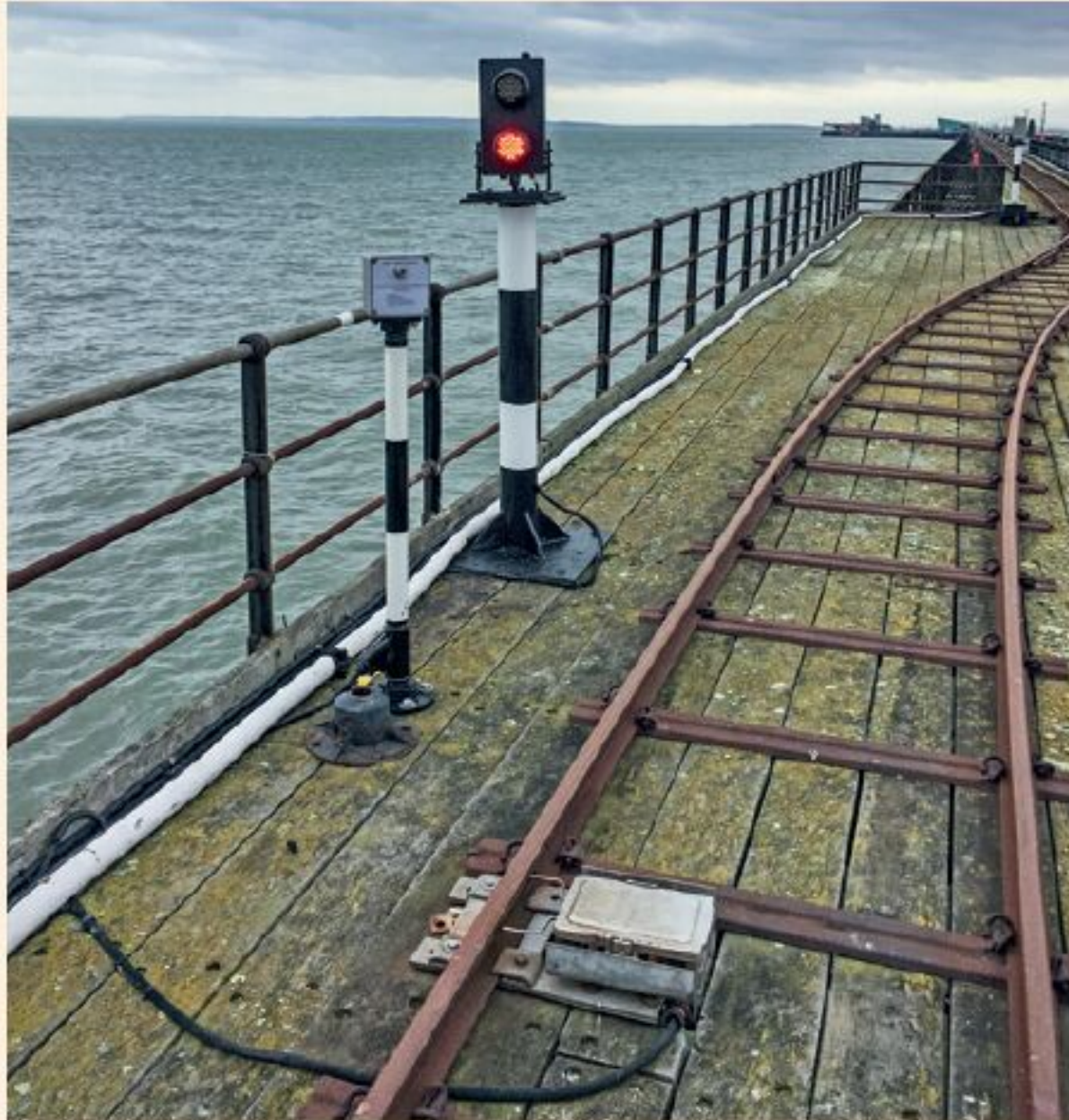
Following the fire in 1976 that destroyed most of the pier head, the railway reopened in 1986 as a 3' gauge line using 35lb rail with new signalling provided by GEC-General Signal Limited. The redesigned layout is single track approximately 1.85km long with a loop halfway, which is long enough to accommodate a 56m long train. There is no signalling at the North and South stations but they retain two platforms with points controlled by ground levers.

The middle loop consists of home signals (L1 & L4 – see diagram) and starting signals (L2 & L3). All signals are two-aspect red/green, which originally were similar to older London Underground signals. The points (P1 & P2) are operated by type HW1121 point machines and train detection is by Forflex two-arm treadles (D1, D2, D3 & D4). Override key-switches (T2 & T3) are provided at each starting signal.

An indication panel is provided in the pier supervisor's office but it does not control the signalling. The signalling into and out of the loop during two-train operation is controlled automatically by the passage of trains operating treadles as required. The system is normally 'switched-out' when one train working is used, with all trains running on the Northbound line.



▲ One of the old two-aspect signals (this one being L3 on the diagram below) photographed in March 2018.



▲ A view taken in March 2022 of a new two-aspect signal (L2) together with a key-switch (T2) and rebuilt treadle (D2).



▲ A second March 2022 view, showing one of the new battery-electric trains (left) passing one of the c.1986 trains (right). All photographs by Kevin Weston. (All were taken while on duty and either with no trains running or with appropriate lookout protection.)

The GEC equipment was installed to the then current BR standards using BR930 specification relays housed in a BRB type large location case located at the north end of the loop. Power is derived from a dedicated mains 230V AC supply and transformed to 110V AC for the signals, 120V DC for the point machines and 50V DC for the relay circuits. Treadles D1 & D4 are activated by the approaching trains and set the appropriate route into the loop. When both trains are in the loop (D2 & D3 operated), the routes are then set for each train to depart and when

they pass over treadles D1 and D4, the system is reset for the next approaching trains. The override key-switches are provided for one train working when the signalling is in use and a second train has not been detected in the loop.

Maintenance on the Southend Pier Railway has to deal with different problems to most other railways, such as salt water corrosion and occasionally being hit by a passing ship!

In 2002, some refurbishment was carried out with all new wiring and relay bases, the relays were ser-

viced, the point machines had new covers made of thicker gauge steel and new treadles were provided.

More recently, in April 2017 and March 2018, I carried out visual assessments of the railway's signalling infrastructure for Alan Keef Ltd (which had by now taken on the maintenance of the railway) to identify any remedial upgrade work that was required. As a result, we returned to the railway in July 2018 to undertake a programme of maintenance work.

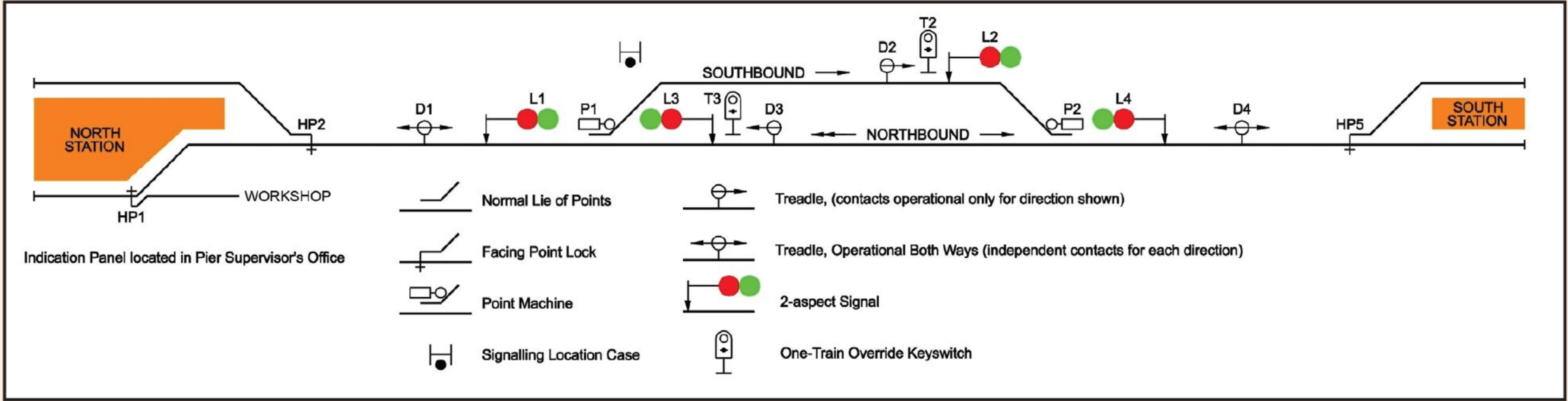
A more detailed assessment of the signal heads was also carried out to assess if it was possible to refurbish them, but it was decided this was not viable and providing new signal heads would be a better long-term option. Alan Keef staff, however, could refurbish the posts. It was agreed with the railway that at our next visit new main line standard Dorman LED miniature tunnel signals would be installed. (I have used these signals for many years at Longleat and they have proved very suitable for a low speed narrow gauge railway.) The existing signals are two-aspect red/green, and the railway wished to retain these aspects for the new signals.

In March 2019 we returned to replace the old signals with new LED heads. Dorman signals have different mounting points to the original GEC signals, so Alan Keef Ltd designed and built adapter plates for the tops of the old posts.

Further upgrade work took place in March 2022 for the introduction of new battery-electric trains, the vehicles for these being longer and with a different wheelbase to the existing diesel trains. This required certain changes to the infrastructure to allow for the different wheel and cab positions.

My work on the railway has finished, but the upgrade has meant that those who follow to continue the maintenance will have signalling which should have another 15 years' service before any more major upgrade work is required.

KEVIN WESTON IEng MIRSE

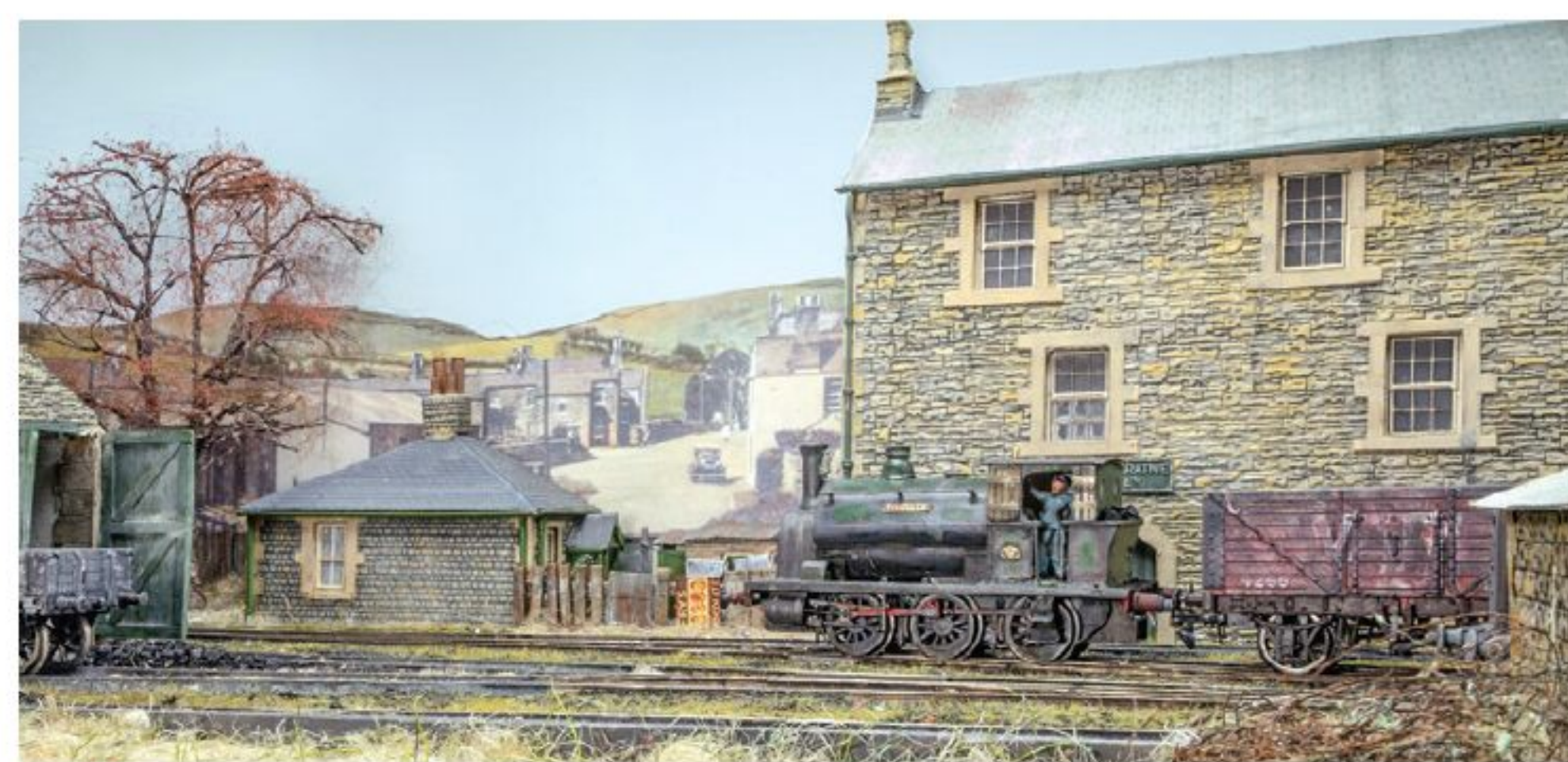


Cumberland layouts evoke family links

I just want to let you know how much I have enjoyed your features on *Garrigill* (RM October 2022) and *Hallbankgate* (RM October 2023), both of which, of course, are set in the same part of the country.

The layouts had both clearly been built with enormous skill and real sympathy for the subject matter. But both were of particular interest to me because my maternal grandfather, George Hugh Teasdale, who died in 1956, was born and brought up at Kellah in Northumberland. Not having motor transport, he used Featherstone Park station on the Haltwhistle to Alston line to get to and from his parents' home. This cannot have been particularly convenient because the station was an hour's walk from Kellah.

When he left school he worked for the North Eastern Railway and then the LNER. First, he worked in the ticket office at Haltwhistle station. Later, he moved onto the relief staff and he was working in the booking office at Brampton Junction station in 1926 when the General Strike broke out.



▲ *Hallbankgate* by Ian Blenkinsopp (see RM October) features a scenic space of just 3' x 1'. Photo: Steve Flint

Because no trains ran during the strike, he was marooned there for over a week, unable to get home, which by then was at South Hylton near Sunderland.

PAUL RICHARDSON

From the southern coast to the northern fells

I thought readers may be interested to see the latest developments on my OO gauge loft-based layout, which was described most recently in the September 2022 edition.

That article explained how I had changed the geographical setting of the layout a number of times over the years, with the latest incarnation seeing the main station take on a Midland Railway outline and the name *Micklethwaite*. The two coastal termini on the layout remained in LSWR guise, however. That has now changed, with one of these termini, Shanklin Bay, giving way to Longdale (pictured), which is set, perhaps, in the Cumbrian fells.

BOB PETCH



▲ The site formerly occupied by Shanklin Bay (see RM July 2015) is now Longdale, set in the northern fells.



▲ What was a coastal backdrop with white cliffs is now a panoramic vista of rolling hills. Both photos: Bob Petch

Sitting at my piano...

As a volunteer helping to run the Lynton & Barnstaple Railway's Woody Bay Garden Railway in North Devon, as well as being something of a musician, I was invited to provide some keyboard music in the large marquee at the railway's Autumn Gala earlier this year.

The thought of performing alongside model railway layouts, book stalls and other various exhibits was rather difficult to envisage. But I hit on a solution... a railway layout married to a piano keyboard – thereby bringing together two of my lifetime hobbies!

The design had to be very simple as the piano controls still needed to be accessible. For the theme of the layout I chose a coastal tropical scene, with a cliff face moulded to fit over parts of the black keys, a picnic area with timber shacks at one end, a short platform in the centre, and a rocky gorge at the other end.

The baseboard and general construction is of ply, and the whole unit just drops over a full length Yamaha CP40 Stage piano. The trackwork is Peco and for the stock I used a Bachmann 009 Baldwin 10-12-D 4-6-0T with a short train of Peco coaches.

The layout, named *The Joannasburg Railway* (get it?), took about three



▲ Is this the first time that a layout has been constructed on a musical instrument? Photo: Peter Chandler

weeks to complete and was a positive hit with not only visiting Gala-goers, but also other exhibitors. The light-hearted music certainly added razzmatazz to the proceedings although I had to keep over-enthusiastic playing in check or the train would derail! One couple, complete strangers to each other, were even seen dancing a jig... a first, I would think, for any L&BR gala weekend. I am delighted to have been invited back again for the railway's 2024 gala next September.

For a video of the layout 'in action' (including photos of its construction) go to:

https://www.youtube.com/watch?v=1j1uUWvWO_g

PETER CHANDLER

Hornby TT:120 BR Mk.I review

I note in the review of the new Hornby Mk.I coaches for TT:120 (see Reviews, RM November) that an error was missed regarding the tooling for the CK (Corridor Composite).

The centre compartment window of the Second Class section should have a thicker hinged frame; this enabled

the main part of the window to be opened – apparently to assist with the offloading of a stretchered casualty. This tooling error is also true for the manufacturer's OO gauge CK. However, earlier OO gauge iterations of Mk.I CKs (including Bachmann, Lima and Tri-ang Hornby) have all included this feature.

As far as I can tell, this feature was present on all prototype Mk.I CKs, with no exceptions.

KEVIN RUSSELL



▲ The frame of the direct access window is clearly visible in this view of BR Mk.I CK E15957, recorded at York on 27 August 1978. Photo: Transport Treasury



Dentdale inspiration

I wish to say how much I enjoy the articles by Ian Nuttall describing the construction of his Settle & Carlisle empire in 4mm. His style of writing is really fabulous and his articles have inspired me to try and improve my own modelling, including constructing Parkside wagon kits.

DAVID BECK

South Pelaw accreditation

Further to the photos of *South Pelaw* published as part of the Warley pre-view in the November RM, I feel that I should point out that the layout, as is stated twice, is not mine. I am but one member (and a late joining one at that!) of The South Pelaw Group, which has built and now exhibits the layout. I assume that the confusion arose because I am the exhibition co-ordinator for the layout.

JOHN DONNELLY

Best wishes to Steve Flint

Ed – Thank you to all of those from across the hobby who have contacted RM to pass on their words of appreciation and good wishes to Steve Flint, following the announcement in the November issue that he has stepped down from his role at Peco Publications.

NEW PRODUCT REVIEWS

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

Stanier 7P Turbomotive

New from Hornby in OO



Ever since Hornby revealed that it was developing OO gauge ready-to-run models of the unique Stanier steam turbine-powered express engine, the Turbomotive – as part of the firm's 2022 product announcements – their release has been eagerly anticipated.

Supplied DCC ready or DCC sound-fitted, two versions have been produced of the locomotive in its pre-rebuilt condition, presented in LMS and BR guises.

Our samples in detail

For review, we received samples of both examples of the model. The first (ref.R30134) is presented as No.6202 in LMS Crimson Lake; the model to all intents and purposes depicting the locomotive in its 'as-built' form. The second (ref.R30135) portrays the locomotive in its BR guises, finished as No.46202 in BR lined black with early emblems and smoke deflectors; dating the period of the model between March

1949 (when it received its BR livery) and its rebuild as a conventional locomotive in August 1952.

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

With the exception of the cab and running plate, the majority of the locomotive bodysheet on both examples is

of die-cast construction, decorated with numerous separately fitted plastic and fine/etched metal parts, giving the model an impressive overall weight of 588g – making this one of Hornby's heaviest steam-outline models to date! Other common metal fittings include fine wire handrails, sprung buffer heads, hinged cab fallplate and turned metal safety valves. Components such as the smoke deflectors (BR example only), tender frames and tender body-





shell are moulded in plastic. Cab roof ventilators can be opened and closed, and the moulded plastic coal load is removable.

When it comes to comparing the two models, Hornby has certainly not shied away from catering for the numerous detail differences between the locomotive in its 'as-built' form and its final turbine iteration. Aside from the smoke deflectors, other notable differences include (but are not limited to): original and domed boiler; short and extended right-hand turbine casing; casing ventilation louvres; and BTH speed indicator (BR only). The prototype was also the first British locomotive to feature anti-friction bearings on all axles; note the round Timken tapered roller bearing covers on both the tender and trailing wheelsets.

Between the frames at the front end is the distinctive intake for the lubricating oil radiators – formed from a super-fine photo-etched mesh (also note the additional pipework on the BR example). The hinged cover plate under the smokebox door is also etched and fully

posable; this would be positioned in the open (up) position when operating and lowered for access to the smokebox for cleaning. However, upon studying various images of the prototype, we feel the rake of the mesh should be at a shallower angle – starting slightly further back on the front running plate and meeting the hinges for the aforementioned cover plate.

Cab backhead detail is particularly impressive with many of the controls separately fitted – each picked out in the appropriate colours – extending to the printed dials on the gauges. The open firehole doors afford a clear view of 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). One major detail that has been overlooked is the main control box which controlled the steam admission valves to both turbines, with its four control levers/handles and valve indicator; in its place there is a standard screw reverser. (A diagram of the control box can be seen



PROTOTYPE VIEW Stanier 7P Turbomotive



▲ The brand-new Turbomotive, No.6202, pictured at Camden on 30 July 1935. Photo: Transport Treasury

Prototype information

The Turbomotive had one of the longest and most successful careers of any experimental British steam locomotive. Turned out in 1935, No.6202 was the third member of the Princess Royal class, but unlike its sisters, was fitted with an experimental steam turbine drive – taking inspiration from Swedish locomotive designs developed by the Ljungström brothers. The advantage of this system was that it produced even torque on all drive axles, thus eliminating the 'hammer blow' forces on the track produced by the wheels and motion of a conventional steam locomotive.

Control from the boiler – which had a working pressure of 250psi – was via six separate steam nozzle groups. The main forward turbine generated around 2,000hp, while the second smaller reverse turbine had a much reduced output – restricting the locomotive's capabilities to haul trains backwards.

Despite inevitable teething troubles, it went into regular service on the West Coast Main Line, principally on Euston-Liverpool expresses, and generally performed well. As a one-off machine, however, it naturally had to spend long periods out of action when it required repairs, and the Second World War curtailed development work on the project.

The locomotive survived into BR service in its turbine-drive form, now numbered 46202, but when the main turbine failed, it was considered too costly to replace and the engine was rebuilt as a conventional locomotive in 1952, receiving the name Princess Anne. However, this guise was short-lived, with the locomotive being involved in the notorious Harrow & Wealdstone disaster on 8 October 1952. It was formally withdrawn for scrapping in May 1954, though the boiler was repaired for further service, with the tender later paired with Stanier Class 8F 2-8-0 No.48134.



▲ In its final BR form before being rebuilt, No.46202 climbs away from Halton Junction with the 5.25pm Liverpool Lime Street to Euston on 21 May 1949. Photo: Rall Photoprints

The tooling caters for changes to the prototype over the years, most noticeably the addition of a domed boiler and smoke deflectors.



The tender incorporates a touch sensor switch which allows you to turn the tail lamp on and off with your finger and thumb.

in *A detailed history of the Stanier Pacifics* by John Jennison – page 90.)

The trailing truck has been manufactured as a fixed unit with flangeless wheelset; a flanged wheelset is provided as part of the accessory pack, though the fitting of this is deemed really only suitable for static use, due to the restricted sideways play. A mount for a front coupling has been omitted for a more detailed rendition of the bogie assembly in cast metal, though surprisingly an additional slim-line tension-lock coupling has been included.

Separate details supplied for the modeller to fit include front steps, screw-link coupling, and brake rigging – all of which have been fitted here for photography. As with other recent releases from the firm, a pair of fully painted crew figures are also included, both posed in a seated position; the

driver with his arm raised to the controls, the fireman with a shovel resting against his side.

Livery application on both models is top-notch, with neat renditions of the lining and crisp application of the printed details, such as running numbers and lettering. The contrast in decoration between the metal and plastic components is indistinguishable for the most part, but there is a slight variation in shade under certain light.

Lighting functions

The Turbomotive is also the first in a line of new steam-outline releases from the firm to feature operating head/tail lamps. As supplied, the models have two front headlamps (one over each buffer), and a single tail lamp mounted on the top bracket of the tender. These illuminate in the direction of travel on 12V dc operation – white when travelling forwards, changing to red when travelling backwards. An additional top headlamp is provided as part of the accessory pack; fitting requires the careful removal of

the top lamp bracket. The tail lamp can be toggled on/off via a clever touch sensor switch located within the rear of the tender body – simply by touching the sides of the bodysell with your index finger and thumb.

In operation, the front headlamps shone very bright – perhaps a bit too bright for the oil lamps they represent; we felt the tone and colour of the rear lamp when showing the white aspect looked more authentic. It was also noted that the printed circuit boards for the LEDs located under the front running plate obstruct the fitting of the front steps! However, it was possible to fit them with some modification – cutting the rear supports off the steps and gluing them directly to the frame. (The PCBs are also covered with a small patch of self-adhesive Neoprene to help prevent light bleed, which was found to be visible when viewing the model from low angles, and some of this also had to be removed to fit the steps.)

Mechanism and performance

Each model is equipped with a flywheel fitted five-pole motor, housed within the rear of the boiler/firebox area, providing drive to the centre driving axle. Current is collected from all coupled and tender wheels via wiper pick-ups, with the loco and tender electrically connected; the two units being coupled together with an adjustable drawbar.

A 21-pin DCC decoder interface is located in front of the motor assembly in addition to a pre-fitted speaker resonance chamber, designed to accept a 15mm x 11mm 'sugar cube' speaker. Sound-fitted versions of both models are available, equipped with the firm's new Bluetooth-enabled HM7000 TXS Triplex sound decoder. The sound project includes a comprehensive suite of sound functions, together with the ability to toggle the head and tail lamps on and off.

The locomotive body can be removed by first disconnecting the drawbar and plug-in connection between the locomotive and tender; the bolt for the drawbar doubling up as one of the body retainers, with a second located above the front bogie. Care is needed when lifting the bodysell clear of the chassis, to avoid damaging the wire connections for the lighting assemblies.

Removal of the tender body requires two screws – located in the front corners – to be undone; the body can then be eased away from the chassis by lifting at the front, this disengaging the retaining lug which is located at the front end. Once again, take note of the lighting connections.

As with accounts of the prototype, our samples were noted for their smooth and quiet performance through the speed ranges. In haulage tests they managed an impressive 17 Pullman cars around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

One of many...

Hornby deserves to be applauded for bringing to market a prototype that few would have dared believe would ever be produced as a ready-to-run OO gauge model. As demonstrated by the firm's Gresley W1 model, just because a locomotive is unique doesn't mean it is limited in scope. By our count, at least four more variants of the locomotive in its turbine form can be produced: LMS Crimson Lake with casing ventilation louvres (circa 1935-late 1936); Crimson Lake with domed boiler (July 1936-late 1939); Crimson Lake with smoke deflectors and extended right-hand casing (circa 1939-1947); and LMS lined black (May 1947-March 1949). So yes, plenty of scope...

Samples supplied by

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

PRICE
£266.49 each



When Hornby released its all-new BR 9F 2-10-0 just over a year ago (as reviewed in the November 2022 RAILWAY MODELLER), one of the initial batch of models depicted a variation of the class never previously produced in ready-to-run form – No.92167, one of the trio with mechanical stokers. To follow this up, the manufacturer has released No.92097, one of 10 examples fitted with air pumps for the Tyne Dock to Consett iron ore trains.

These workings conveyed imported iron ore from Tyne Dock to the steel-works at Consett, up a line so sharply curved and steeply graded that two 9Fs were needed for part of the journey, one at the head of the train and the other banking at the rear. The air pumps were not for brakes, but to operate the doors on the fleet of purpose-built bogie hopper wagons. The 9Fs which were allocated to Tyne Dock shed (Nos.92060-92066 and 92097-99) replaced ex-North Eastern Railway Q7 0-8-0s and Thompson O1 2-8-0s on the iron ore trains from 1955, and then virtually monopolised the duty until the arrival of Type 2 diesels, with the last steam-hauled train running in 1966.

Our sample in detail

Mechanically and in most other respects, the Tyne Dock 9F is identical to the item that we reviewed in the November 2022 issue, and everything we said about it then remains true; it's a beautiful model that has captured the bulk and presence of its prototype. The difference on the new locomotive, of course, is the huge air pumps and their associated pipework, almost all of which Hornby has accurately modelled, as far as can be ascertained from photographs. One small but quite noticeable omission is the air pipe fitted to the front bufferbeams of the Tyne Dock engines, which is not included in the pack of extra parts for the modeller to fit (though all the other expected parts are there, such as the screw coupling, footsteps and crew). However, this pipe would not be too difficult an item to make from scratch.

The model is finished in BR plain black with late crest, and appears to represent No.92097 towards the end of its life, with AWS fitted; it has no shedplate, which at first glance seems

an odd omission, but in fact is perfectly accurate. One very nice touch is the silver paint on the hinges and around the centre dart of the smokebox door, and photographs of No.92097 with this embellishment also show it without a shedplate – the only such picture we found with a date having been taken on 22 August 1965.

The works plate accurately reads 'BUILT 1956 CREWE' and the correct 1960s overhead warning signs are all present, including the unusual positioning of two on each smoke deflec-

tor, which was largely confined to the Tyne Dock examples. The roller bearings on the tender are painted yellow, a detail that the real engine had certainly received by April 1963, as evidenced by a photograph of it that month – at Winwick on the West Coast Main Line of all places, on a running-in turn following an overhaul at Crewe!

You wait ages for one...

As reported in the October 2023 issue, following decades with no ready-to-run model of a Tyne Dock 9F, both Hornby and Bachmann have released one within weeks of each other. Both manufac-

turers are to be commended for recreating this famous and spectacular chapter in the history of the class, and plenty of Consett-themed layouts will doubtless appear as a result. For modellers who have already acquired the Hornby stoker-fitted example, it's worth noting that No.92167 spent a few months on the Consett banking duties in 1962, so this model would also be quite at home on such a layout.

However, there are still a few gaps to be filled in the 9F story. Hornby has previously produced the distinctive Crosti-boilered version, but in the Railroad range; while the rebuilt Crosti locomotives, and No.92250 with the Giesl chimney, are still to appear in R-T-R form. Hopefully a super-detailed Crosti, and new tooling for the latter two variants, might be on the cards?



Sample supplied by

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

PRICE
ref.R30133 – £252.99

Lynton & Barnstaple 2-6-2T and coaches from Lionheart Trains



▲ Our sample is finished as Yeo in L&BR green, representing the 1903-1913 period.



Lionheart Trains is producing highly detailed 7mm (1:43.5) models of the Lynton & Barnstaple Railway Manning, Wardle 2-6-2 tank locomotives and accompanying coaches. These are believed to be the first ready-to-run models of British narrow gauge stock for this scale.

Three locomotives were ordered from Manning, Wardle of Leeds to operate the line between Lynton and Barnstaple when it opened in 1898. Works Nos.1361, 1362, and 1363 of 1897 were named Yeo, Exe, and Taw respectively after local rivers.

During their careers the locomotives received several alterations, including most significantly the removal of the motion covers in 1903, and by 1914 the modification of the cab to improve forward visibility (if not access to the rear coal bunker, which reportedly was little used). Steam heating pipework was also installed, but not until as late as 1932.

When the line was absorbed by the Southern Railway in 1923, a further example, Lew, was ordered from Manning, Wardle – almost identical but with a modified cab. With the closure of the railway in 1935, all the older engines were scrapped; only Lew survived to be shipped abroad and never seen again.



The model is initially offered in six versions: Exe L&B as delivered in 1898 with original cab (ref.LHT-7NS-001); Yeo L&B 1903-1913, original cab (illustrated – ref.LHT-7NS-002); Taw L&B 1913-1924 with later cab (ref.LHT-7NS-003); Exe Southern 1924-1927 with later cab (ref.LHT-7NS-004); Yeo Southern 1927-1929 with later cab (ref.LHT-7NS-005); and Taw Southern 1930-1931 with the later cab (ref.LHT-7NS-006).

This selection means that, strictly speaking, you could not have all three locos in precisely the correct livery for any one period; however, Lionheart states that all versions are to be

modelled (will this eventually include Lew?) and all liveries will be produced.

Our sample in detail

The finish on our sample is absolutely exquisite, with even coverage, well defined colours, and beautiful fine lining – right down to the wheel rims. Etched name and maker's plates are provided to place over the neatly printed ones, though these are not quite as crisp as we would have expected in this scale. If a set of all three were supplied, the identity of the L&B livery versions could be changed easily, perhaps encouraging modellers to buy the trio...

The model seems very accurate according to published dimensions, drawings, and photographs. The boiler, tanks, cab, and chassis are all die-cast metal, giving a good weight for adhesion and electrical contact.

The superstructure is enhanced with many detail parts, most prominently the highly polished brass dome, copper chimney cap, safety valves and whistle, and separate handrails and pipework.

The cab roof is removable, held on invisibly by small magnets. Our sample has a plain roof: a rear sliding hatch was fitted circa 1904, and two front hatches c.1913 when the cabs were rebuilt.

The windows are glazed and there is full cab interior detail. The handbrake column was moved back when the cabs were rebuilt, and door chains were fitted by the Southern c.1927.

The front vacuum brake pipe is supplied for the modeller to fit – it is not permanently mounted as it would impede the opening/removal of the smokebox front, necessary for decoder access.

