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

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Shades of Corris

A North Wales narrow gauge vignette in 009

Tiverton Junction

A Devon main line station in 00

Reviewed inside ...

Titfield train pack from Rapido in OO
Hornby BR Standard 2MT 2-6-0 in OO
Peco seven-plank open wagons for TT:120

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RAILWAY MODELLER

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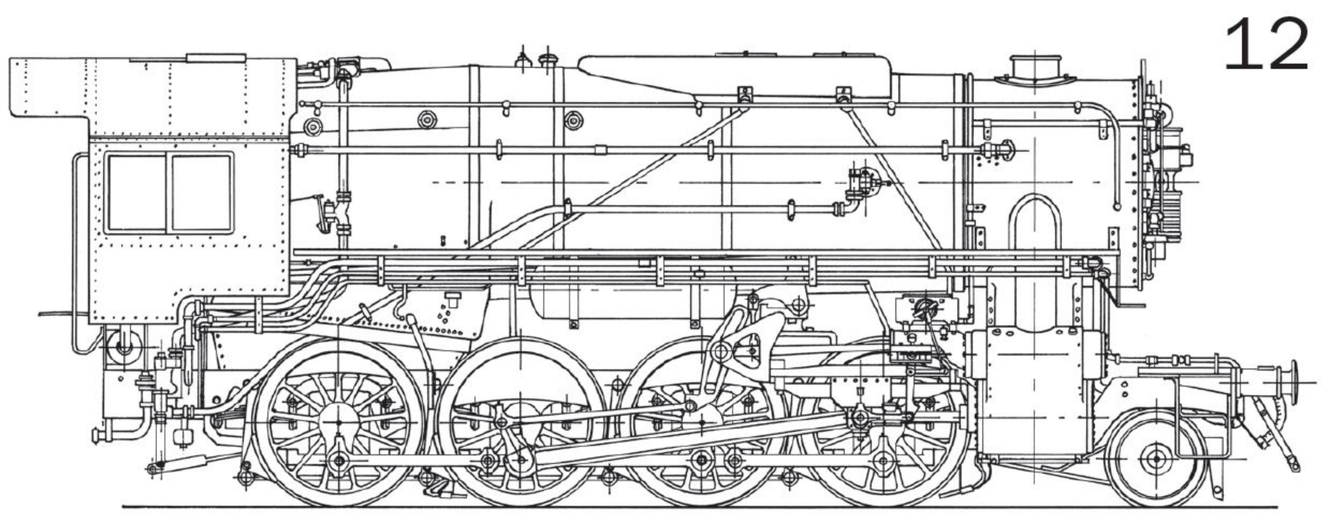

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84 Societies & Clubs
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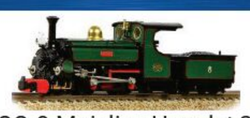
OO-9 Hunslet Locos - Due December



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SSMP221 - Victoria Stone Paving.....£4.60
SSMP222 - Chequer Plate.....£4.60
SSMP223 - Corrugated Glazing Iron type.....£4.60
SSMP224 Corrugated Glazing Asbestos type.....£4.60
SSMP225 - Box Profile Corrugated Steel.....£4.60
SSMP226 - Brickwork Flemish Bond.....£4.60
SSMP227 - Brickwork English Bond.....£4.60
SSMP228 - Random Stone.....£4.60
SSMP229 - Sheet & Batten Roofing.....£4.60
SSMP230 - Concrete Blocks.....£4.60
SSMP231 - Flexible Brick Sheets.....£4.60
SSMP232 - Slate Wall.....£4.60
SSMP233 - Tactile Platform Paviours.....£4.60
SSMP234 - French Lozenge Tiles.....£4.60
SSMP235 - Gabion Cage Walling.....£4.60
SSMP236 - Herringbone Block Paving.....£4.60

METCALFE

OO Gauge Card Kits

PO205 - Low Relief Pub & Shops.....£12.75
PO206 - Low Relief Cinema & Shops...£10.20
PO210 - Paving Slabs.....£5.95
PO216 - Platform Kit.....£12.75
PO226 - Parish Church.....£16.15
PO228 - Coaching Inn.....£11.05
PO232 - Goods Shed.....£13.20
PO233 - Signal Box.....£9.80
PO235 - Stone Platform.....£12.75
PO236 - Footbridge.....£11.50
PO237 - Country Station.....£15.30
PO242 - Double Tunnel Entrance.....£10.20
PO243 - Single Tunnel Entrance.....£9.35
PO244 - Retaining Walls Red Brick.....£13.20
PO245 - Retaining walls Stone.....£13.20
PO246 - Railway Bridge Brick Double or Single Track.....£14.05
PO247 - Railway Bridge Brick Double or Single Track.....£14.05
PO248 - Tapered Retaining Walls Brick.....£13.20
PO249 - Tapered Retaining Walls Stone.....£13.20
PO250 - Manor Farm House.....£10.20
PO251 - Manor Farm Barn.....£9.80
PO252 - Manor Farm Buildings.....£11.05
PO253 - Village School.....£10.20
PO254 - Village Shop & Café.....£11.90
PO255 - Workers Cottages.....£12.75
PO256 - Stable Block.....£6.80
PO257 - Grange Cottage.....£11.05
PO258 - Gardeners Cottage.....£9.35
PO259 - Crofters Cottage.....£8.50
PO261 - Red Brick Terrace House.....£11.05
PO262 - Stone Terraced Houses.....£11.05
PO263 - Red Brick Corner Shop.....£11.90
PO264 - Stone Corner Shop.....£11.90
PO271 - Low Relief Bank and Shops...£11.50
PO272 - Low Relief Shop Fronts Red Brick.....£12.75
PO273 - Low Relief Shop Fronts Stone.....£12.75
PO274 - Low Relief Red Brick House Fronts.....£11.05
PO275 - Low Relief Stone Terraced House Fronts.....£11.05
PO276 - Low Relief Brick Terraced House Backs.....£11.05
PO277 - Low Relief Stone Terraced House Backs.....£11.05
PO279 - Low Relief Department Store.....£13.60
PO281 - Service Station.....£13.60
PO282 - Warehouse.....£13.20
PO283 - Small Factory.....£13.20
PO284 - Boiler House.....£13.20
PO285 - Industrial