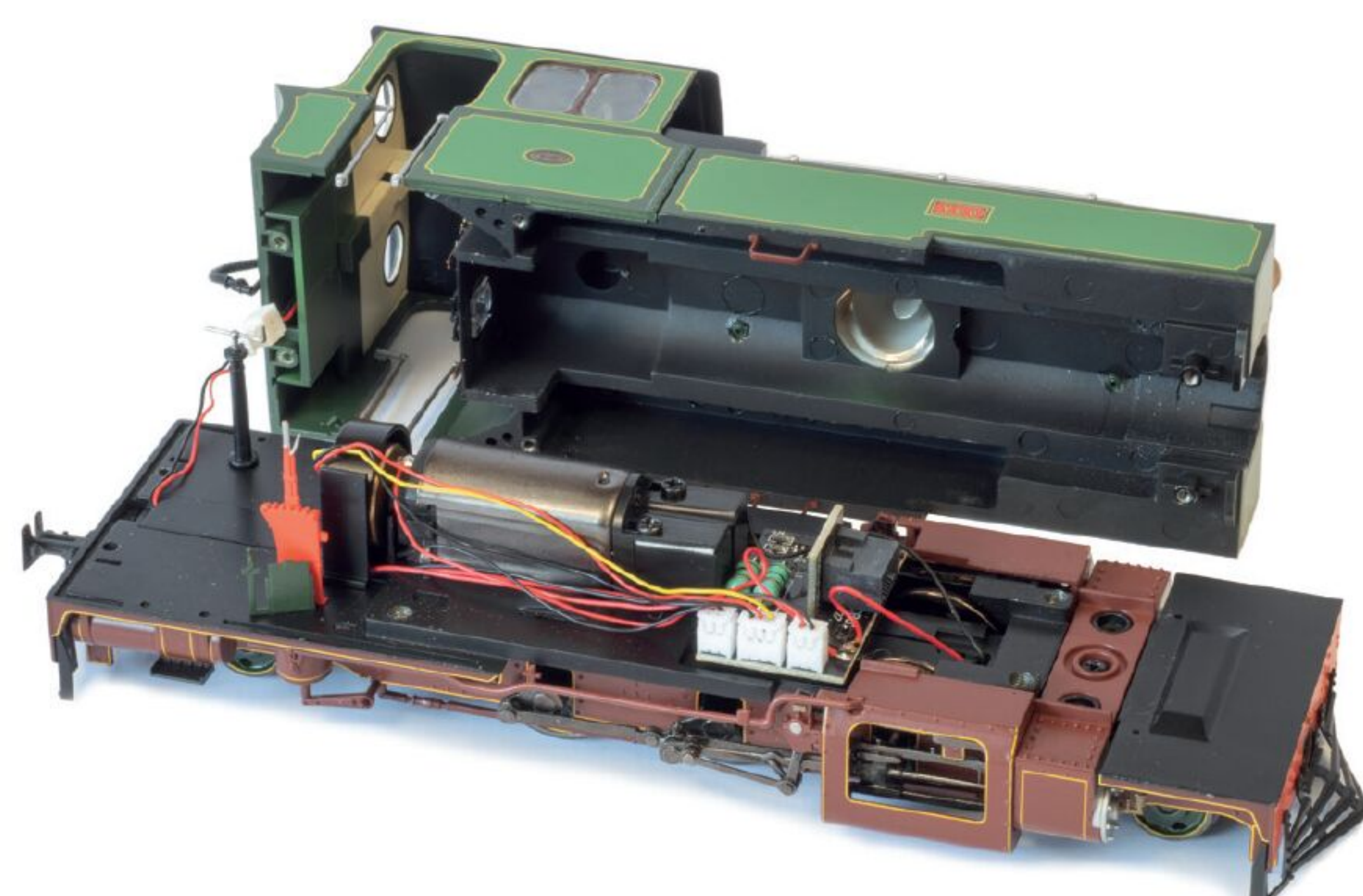
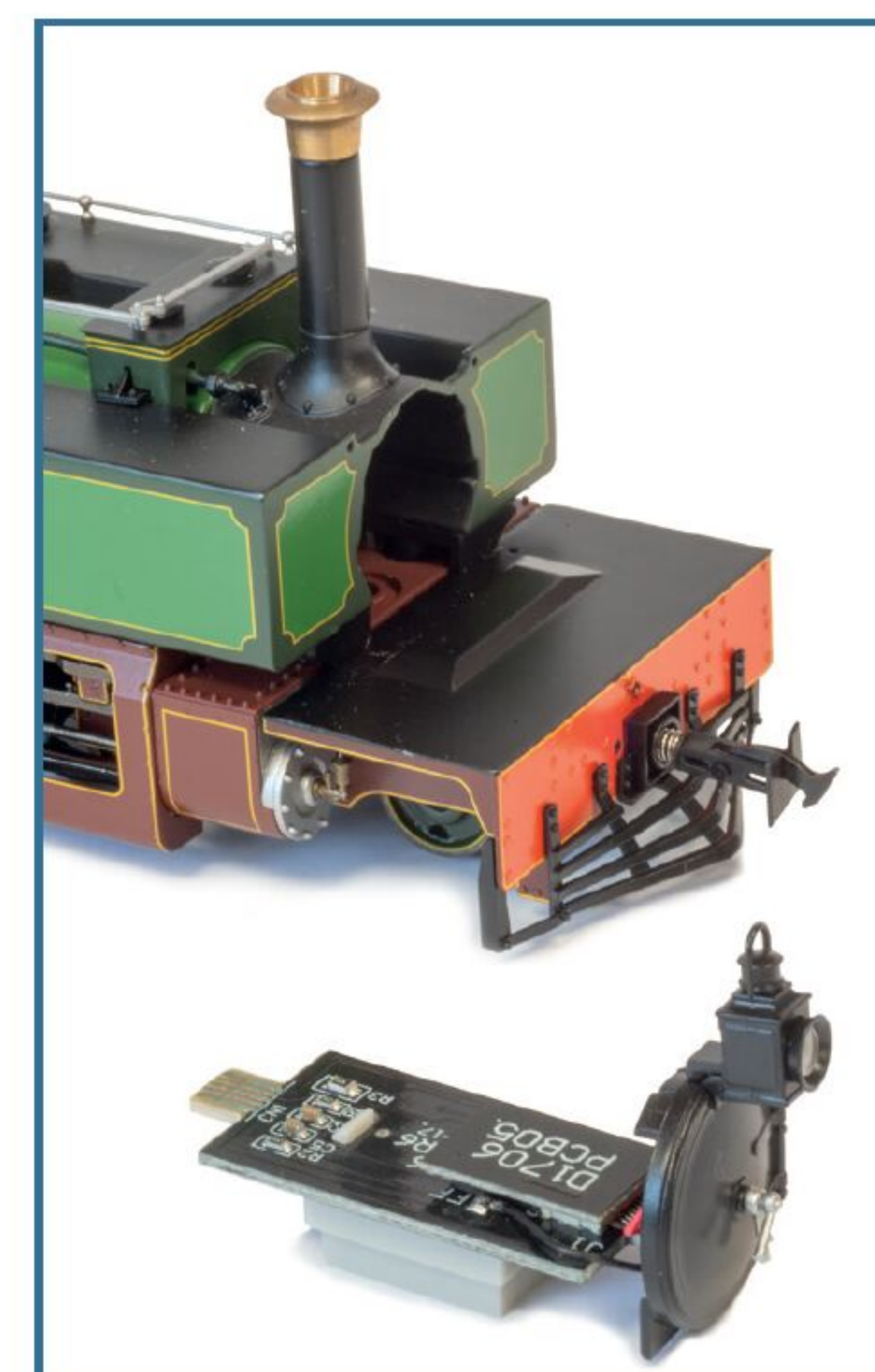
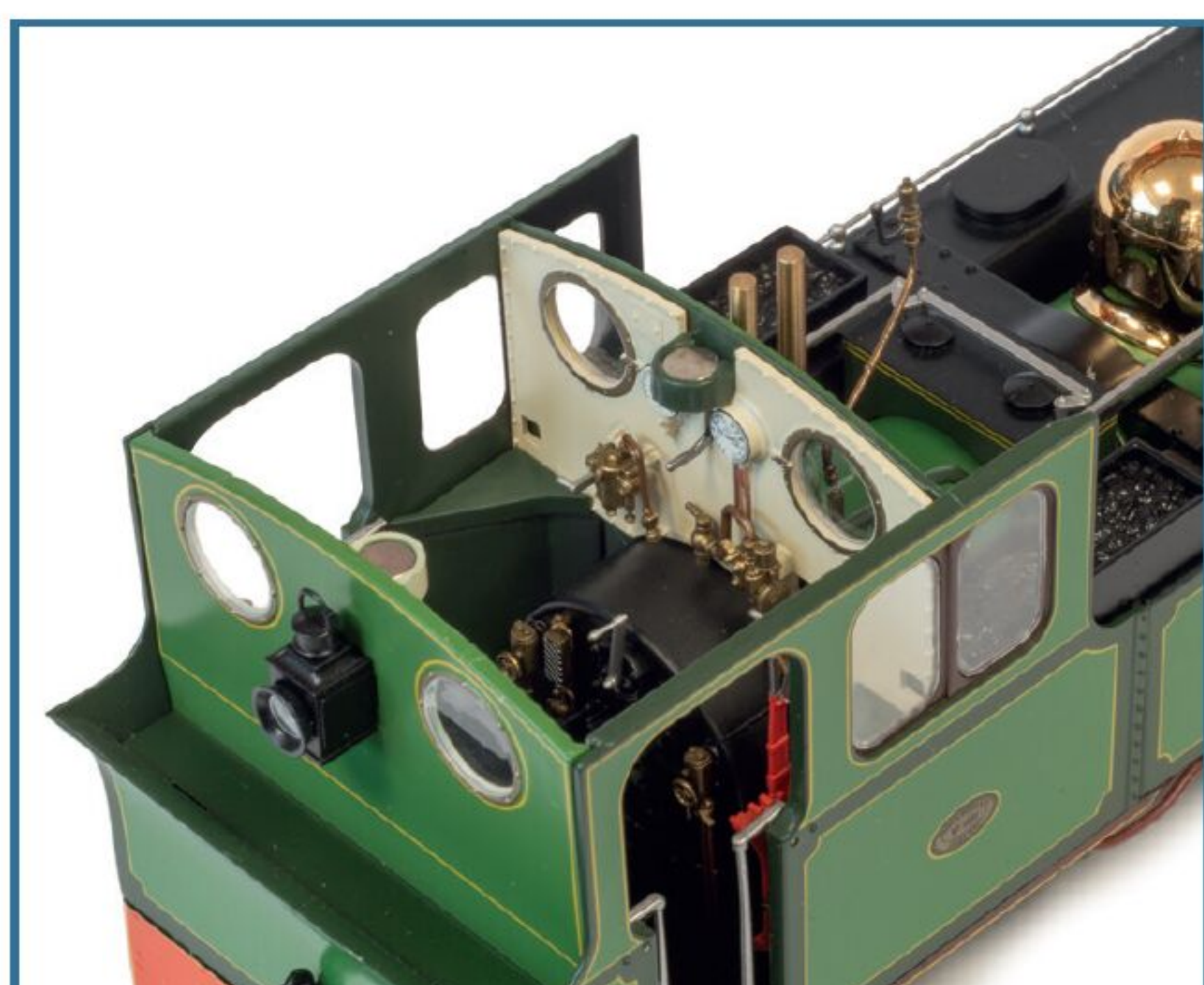
Below the footplate there is a nice representation of the unusual Joy valve gear with moving parts. The front of the cylinders have the Furness lubricators which replaced the original taps, in place of Roscoe lubricators on the smokebox sides. The driving wheels are die-cast and nickel plated, and all wheels have fine flanges.

Mechanism and performance

The model is powered by a five-pole skew-wound motor with flywheel, driving via a two-stage reduction gearbox onto the rear axle; the other axles are coupled by the rods. It runs very smoothly and quietly, controllable across the speed range from walking pace to a maximum perhaps slightly more than the prototype.

There are sprung plunger pick-ups on the backs of all driving wheels, and wipers on the backs of the pony truck wheels.





1922 (ref.LHT-7NP-001 – illustrated); and Southern No.2466 1924-1935 (ref.LHT-7NP-002).

All Third: L&B No.11 1901-1922 (ref.LHT-7NP-003); Southern No.2470 1924-1935 (ref.LHT-7NP-004).

Brake Third: L&B No.16 1897-1901 (ref.LHT-7NP-010); L&B No.16 1901-1922 (ref.LHT-7NP-005 – illustrated); and Southern No.4108 1924-1935 (ref.LHT-7NP-006).

Brake Composite: L&B No.15 1901-1922 (ref.LHT-7NP-007); and Southern Railway No.6993 1924-1935 (ref.LHT-7NP-008).

The catalogue numbers suggest that the two examples of the early livery were added to original plans to match

the as-delivered version of the locomotives.

The models seem very accurate according to published dimensions, drawings, and photographs. They have an injection-moulded plastic body with many separately added details, including door handles and handrails, oil lamp tops and 'bung's', the end lamp brackets, and end steps with a tread surface which cleverly slot in below a

Concealed in the smokebox is a pull-out printed circuit board with a Next18 socket for a digital decoder and 'sugar cube' loudspeaker ready installed. This PCB can be extracted with the 'prybar' tool provided. It is held in by the smokebox front. The PCB runs easily in guide slots inside the smokebox; it is important to ensure the connector is properly engaged. Factory-fitted DCC and DCC sound versions are available.

The model has working directionally-controlled headlamps (perhaps a bit too white for oil lamps, to be very fussy) and even firebox glow.

The model has been designed for 16.5mm gauge track and 610mm/24" radius curves; we found that it could negotiate Peco O-16.5 points (which are nominally 610mm/2' radius) and even had no problem with 22.5" radius 4 OO/HO Setrack. However, 18" was definitely too tight.

The chassis is noted as being compensated for smooth running – the centre driving axle is sprung and has some side play.

This is a long loco with a short driving wheelbase – on a dip in uneven track, the drivers could be suspended between the pony trucks, losing traction and contact. Similarly, with the drivers on a hump the pony trucks might derail. This is not a criticism of the model but a reflection on the prototype.

The model is equipped with authentic couplers, which are sprung. The front coupler is mounted on the bufferbeam, while the rear coupler is on a close-coupling mount with some side play. This version has a 'chopper' on the front only, correct for the period – as delivered they were on both ends. There were also originally safety chains which were removed soon after delivery.

The model is packed in a sensible size stout card box with a dense foam



▲ Open Third coach No.7 in L&BR livery, 1901-1922.



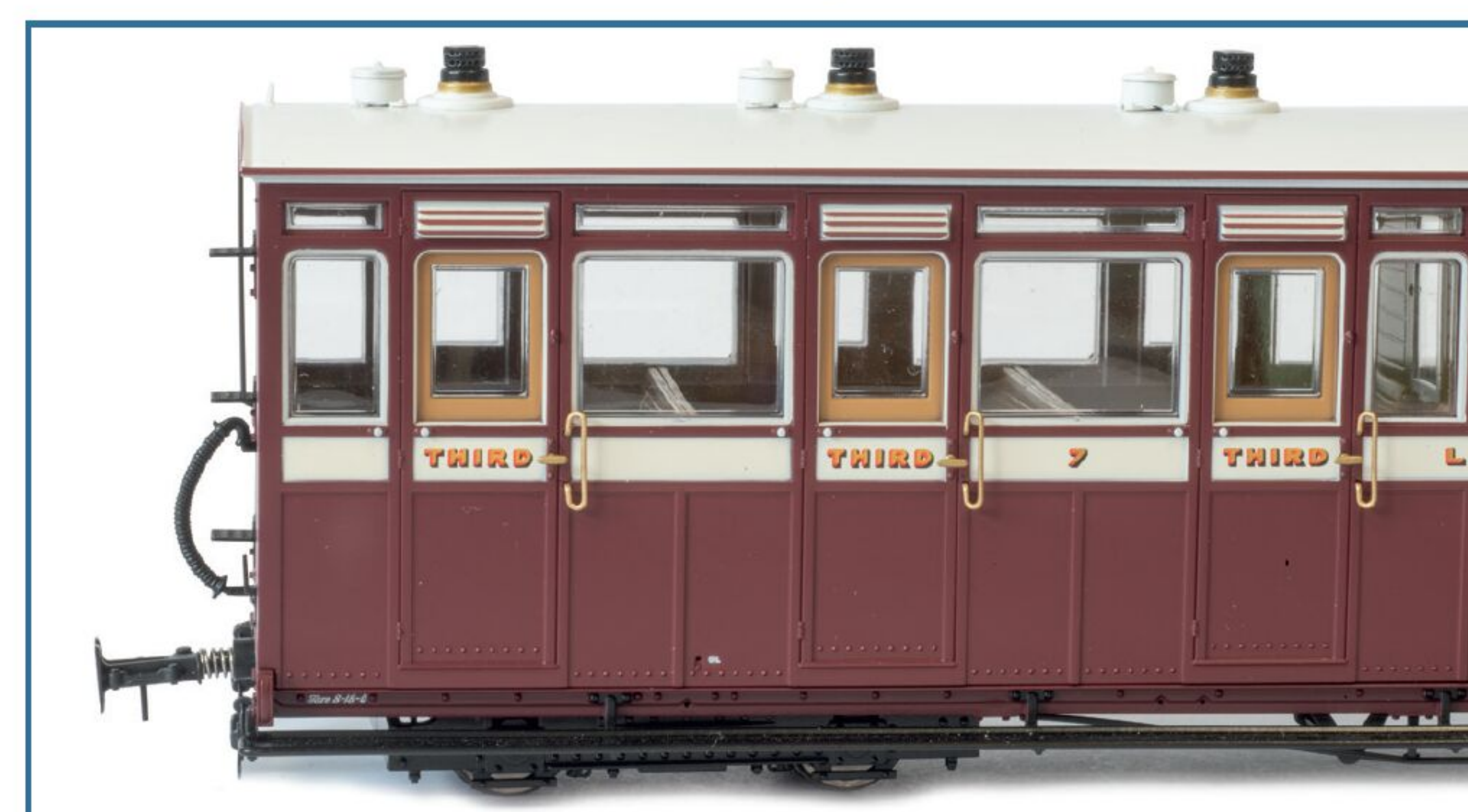
Details such as the door handles and handrails are separately fitted.

insert, and comes bolted to a rigid clear plastic base to secure it in transit. There is a 24-page illustrated information/instruction booklet, mostly concerned with the digital decoder and sound.

L&B coaches

To complement the Manning, Wardle locomotives, Lionheart Trains is also offering a range of coaches, initially in three liveries: 1897-1901, 1901-1922, and 1924-1935, as follows:

Open Third: L&B No.8 1897-1901 (ref.LHT-7NP-009); L&B No.7 1901-





The detailed bogies include full brake rodding.



bracket moulded on the shell. The full-length footboards are correctly extended at one end to form the lowest end step. The interior has seats and partitions.

The finish is simply superb, with dense, even colours, clear separation, and neatly printed shaded main lettering. Note also the 'SMOKING' signs on appropriate windows, and even the tiny 'oil' labels just above the bogies. The brass base to the lamp tops is a neat detail.

The models are designed for 16.5mm gauge track and will negotiate 610mm/2' radius curves, though it must be said that such long vehicles look a little ungainly on such a tight curve.

Underframe detail includes truss rods and queen posts, vacuum brake cylinders in low relief – more than adequate for normal operation and

viewing – and even the lower section of the guard's brake column. The bogie side frames are very well detailed considering they are hardly visible in normal use, and the brake rodding is represented, with brake shoes in line with the wheel treads.

The models roll freely on metal disc wheels with pinpoint bearings on plastic tube axles. There are metal contact strips outside the wheels to supply the factory-installed interior lighting.

The lighting circuit board incorporates a Next18 decoder socket which can accommodate a mobile accessory decoder if required – an instruction leaflet is included, which is also useful for removing the roof if required to add passengers.

The vehicles are equipped with prototypical square faced sprung buffer couplers, and have the 'chopper' at one end only, as per the prototype.

They are flexibly mounted on the ends of the bogies, and there is a long slot in the bufferbeam to allow movement on curves. As a result, the side safety chains are fitted further out; in fact these had been removed soon after delivery.

The models are supplied with the brake hoses fitted, but the connecting train pipe is provided for the modeller to fit if desired as it will impede the coupler swing. The additions depict the later form with a kink to accommodate the steam heating and are correctly handed.

The same applies to the steam heat pipes and hoses, with a representation of the lagging. Note that only a few coaches had steam heating fitted, and



not until 1932. The Brake Third has the lagged pipe under one footboard, which could easily be removed if not appropriate – strictly speaking it is only correct for the Southern livery.

There are mounting holes for all these pipes in the end which are visible if not used. No instructions are provided to guide the fitting of the various pipes.

The arrangement of the handrails, steps, and lamp brackets on the ends was altered over the course of time – by the end virtually no two were the same! – and having only seen a couple of examples we cannot comment on which fittings other versions might have.

Also, some coaches were fitted with acetylene cylinders for gas lighting around 1910/12; mounted on the coach end, they also supplied the adjacent vehicle. Oddly the redundant 'bungs' seem to have been retained.

The models come in a sensible size stout card box, held securely within a shaped clear plastic insert.

These are large vehicles, and as with the Heljan locos and Peco coaches in O09, some existing 7mm narrow gauge layouts will have issues with clearances and curves. But this should not deter fans – these are absolutely fantastic models, and raise 7mm narrow gauge modelling to (for most adherents) a new level. Congratulations to Lionheart.

We hope they are successful, and that more coaches and goods stock will be produced.



Modellers in O-16.5 can now buy a complete Lynton & Barnstaple Railway train off the shelf.

Samples supplied by

Lionheart Trains
Dapol Limited
Unit 7, Gledrid Industrial Park,
Chirk, Wrexham LL14 5DG.
www.dapol.co.uk

PRICES
RRP locos
£378.00 DCC ready
£415.50 DCC fitted
£540.00 DCC sound-fitted

RRP coaches (each)
£118.80 DCC ready
£151.20 DCC fitted

Following our initial review of the all-new British Rail Class 37 in the July 2023 issue – which focused solely on the 37/4 sub-class – and subsequent review of the 37/0 in the pages of RM September 2023, Accurascale has received stocks of its latest suite of English Electric Type 3s, these depicting the 37/6 sub-class.

For review we received a sample of 37 605 presented in Direct Rail Services blue with original logos. The real locomotive – one of the machines built at Vulcan Foundry – was originally numbered D6736 when new in April 1962, receiving its first TOPS number (37 036) in March 1974. In April 1986 it was refurbished and received Brush alternators, becoming a 37/5 and renumbered to 37 507. Following selection for the proposed Nightstar overnight international trains in 1995, the locomotive was once again refurbished, this time to 37/6 specification. However, these services were never introduced with 37 605 sold to DRS in 2002 to aid the operator's expanding freight operations. After 20 years of service with DRS the locomotive was withdrawn in early 2020. It was transferred to the Great Central Railway in 2022, where it was stripped for spares,

with the remains being finally scrapped in July 2023.

To all intents and purposes the Accurascale model depicts 37 605 during its early years of service with DRS, following the fitting of WIPAC light clusters, windscreen-mounted top headlight and DRS multiple-working sockets. This dates the model sometime between early 2004 and 2012, when it returned to service after storage in DRS Compass livery; although reference to photos suggest that it gained painted axleboxes and spring coils around 2009.

Aside from the aforementioned fittings, other details which are appropriate to 37 605 during this period of operation include, but are not limited to:

toughened windscreens (with revised DRS control desk and cab partitions); underslung fuel tank with replacement welded long-range fuel tank; cast (Class 50 style) bogies; late EE cantrail grilles; and double-riveted roof with plated boiler exhaust and no cab roof vents. The ex-split headcode nose ends with plated doors still sport original nose grilles (as per the prototype), cutaway bufferbeam cowlings and oval buffers – which are metal and sprung.

Separate details supplied for the modeller to fit include screw-link couplings, bufferbeam pipes (yellow air pipes, red air brake pipes, and engine control air pipes), multiple working cables, and optional full or three-piece snowploughs.

The mechanism is identical to samples we've reviewed previously, whilst the lighting functions incorporate the WIPAC light clusters and additional top headlight; these can be switched on/off independently under DCC operation. Our factory sound-fitted example – equipped with an ESU LokSound V5 sound decoder – incorporates no fewer than 28 control, lighting and sound functions. The sounds are emitted through a dual-speaker system, comprising a 15 x 11mm 'sugar cube' and bass reflex speaker with dimensions of 55 x 24 x 8mm.

Livery application has been completed to a high standard throughout, with clean breaks between the deep blue of the body and black of the roof, offset by the fine orange cantrail line. The DRS branding and various small printed details have also been applied crisply, as have the white running numbers although the latter do not appear to be completely opaque, with a noticeable tint of the blue body colour coming through.

In short, a worthy addition to the layout roster for any Class 37 or DRS fan.



Sample supplied by

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

PRICE
ref.ACC231237605DCC –
£259.99

LMS Dia.1666 open from Rapido Trains UK

New from Rapido Trains UK is the London Midland & Scottish Railway Diagram 1666 five-plank open wagon in OO, plans for which were first announced in our January 2023 issue.

Originally designed by the Midland Railway, it wasn't until after the 1923 Grouping that the first of these wagons entered service – designated Diagram 1666 by the then newly formed LMS. By 1930 a total of 54,450 wagons of this type had been constructed, making them one of the most numerous open goods vehicles in the UK.

The Rapido tooling focuses on examples fitted with independent brakes (some batches received Morton brake gear), with a choice of spoked, split-spoked or three-hole disc wheelsets. 15 versions have been produced for the first run of releases, covering LMS grey, LMS bauxite and BR grey (all with different running numbers), together with an internal user colour scheme. For review we received a sample of No.217624 (ref.9370070) in LMS bauxite.

The model is predominantly an injection-moulded assembly and tips the scales at 30g. Detail fittings such as the brake safety loops and door springs are fabricated from etched metal, whilst the buffer heads are plastic (not sprung). Split-spoke wheelsets are metal, fitted within metal bearings and extremely free-rolling.



Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor – the mounting points for which are removable, these being held in place by a single screw. (It is worth noting that these screws also hold the wagon body to the chassis.)

The wagon bodies are finely moulded with crisp representations of the vertical metal stanchions and diagonal bracing, together with the door framing

and latches. This level of detail extends to the underside of the vehicle, with full renditions of the frames and drawbar springs.

Below the solebars, the brake gear also exhibits a commendable level of delicacy, with very fine brake levers, together with brake shoes (one per wheel) that are set in line with the wheel treads.

As per previous rolling stock releases from the manufacturer, the LMS bauxite colour scheme is presented with a smooth satin finish. The internal planking detail is picked out in a natural wood colour, which has a noticeably flatter finish than the body exterior. Lettering, running numbers and tare markings are clean and crisp, extending to the printing of the LMS cast number-plates, moulded in relief.

Rapido has certainly chosen well with these ubiquitous opens. As history has

shown, the manufacturer has a habit of producing rolling stock to suit its locomotive projects. Whilst this model will make a suitable partner for the firm's forthcoming Highland Railway Jones Goods 4-6-0, we can't help but wonder if Rapido may have any other LMS locomotive projects in the pipeline...

Sample supplied by

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

PRICE
Dia.1666 five-plank open wagon
– £32.95



It was revealed in our April 2022 issue that the Danish manufacturer Heljan was to produce models of the unique British Railways Bo-Bo No.10800 in OO. This all-new tooling project – produced in limited quantities – follows in the footsteps of the firm's previous OO gauge prototype diesel releases, such as the BRCW *Lion*, Brush *Kestrel* and English Electric DP2.

A brief history

Built in Glasgow by the North British Locomotive Company in the early 1950s, No.10800 had originally been ordered by the LMS as part of its pioneering investigations into main line diesel traction. It was envisaged as the equivalent of Class 2MT tank engines for lighter passenger and freight work and fitted with an 827hp Paxman diesel engine. Eventually delivered to BR in 1952, it was tested on the London Midland, Southern and (briefly) Eastern regions. After withdrawal by BR in 1959 it was sold to Brush and, named *Hawk*, it was used as a testbed for new traction equipment before eventually being scrapped in 1976.

Our sample in detail

Four versions have been produced, depicting the NBL machine in post-1954 SR/LMR and final BR condition with later external modifications, and all supplied DCC ready. These comprise: (ref.1080) BR black with early emblems and silver bogies, and (ref.1081) with weathered finish (both in SR/LMR post-1954 condition); (ref.1082) in BR black with early emblems (black bogies); and (ref.1083) in BR green with late crests (both in modified BR condition).

For review we received a sample of



one of the latter BR-modified examples, (ref.1082) presented in BR early black. The model consists of a cast metal chassis and running plate, with a plastic moulded bodyshell which bristles with separately fitted plastic and etched metal components. The overall weight of the model is 274g. Buffer heads are metal and sprung.

Commendably fine are the wealth of hand/grab rails which adorn the model throughout – particularly those at the bonnet ends which closely follow the contours of the running plate, as per the prototype. The same can also be said of the ladders at the short bonnet end, which provided access to the water filler for the Clarkson steam-heating boiler. Most of the bonnet details, such as grilles and access panels, are moulded in relief, as is the lipped edge around the base of the bonnets; however, it was observed that this latter detail is absent on the forward portion of the 'long' bonnet on the right-hand side.

The locomotive is supplied with the detail parts shown fitted here (including functional screw-link couplings). Details for the modeller to fit include four white headcode discs (which can be attached to lamp irons on each end with small applications of glue or black-tac). Two slimline tension-lock couplings are also provided, as well as additional bonnet

corner handrails and lamp irons, should these be damaged or lost.

The plain black colour scheme has been completed to a high standard throughout. The BR early emblems, running numbers and works plates have been applied crisply, the latter with a convincing metallic finish. Also worthy of note are the gauges at the nose of the bonnet, with the needles (which are moulded in relief) neatly picked out in black.

Mechanism and performance

Transmission is by a centrally-mounted five-pole motor, fitted with two flywheels, via shafts and gear towers driving all wheels on each bogie. Provision for DCC is via a 21-pin dual-inline socket, complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker. Access to this is gained by removing the body, held in place by four screws; two accessed through the front bogie behind the bufferbeam, and two off-set under the cab.

The model is equipped with four headlamps at each end, all of which (with the exception of the lower centre lamp) illuminate according to the direction of travel under 12V dc – although the instruction manual states that only two should illuminate in the direction of travel. For those using DCC, lighting functions comprise: F0 – headlamps (on/off); F1 – cab interior light (on/off); F2 – top headlamp No.1 end (on/off); and F5 – top headlamp No.2 end (on/off).

On test the model hauled 12 Pullman cars around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves – far exceeding the capabilities of the prototype, which was reported to



have struggled even on modest six-coach trains.

Attention to detail

With many prototype locomotives, once you dive into the history of these often short-lived machines, the sheer number of detail differences and modifications received during the course of their service lives can quite simply be overwhelming. Despite this, Heljan has presented us with a very good model – could there be scope for an 'as built' example or even the Brush *Hawk* rebuild?

Sample supplied by

HELIAN 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.1082 – £254.95



GWR Express Parcels railcar from Heljan

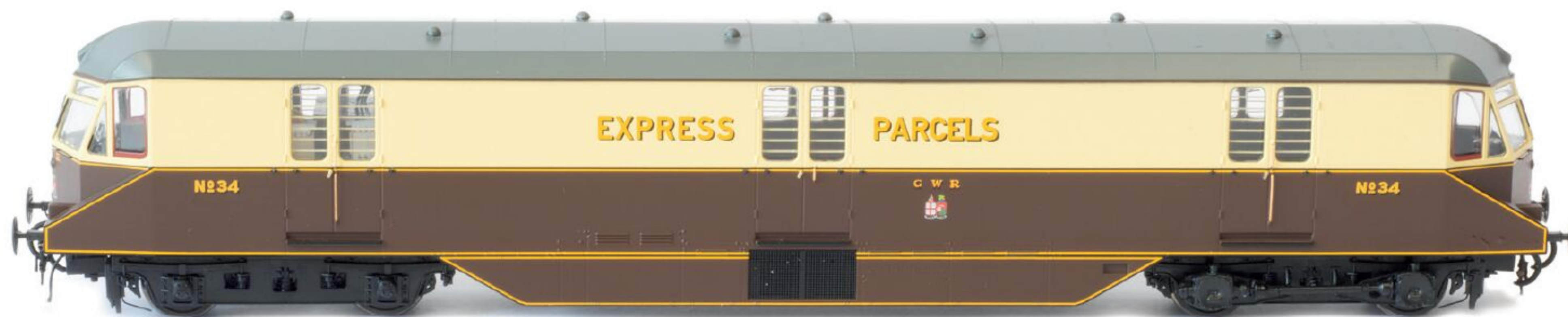
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Heljan has also received stocks of its Great Western Railway AEC (Associated Equipment Co. Ltd) 'razor edge' diesel railcar in OO. This follows our review of the passenger-ferrying variant in our October 2021 issue.

The model depicts parcels railcar No.34, which entered service in 1941. Built at Swindon with engines and transmission supplied by AEC, the vehicle had a similar exterior design to the 'standard' passenger fleet (Nos.19-33), with the exception of plain body sides and the addition of six hinged double doors. The spacious interior could carry up to 10 tons of parcels, with eight folding slatted shelves fitted either side. Based at Southall shed, the car was a regular sight in West London on express parcels traffic, until it was withdrawn in 1960.

Three versions have been produced: (ref.19430) No.34 in GWR Express Parcels chocolate & cream with dark grey roof and GWR coat of arms, as per our sample; (ref.19431) W34W in BR Express Parcels crimson with grey roof; and (ref.19432) also in BR crimson with weathered finish. They are priced at £234.00 each, or £244.00 for the weathered version. Four further variants of the passenger railcar have also been released.

Like the prototype, the model shares many similarities with its passenger-carrying counterpart, comprising a



moulded plastic body with die-cast chassis, weighing in at 331g. All eight wheels are driven via shafts and gear towers by a centrally-mounted motor – fitted with two brass flywheels – on the underside of the chassis.

Provision for DCC is via a printed circuit board with 21-pin interface located to one end of the parcels compartment, though as with the previous release, this assembly is partially visible through the parcel door windows. Lighting functions – which include directional, cab and interior lighting – can be controlled independently

under digital control, or via a bank of nine on/off switches on 12V dc.

The bufferbeams are fully furnished as standard, complete with functional screw-link couplings, and the plastic buffer heads are sprung. Metal wire grab rails are separately fitted, as are the lamp irons and radiator grilles – which are both formed from etched metal. (Avoid applying pressure to the radiators when lifting, as it causes these details to come loose). Two cosmetic drive shafts are supplied for

the user to fit, along with a pair of NEM slimline tension-lock couplings; the fitting of the former is dependent upon the minimum track radius on which the model will be operated.

Livery application is crisp throughout, with clean breaks between the rich chocolate & cream colour scheme, as well as the roofline. The yellow and black lining is straight and even with no visible blemishes or fuzziness, and the same is true for the 'EXPRESS PARCELS' lettering and running numbers. Notable livery enhancements over the initial release include painted cab controls and wheelsets – the latter finished in black.



Sample supplied by

HELIAN A/S
PRICE: See text

Second batch of Sulzer Type 2 Bo-Bos from Heljan

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Also new from the Denmark-based manufacturer is the second batch of the firm's Sulzer Type 2 Bo-Bo (British Rail Class 25) diesel locomotives in OO. Heljan has implemented a number of improvements over the initial release – which was first reviewed in our May 2021 issue – with this latest suite of models incorporating enhanced cab interior decoration and independently switchable lighting functions on DCC.

For review we received a sample of 25/3 example 25 323 in BR blue livery. Built at Derby Works, the real machine (according to derbysulzers.com and www.brdatabase.info) was delivered new to the Nottingham Division (D16) as D7673 on 25 March 1967, before being subsequently allocated to Carlisle Upperby (12B) in July 1967, Carlisle Kingmoor (12A) in February 1968 and Preston Division (D10) in June 1968. On 9 May 1970 it was once again reallocated, this time to Liverpool Division (D08), where in November 1973 the locomotive gained its BR TOPS number 25 323. At some point during the summer of 1974, the locomotive was involved in a collision, receiving damage to the cab at the No.2 end. Following repairs at Derby, it went to Crewe Diesel Depot (CD) and Springs Branch (Wigan), before finally being withdrawn from traffic in March 1987.

The model depicts 25 323 with four-character headcodes, correct for the period from November 1973 when it gained its BR TOPS number to around 1975 (most likely prior to its repairs at Derby). The BR blue livery has been completed to a high standard, with

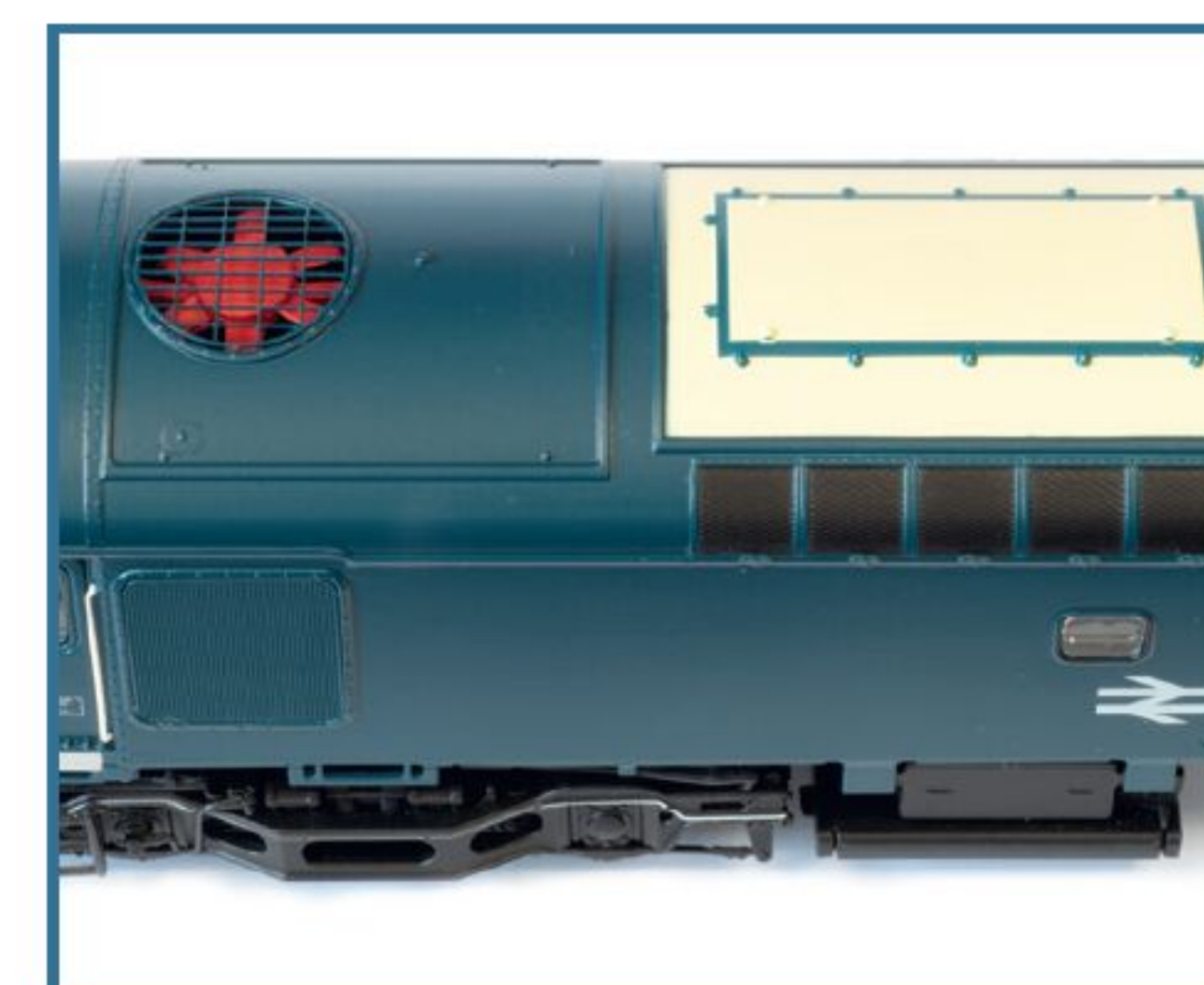


clean breaks between the blue and yellow sections. The British Rail double arrows have been applied crisply, along with data panels and builder's plates which are just about legible under a glass.

The flush cab glazing affords a view of the enhanced cab interior decoration. Inside are fine representations of the

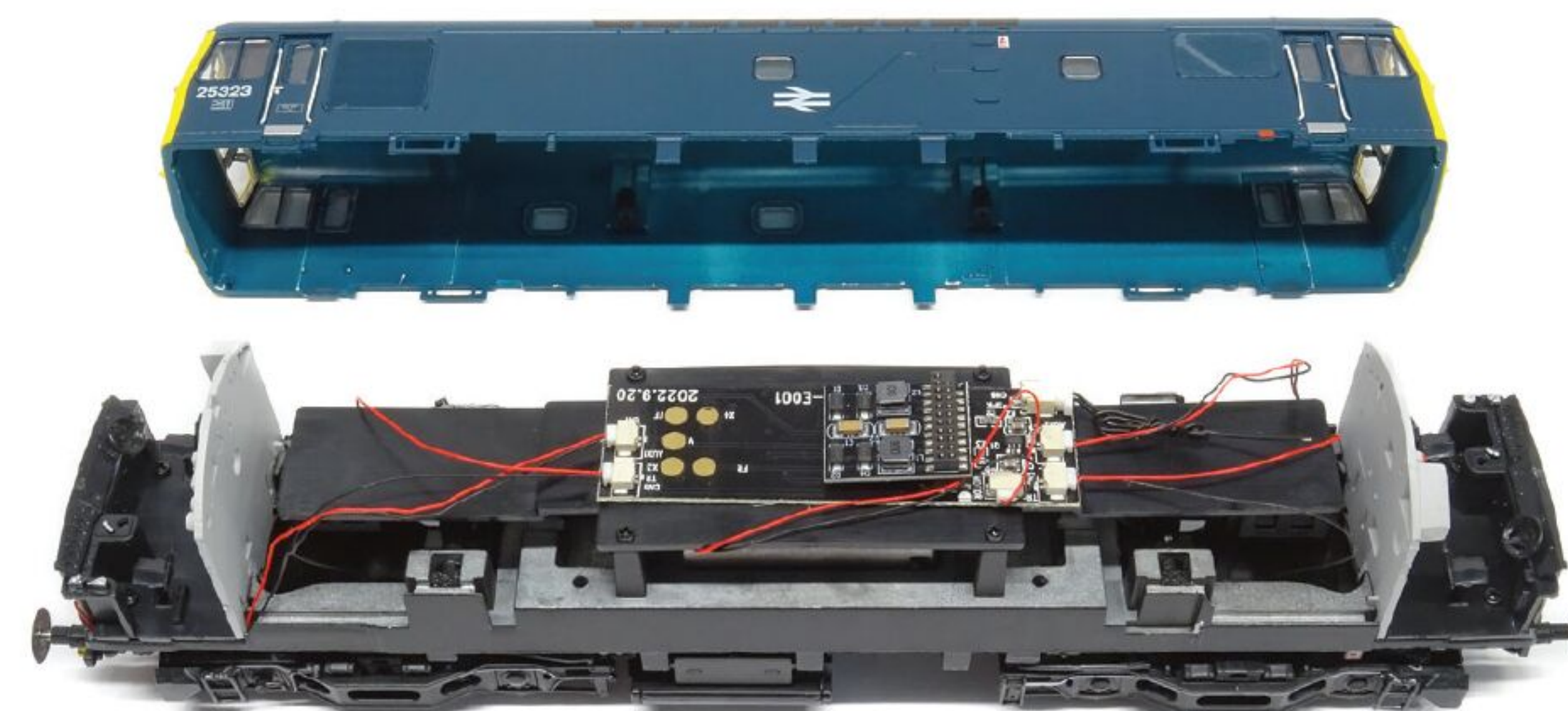
desk controls; particularly worthy of note are the bulkheads, which feature a wealth of finely painted details.

Mechanically, the model is similar to the original release, with a large motor mounted amidships driving all axles via shafts and gear towers. Two flywheels are fitted to the transmission, which is smooth and quiet.



The model is equipped with headcode, marker and cab lights which illuminate in the direction of travel under 12V dc; these can only be switched on/off independently under DCC operation. For those looking to install DCC sound, the model now features a pair of speaker feeder wires pre-fitted into the relevant plug/socket on the PCB. It is recommended that those fitting DCC sound locate a suitable sound speaker inside the body.

Heljan is to be commended for listening to customer feedback and revisiting these general purpose workhorses. However, one can't help but think this already good model could be improved even further with the addition of the distinctive cut-outs in the disc wheels.



Sample supplied by

HELIAN A/S
PRICE: £229.00

New releases from EFE Rail



Bachmann Europe Plc has received stocks of three new releases under its EFE Rail branding.

Headlining these is a newly-tooled War Department Austerity/LNER J94 0-6-OST in N gauge. Revealed as part of the Bachmann autumn 2023 announcements (see news, RM October 2023), this project follows the brand's OO gauge version of these locomotives – as reviewed in the pages of our October 2020 issue.

For review we received a sample of Works No.5294, presented as Manchester Ship Canal No.85 in MSC lined grey livery. The application of this smart looking colour scheme is top-notch; the intricate black/white lining that borders the saddle tank, cab and running plate, has all been applied with great finesse. The model captures the overall look of the machines very well;

the recessed safety valves are neatly picked out in brass, as is the pipework under the footplate.

The cab is well detailed with near-flush glazing, whilst the rear windows are complete with etched metal coal rails that have been separately fitted. The cab backhead is furnished with the majority of the controls and fittings picked out in appropriate colours. However, it's worth noting that the lower portion of the backhead is obstructed by a six-pin micro DCC decoder interface that is also located within the cab. Handrails and grab irons are formed from metal wire and separately fitted, save for the vertical handrails on the cab.

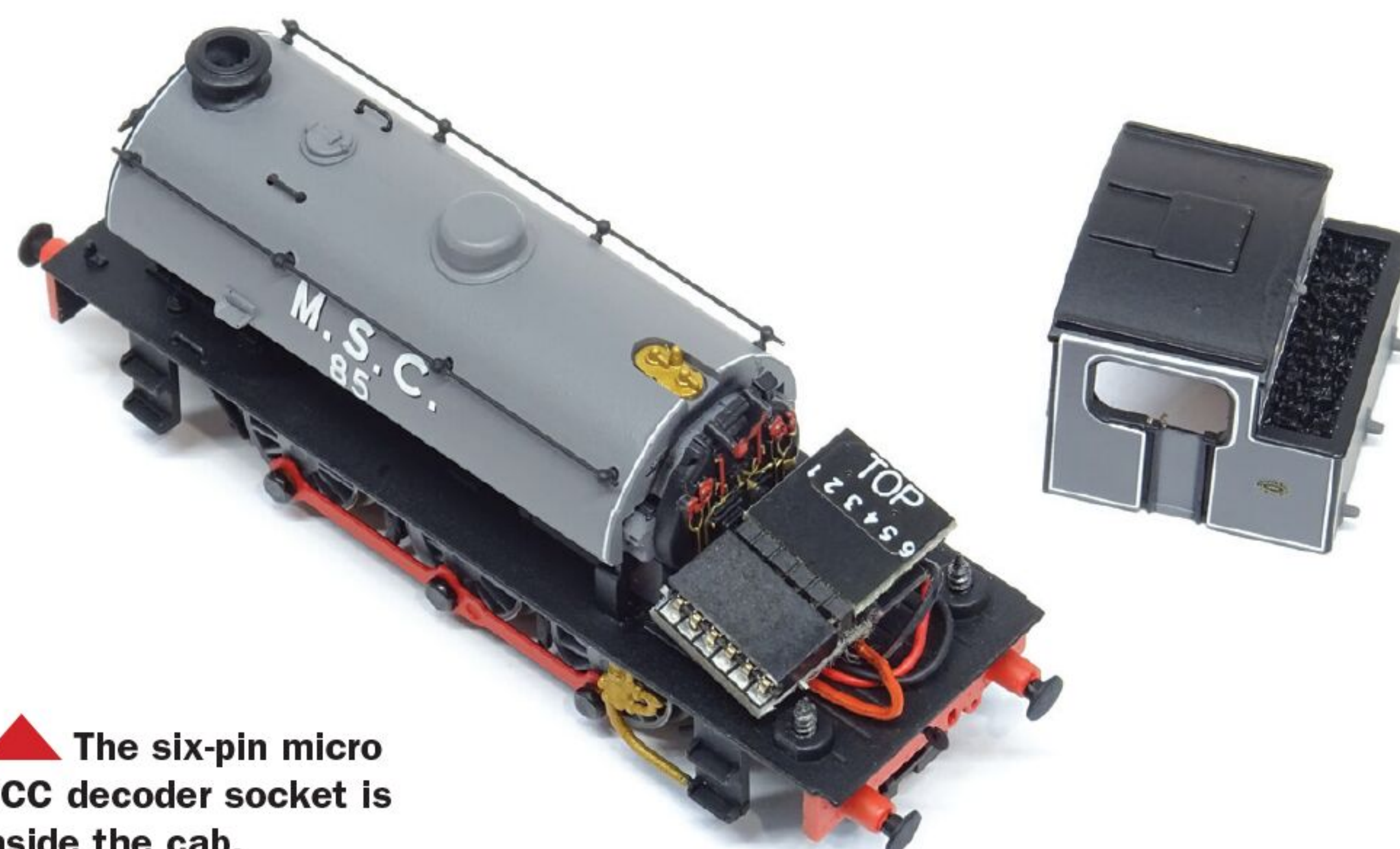
The model is supplied with knuckle couplings in articulating chassis-mounted pockets. These can be unclipped to allow separate bufferbeam details to

be added as appropriate; comprising decorative screw-link couplings, vacuum and steam heat pipes.

Current is collected from all wheels through brass bearings and is transmitted to a centrally-mounted coreless motor that provides drive to the centre coupled axle. Weight is 27g, no doubt in part resulting from the cast chassis and metal weight within the boiler barrel. On test the model performed smoothly and quietly; the gearing ratio very much suited to the slow speed running that would be expected of these shunting engines.

The aforementioned six-pin micro DCC decoder socket is accessed by removing the cab; this is achieved by removing two screws below the running plate. As supplied, there is no provision for sound.

These ubiquitous tank engines will no doubt be well received by those modelling industrial schemes in N, whilst the tooling is ripe for many more identities and liveries. Finally, it's worth noting that the model comes with a 12 month warranty from Bachmann Europe Plc.



▲ The six-pin micro DCC decoder socket is inside the cab.



TUA tank wagons exclusive to Rainbow Railways



The West Lothian-based retailer Rainbow Railways has received stocks of its exclusive range of TUA caustic soda tank wagons in OO, which have been produced in partnership with Revolution Trains.

A fleet of 28 TUA wagons were built by Standard Wagon Works of Heywood in Lancashire in 1977, to the design code TU013A, for transporting caustic soda traffic from Imperial Chemical Industries' Mond works in Cheshire.

The nature of their work saw the tanks used over large areas of the country.

During the mid-1980s the tanks started being used for other chemical flows from Ellesmere Port and Immingham, and in 1988 some of the

wagons started to be used by ECC for china clay slurry, this further extending the geographical reach of the tanks from Cornwall to Scotland.

19 liveries form the initial run; six in the original ICI TRL dark transport blue

PBA Tiger wagons – now in N

The PBA Tiger Clay bogie covered hopper – previously released in OO by Kernow Model Rail Centre (see reviews, RM August 2017) and later under the EFE Rail brand (News, October 2020) – is now also being offered in N.

Eight versions have been produced in a choice of English China Clays International blue (two pristine and two weathered) and ECC International white livery (two pristine, two weathered).

The real vehicles – of which 35 were built in 1982 by the French wagon builders Fauvet-Girel – replaced the life-expired 13-ton clay hood vacuum-braked four-wheel end tipping wagons that had hitherto dominated the Cornish china clay scene. They had a carrying capacity of 56.3T (they weighed 80T overall) and ran on Sambre et Meuse Y25C bogies. All had been withdrawn by 2010.

The hopper closely mirrors its 4mm counterpart. The plethora of fine detailing evident on the model includes separately fitted catwalks (complete with chequered surface), grabrails and renditions of the braking system, including handbrake wheels. The same is true for the handwheel that operates the pivoting roof; however, this roof section itself forms part of the hopper moulding. The model is equipped with sprung knuckle couplings which are mounted directly to the bogies.

The printing of the operators' branding and data markings is impressive; much of it is barely discernible to the naked eye, but is in fact fully legible when viewed under a glass with the exception of only a few of the smaller markings. The factory weathering gives the vehicle a convincing work-worn look with a subtle build-up of track dirt around the lower body and grease on the buffer heads.

In short, these hoppers are a must for those modelling the late 20th/early 21st century Cornish china clay scene.

LSWR Dia.1408 covered van in OO

Following our review in the December 2022 issue of the ready-to-run O gauge London & South Western Railway Diagram 1408 10-ton covered goods van produced exclusively for Kernow Model Rail Centre, EFE Rail



has delivered examples of these prototypes in OO, plans for which were first announced in the October 2023 issue.

The initial release comprises six versions, produced in a choice of five colour schemes, including LSWR brown; Somerset & Dorset Joint Railway grey;

Southern Railway pre-1936 brown; SR post-1936 brown and British Railways grey. The tooling caters for three diagrams, covering examples built on steel chassis with detail differences of either 8½" or 6½" end planking; with or without the end vents; with eight-spoke (open), 10-spoke (closed) and three-hole disc wheelsets; and with Morton, single-sided double block, Freightor or lifting link brake gear and Panter or Warner's axleboxes, as well as three types of buffer.

For review we received a sample of ref.E87056, finished as No.44366 in SR pre-1936 brown – one of nearly 400 vans built with the wider body style from 1912.

The model consists of a plastic injection-moulded body and chassis, with free-rolling pin-point metal wheelsets. Buffer heads are metal (but not sprung), with slimline tension-lock couplings mounted in removable NEM pock-

ets that are attached to the underside of the chassis.

As per the prototype, the model features 6½" end planks with vents, single-sided double block, lifting link brake gear and Panter axleboxes with three-hole disc wheelsets. Note the characteristic three-part hinged doors of this particular diagram, which have been moulded crisply as part of the van body.

The SR brown colour scheme is well presented, with the application of the white lettering and running numbers completed to a high standard. The printing of the smaller details is also first class, with cast numberplates on the solebar fully legible, as well as the tare markings on the lower portion of the van body.



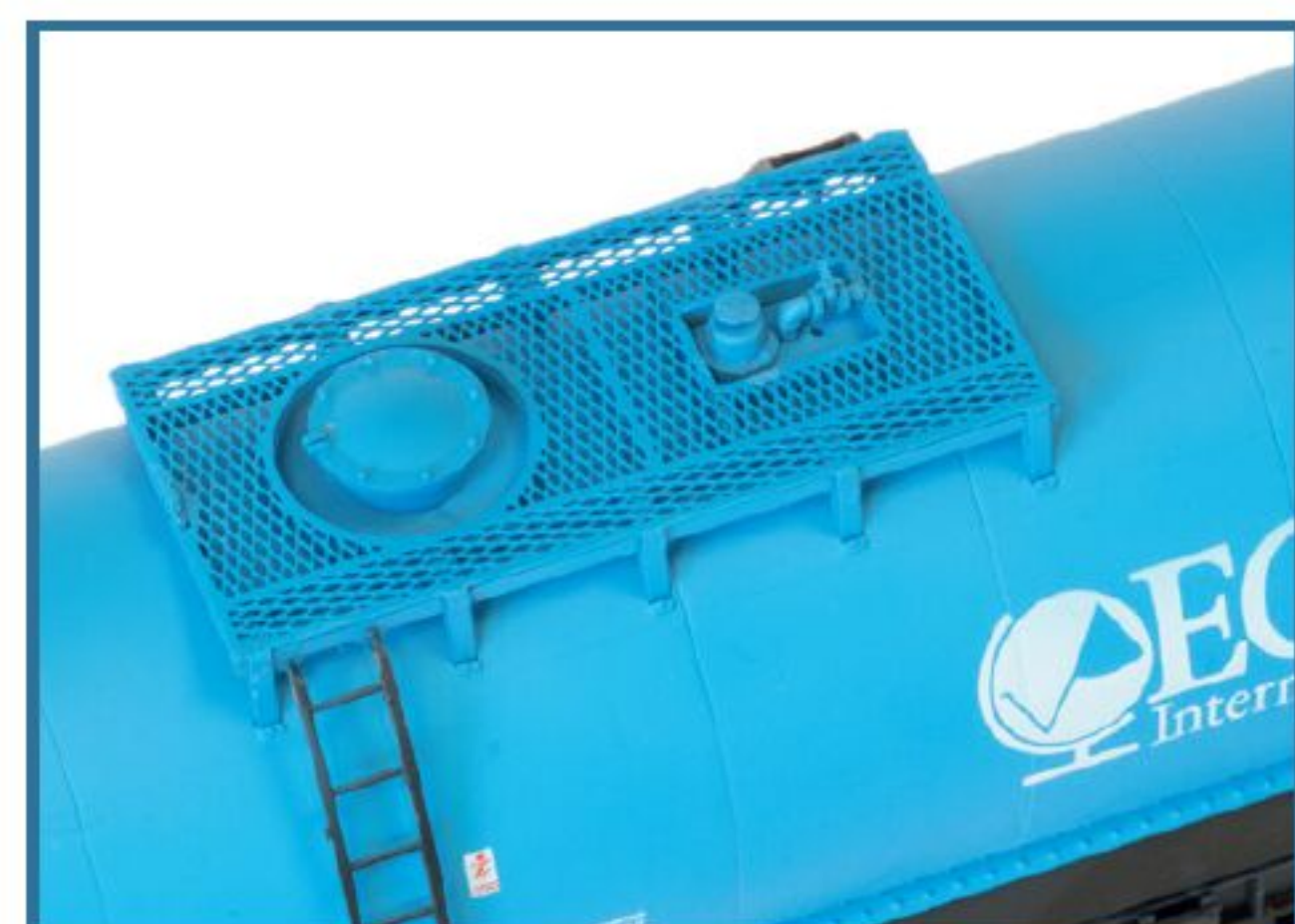
Samples supplied by

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

PRICES
N gauge:
EFE Rail Austerity/LNER J94
0-6-0ST – £124.95 (DCC ready)

EFE Rail PBA Clay Tiger bogie
covered hopper – £49.95

OO gauge:
EFE Rail LSWR Dia.1408 cov-
ered van – £32.95



with orange solebar; three in ICI Tiger guise (one with ICI branding blacked out); four in ATO Tiger (one with faded ICI markings); four in ECC International blue, and two in de-branded china clay use. Examples of the model in original blue/orange with ICI and TRL branding (ref.REV-00-TUA-003), faded ATO Tiger

livery (ref.REV-00-TUA-202) and ECC blue (ref.REV-00-TUA-304) are illustrated here.

The frame-mounted tank and chassis components are moulded in plastic, with various separately fitted plastic, wire and photo-etched parts; most notably the fine mesh walkway atop the tank bodies. Overall weight is 52g. Buffers are plastic, but sprung.

The models are equipped with slimline tension-lock couplings mounted in NEM pockets attached to the underside of the floor – the mounting points for which are removable and each held in place by a single screw. A selection of air pipes are provided in a small pack for the purchaser to install if desired.

The vehicles roll freely on pin-point

RP25 metal wheelsets; the manufacturer advises that the modeller will be able to substitute these for P4 or EM wheelsets using 26mm axles, without the need for modification to the model. However, it was observed that one axle was loose in the axleboxes on our ECC blue sample.

Livery application has been completed to a high standard across all our versions, with lettering and data markings all crisply applied and fully legible under a glass. Particularly worthy of note is the faded dark transport blue scheme of the ATO example; the tank barrel exhibiting a matt finish that gives the model a convincing sun-bleached look.

All versions are available direct from Rainbow Railways priced £40.00 each.

For more details and to order visit the retailer's website.

Samples loaned by

RAINBOW RAILWAYS,
Unit 24,
Little Mill Business Park,
Linlithgow Bridge,
Linlithgow,
West Lothian EH49 7DA
Tel: 07879 511 403
www.rainbowrailways.co.uk

PRICE
£40.00 each

Latest wagon commissions by Lancashire Mining Museum

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The Lancashire Mining Museum has received its latest suite of exclusive 00 gauge wagons commissioned from Dapol. The pair of 10' wheelbase open wagons – presented in the colour schemes of local collieries and coal merchants – are each limited to 100

models with profits going towards the running costs of the museum.

The first of these wagons is a seven-plank 12-ton vehicle in the livery of C. O. Moseley coal merchants, Hazel Grove & Davenport, with the running number 9, in deep red with white letter-

ing; the second is a five-plank 12-ton example that bears the livery of Wrexham Collieries, with the running number 46, and is finished in grey with white lettering and markings. Each model is equipped with metal spoked wheelsets, removable coal loads and

slimline tension-lock couplings, mounted in NEM pockets.

Orders for the wagons (priced £15.00 each + £4.60 P&P) should be made in writing to: Mr R Bruce, 16 Duke Street, Astley, Tyldesley, Manchester M29 7GL.

Samples loaned by

LANCASHIRE MINING MUSEUM
www.lancashireminingmuseum.org

PRICES
See text

Hand-built trees from WWScenics

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WWScenics – which specialises in the manufacture and supply of static grasses, applicators, adhesives, and other scenic materials – has expanded its range with the addition of a suite of hand-made trees, created using its portfolio of scenic products.

Supplied 'ready-to-plant', each individually hand-crafted tree is sculpted around the main trunk (formed from resin), adorned with seafoam branches decorated with various scatter materials from the extensive WWScenics range; with seasonal spring, summer, autumn and winter canopies all catered for, as well as bare and snow-covered branch options.

Available to order in scales suitable for N to O and beyond, prices start from £14.99 each for small trees (measuring around 100mm) up to £32.99 each for large ones (measuring around 250mm). For review we had the oppor-



tunity to inspect a tree from the medium size category – standing around 150mm tall – priced at £24.99.

Securely tacked to a small circular plinth within a sturdy laser-cut wooden crate (which in itself could be used as the basis for a possible diorama or



micro layout), our sample exhibited an extremely convincing and natural look; the overall deep green shade of the foliage, with light green highlights, makes this particular tree ideal for a summer scene.

It is worth noting that, as each tree is

hand-made, there will be a degree of variation between examples in terms of size, shape and colour, which only further enhances their natural appearance.

Trees are available to purchase online via the WWScenics website or from the retailer's stand at exhibitions.

Sample supplied by

WWSCENICS
Unit 6 Beaufort Court, Beaufort Road, Plasmarl, Swansea SA6 8JG

www.wwscenics.com

PRICES
See text

Painting & weathering stand from EBMA Hobby & Craft

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New to the EBMA Hobby & Craft range of workspace tools and organisation stands from laser-cut wood is the rolling stock painting and weathering stand (ref.RPS-4) intended for 4mm scale models.

Supplied in 'flat-pack' form, the kit comprises sturdy 3mm MDF sections with a 6mm base piece, complete with pre-cut self-adhesive Neoprene strips – to help protect your models. Assembly is very straightforward with only adhes-



ive – such as UHU glue – required. (Full illustrated step-by-step instructions are available to download from the firm's website.)

The stand holds your chosen model at an angle that is comfortable to view and paint, and incorporates a hand rest. It measures approximately 290mm (L) x 155mm (W) x 65mm (H).

For the full range and further details – including how to order – see the firm's website.

Sample supplied by

EBMA HOBBY & CRAFT
Website: www.ebmahobby.co.uk
Email: info@ebmahobby.co.uk

PRICE
Ref.RPS-4 Rolling stock painting/weathering stand (00 gauge) – £15.00

Final call for Warley National 2023 show

The No.1 model railway event of the year is fast approaching: the Warley National Model Railway Exhibition at the NEC in Birmingham on 25 & 26 November.

Sponsored by Peco, Bachmann Europe plc, Hornby, Graham Farish and Crécy Publishing, the show will feature more than 80 working layouts in all major scales and gauges, depicting British and overseas subjects – just one of which will be *Ellerton Road*, Railway of the Month in this issue (see pages 868-875). The event will also mark the 50th anniversary of the OO9 Society with a ‘village’ of layouts in this scale.

The traditional full-size locomotive exhibit will be Great Western Railway Collett ‘5101’ Class 2-6-2T No.5164, appearing courtesy of its owning group the Erlestoke Manor Fund and the Severn Valley Railway.

The show is the largest model railway trade gathering in the UK, with over 130 trade stands including manufacturers such as Peco, Hornby, Bachmann, Dapol, Accurascale, Ellis Clark Trains and Rapido Trains UK, together with specialist suppliers, societies for scales, preserved lines and historical railways, and modelling demonstrations.



▲ 7mm scale pre-Grouping Midland Railway layout *Ellerton Road*, Railway of the Month in this issue, will be one of over 80 layouts at the Warley National Model Railway Exhibition on 25 & 26 November. Photo: Craig Tilley

Tickets purchased on the day cost £25.00 for adults (one day) and £46.00 (two days) with accompanied children aged five to 16 admitted for just £1.00 per day. Advance tickets (which allow entry to the show half an hour earlier) can be booked at £21.00 for adults (one day) and

£38.00 (two days) by calling 0844 5810 737 or on the website:

www.theticketfactory.com

For full details of the event, including a list of the layouts, see Societies & Clubs (pages 942-42a) or visit:

www.thewarleyshow.co.uk



Rapido Titfield Thunderbolt set arrives for review

RAILWAY MODELLER has received a review sample of the OO gauge *Titfield Thunderbolt* Deluxe train pack from Rapido Trains UK.

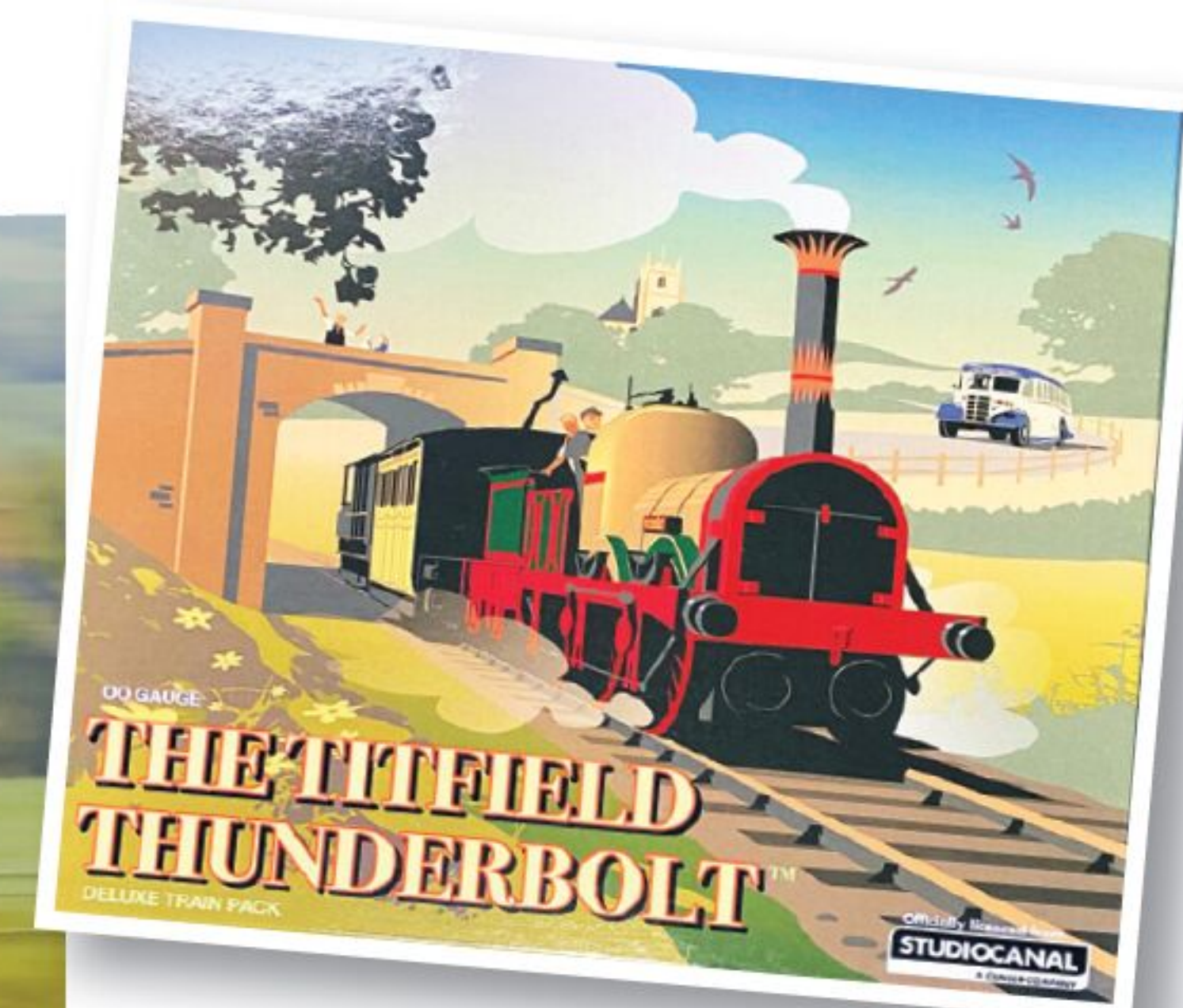
Both the standard and Deluxe packs contain Liverpool & Manchester Railway 0-4-2 *Lion* in its *Thunderbolt* guise, a Great Western Railway Lorient Y wagon with Dan's coach body, and GWR Toad brake van W68740. In the Deluxe pack, the locomotive is DCC sound-fitted, and a pack of figures and commemorative booklet are included.

A full review will appear in the next issue; for more details and to order, visit:

www.rapidotrains.co.uk



Photo: Callum Willcox



▲ The packaging for the Rapido Trains UK *Titfield Thunderbolt* set in OO.

Ruston 88DS is the first Accurascale 0 gauge locomotive

Accurascale has revealed its first O gauge locomotive model – the Ruston & Hornsby 88DS diesel-mechanical shunter.

Having been in development since before the pandemic, the tooling for the model is already complete with the first samples undergoing testing, and delivery is anticipated in the first quarter of 2025.

Introduced in 1938 and originally classified ‘80/88HP’ (referring to its early 80-horsepower and later 88-horsepower engines), the class was redesignated as 88DS in 1941, with narrow gauge versions being given the suffix DSM and DSN, and standard gauge examples classified as DSW. A total of 271 were built up to 1967, being sold to various industrial users across the country, as well as British Railways and the War Department, with many others being exported. A large number have survived into preservation.

Liveries to be offered in the first production run are: West Midlands Joint Electricity Authority green, No.1; BR green, Departmental No.83; BR blue with wasp stripes, No.20; National Coal Board blue with yellow

ends and wasp stripes on the bufferbeams; Bowaters Packaging Ltd light green; Babcock & Wilcox Ltd green with wasp stripes; Rowntree Mackintosh green, No.3; and Works No.408496 in blue with wasp stripes.

The model will feature a die-cast metal chassis, body frame and running plate with plastic cab and engine panels, a choice of three-link or screw couplings, a removable cab roof, a five-pole skew-wound motor with flywheel, and gearing for a prototypical scale top speed of 15.4mph with a load of 1.1kg.



▲ Livery artwork for the Bowaters version.



▲ Engineering samples of the 88DS in O.

Recommended retail prices are £229.95 for DCC ready models and £319.99 with DCC sound fitted (DCC features also include switchable shunting lights). Orders can be placed at:

www.accurascale.com

Ready-to-run Lancashire & Yorkshire 'A Class' 0-6-0 from OO Works

Hand-built locomotive manufacturer OO Works is to produce the first ready-to-run model of the Lancashire & Yorkshire Railway Class 27 0-6-0, or 'A Class'.

Designed by L&YR Chief Mechanical Engineer John Aspinall and introduced in 1889, the 27 was the company's most numerous class with 490 built at Horwich Works up to 1917. 'A Class' was a nickname bestowed on them by their crews, on account of their regular work on Class A express goods trains, but they often found their way onto passenger duties, particularly excursions.

28 examples served in France with the Railway Operating Division of the Royal

Engineers during the First World War. In later years, they roamed much wider than former L&Y metals, with examples allocated as far afield as Nuneaton, Rhyl and Crewe Works, and the last survivors were withdrawn in 1962. One is preserved, No.52322, based at the East Lancashire Railway.

Later L&YR CME George Hughes rebuilt 46 of the class with Belpaire fireboxes, but the OO Works model will depict the locomotives with the original round-top firebox. Six versions will be offered, all in black livery: LMS with No.12375 on the tender; LMS No.12322 or 12465 on the cabside; BR No.52345 or



▲ CAD render of the OO Works Lancashire & Yorkshire Railway Class 27 0-6-0.

No.52121 with a choice of early emblem or late crest; and plain black with red bufferbeams.

All are priced at £325.00 plus postage and packing, and orders are now being taken – contact:

OO Works
'Brendon', Langham Road,
Robertsbridge,
East Sussex TN32 5DT
Tel: 01580 882185
www.ooworks.co.uk

Preserved 'Penrhyn Ladies' *Linda* and *Blanche* join Bachmann Narrow Gauge range

Bachmann has released OO9 models of Penrhyn 'Main Line' Hunslet locomotives *Linda* and *Blanche* in their preserved condition as 2-4-0 saddle tanks with tenders.

The models were announced at the Ffestiniog Railway Bygones Weekend of 6-8 October, as this year marks the 60th anniversary of the two engines being acquired by the preserved line.

Affectionately known as 'the Ladies', *Linda* and *Blanche* were built as 0-4-0STs for the Penrhyn Quarry Railway in 1893 and withdrawn in 1962. After moving to the FR the following year, they were quickly fitted with tenders to increase their coal capacity, and later altered to a 2-4-0 wheel arrangement with the addition of a front pony truck.

Converted to oil-firing in the early 1970s, *Linda* and *Blanche* reverted to coal-



burning in 2013 and 2014 respectively. The Bachmann Narrow Gauge models depict them in their current condition and lined green livery.

Produced from the same tooling as the 0-4-0ST version reviewed in the January 2023 issue, the new models are available in standard format at £229.95 or with

DCC sound fitted at £329.95. They are initially only available via the FR's shop at Porthmadog (tel. 01766 516034) or online at:

www.festrail.co.uk/shop/

£1,500 donation

During the Bygones Weekend, Bachmann

also presented the FR with a cheque for £1,500 – part of the proceeds from its range of FR buildings.

The Bachmann Scenecraft 4mm scale range includes models of Porthmadog Harbour station buildings, also available from the FR shop and from Bachmann stockists.

Newman Miniatures upgrades N gauge 3D-printed Leader

Newman Miniatures has upgraded its N gauge 3D-printed model of the Bulleid Leader 0-6-6-0.

Originally released in 2019, the model has been completely redesigned, using the original drawings for the prototype and archive photographs, to make it as accurate as possible.

Designed to run on two Tomytec N gauge TM-TR02 motorised chassis, the model has two possible methods of construction: either utilising these chassis as built, or replacing their wheels with bespoke 3D-printed Bulleid Firth-Brown wheel inserts (to fit proprietary tyres) to give an accurate scale appearance. Full details can be found at:

www.shapeways.com/shops/newman-miniatures



New range of 'Industrial Revelations' kits by Metcalfe

Metcalfe has added a new selection of industrial buildings – dubbed 'Industrial Revelations' – to its range of card kits.

Due to be released in OO and N in November are the Old Factory, which can be built in full or low relief, or matched with other kits in the range (ref.PO287 in OO priced at £18.00, ref.PN187 in N at £14.00); the Old Mill Chimney Stack, which can also be used with other kits (ref.PO401 in OO at £9.00, ref.PN991 in N at £7.00); and the return of the Brewery (ref.PO288 in OO at £19.00, ref.PN188 in N at £13.00).

Two more kits are due to follow in early 2024: a Grimy Old Mill and an Industrial Overbridge.

Metcalfe Models & Toys Ltd

Tel: 01729 830072

www.metcalfe-models.com

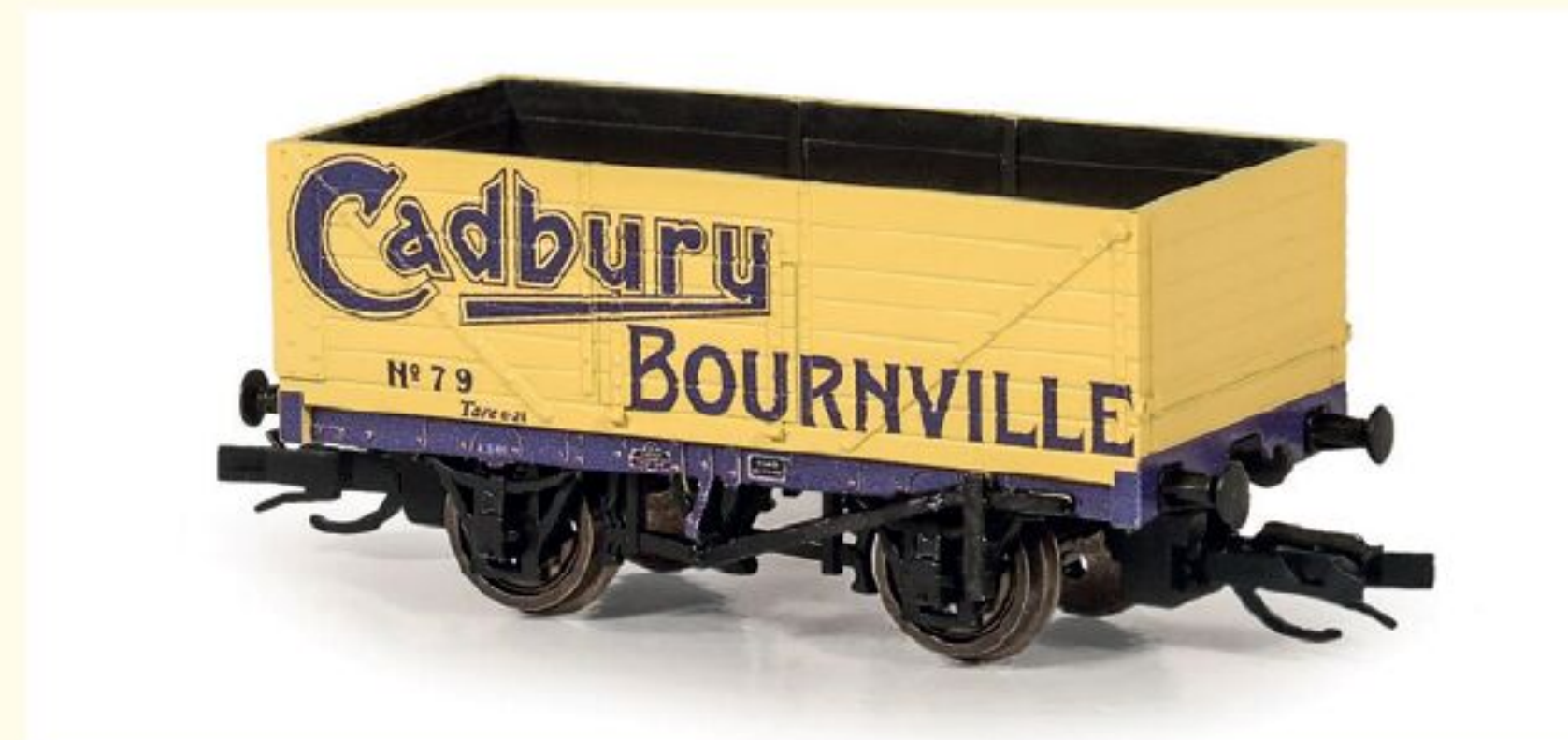


▲ The Chimney Stack used in conjunction with the Brewery. ▶



▲ The Old Factory kit, built in full relief.

First TT:120 Peco wagons in stock



The first ready-to-run items of rolling stock in TT:120 scale from Peco are now available.

Eight seven-plank open wagons are in stock, carrying GWR, LNER, SR, LMS, BR grey, Colman's Mustard, Huntley & Palmers Ltd and Cadbury Bournville liveries. Features include separately fitted

brake levers, brake shoes in line with the wheels, and free-running metal-tired wheels. A removable coupler is fitted, compatible with other TT:120 rolling stock such as Hornby.

All are retailing at £18.95 each and are available from Peco stockists or:

▲ **Peco TT:120 seven-plank wagons in GWR, SR and Cadbury liveries.**

Peco, Underleys, Beer, near Seaton, Devon EX12 3NA

Tel: 01297 626204 www.peco-uk.com

Festive Christmas wagons in N and 009

Peco has announced two specially liveried wagons for Christmas in N gauge and 009.

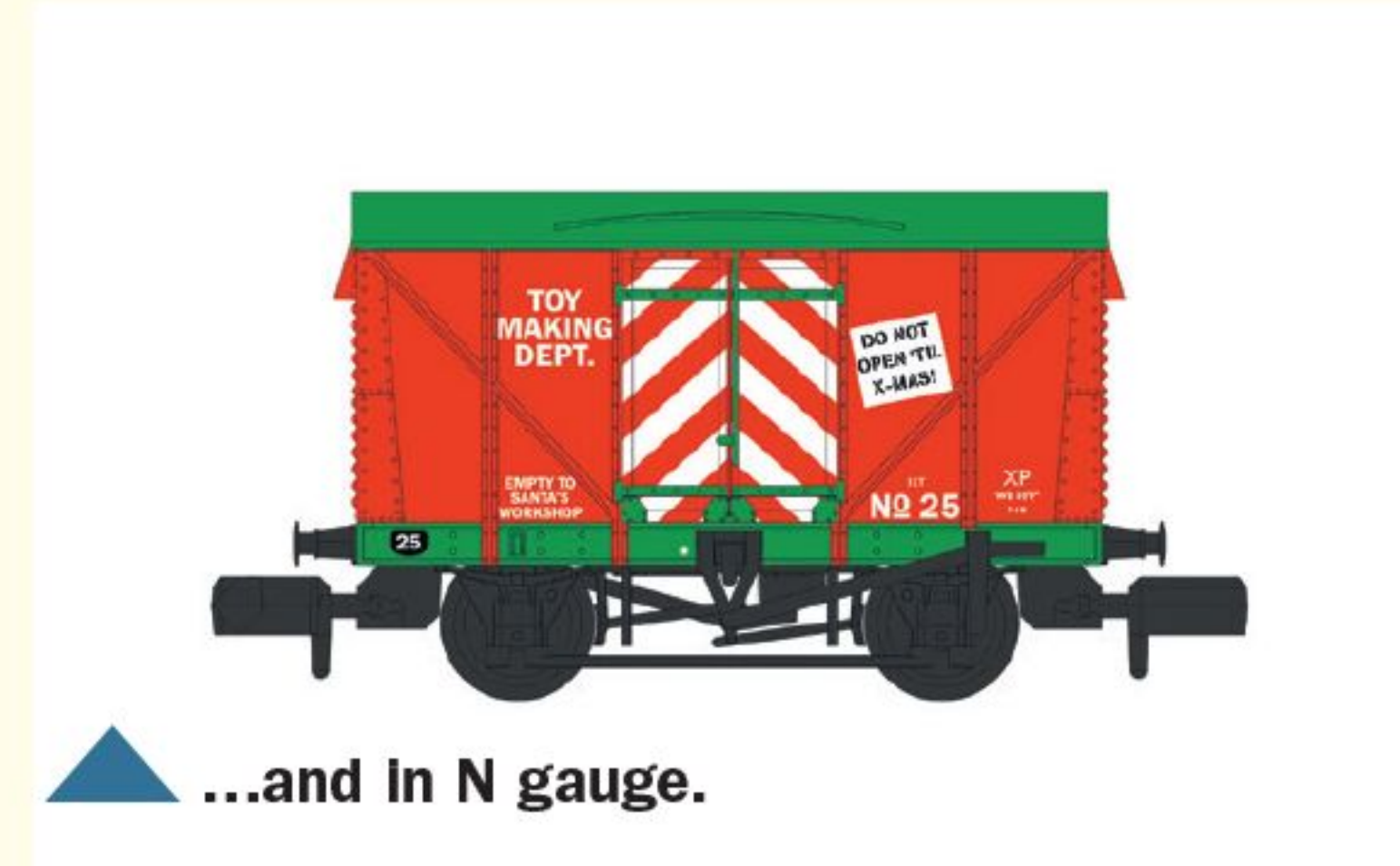
Both carry suitably festive red and green colour schemes and messages, the 009 wagon being based on the Lynton & Barnstaple Railway box van, and the N gauge example on the new tooling for the BR standard 12-ton Vanfit.

Both can be pre-ordered now with delivery expected in mid-November. The 009 wagon will retail at £27.95 and the N gauge van at £19.95.

www.peco-uk.com



▲ **Peco Christmas box vans in 009...**



▲ **...and in N gauge.**

Peco reduces waste further with wagon packing pieces

Peco has further reduced its waste and carbon footprint by using recycled plastic for wagon packing pieces.

As reported in the August issue, the firm is using a 'Rapid Granulator' machine to recycle waste plastic sprues from model mouldings. Saving approximately 300kg of new material per year, the new packing pieces will replace the previous white compound material, with their colour varying depending on which other products have been made and which sprues require re-grinding.

It represents a further reduction in the company's CO₂ emissions; the production of 1kg of plastic emits 6kg of CO₂ into the atmosphere, and recycling one tonne of plastic is estimated to save enough energy to power a regular house for a year.

Wagon packing pieces are now being made from recycled plastic. ►



GWR '3150' kit leads new 4mm releases from Brassmasters

Brassmasters has released an etched brass and nickel silver kit for the Great Western Railway '3150' Class 2-6-2T in 4mm scale.

One of the family of Churchward large Prairies detailed in last issue's Scale Drawings feature, the '3150' Class was designed in 1906, mainly for banking duties. The highly detailed Brassmasters kit (ref.L30) is priced at £235.00 and represents the engines as rebuilt from 1919 onwards, with larger bunkers, longer smokeboxes and superheated boilers.

The firm has also produced a 4mm finescale compensated chassis for the Bachmann GWR '4300' 2-6-0 and tender, priced at £105.00 (ref.D251). Made in etched nickel silver, it can be built with the motor in the locomotive, or in the tender for extra haulage power. Replacement slidebars, crossheads and connecting rods for the '4300' are available separately for £10.00 (ref.D263) and a set of six cab notices has been introduced (ref.E235, £2.00).

There are also a number of items for wagons: first are two 4mm scale sprung sub-frames for 10' wheelbase Railway Clearing House 1932 wagons (ref.R062 for wooden underframes and ref.R063 for steel underframes), designed to fit under ready-to-run or kit-built models, and including full single-sided Morton brake gear, with a choice of brake levers and brake lever guides. These are priced at £10.00 each or £45.00 for a pack of five.

New to the range of 4mm scale resin-printed Private Owner wagon bodies, produced by Meon Valley Models, are a Gloucester Railway Carriage & Wagon Company 16' 6" side and end door open (ref.MVW4030) and a Charles Roberts 1907 16' seven-plank wagon with side and bottom doors, both priced at £14.00.

Finally, there are 4mm scale etched brass steps for London & North Western Railway signal boxes, both at £10.00: with 14 steps for 9' 6" high platforms (ref.S006) or 16 steps, 10' 10" high (ref.S008); and an etch of street furniture



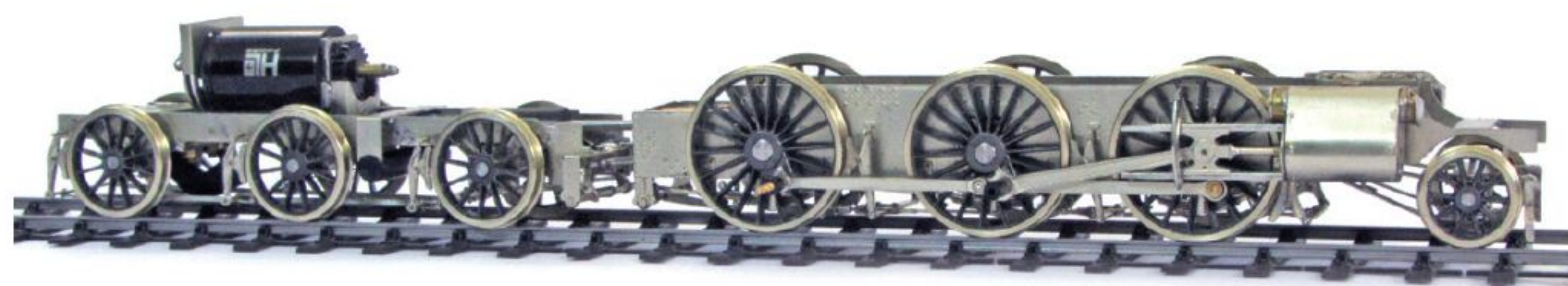
and ironwork (S010, £5.00) with over 160 grids and manhole covers of 13 types.

All prices exclude postage and packing; for details, visit:

www.brassmasters.co.uk

▲ **Brassmasters GWR '3150' 2-6-2T.**

◆ **Finescale chassis for the Bachmann '4300' 2-6-0 and tender.**



Cavalex Models announces PXA steel carrier and JXA scrap wagons

Cavalex Models is producing OO gauge PXA steel carrier and JXA bogie scrap wagons exclusively for Rails of Sheffield.

The 54 101-tonne PXA wagons were built by Powell Duffryn in 1986 for steel coil traffic from South Wales steelworks at Port Talbot, Trostre, Llanwern and Ebbw Vale to Dee Marsh, Round Oak, Brierley Hill and Swindon. Other locations served by the wagons in later years included Wisbech and Carlisle (loaded with tinplate), Hamworthy (hired by Poole shipping agent John Carter for coil traffic to Swindon), Boston, King's Lynn, Blackburn and Goole, with the last example remaining on the Total Operations Processing System until January 2007.

The JXA bogie box wagons were converted in 1994 from 38 steel coil wagons, for scrap traffic from Snailwell and Willesden to Sheerness steelworks. Being located in the area of freight operator Mainline, Class 58s were the usual motive power, but pairs of Class 37s also appeared on the Snailwell workings and double-headed Class 33s on the Willesden services.

The sphere of operation of the JXAs widened in 1998 when the Sheerness plant was purchased by Allied Steel & Wire, and the scrap wagon fleet there was amalgamated with those at the firm's Cardiff Tidal works. However, withdrawals of the wagons began in the early 21st century, and the Sheerness



▲ Cavalex PXA steel coil carrier (left) and JXA scrap wagon.

works closed in 2012. A few JXAs remain in service as internal user wagons at Scunthorpe steelworks.

Both models are being offered in sets of two or three, in blue liveries with various branding and markings to reflect their histories (including a 'John Carter Poole Ltd' banner on some of the PXAs), different running numbers and weathered options (single JXAs are also available).

Prices range from £49.95 for single pristine JXAs to £179.95 for weathered triple packs. They can only be ordered from:

Rails of Sheffield
21-29 Chesterfield Rd,
Heeley,
Sheffield S8 0RL
Tel: 0114 255 1436
www.railsofsheffield.com

Green Jones Goods and blue Y7 added to Railway Icons brand

Locomotion Models and Rails of Sheffield have added a Rapido Highland Railway Jones Goods 4-6-0 and North Eastern Railway Class H 0-4-0T to their Railway Icons range.

The Jones Goods will be finished as No.109 in HR Drummond green livery representing the period 1916-1923, and is priced at £219.95 (DCC ready) or £319.95 (DCC sound-fitted).

The Class H (LNER Class Y7) appears as No.898 in an experimental NER blue livery, applied in 1903 to match the Locomotive Department wagons used in workshops at the time. It is priced at £144.95 (DCC ready) and £244.95 (DCC sound-fitted).

Both models can be ordered, either with a £30.00 deposit or by paying in full, at:

www.locomotionmodels.com/railway-icons



▲ Highland Railway Jones Goods in Drummond green as No.109.



▲ North Eastern Railway Class H No.898 in experimental NER blue.

Siphon C kit in 4mm by Osborn's Models

Osborn's Models has released a 4mm scale kit for the GWR six-wheel Diagram O.4 Siphon C milk van.

Part of the retailer's Arch Laser range, the laser-etched and cut kit includes metal wheels, brass top hat bearings, NEM coupler pockets and couplers, 3D-printed GWR buffers and a paint mask for the lettering, requiring only paint and glue to complete.

The model is suitable for the pre-Grouping era through to the early BR period, Dia.O.4

having been introduced in 1896 and the last example being withdrawn in 1956.

The OO gauge model retails at £31.95, while versions in N and TT:120 were already in the range at £16.95 and £21.95 respectively.

Osborn's Models
7 Honestone Street,
Bideford,
North Devon EX39 2DL
Tel: 01237 423 453
www.osbornsmodels.com



Anthony William Kell 6 March 1957 – 17 August 2023

It is with great sadness that I report the death of my good friend and very accomplished modeller Tony Kell, writes Steve Robinson.

He was a driving force within the Normanton & Pontefract Railway Modelling Society, and over the years held various roles from chairman to exhibition manager. He was knowledgeable on most modelling subjects and could usually be relied upon to come up with a solution to any problem.

He was a prolific modeller of rolling stock, locomotives, and layouts, and everything that made a model run, look good or operate well. Having started in 4mm he had progressed into 7mm scale. He had that skill to build models quickly and accurately. His Finney A4 *Silver Fox* is a stunning representation of the real thing.

A first O gauge layout named *Wistow* was followed by *Milford*. It evoked the

atmosphere of a North Eastern branch line. There followed two On30 American layouts, *Racoon Canyon* and *Racoon Junction*; interestingly neither had a racoon on them. Then, just to see if he could, he decided to build a layout to Scale Seven standards, *Burdale Quarry*. Most have appeared in either RAILWAY MODELLER or CONTINENTAL MODELLER, and all five have gone to good homes. His last personal project was a very small circular layout which he built in conjunction with his young grandson. This was scheduled to appear at Guildex this year. His final project was as part of the team helping to create Selby station in 7mm – sadly, a project he will not see completed.

He was a staunch member of the Gauge O Guild and promoted 7mm modelling to all. He became a member of the events team, initially assisting at the Halifax summer show, took over as summer show

manager at Cleckheaton and oversaw its move to Doncaster. During Covid he was part of the team that brought virtual railway modelling exhibitions to a needy audience. He continued this, organising the monthly 'Evening With'.

On the return of live exhibitions Tony decided to step back from organising live shows, although he was still heavily involved with the events team running exhibitions. His all-round experience over those years had well placed him to take on the role of Deputy Events Chairman with an ambition to take over the role of Chairman from the present incumbent in the future. His dedication to the running of a successful Guild was recognised with him being presented with the Guild 'Order of Merit'.

Anthony William Kell, known as 'Tony', was born on 6 March 1957 in Bishop Auckland. His father worked in the power generation industry, and

this caused numerous family moves around the country, finally settling in Selby. Tony followed his father into that occupation. He made the decision in 1984 to join the West Yorkshire Police and served at Castleford and Knottingley, the force's main control centre, and latterly at Killingbeck in Leeds. He retired in 2009.

Tony had married Margaret in 1982 and they have one daughter Heather, son-in-law Carl and two grandchildren, John and Rose.

A man of many interests, he played the guitar, led a walking group, and tried canyoning, caving and paragliding as well as skiing and scuba diving. He loved the outdoors, and he loved a challenge.

Life can be very cruel and after a very short one-sided fight with cancer he died peacefully with Margaret by his side at home on 17 August. He will be missed by his family; he will be missed by all who knew him.

EXHIBITION FOCUS

P4 Calder Valley layout adds northern soul to Manchester exhibition



A P4 layout depicting the Calder Valley line will be among the highlights of the Manchester Model Railway Society Christmas show on 9 & 10 December.

The event will be held in the central Manchester venue of the Sugden Sports Centre, Sidney Street M1 7HB, close to Oxford Road and Piccadilly stations and with easy access by bus.

Making its first appearance at a major exhibition will be *Slattocks Junction*, the society's P4 layout based on the Castleton and Middleton area of the nearby Calder Valley line between Manchester and Leeds. Set in the BR steam era of the late 1950s, the layout features laser-cut buildings, 3D-printed components and – in what is thought to be a first for a model railway – lighting effects with moving clouds and thunderstorms.

It is one of 24 layouts booked to attend, in scales from Z to O, including *Bury, Thorn & Sons* in O (featured in the December 2014 issue of *RAILWAY MODELLER*); *Eaglesham* in OO (featured in the May 2021 issue); *Copper Wort & Co. Ltd* in OO (Railway of the Month in the April 2022 issue, and winner of the RM Cup Competition for that year); *Lisworth Bay* in N (Railway of the Month in the July 2022 RM); *York*

▲ A WD 2-8-0 clanks past typical Lancashire mill buildings on *Slattocks Junction*, the P4 layout built by the Manchester Model Railway Society which will be in operation at the group's show on 9 & 10 December. Photo: Karl Crowther

(the 2mm Finescale Railway of the Month in the April 2023 issue); and *The Andeer Line*, an H0m Swiss layout by Derek and Julia Boswell of Peco, which visitors can operate.

Adult tickets are priced at £14.00 for Saturday and £12.00 for the Sunday, or £11.50 for Saturday and £10.00 for Sunday if booked in advance. Available until midnight on 7 December, advance tickets allow visitors to enter the show at 09:45, rather than the 10:30 opening time for tickets bought on the day. Children are free on both days.

Explaining this year's experiment of offering cheaper prices on the Sunday, the society's Exhibition Coordinator Philip Sweet said: "We hope that this will encourage visitors to attend on the less crowded of the two days."

For more details, including a full layout list, see Societies & Clubs (pages 942-42a) or visit: www.mmrs.co.uk/exhibition

More than just models at Newton Abbot show

A model railway exhibition with a difference will be held at Newton Abbot Library, the Passmore Edwards Centre, on Saturday 9 December.

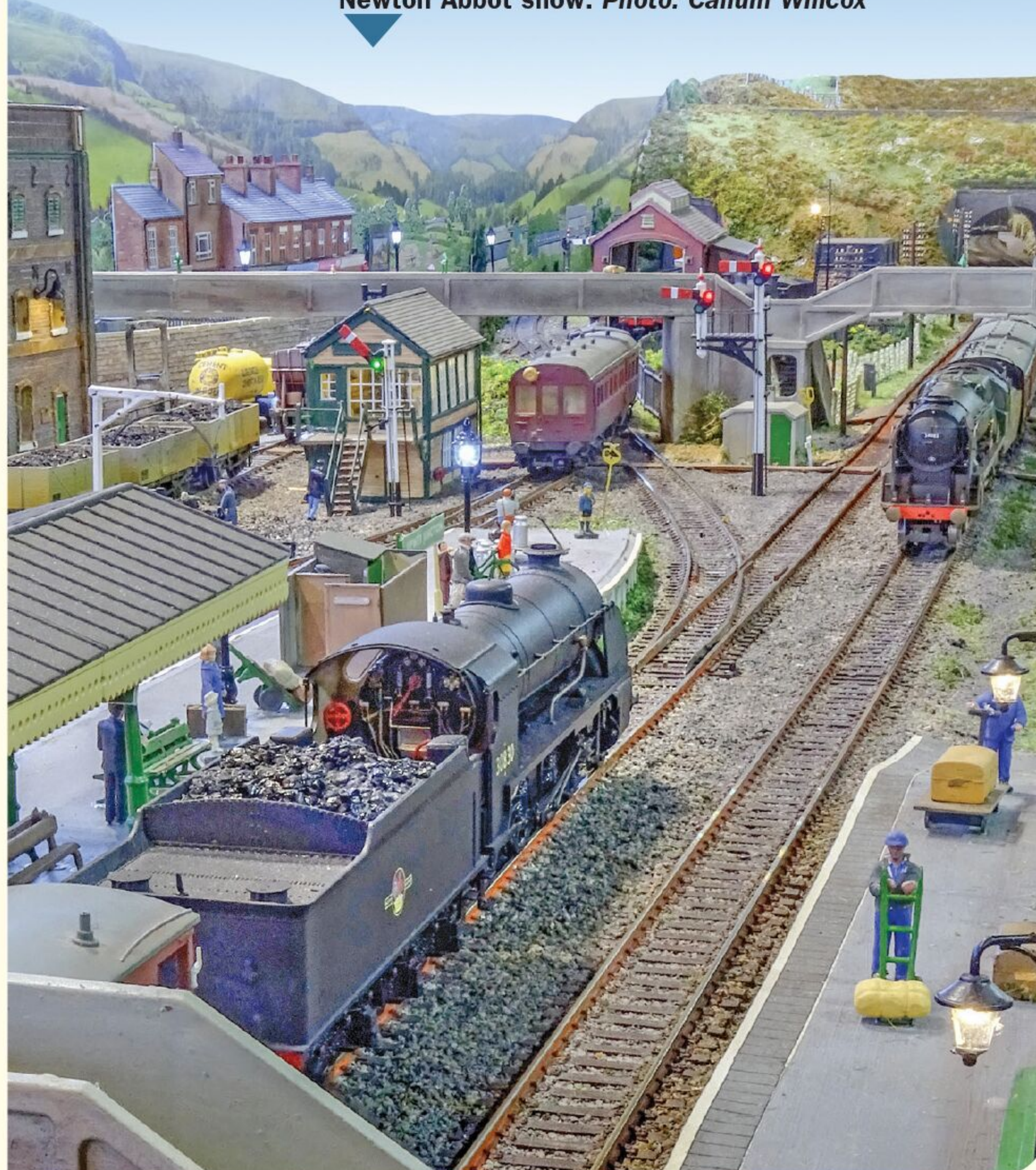
Organised by the Railway Studies Collection (the library is home to the second-largest collection of railway books and reference material after the National Railway Museum), the event is dubbed the 'Railway Studies and Modellers Show'. In addition to nine model layouts and three trade stands, it will host talks by railway photographer Jack Boskett and Graham Walker (Secretary of the Friends of the Railway Studies Collection), together with an exhibition of some of the railway photographs in the collection.

The layouts will include *Upwey Junction* by Rob Whish, the Dartmoor 009 Railway Group's modular Lynton & Barnstaple-based model, and *Oswestry Road* by Tom Whittington. Peco will be attending the event, along with Newton Abbot District Model Engineers Society and local railway preservation groups.

For more details, including a full layout list, see Societies & Clubs or contact:

Newton Abbot Library
Tel: 01626 886223
(ask for Matt Lovell or Emma Andrews).
Email: railwaystudies.library@librariesunlimited.org.uk

▲ *Upwey Junction*, one of the layouts appearing at the Newton Abbot show. Photo: Callum Willcox



Another successful show at St Neots



▲ St Neots MRC Chairman Caroline Hoy presents the Best in Show shield to the *Kimbolton* operating crew.

St Neots Model Railway Club held its annual exhibition in the town centre on Saturday 14 October.

Exhibition Manager Jackie Kneeshaw reported that this year there were over 800 visitors, which is excellent for a one-day show. The public voted *Kimbolton* in OO by Andrew Moore as the best layout. Numerous visitors recognised the station and track plan that once existed and complimented Andrew and his team for the accurate scale model of this local railway (the Huntingdon-Kettering line) which closed in 1959.

Next year the exhibition has to move to 15 June 2024 for one year only whilst the venue is refurbished, but will be back in October from 2025 onwards.

www.stneotsmrc.com



▲ A second view of Andrew Moore's OO gauge layout *Kimbolton*. Both photos: Paul Bason

Shop News

Scarborough Train Shop celebrates 40th anniversary

Geoff and Janet Jefferson are marking 40 years of running The Train Shop close to the seafront and harbour in Scarborough.

They purchased the property in November 1983 with the idea to open a deli and sandwich bar – but Geoff, coming from a railway family and having a model railway himself, had other ambitions and used the help of his mother-in-law to convert Janet to the idea of creating a model shop.

Janet said: “We officially opened The Train Shop in December 1983 and

have never looked back. We sincerely thank all our suppliers, especially Peco, and all the thousands of regular customers, some now in their second and third generations, both locally and across the United Kingdom who have supported us and helped us achieve this milestone.”

The Train Shop
41 Eastborough,
Scarborough,
North Yorkshire YO11 1NH
Tel: 01723 354014
www.trainshopscarborough.co.uk



▲ Geoff and Janet Jefferson, proprietors of The Train Shop in Scarborough.

Great Eastern Models raises £3,500 for Macmillan Cancer Support

Norwich retailer Great Eastern Models raised £3,500 for Macmillan Cancer Support by staging a coffee morning on 29 September.

The money was raised thanks to a raffle and lucky squares board, with prizes donated by traders and manufacturers, including Peco.

Staff member Helen Arnold said: “It was a very well attended morning

and fantastic cakes and conversation flowed. We would like to thank all who attended, bought tickets, gave donations and the trade support for their generous raffle prizes donated.”

Great Eastern Models
199 Plumstead Road,
Norwich NR1 4AB
Tel: 01603 431457
www.greathenmodels.co.uk



▲ The staff of Great Eastern Models outside the retailer's premises – left to right: Helen Arnold, Bill Cropper, Paul Rice, Paul Ray and Anne Martin.

Decorated samples of Hattons Warwell and LSWR carriages



Hattons has received decorated samples of the third batch of its 50-ton Warwell wagons, produced in OO gauge under its Hattons Originals brand.

The military bogie well wagon will be offered in War Department livery (with options for the Great Western, London Midland & Scottish, and London & North Eastern Railway variations); BR grey and bauxite; and Ministry of Defence green, with three choices depicting the 1960s, 1970s and 2000s.

All priced at £25.00 each, they are expected to arrive between April and June next year.

LSWR coaches

It was reported last issue that Hattons had received all but one of the decorated

▲ **Hattons Warwell in 1970s MoD green livery.**

samples for its next batch of OO gauge Genesis four- and six-wheeled coaches. The samples of the remaining livery have now arrived: London & South Western Railway brown & salmon pink, with four-wheel Third, Brake Third, Composite and six-wheel First, First Lavatory and Third types available to pre-order at £33.00 each, along with a pack of four coaches at £120.00. For more details and to order, contact:

Hattons Model Railways
17 Montague Road,
Widnes WA8 8FZ
Tel: 0151 733 3655
www.hattons.co.uk



▲ **Hattons Genesis six-wheel Third in LSWR livery.**

Pocket Planet: a new model railway attraction for London

A major new model railway attraction is due to open its doors in the heart of London next year.

Pocket Planet is a 30,000 square foot indoor model world, including models of British landmarks and historical and contemporary London. Like Germany's Miniatur Wonderland, it will feature interactive exhibits, moving aircraft and other vehicles, as well as trains.

Situated at 500 Oxford Street, its 10,000 square foot retail store and café are due to open in the spring of 2024, while the Pocket Planet exhibit itself is scheduled for early 2025.

www.pocketplanet.com

Specialist keeps Hammant & Morgan controllers in action

Specialist company Handem Electronics is offering a full spares and repair service for vintage Hammant & Morgan controllers.

Hammant & Morgan made thousands of model railway controllers from the late 1950s onwards, including the well-known Duette and Clipper models, and many remain in use today.

As well as spare parts and the repair

service, the firm sells pre-owned H&M controllers in good condition and fully guaranteed.

For more details, see the advert on page 59a or contact:

Handem Electronics
77 Branker Road,
Harrow HA3 9AW
Tel: 07393 484370
www.handem.uk

Cards & Calendars 2023

Corris Railway

Released in time for the upcoming festive season, the Corris Railway has published an A6-sized card featuring a painting by Michael Huber of the line's newly completed steam locomotive, No.10 *Falcon*. The card is available in packs of five priced £5.00 plus £1.00 P&P. Orders should be sent to: John A Knight, 40 Fladgate Road, Leytonstone, London E11 1LY, with cheques made payable to 'Corris Railway'. (Orders of five or more packs are post free and will come with a free bonus pack from a previous year.)



Welshpool & Llanfair Light Railway

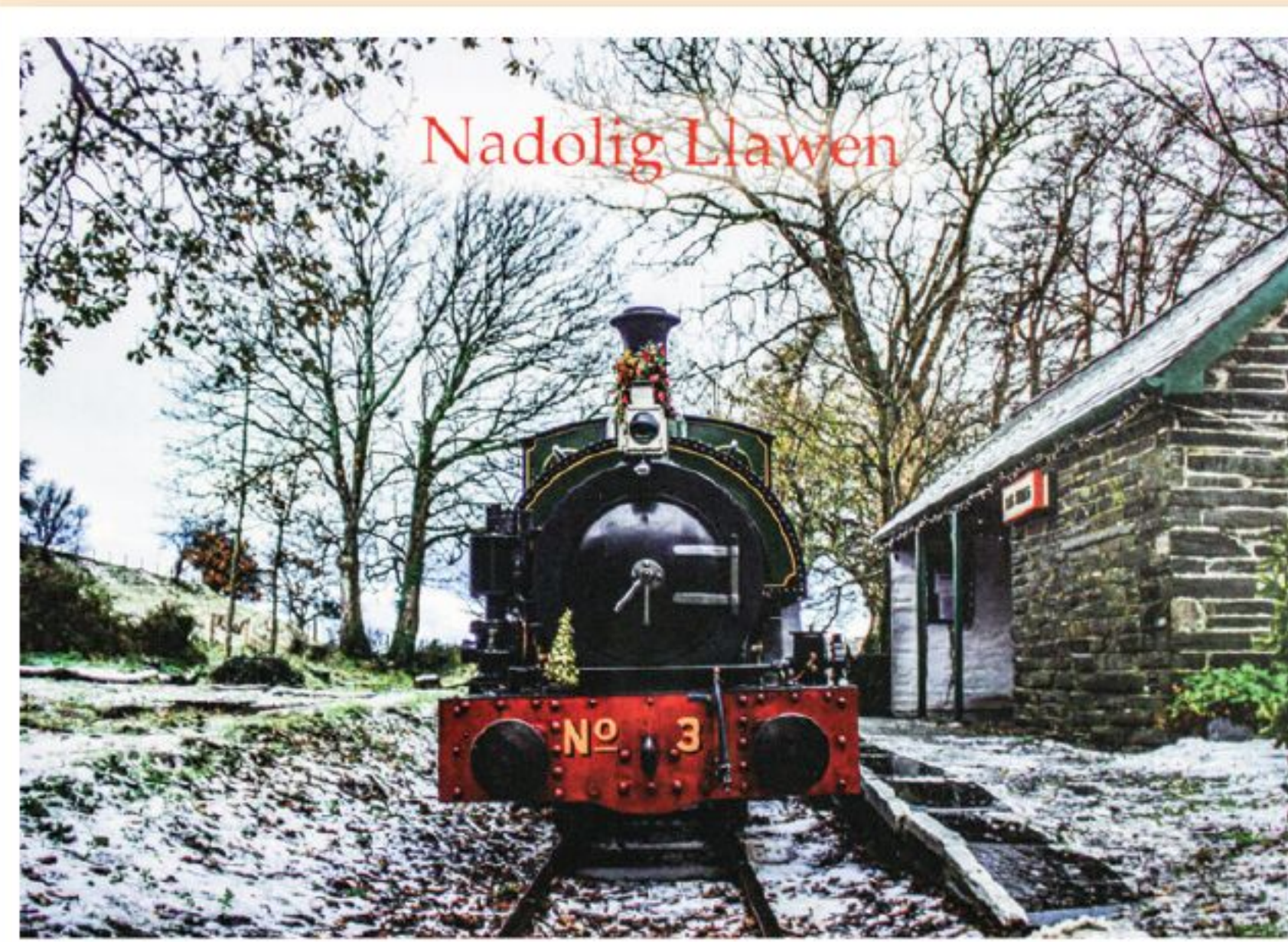
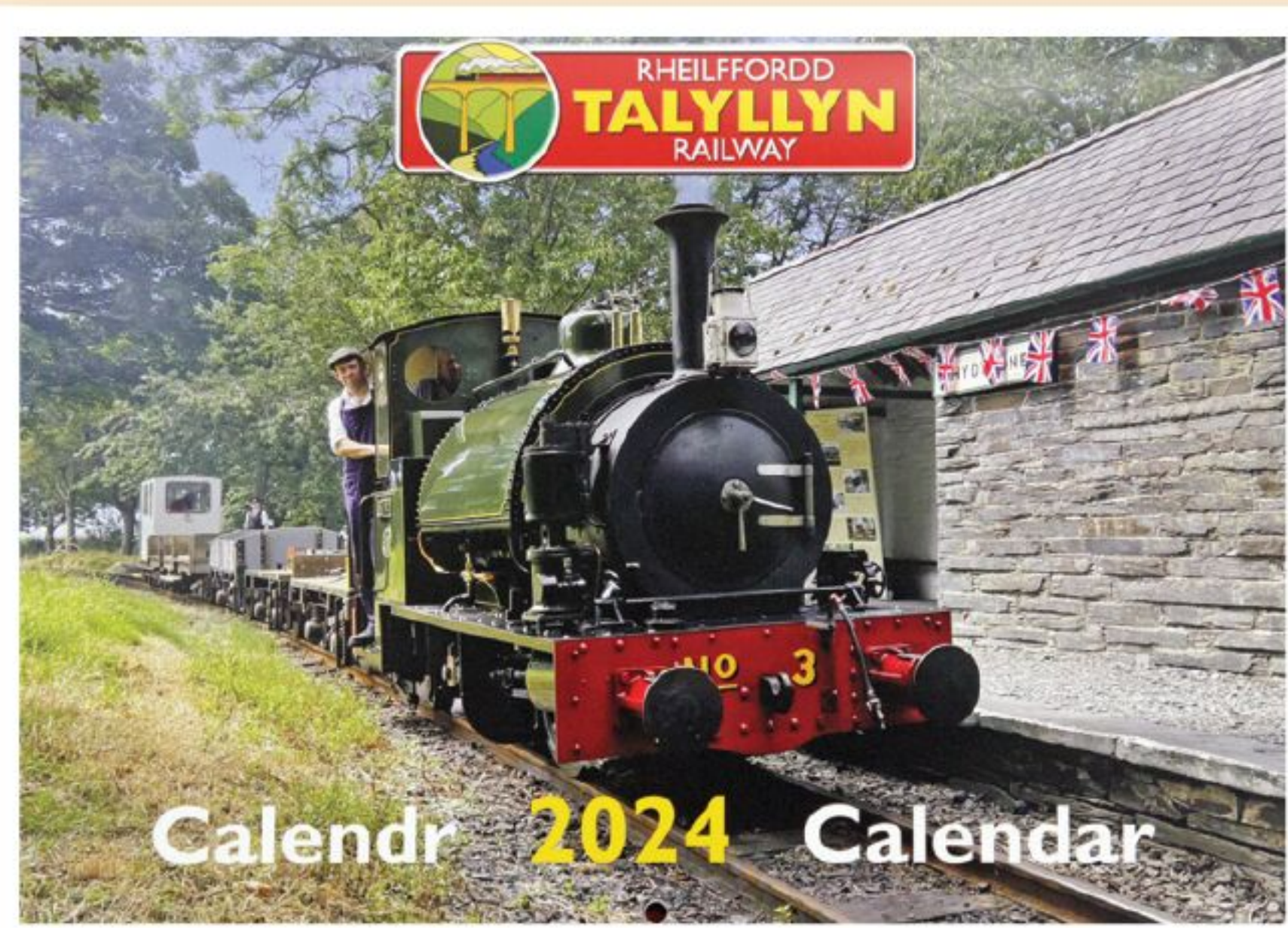
New from the WLLR is an A6-sized card featuring a painting commissioned from Jonathan Clay. The scene is of recently restored Franco-Belge 0-8-0T *Sir Drefaldwyn* at Cyfronnydd station. The card is available in packs of five priced £3.50 plus £2.95 P&P for any number of packs (or £6.00 P&P overseas). Orders can be made by post at: W&LLR Christmas Cards (MDLR), 7 Sutherland Grove, Perton, South Staffs WV6 7PA, with cheques made payable to 'W&L Sales'. Orders can also be placed via the website: www.wllr.org.uk



Tallyllyn Railway

The TR has released a card (measuring 173mm x 117mm) with a photo of No.3 *Sir Haydn* at Rhydyronen station, which is available in packs of five priced £3.50 plus £3.95 P&P. The railway has also published a 2024 calendar, presented in folded A3 landscape format, priced £8.00 with £3.95 P&P. Orders over £25 are post free. Credit card orders can be taken over the phone, or via the railway's online shop:

Tel: 01654 711 012 www.tallyllyn.co.uk



Alphagraphix is not on the level with kit of famous pub

Alphagraphix has added two classic Black Country pubs to its range of card kits in 4mm scale – including the famous and recently demolished Crooked House at Himley, near Dudley.

Originally built as a farmhouse in 1765 and converted to a pub in the 1830s, The Crooked House suffered from mining subsidence in the late 19th century, with one end settling 4' lower than the other. Sadly it was burnt out in a suspected arson attack and then demolished in August this year. The firm comments: "Our new kit attempts to record its memory and makes a quirky building to add to your layout."

The other new model is of The Old Swan in Netherton, Dudley, built in 1863. The kit includes a fully detailed interior, replicating the enamel ceiling, engraved mirrors and coal-fired stove in the prototype.

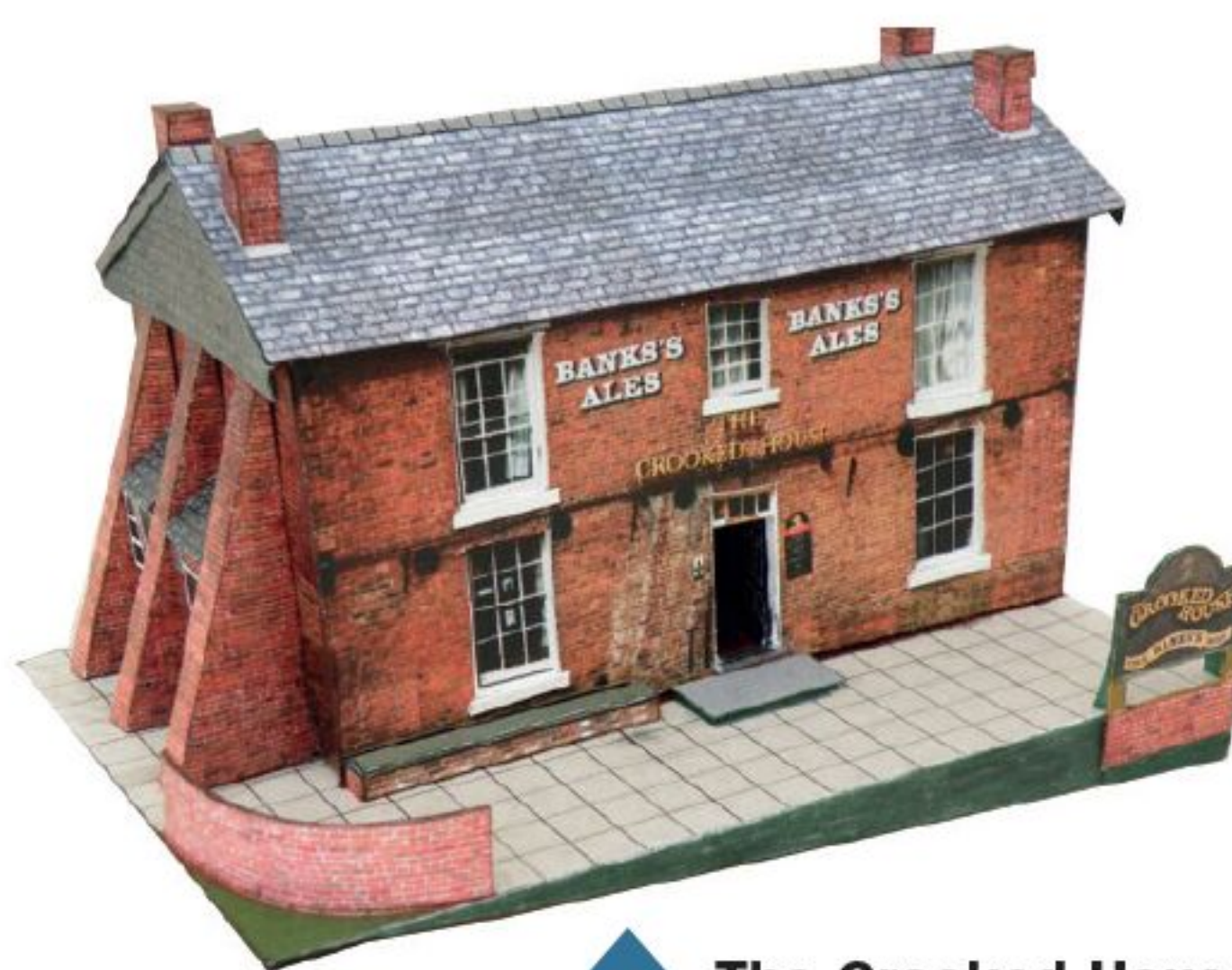
Both priced at £6.00 each, plus £1.50 postage and packing, the kits are available from:

Alphagraphix

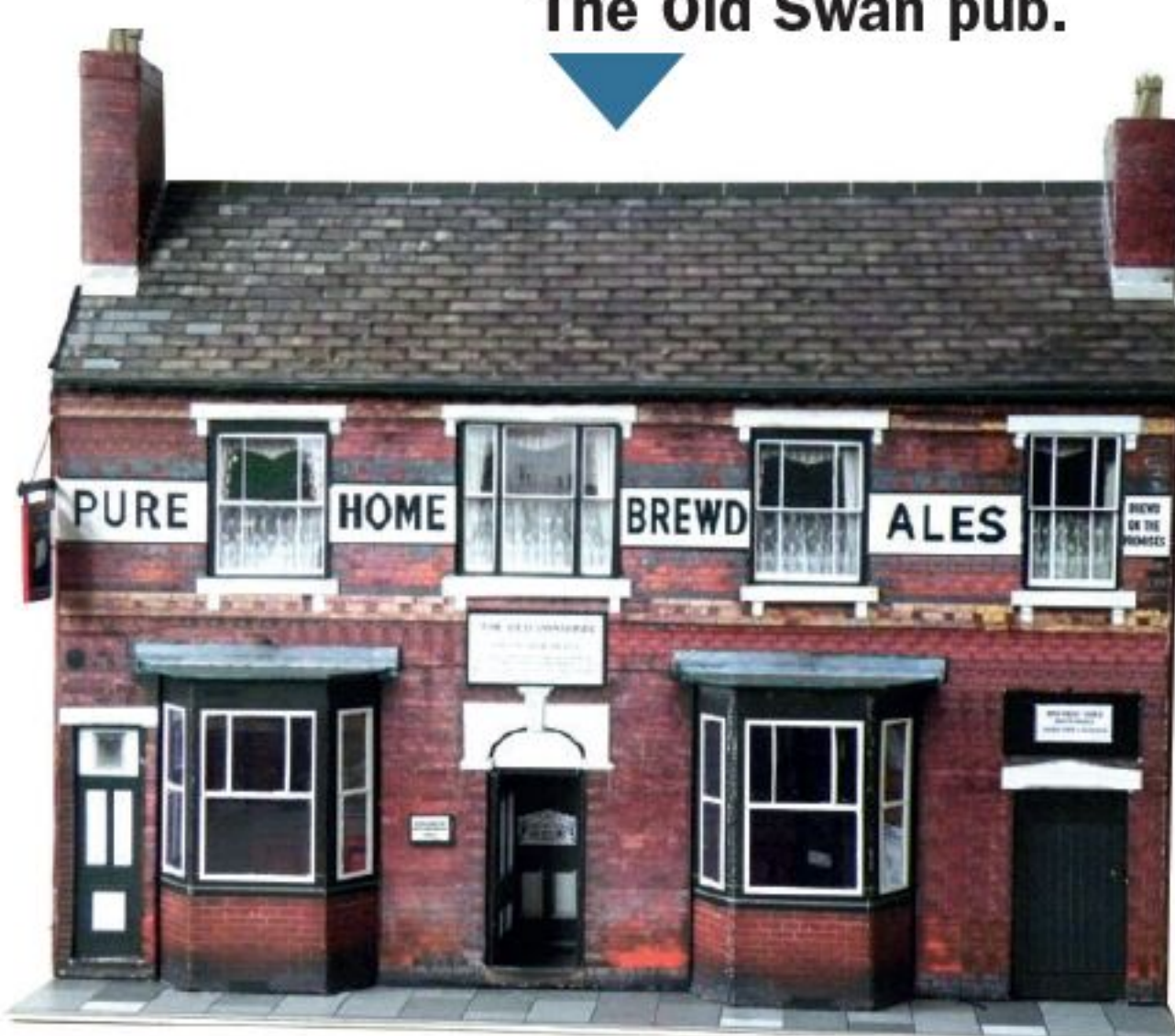
48 Grosvenor Road, Ettingshall Park, Wolverhampton WV4 6QY

Tel: 01902 675362

www.alphagraphixkits.co.uk



▲ The Crooked House pub.
▼ The Old Swan pub.

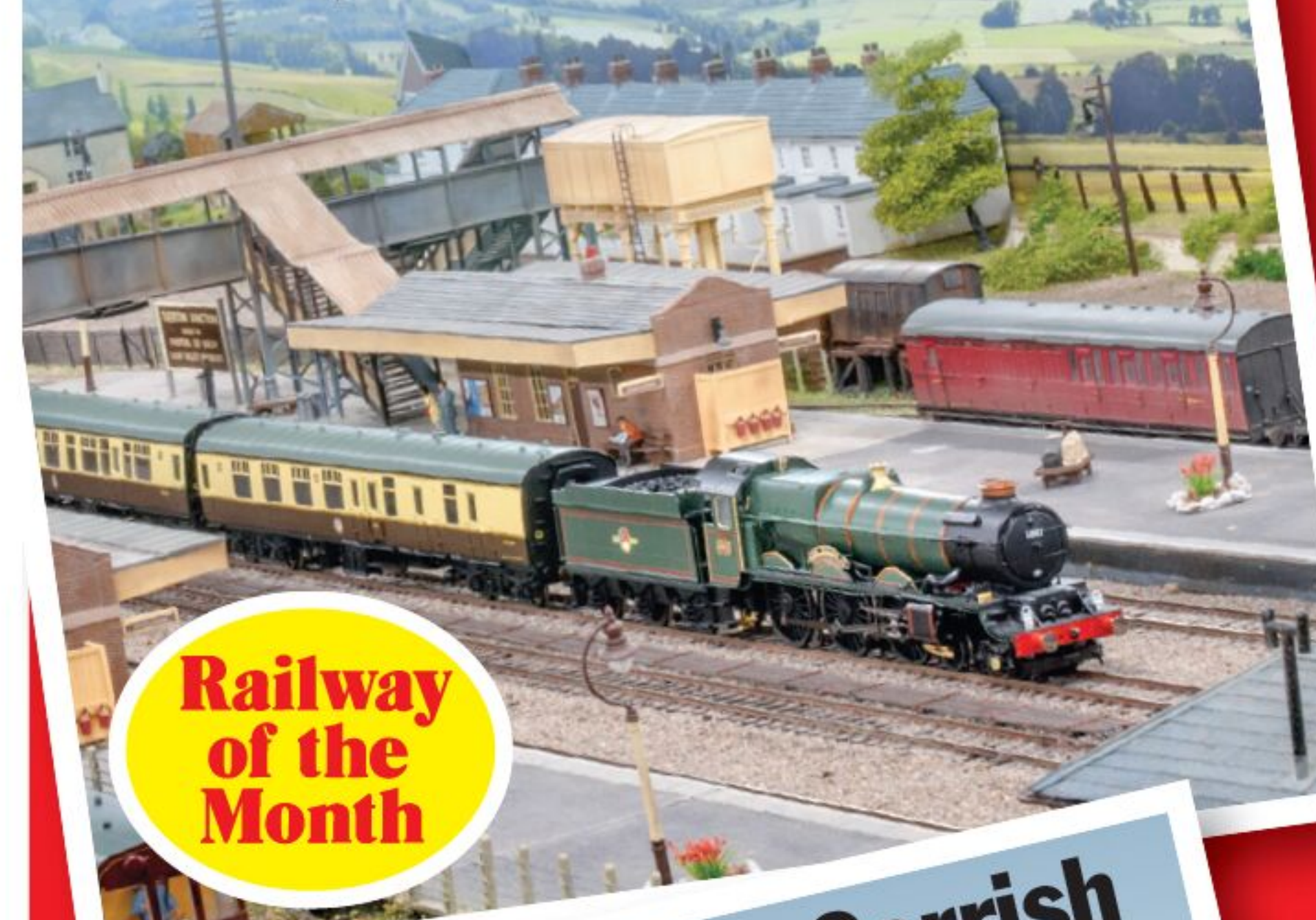


Coming next month

January 2024 –
Out 14th December.

Tiverton Junction

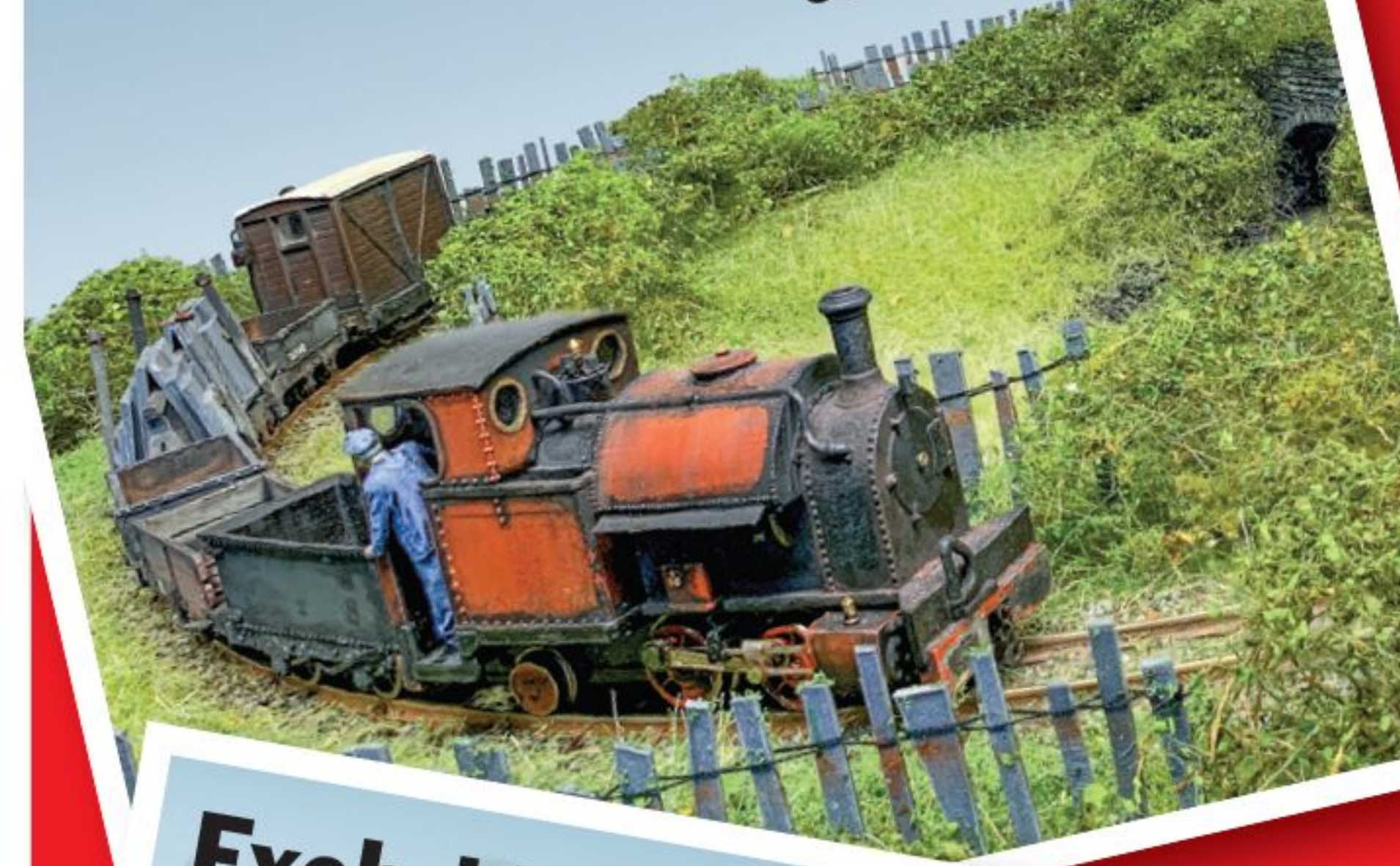
A Devon main line station in 00



Railway of the Month

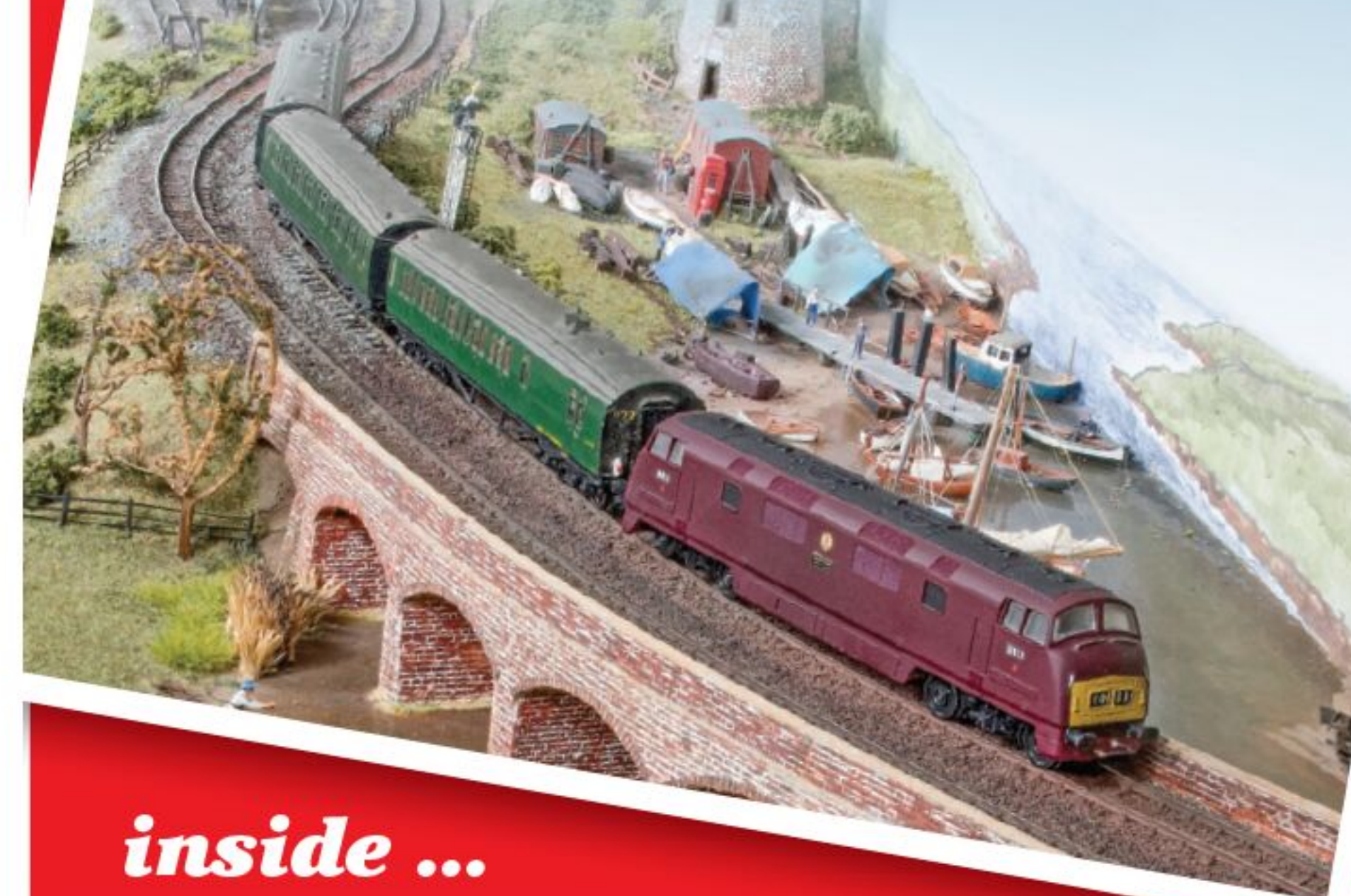
Corrish

A Corris-inspired scheme in 009



Exebridge

A new lease of life for a veteran exhibition layout in 3mm



inside ...

• A STATION BUILDING IN 4MM
Scratch-building a Southern Railway structure using traditional techniques

• USATC S160 CLASS 2-8-0
Drawn & described in 4mm

• BROMBURY LOCO
A first essay in EM gauge using 'ready to lay' track

plus all the regular features ...

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent via email to clubs@railwaymodeller.co.uk are required six weeks prior to the publication date. Entries must include the organiser's email or website and/or a telephone number.

FEBRUARY 2024 issue deadline: December 1st

LIVE EVENTS

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. Bus information: 0871 2002233.
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* (OOn3), *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), South Gosforth and Four Lane Ends Metro stations about ½ 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. Elsecar station (Sheffield to Barnsley line) approx. 1½ miles. Free parking, fully accessible venue (all ground level), hot and cold drinks and 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, trade stands, 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 each paying adult on Sunday.
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 RETTFORD, 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.



▲ EM gauge GWR branch terminus *Westcliff*, Railway of the Month in the October RM, will be appearing at the Portsmouth show on 18 November. Photo: Steve Flint

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 *Aspatia* (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 Huddersfield railway and bus stations and close to several bus routes. Full disabled access, all day refreshments.

Features: gala open day with five working layouts in 2mm, 4mm, 7mm and 16mm scale/32mm gauge live steam. Bring your own locos and stock. Second-hand stall and a selection of Ian Macdonald's 4mm and 7mm etched kits including some ready built.

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*, *Cottley*, *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), *Annascaul* (OOn3), *Mannin Middle* (OOn3), *Kaninchenbau* (HOe), *Angst Lesspork*, *Bont*, *Bron Hebog*, *Castle Caereinion*, *Clyre Valley*, *Crossharbour*, *Devonmoor*, *Fort Whiting*, *Garreg Wen*, *Green End*, *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), *Bouillière* (Belgian HOm), *Bregenbach im Schwarzwald* (German N), *Eight Dollar Canyon* (USA), *Karolina Falls* (USA On30), *Klützig* (German HO), *Obertonberg* (German N), *Salzgrabe* (Austrian HOe), *Solent Summit* (USA N), *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* (German Z), *Manchester Trams*, demonstrations, displays, society and trade stands. Full-size centre-piece: GWR '5101' No.5164.

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.co.uk

Website: www.nfmrs.org

Saturday 2 December GUILDFORD, Surrey

Organiser: Guildford O Gauge Group.

Venue: Spectrum Leisure Complex, Parkway, Guildford GU1 1UP.

Open: 1000-1600

Admission: adults £7.50.

Amenities: free parking, light refreshments, meals and bar.

Features: trade day with over 50 traders, bring and buy, large test track for two- and three-rail and coarse scale, club layouts.

Website: www.gogg.co.uk

Saturday 2 December RATTERY, Devon

Organiser: Tramfabriek.

Venue: Village Hall, Rattery, South Brent, Devon TQ10 9LD.

Open: 1000-1600

Admission: adults £2.50, children aged 17 and under free.

Amenities: parking, disabled access, tea, coffee and cakes.

Features: longest ever modular layout by the Dartmoor OO9 Group, *Rien ne se Passe* (OO9 – first exhibition), *Keane's Cove* (HO), *Yeoford* (OO9), *Malton family layout* (OO9), *Firstry Halt* (OO9), *Moor Boxes* (N gauge box file layouts including *The Old Mine*), *Little Himalayan Railway* (OO9), *East Lynn Quay* (S), *Clay Moor Railway* (OO/OOn3), *Picnic in Gelderland* (HOe), *Devil's Hill* (HOe), *Arburton Junction* (OO), *Wearde* (OO), Peco stand, Lego table and drive-it-yourself



trains, remote control car race track.

Website: www.tramfabriek.co.uk/littletrain-show/

Saturday 2 & Sunday 3 December OSWALDTWISTLE, Lancashire

Organiser: Blackburn & East Lancs MRS.

Venue: Oswaldtwistle Mills Business Centre, Clifton Mill, Pickup Street, Off Moscow Mill Street, Oswaldtwistle, Lancs BB5 0EY.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £5.00, accompanied children under 16 free.

Amenities: free parking, full disabled access, hot and cold refreshments.

Features: *Georgemas Junction* (OO), *Oldswick TMD* (OO), *The Moorings* (OO), *Hindleigh Yard* (OO), *Bryford County Terminal* (American HO), *Llanfair Caereinion* (OO9), *Rishton* (N), *Upton* (N), *Boston & Maine* (American N) plus Hornby Dublo (OO) and O gauge (TBA).

Email: belmrs2019@gmail.com

Sunday 3 December HENFIELD, West Sussex

Organiser: West Sussex Garden Rly Society.

Venue: Henfield Hall, Coopers Way, Henfield BN5 9EQ.

Open: 1100-1600

Admission: free, but donations appreciated.

Amenities: free parking, disabled access, refreshments available all day, raffle.

Features: 10 garden railway scale layouts of various sizes with children able to operate a train, railway video studio, second-hand stand with trader Kent Garden Railway.

Contact: Keith Whitcomb, 07761 986499.

Email: kwrailway1958@hotmail.com

Saturday 9 December HEYWOOD, Lancashire

Organiser: Heywood Model Railway Group.

Venue: Unit 4 Park Works, River Street, Heywood OL10 4AB.

Open: 1000-1600

Admission: adults £2.00, accompanied children under 16 free, donations welcome.

Amenities: ample parking, disabled access, refreshments.

Features: open day with over 21 layouts in N, OO, O and G plus Hornby Dublo three-rail – bring your own stock. Club shop, trade stand.

Email: phil_evans@sky.com

Website: www.hmrg.net

Saturday 9 December NEWTON ABBOT, Devon

Organiser: Newton Abbot Library Railway Studies Collection.

Venue: Newton Abbot Library, Passmore Edwards Centre, Market Street, Newton Abbot TQ12 2RJ.

Open: 1000-1600

Admission: by donation – admission fees for talks (see below).

Amenities: public car parks nearby, café serving hot and cold food and drinks.

▲ **Lisworth Bay, Railway of the Month in the July 2022 RM, will be attending the Crewe exhibition on 11 & 12 November and the Manchester show on 9 & 10 December. Photo: Steve Flint**

Features: 'Railway Studies and Modellers Show' featuring layouts *The Junction*, *Upwey Junction*, *Nictun Borrud*, Dartmoor OO9 Group Lynton & Barnstaple layout, *North Park*, *Oswestry Road*, *Dügelshausen*, *Zweinuck*, *Central Depot*, trade stands. Talks by Graham Walker, 'Not just trains – the Railway Studies Collection' (1100 – entry £3.00 per person) and railway photographer Jack Boskett 'From Railways to Royalty' (1400 – £5.00 per person). Peco attending along with local societies. Exhibition of railway photographs.

Contact: 01626 886223 – please ask for Matt Lovell or Emma Andrews.

Email: railwaystudies.library@librariesunlimited.org.uk

Saturday 9 & Sunday 10 December MANCHESTER

Organiser: Manchester MRS.

Venue: The Sugden Sports Centre, Sidney Street, Manchester M1 7HB.

Open: Saturday 1030-1730

Sunday 1030-1630

(Admission at 0945 with advance tickets – available online and from Sawyer Models, Leigh and The Locoshed, Whitefield.)

Admission: (on the day) adults £14.00 Saturday and £12.00 Sunday, children free. Advance adult tickets £11.50 Saturday and £10.00 Sunday.

Amenities: venue near Oxford Road and Piccadilly stations, easy bus access, disabled parking available to book, step-free access throughout, catering, picnic area.

Features: *Ballykeale* (N), *Beijiao* (HO), *Feldspar* (N), *Hakuho* (Z), *Hironocho* (N), *Lisworth Bay* (N), *The Andeer Line* (HOm), *York* (2FS), *Copper Wort & Co.* (OO), *Eaglesham* (OO), *Euxton Junction* (OO), *Happy Valley* (OO Thomas), *Kyle of Macallan* (EM), *Raven's Ravine* (OO9), *Reevy Road West* (OO), *Slattocks Junction* (P4), *The Warren* (OO), *Winter Overcotes* (OO9), *Blakecaster* (O-16.5), *Bury, Thorn & Sons* (O), *Dovedale* (O), *Kirtley Bridge* (O), *W C Boggs & Sons* (O), *Wolfe Lowe* (O), traders.

Website: www.mmrs.co.uk/exhibition

Sunday 10 December LONDON

Organiser: The Model Railway Club.

Venue: Keen House, 4 Calshot St, London N1 9DA.

Open: 1100-1600

Admission: adults £5.00, children £1.00.

Amenities: steps to all floors, refreshments.

Features: *Ingatestone* (OO), *Minories* (EM), *Sandy Shores* (OO9), club shop, test tracks.

Website: www.themodelrailwayclub.org/events/mini-exhibiton/

Sunday 10 December
TOLLESHUNT KNIGHTS, Essex
Organiser: G Scale Society Essex Group.
Venue: Tolleshunt Knights Village Hall, Off Top Road, Tolleshunt Knights, Essex CM9 8EU.
Open: 1100-1530
Admission: adults £5.00, accompanied under-16s free.
Amenities: free parking.
Features: large scale (G) and other layouts, live steam/radio control demonstrations and running, traders.
Email: Chris.worby@btinternet.com

Sunday 10 December
WOOLWICH, London
Organiser: Model Railway Signs.
Venue: Shrewsbury House, Bushmoor Cres, Shooters Hill, Woolwich SE18 3EG.
Open: 1000-1600 (0945 for pre-booked ticket holders)
Admission: adults £7.00, children £5.00, family £15.00, wheelchair users £2.00, TFL/Underground & railway staff with ID £5.00.
Amenities: Bus 244 from Woolwich DLR and Elizabeth Line and then four minutes walk, bus 486 from North Greenwich tube, or bus 89 from Lewisham and seven minutes walk, free on-street parking around venue, real ale bar, café.
Features: *Brief Encounter* (OO monochrome), *Loco Graveyard* (OO), *Ballyconnell Road* (Irish 15mm), *Quarry Falls* (N), *Weymouth to Ipswich Third Rail*, *Lambourne*, *Q'Vay* (N), *Clayton West* (OO), *Drive O 24ft*, *Calcutta Tea Line* (HOe), *Grassington 1890 Wide Gauge*, *Somewhere in France*, *Blethinhurst* (OO), *Dournreay* (1.87), *Small n' Working*, *Back on the buses* (OO), *Taymar Bridge* (TT), *Oakbourne* (OO), *Hexton Refinery* (O), *Load of Balls*, *IKEA Central*, *Southdown buses*, *Japanese O gauge building display*, *Kitsburg* (N).
Contact: Harry on 07799 783993.
Website: www.modelrailwaysigns.com

Saturday 16 December to Sunday 7 January 2024
SANDIWAY, Cheshire
Organiser: Pete Waterman/Railnuts.
Venue: Blakemere Village, Chester Road, Sandiway, Northwich CW8 2EB.
Open: 1030-1800 daily
Admission: £6.00, under 5s free.
Amenities: free parking, catering.
Features: *Milton Keynes Central* layout.
Website: www.makingtracks.uk

Friday 29 & Saturday 30 December
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last admission 1630).
Admission: adults £5.00, seniors/children £4.00, family (2+2) £12.00.
Amenities: not all of the building has disabled access.
Features: open day with O gauge East Coast Main Line layout in operation.
Contact: B Hodgkinson, 01427 610475.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Friday 29 & Saturday 30 December
MAIDSTONE, Kent
Organiser: Mid Kent Group.
Venue: Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8LW.
Open: 1000-1600
Admission: adults £7.00, children £2.00.
Amenities: town centre venue with excellent public transport links, on-site pay and display parking, wheelchair friendly.
Features: up to 15 layouts, 13 traders.
Contact: 01732 840787.
Email: midkentgroup@outlook.com

Saturday 30 December
WEST CAMEL, Somerset
Organiser: West Camel MRS.
Venue: Davis Hall, West Camel, Somerset BA22 7QX.
Open: 1000-1530
Admission: adults £5.00, juniors free.

Amenities: full disabled access, light refreshments.
Features: eight layouts, trade stands.
Email: charliebishop@hotmail.co.uk

MEETINGS

Thursday 9 November – 1930
Locomotive Club of Great Britain
Railways of the Isle of Man by Geoff Brockett.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Herts AL1 2PE.
Entry: donations appreciated.
Contact: 01442 247083.
www.lcgb.org.uk/branches/st-albans/

Thursday 9 November – 1930
South East Essex Railway Society
Ticket-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
A North Somerset Railway Miscellany by Colin Thomas.
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.

Tuesday 5 December – 2000
The Enfield Transport Circle
The 2023 Bob Todd Tribute Presentation (Illustrated).
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.
Entry: £6.00.
Website: https://tetc.chessck.co.uk

Thursday 7 December – 1930
Bath Railway Society
Swindon Works: from Hawksworth to the End of Steam (part 2) and the Final Years by Brian Arman.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Thursday 7 December – 1800
South East Essex Railway Society
Christmas Social.
Contact: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Monday 11 December – 1930
Lincoln Railway Society
Depots, works and stabling points by Gavin Lake.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: Non-members £3.00.
Contact: 01522 698085 or email: grahamlightfoot1948@gmail.com

Tuesday 12 December – 1445
Pewsey Vale Railway Society
Swindon Railway Works – The Golden Years by Brian Arman.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 12 December – 1900
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
A Decade of Home and Away by David Jackman.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.
Entry: free, but donations appreciated.
Contact: hitchin@rcts.org.uk

Tuesday 12 December – 1930
Wells Railway Fraternity
AGM followed by quiz.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – admission £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 14 December – 1930
Locomotive Club of Great Britain
Vintage Railway Film Show by Frank Banfield.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Herts AL1 2PE.
Entry: donations appreciated.
Contact: 01442 247083.
www.lcgb.org.uk/branches/st-albans/

Thursday 14 December – 1945
Nuneaton Railway Circle
Christmas social evening.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Thursday 14 December – 1930
South East Essex Railway Society
Mince pies and 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 19 December – 1330
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
A Lifetime of Railway Discoveries by Mike Bunn.
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

Tuesday 19 December – 1900
Railway Correspondence & Travel Society – Thames Valley branch
AGM followed by Kingdom of Saudi Arabia Railways by Stuart Hicks.
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00 donation – non-members welcome.
Website: www.rcts.org.uk

Thursday 21 December – 1930
Marlow & District Railway Society
Baltic Coast Expresses by Peter Robins.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX or via Zoom.
Entry: Members free, non-members £3.00.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390.

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

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If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR Tel: 01492 518 709, keith@clwydmodels.co.uk

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

SWANAGE MODEL RAILROADING CENTRE - N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. Other times by appointment please, call John on 07956 973 072.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.iimmceown.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>

www.platformfour.uk - low cost DCC controller. ckpr2@talktalk.net

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.

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@bluevonder.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, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262. Email: 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) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178. Email: anoraksanonymouse@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 0RL. Tel: 01142 551 436. www.railsofsheffield.com*

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to CLAIRE CLARKE: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclarke@aol.com Tel: 01691 772 969.*

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. *Tel: 07511 899314. Email: gambiacat@tiscali.co.uk*

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc. I am a retired, personal, hobbyist/dealer. *Contact Roger: Tel: 01225 360 037. Mobile: 07752 222 645. Email: rogersmith200@hotmail.com*

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views

overlooking Lyme Bay. Sleeps 6. Available all year round. *All bookings made through LYME BAY HOLIDAYS, website: lymebayholidays.co.uk telephone: 01297 443363*

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

EDGE OF VILLAGE LOCATION NEAR SLEAFORD, LINCOLNSHIRE - large 4 bed house in extensive grounds with 2 huge barns currently used for Model Railway and business. Loads of potential uses. *For full details contact Belvoir.co.uk Tel: 01529 415 997.*

Private Sales

FOR SALE OO DCC WIRED MODEL RAILWAY LAYOUT. 'L' shaped double track oval, through 4 platform station, with all scenery & 4 bay engine shed with turning triangle on spur board. Main circuit board 9' 6" x 4' 6" plus 4' x 2' spur board. DCC controllers included. Powered points & signals analogue controlled. Located in West Yorkshire & must be seen running. £1000. Collection of period vehicles, rolling stock & loco's, all DCC sound fitted, available extra. *Please call 07931-773 680 /01943 870 222.*

O GAUGE – KING ARTHUR CLASS (SIR URRE OF THE MOUNT) IN OLIVE GREEN – SUPERB LOCO £800. *Telephone: 07932 052 918.*

LARGE COLLECTION OF MODEL RAILWAYS – O GAUGE & OO GAUGE, selling due to downsizing – collection only. *Telephone GARY: 07932 052 918.*

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: sophiecull99@gmail.com*

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. *Email preferred Jamestant@yahoo.com or telephone 07769335772 leave a message and I will call you back.*

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

November 2023

25 November (Sat) 10am-2pm

BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS. Tel: 01522 880 383. Email: jandjfairs@virginmedia.com www.j-jwebbtoyfairs.com

25 November (Sat) 10.30am-2.30pm

EXETER MATFORD TOY AND TRAIN COLLECTORS FAIR, EX2 8FD. One mile from the M5. Up to 200 stalls selling model railway items, obsolete and new. Refreshments and free parking. BULLDOG FAIRS. Tel: 07379 578 083. info@bulldogfairs.com www.bulldogfairs.com

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: 07928 407034 or Email: felixfairs@outlook.com www.felixfairs.com

26 November (Sun) 10am-2pm

CORNWALL - LOSTWITHIEL Community Centre, PL22 0HE. Contact: Graham 01726 66730, geedee45@yahoo.co.uk

December 2023

2 December (Sat) 10am-2pm

DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. Contact: PETER STANTON. Tel: 07798 858 532. Email: peterstanton1000@gmail.com

2 December (Sat) 9am-2.30pm

MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3. Tel: 01732 840 787 or 01622 298 159.

3 December (Sun) 10.30am-2.30pm

HULME HALL, PORT SUNLIGHT CH62 5DH. Admission £3. For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

3 December (Sun) 10.30am-3pm

SHEPTON MALLET, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. BULLDOG FAIRS. Tel: 07379 578 083 info@bulldogfairs.com

3 December (Sun) 10am - 2pm

SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET. Adults £3.50, Seniors £3, accompanied children free. Catering

and Free Parking. J & J Fairs

Tel: 01522 880383

www.j-jwebbtoyfairs.com jandjfairs@virginmedia.com

7 December (Thurs) 7pm-9pm

THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK. Tel: 07866 641 215.

10 December (Sat) 10.30am-3pm

BRECON TOY & TRAIN SALE. Market Hall, Town Centre, LD3 7LG. Back in the fantastic atmosphere of the Victorian venue with 90+ tables. Admission: £2.50. Website for very latest information: www.chrisdyverfairs.co.uk Mob: 07966 694 579.

10 December (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.

10 December (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

10 December (Sun) 10am-3pm

NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD. Tel: 01823 480 097. Email: rayheard66@btinternet.com

10 December (Sun) 9.45am-1.15pm

ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

10 December (Sun) 10.00am - 2.00pm

WIMBORNE TOY & TRAIN FAIR. Queen Elizabeth QE School, Wimborne Minster, BH21 4DT. Free parking, refreshments. Admission £2. stevedevizes@aol.com 07732 330 305.

12 December (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.

16 December (Sat) 9.45am-1.15pm

HERNE BAY, High School, Bullockstone Road, Herne Bay, Kent CT6 7TL. Large free car park, 10 minutes walk from Herne Bay Station. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

17 December (Sun) 10.30am-3pm

COVENTRY - 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways - many at bargain prices. Adults £3.50, Seniors £3, Children £1. Tel: 01604 846 688 www.bpfairs.com

19 December (Tues) 6.30pm-8.30pm

ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry. stevedevizes@aol.com 07732 330 305.

27 December (Wed) 9.45am-1.15pm

DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. SRP TOYFAIRS. Tel: 07498 912 091 or 0773 999 8012 www.srptoyfairs1.co.uk

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.rickettsltd@gmail.com proceeds to Llandudno Transport Festival.

27 December (Wed) 10.30am-3pm

STAFFORD - MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4.50, Seniors £4, Children £1. There are many stalls selling OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

28 December (Thurs) 9.45am-1.15pm

RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS. Tel: 07498 912 091 or 0773 999 8012 www.srptoyfairs1.co.uk

29 December (Fri) 10.30am-3pm

BOLTON STADIUM - MORE THAN 250 STALLS. The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers. Tel: 01604 846 688 www.bpfairs.com

30 December (Sat) 10.30am-3pm

DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £4.50, Seniors £4, Children £1. Tel: 01604 846 688 www.bpfairs.com

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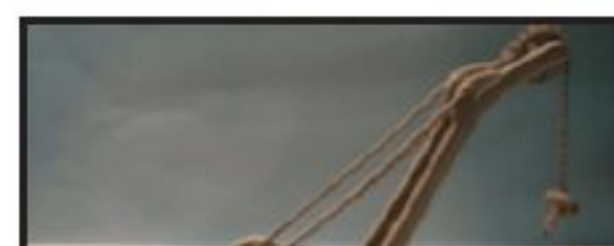
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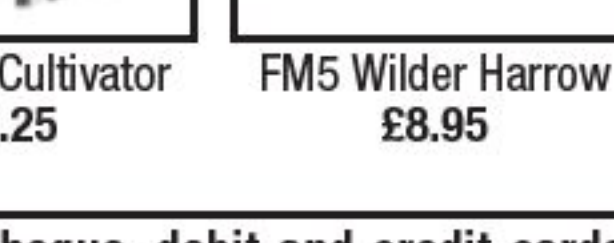
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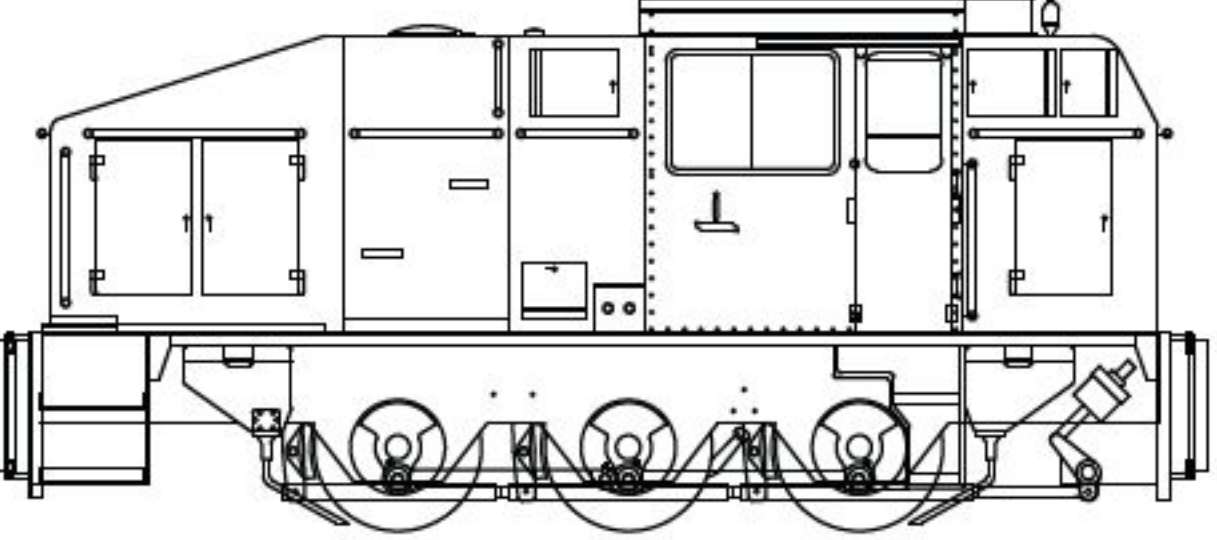
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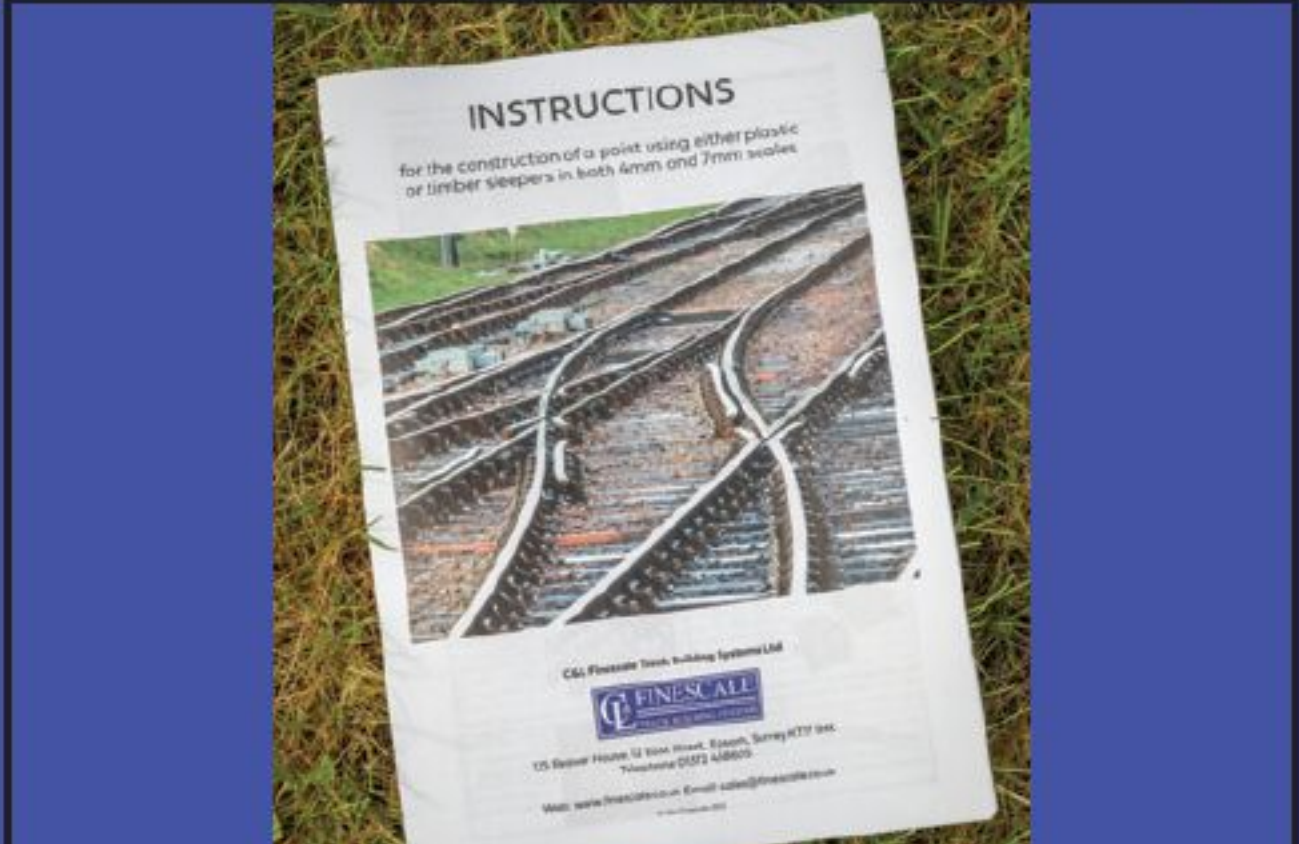
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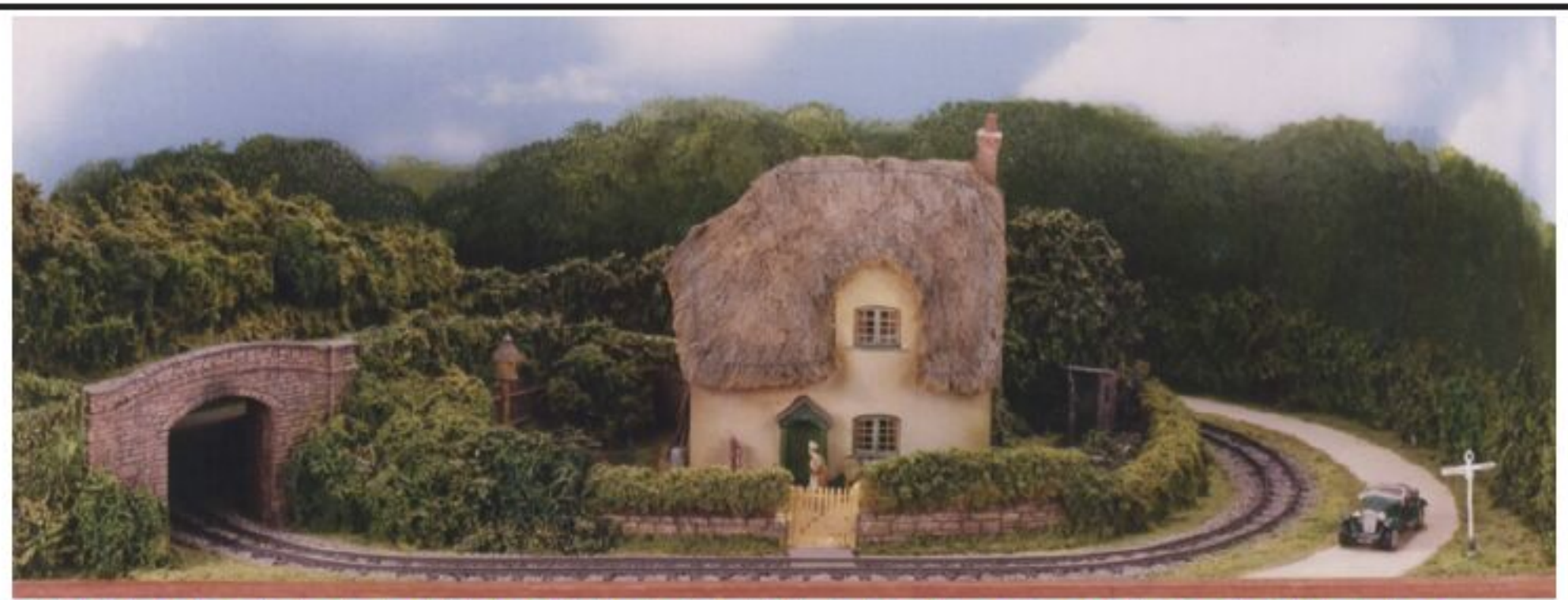
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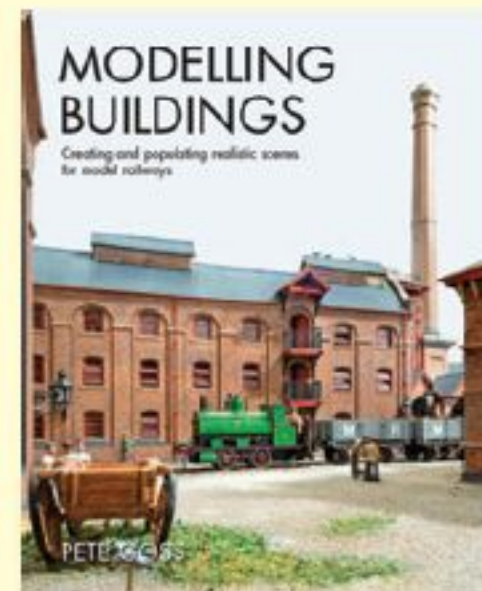
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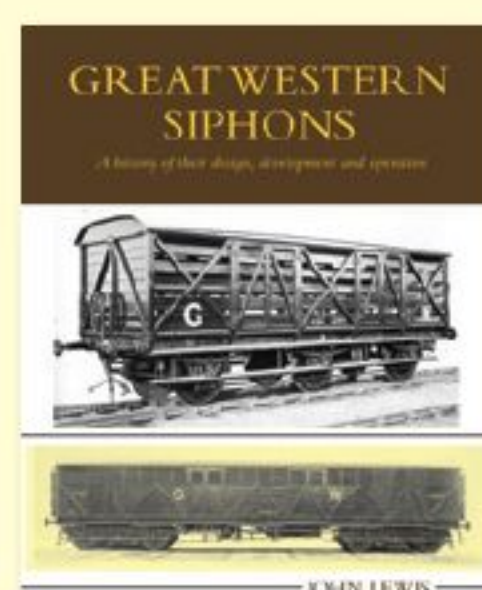


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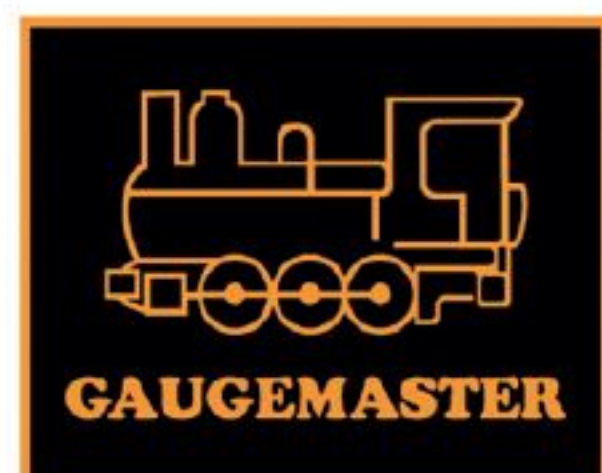
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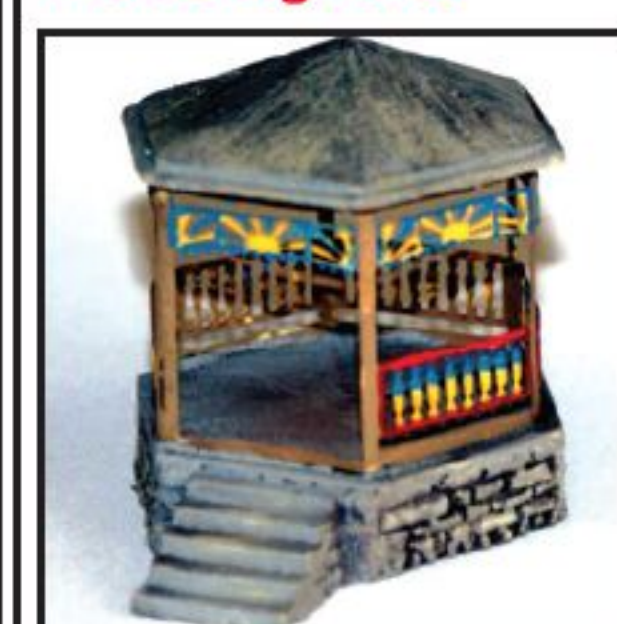
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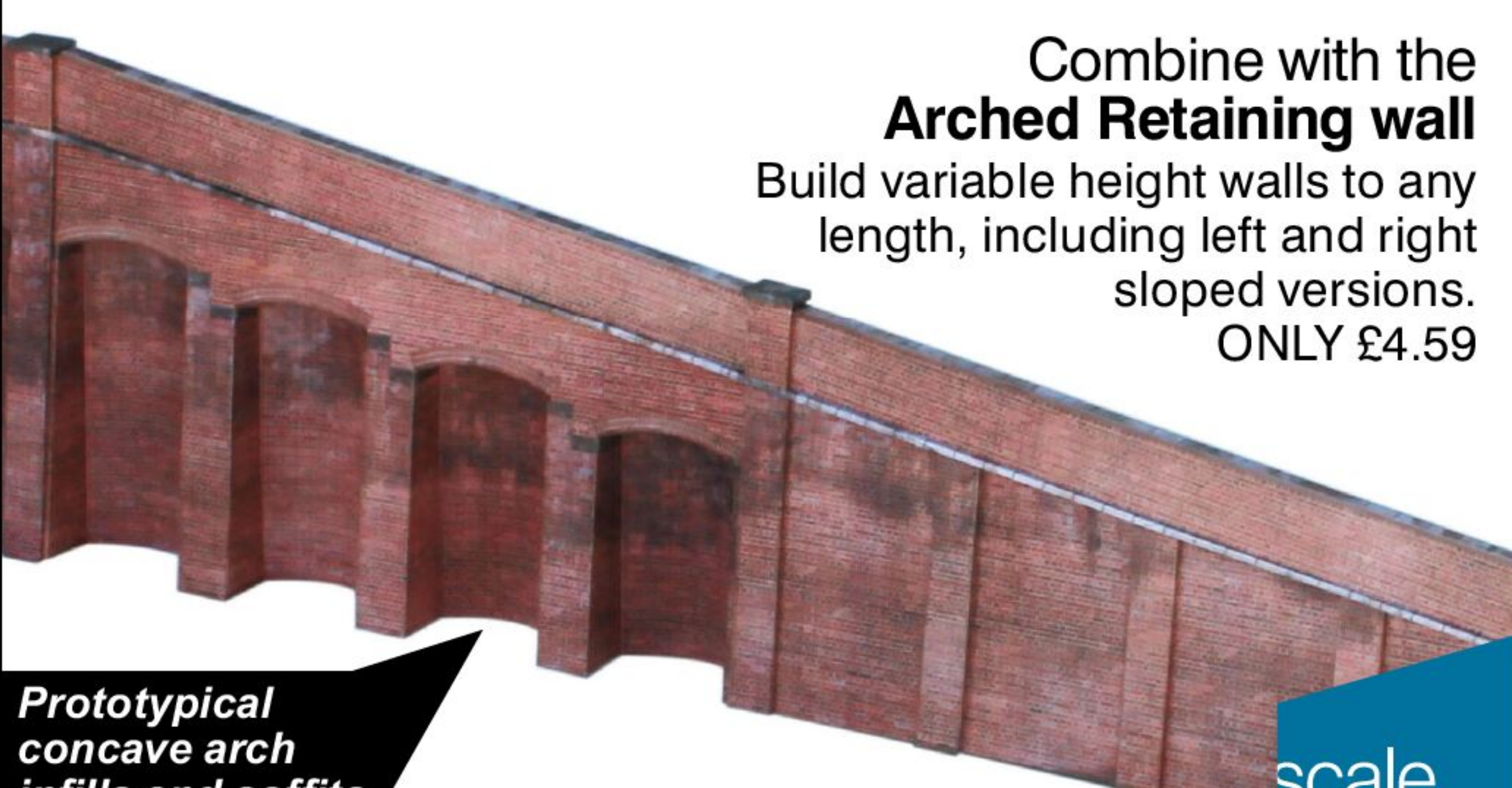
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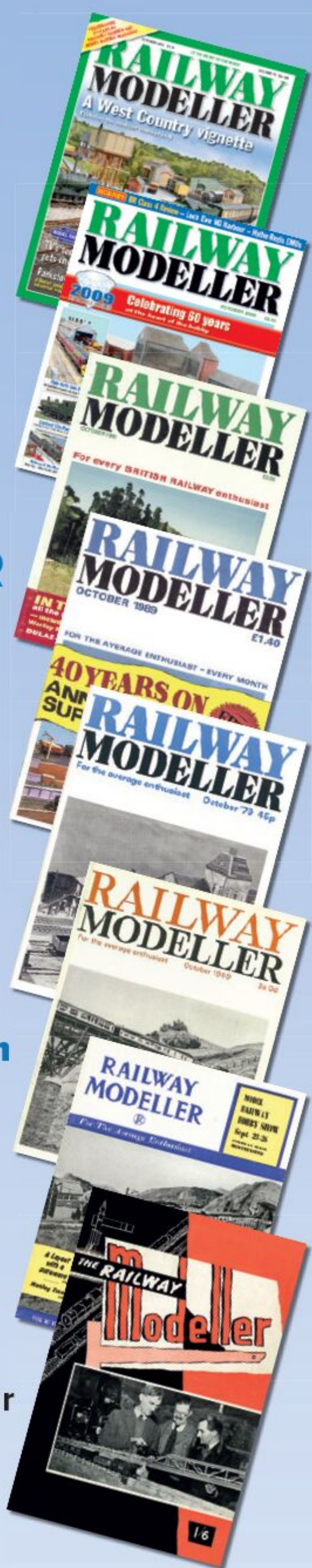
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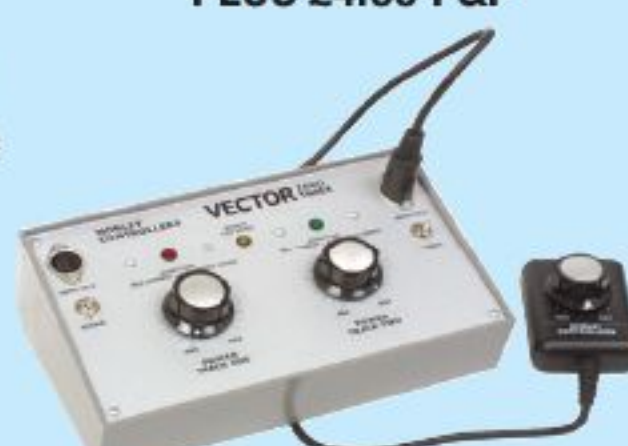
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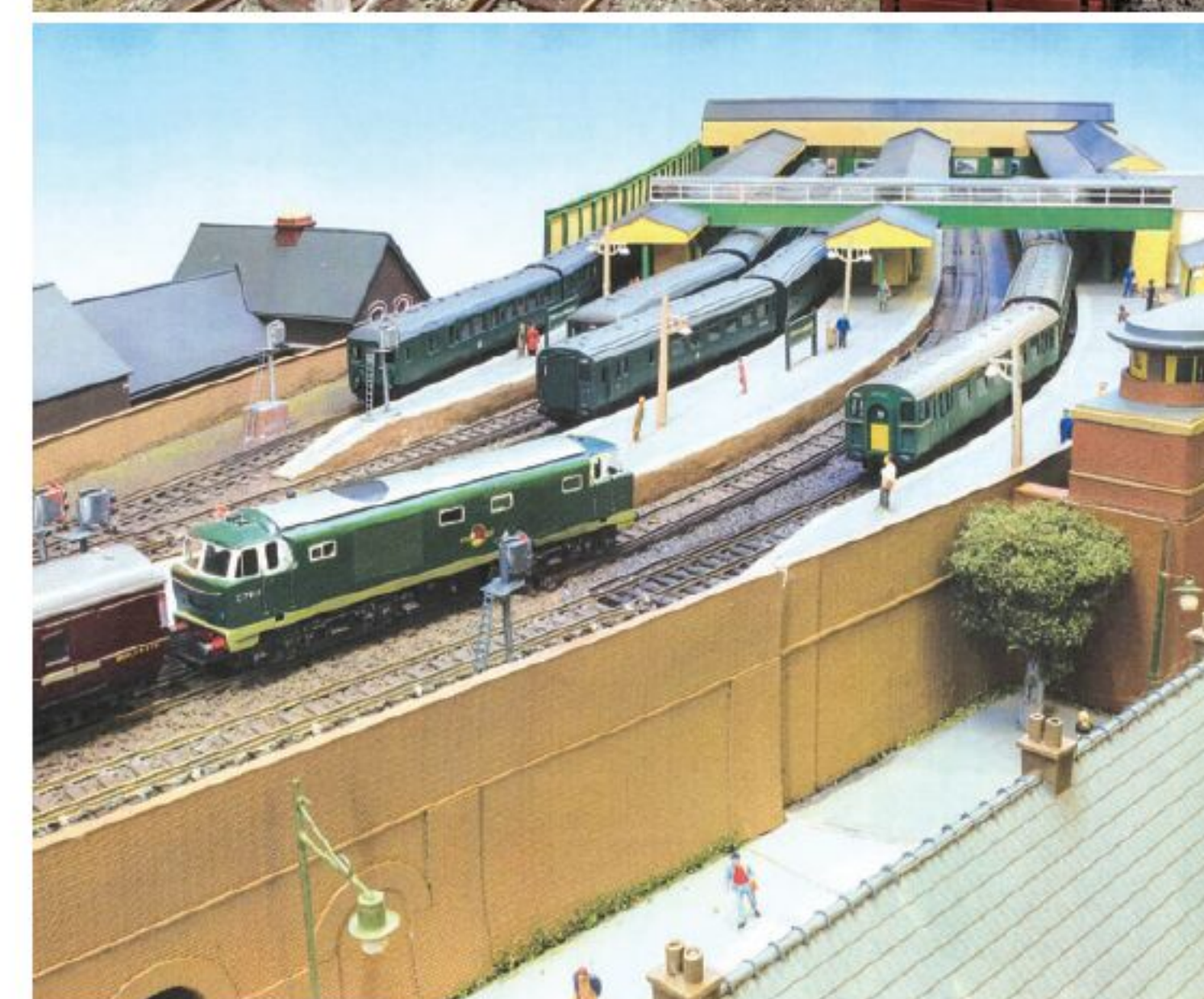
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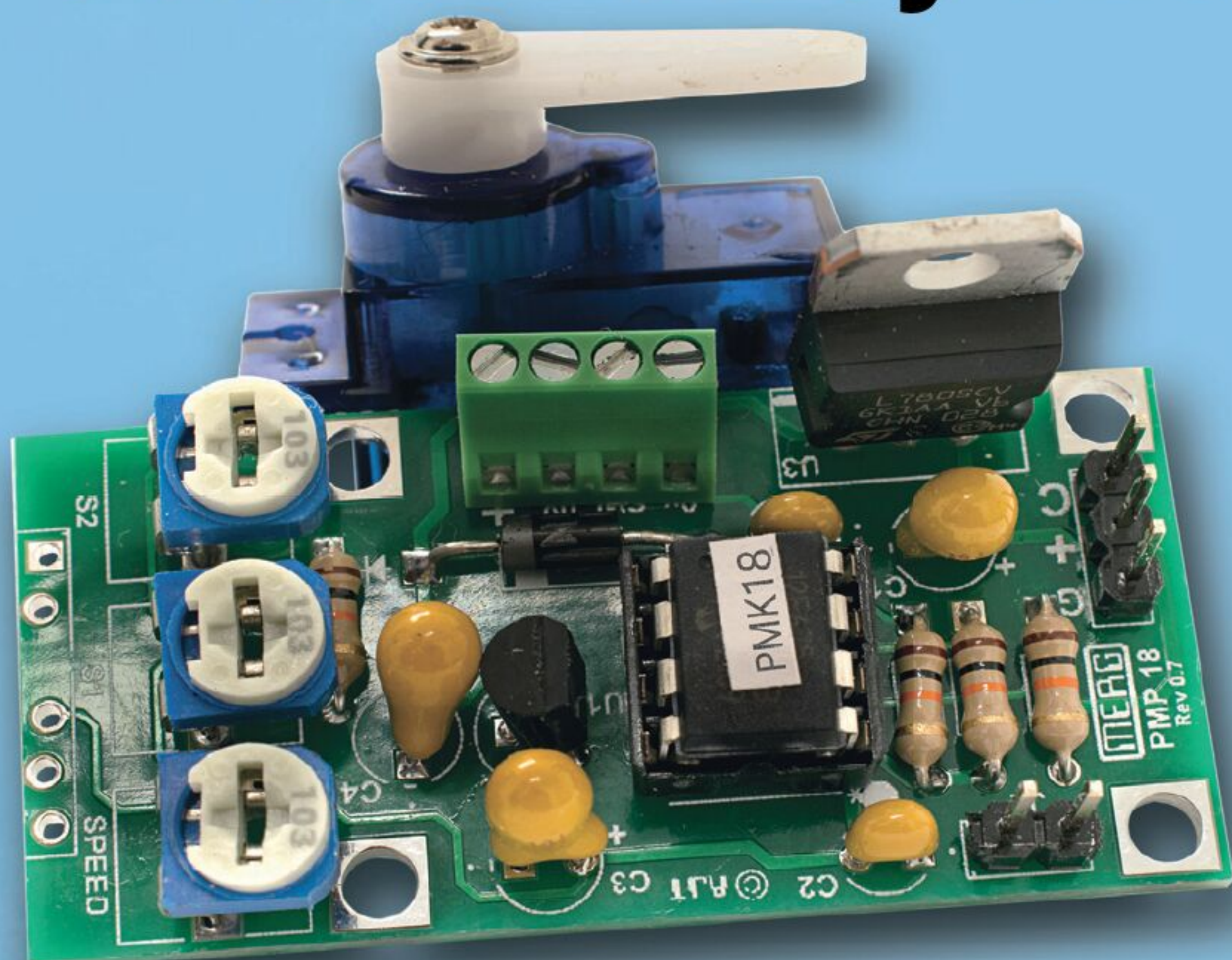
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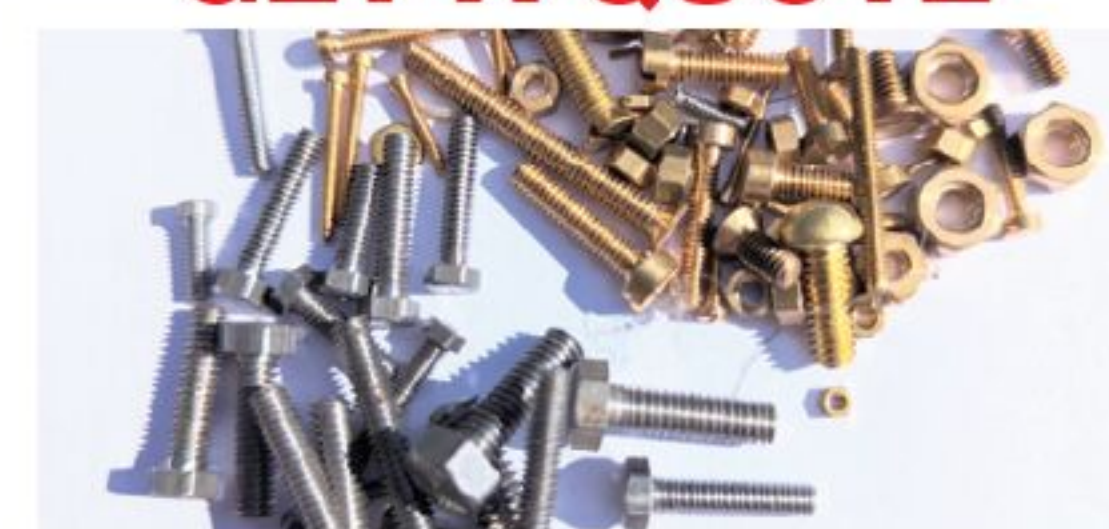
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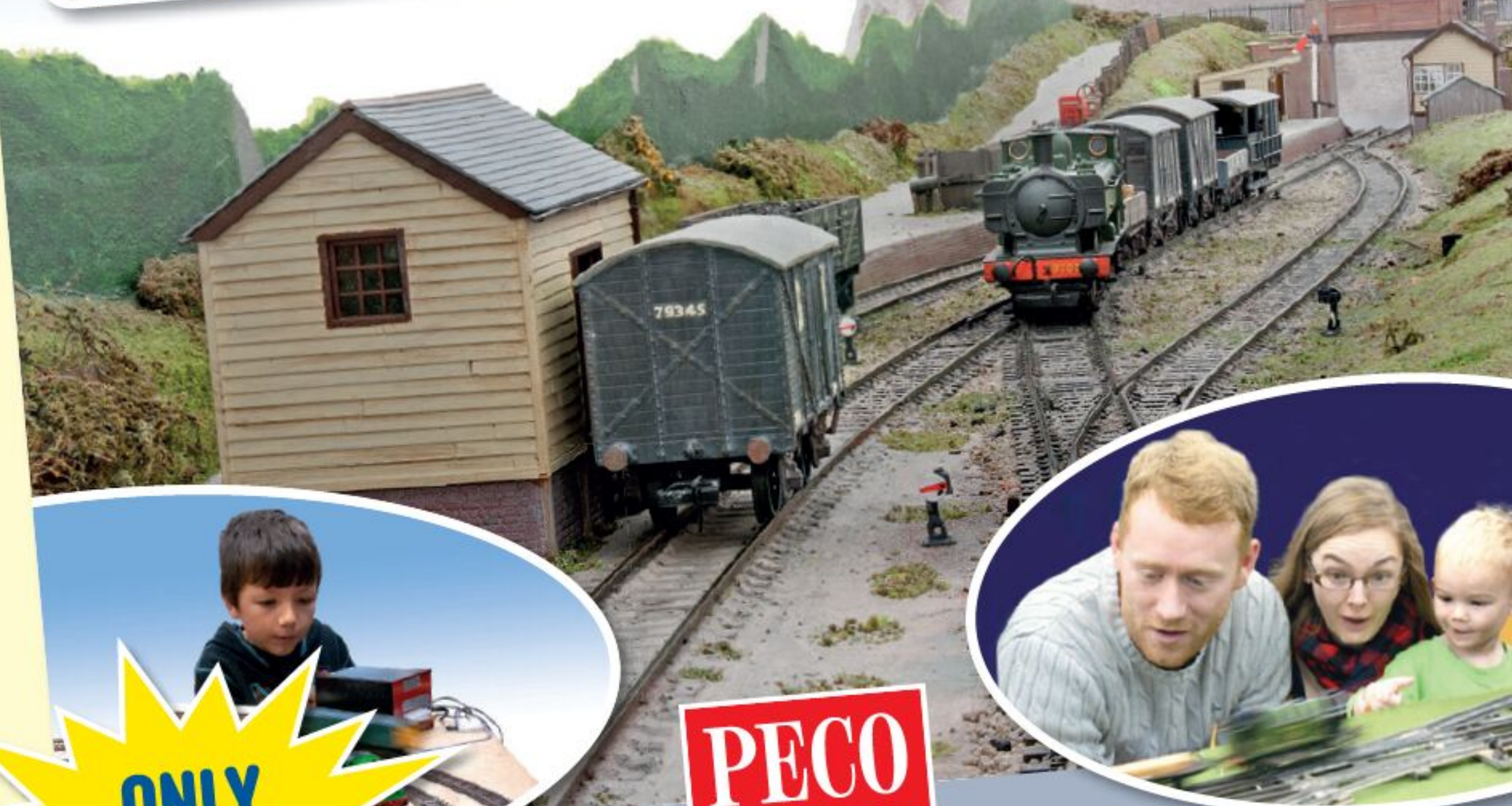
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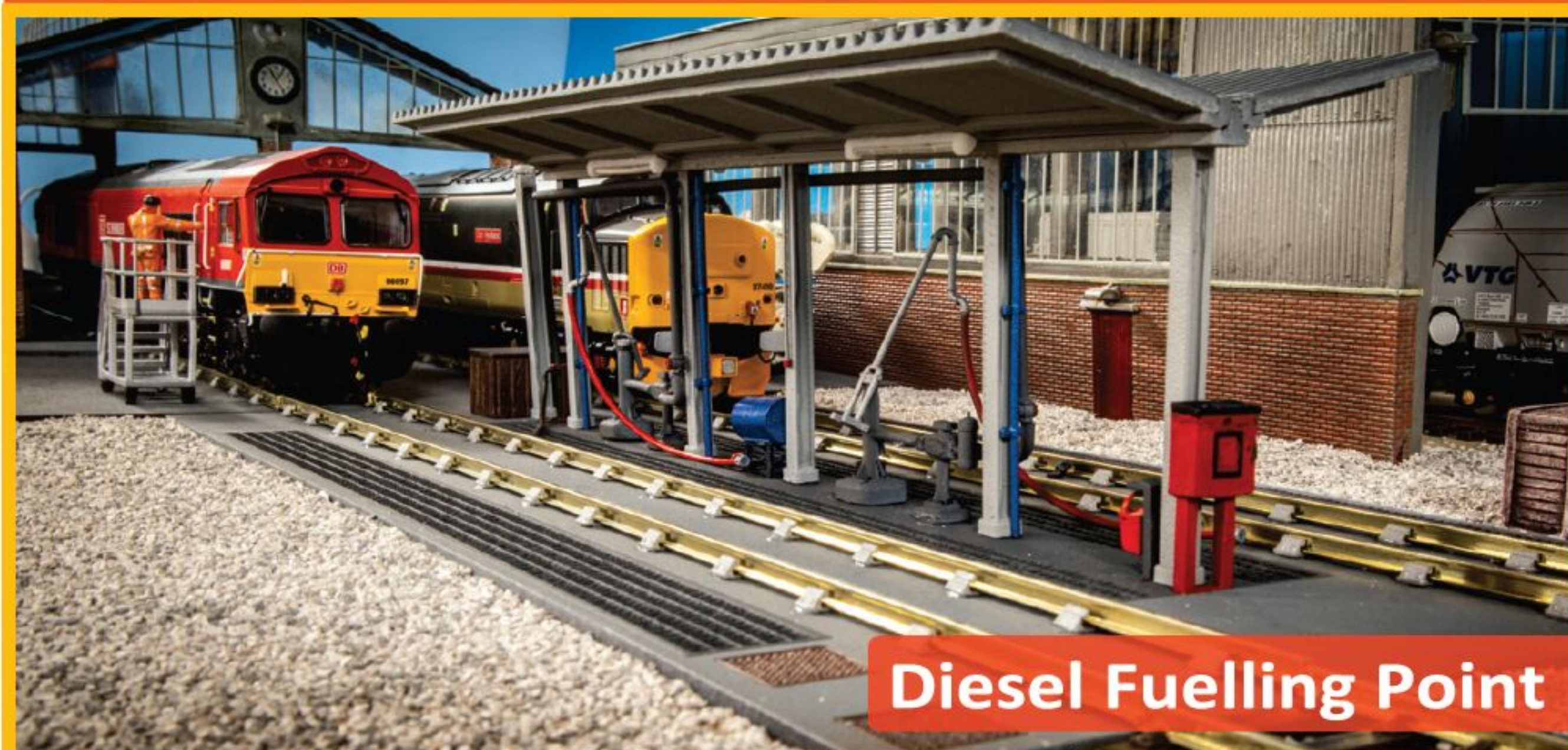
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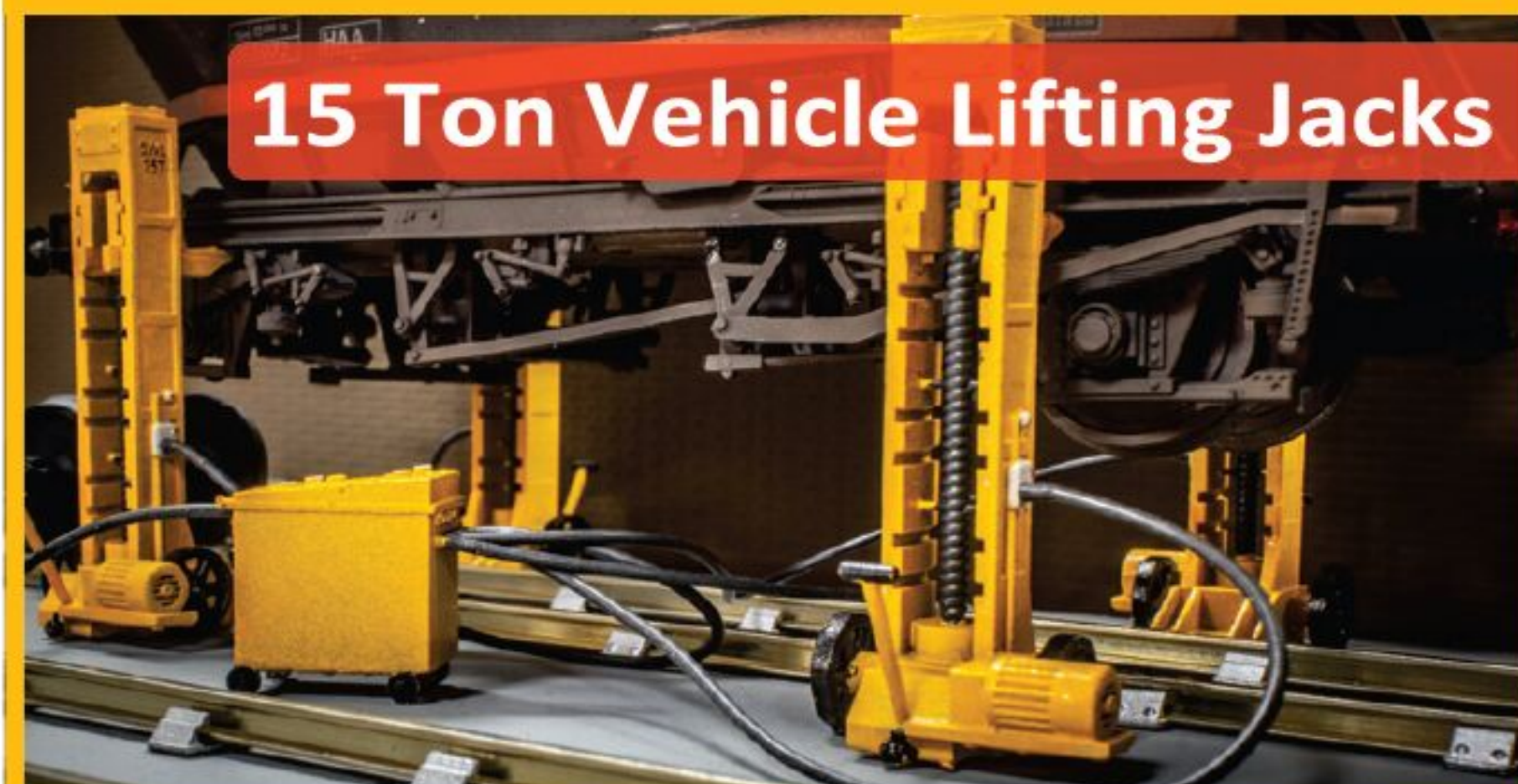
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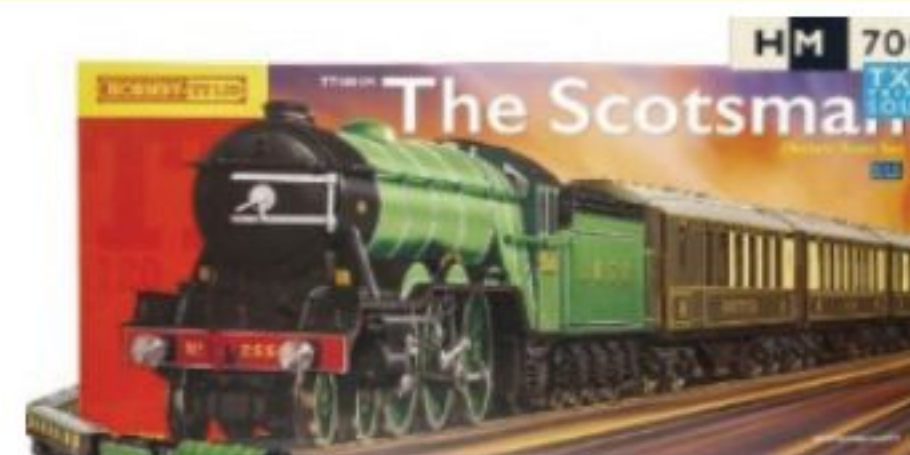
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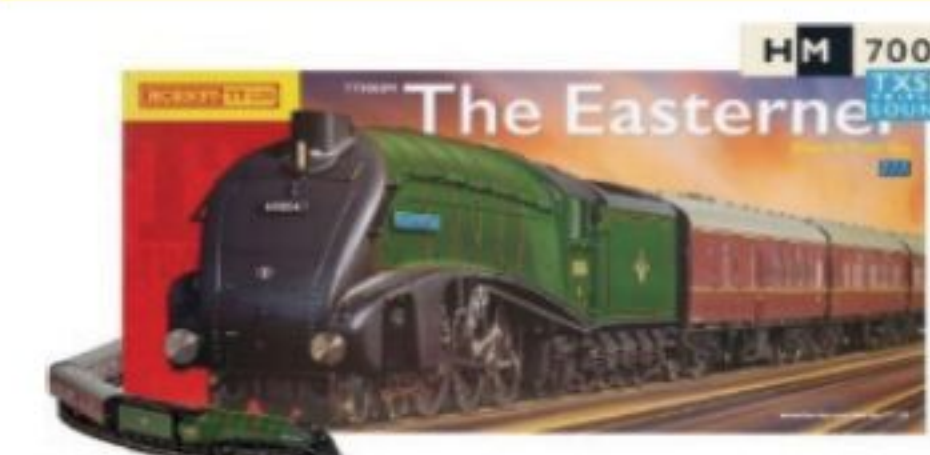
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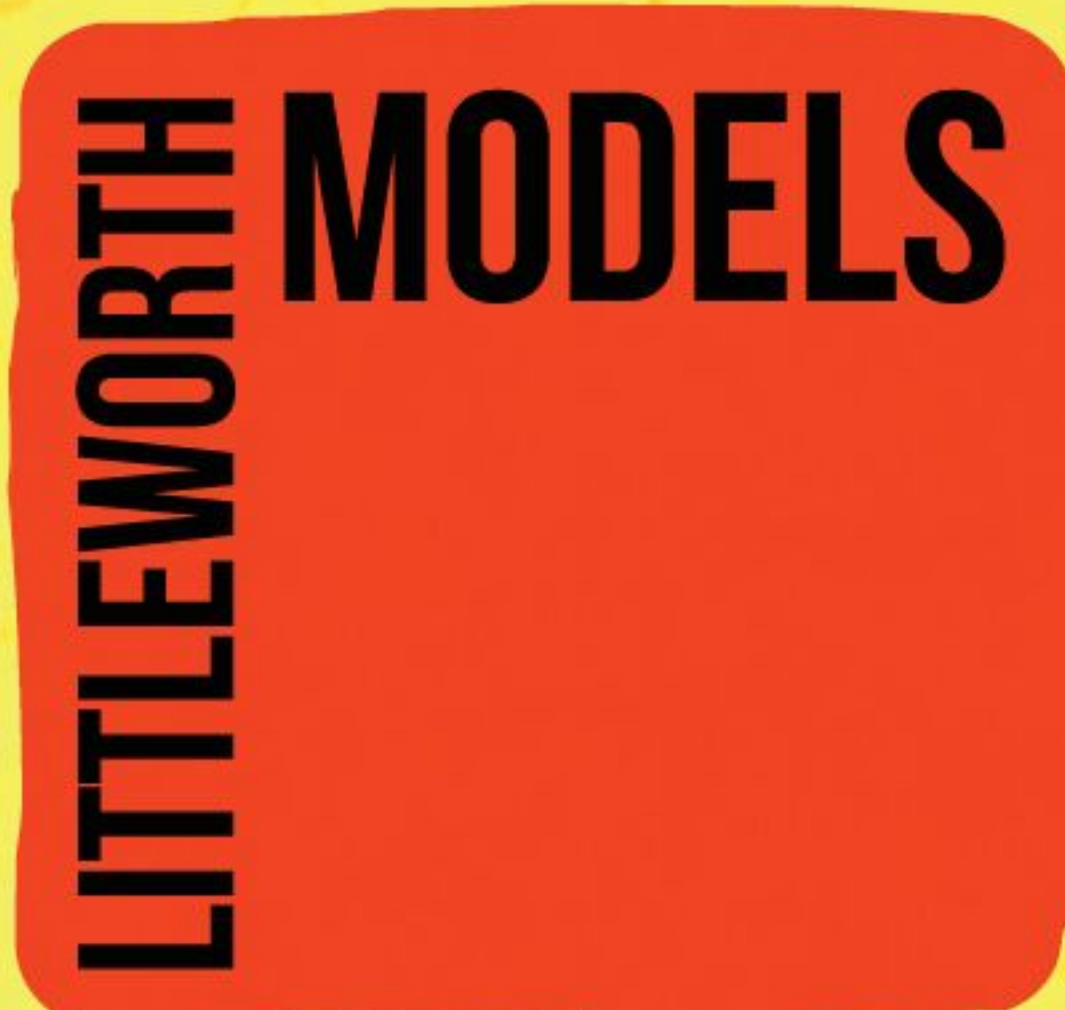
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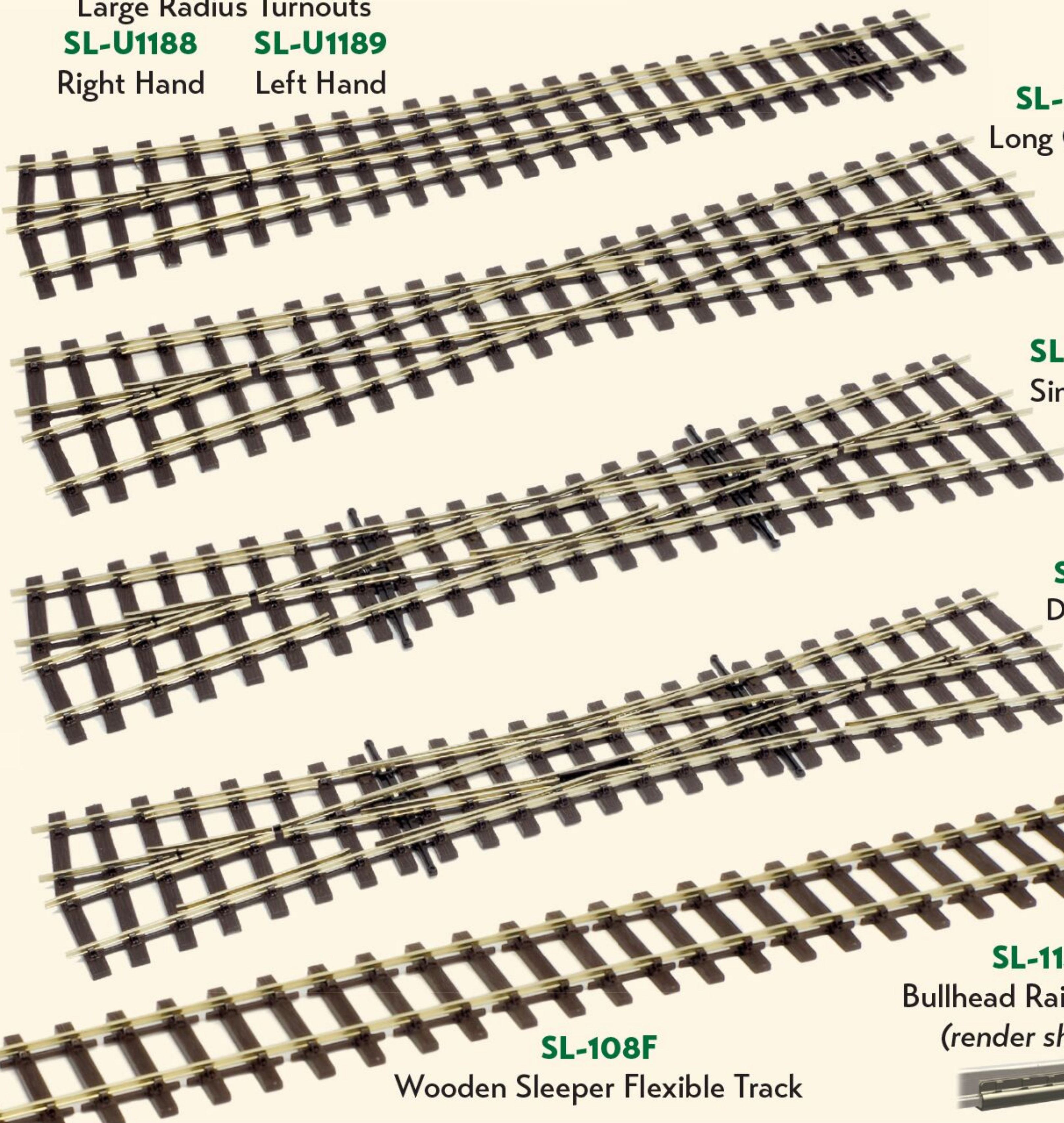
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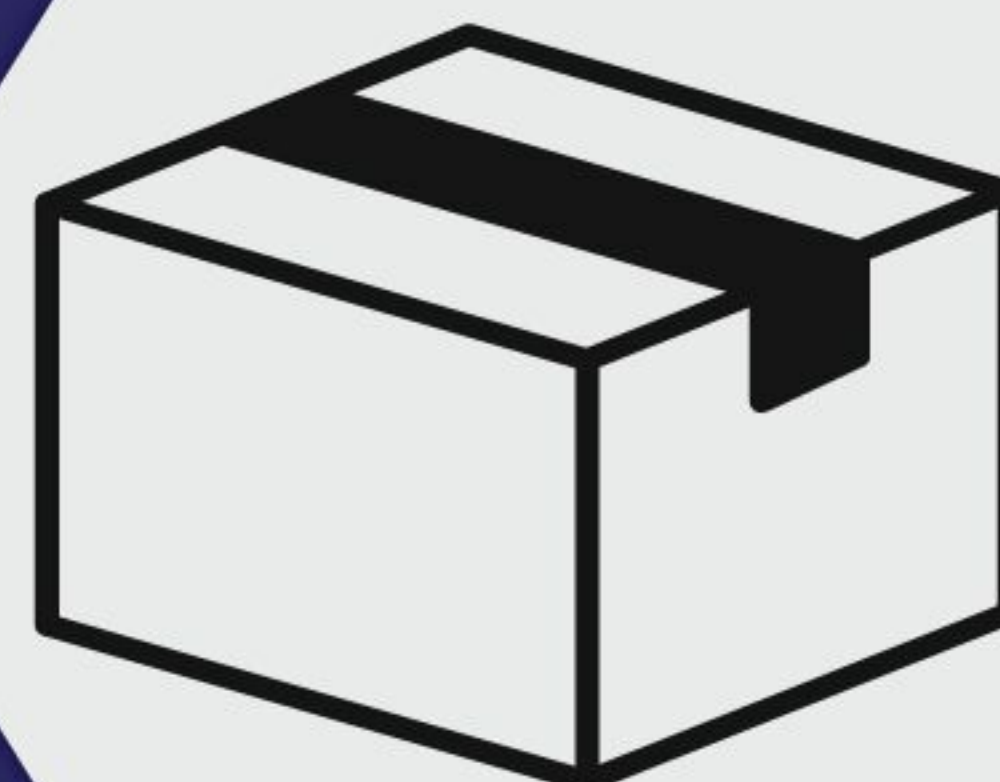


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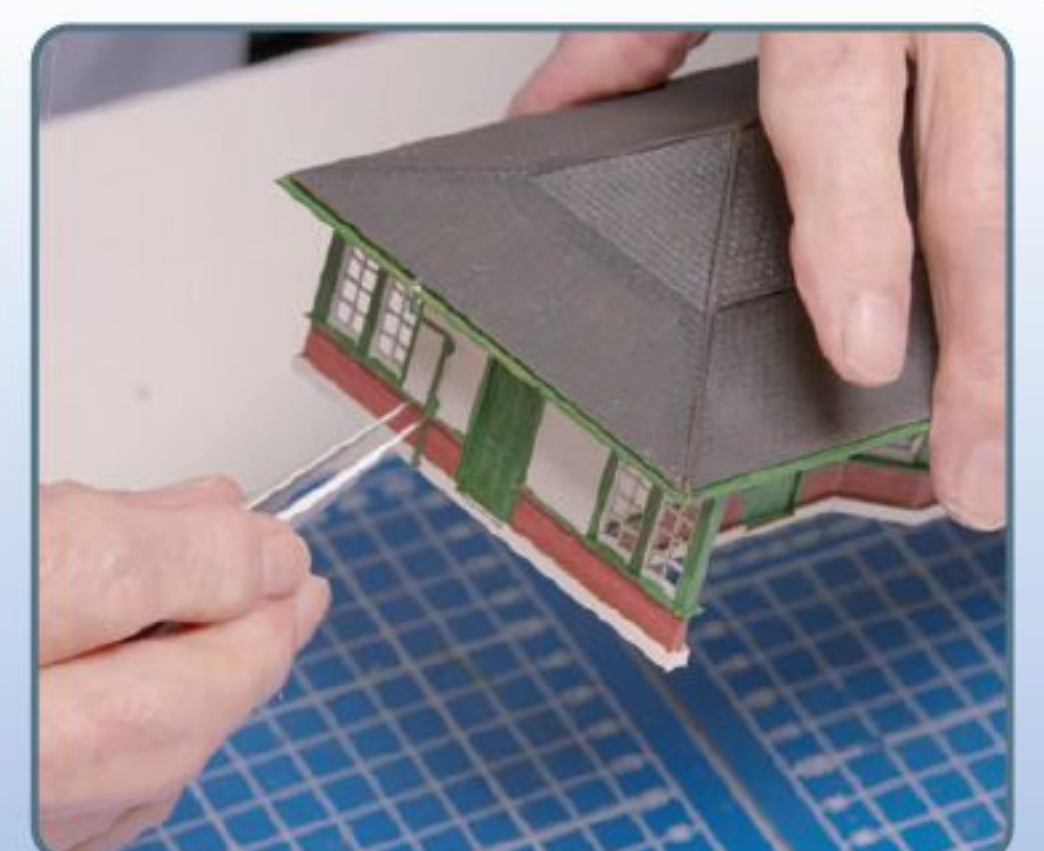
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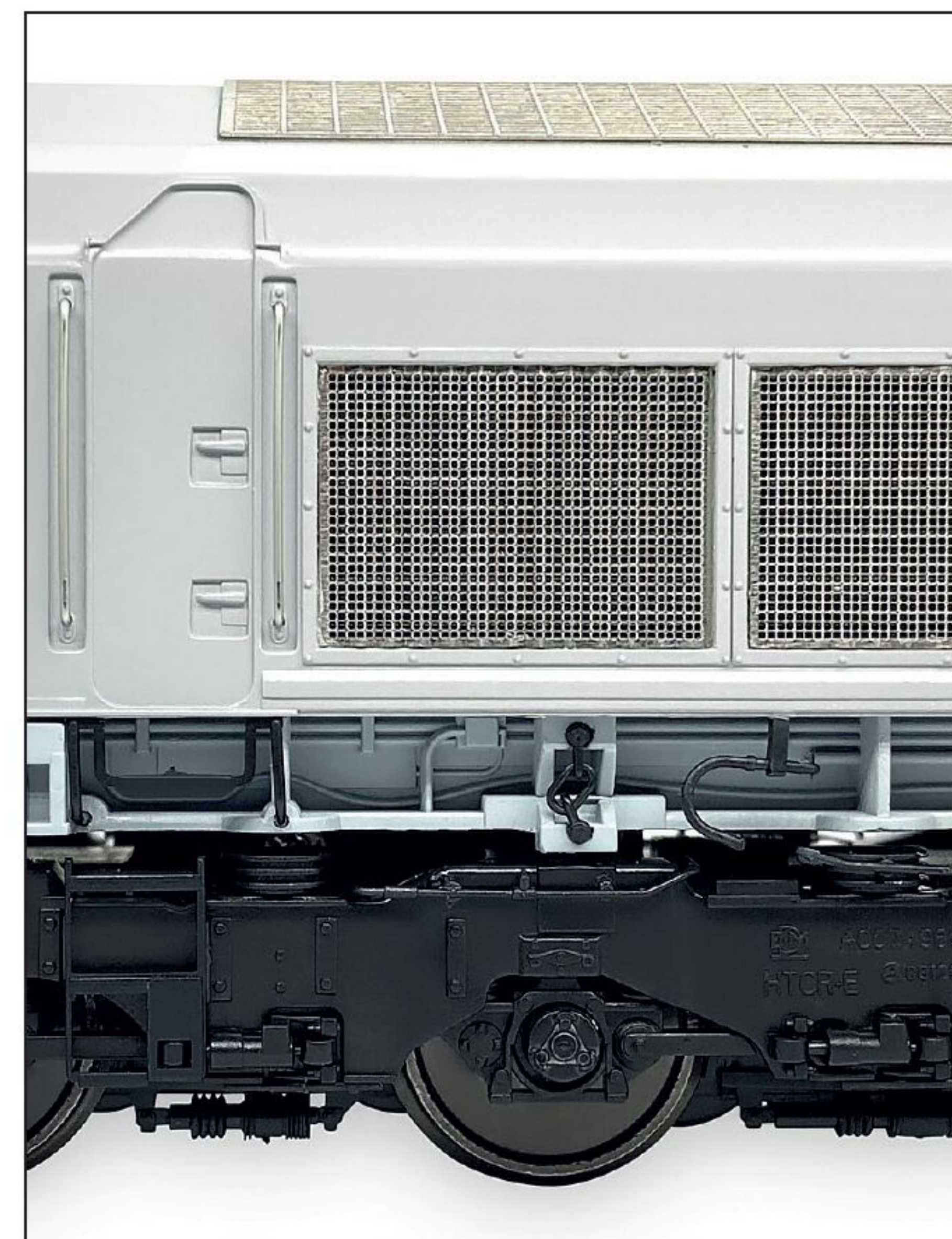
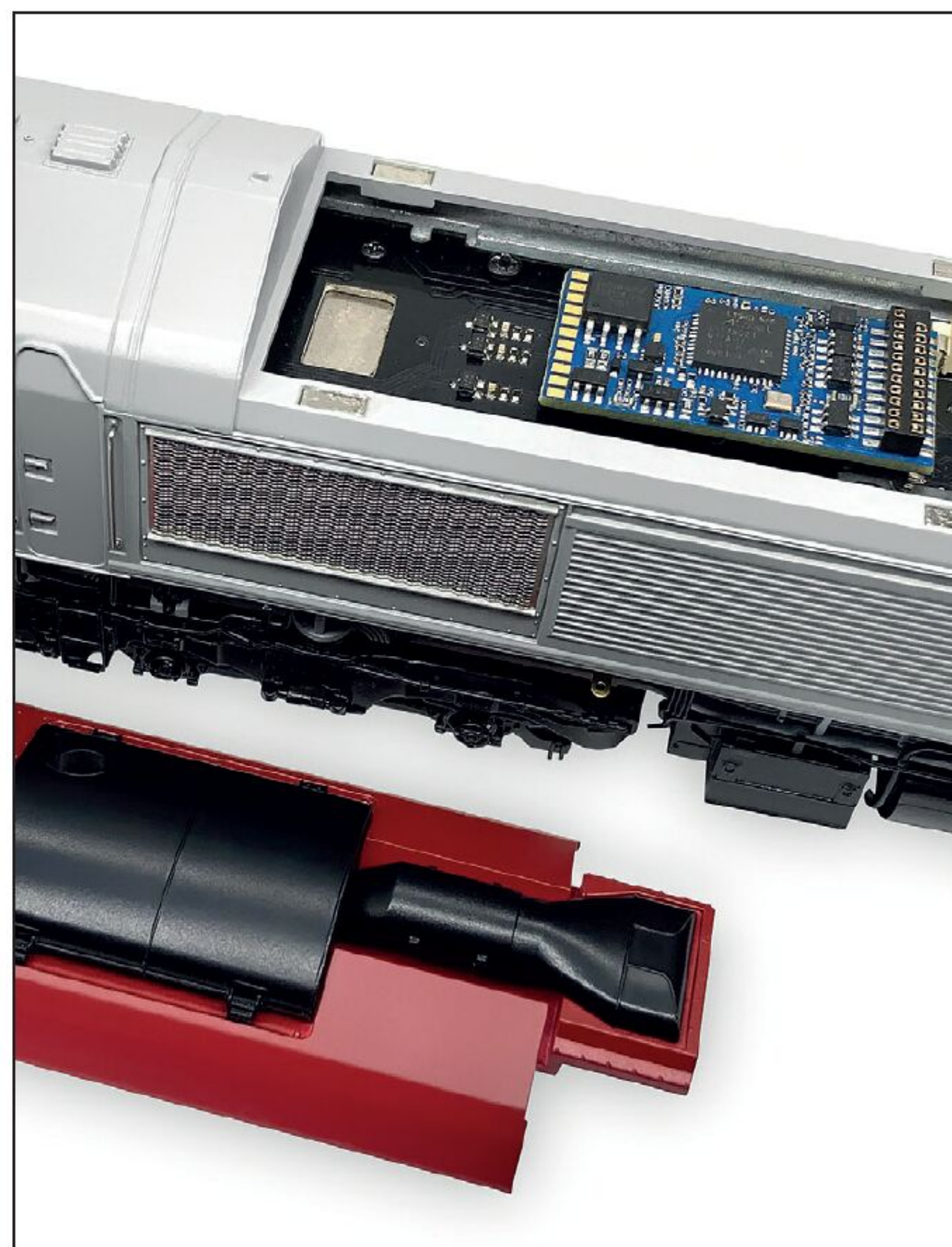


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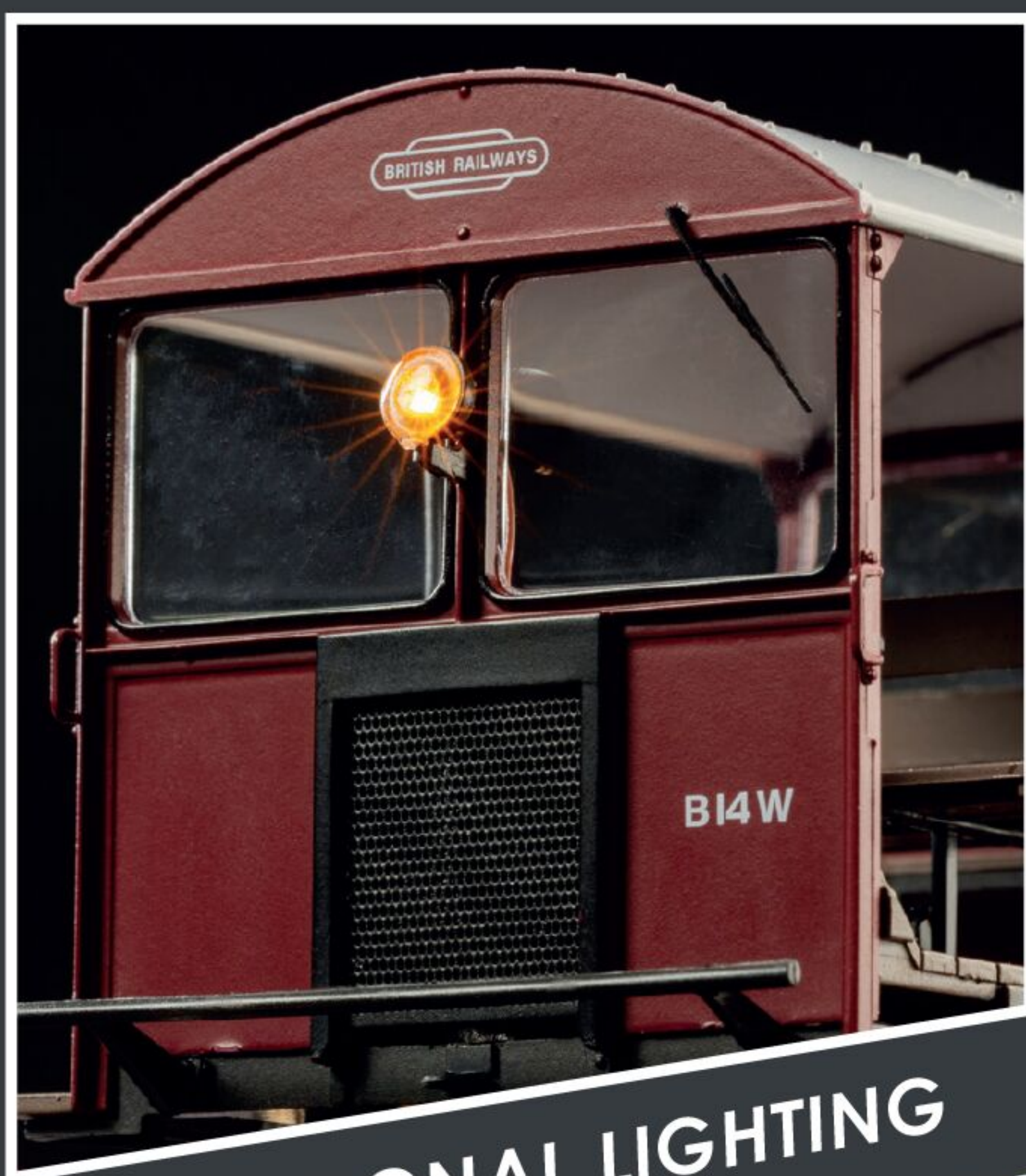
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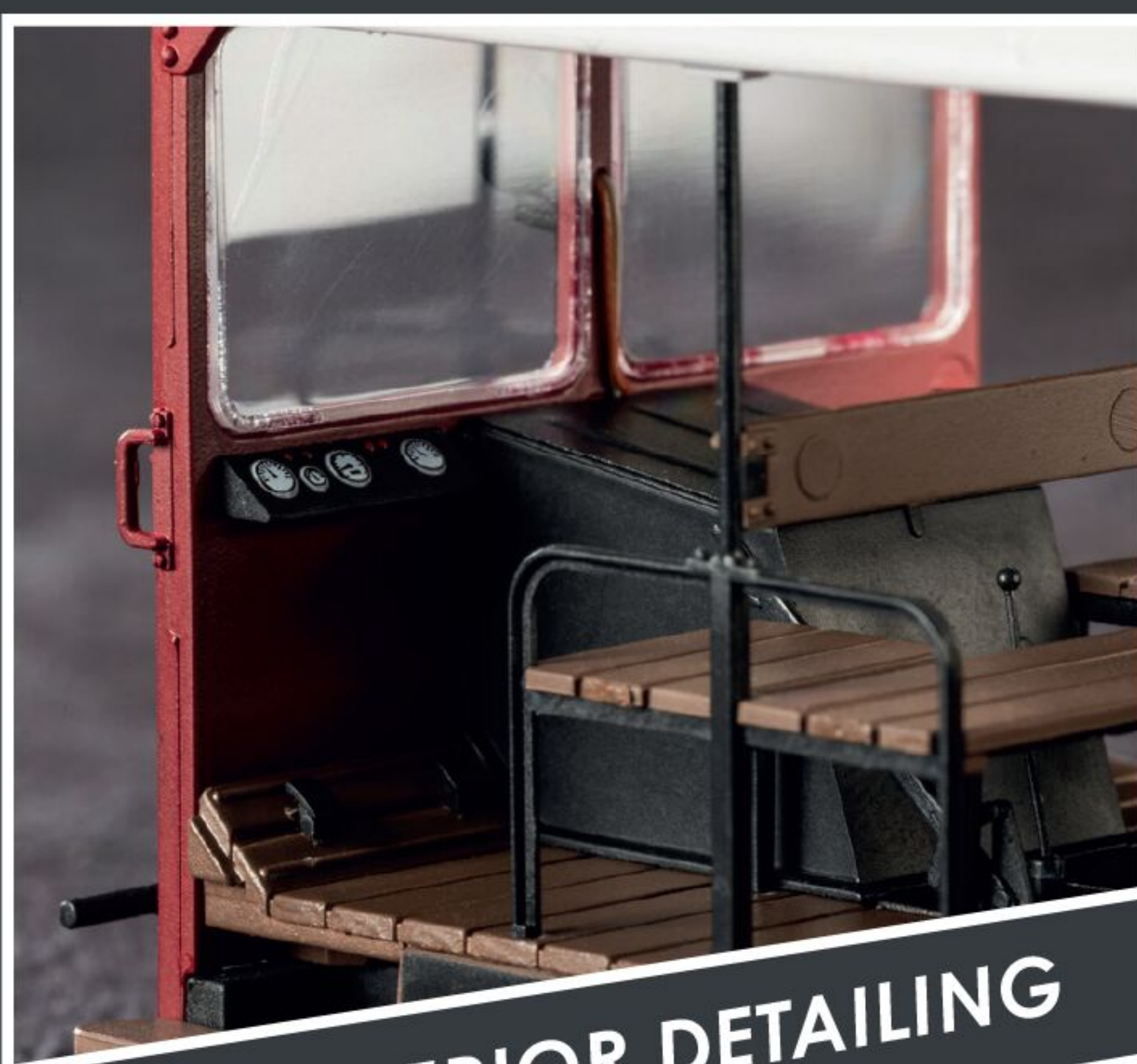
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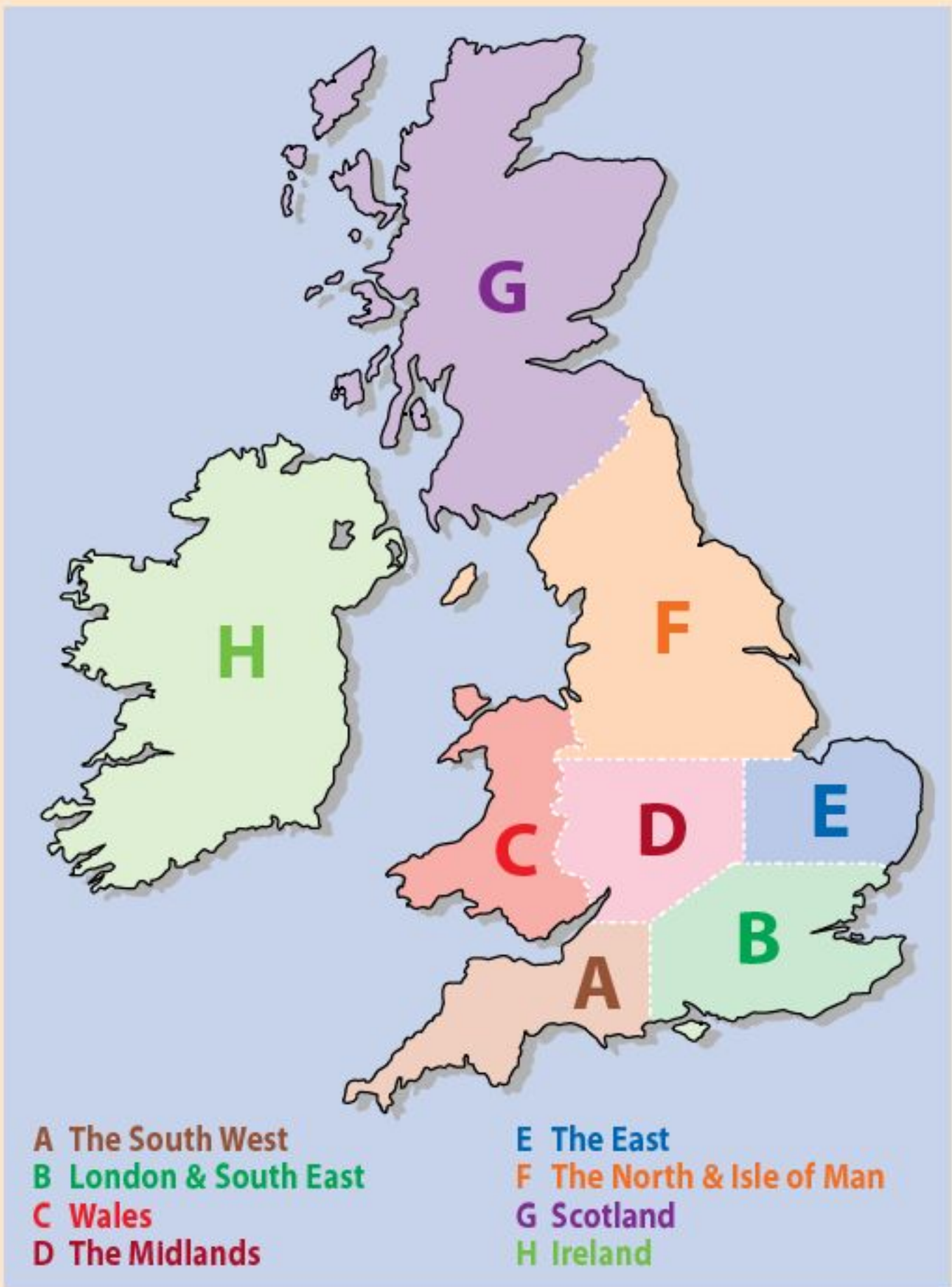
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Decoder stock indication shown at time of writing and is subject to change.

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30 x 15 x 4mm
3W - 1.2A - 8 FOs
21-pin MTC socket

MS450 'Maxi'
30 x 15 x 4mm
3W - 1.2A - 9 FOs
8-pin & PluX-22

MS480 'Mini'
19 x 11 x 3.1 mm
1W - 0.8A - 6 FOs
6-pin & 8-pin

MS490 'Mini'
19 x 8.6 x 2.9 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS581 'Mini'
25 x 10 x 4 mm
1W - 0.8A - 6 FOs
Next-18 only

MS500 'Micro'
14 x 10 x 2.6 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS590 'Micro'
15 x 9.5 x 3.3 mm
1W - 0.7A - 4 FOs
Next-18 only

MS950 'O' Gauge
50 x 23 x 13 mm
2 x 3W - 4A - 11 FOs
34-pin L-interface

MS990 'Flagship'
50 x 40 x 13 mm
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38 screw terminals

**ZIMO 'stay-alive'
solutions for MS**

STACO controller and
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SC68 6,800µF 'supercap'
MGOLANG & MGOBLOCK
50,000µF 'mini goldcap'
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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 JMRI Engine Driver and WiThrottle apps and allows users to interface these apps with their Prodigy systems. Can be added to either Express or Advance systems.

Prodigy Advance Starter Systems

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
- BPDC80** 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
- BPDC81** 3x Single Standard Point Motor Decoder

OMNI Decoders

- DCC18** Next18 Decoder - 4 function
- BPDC18** 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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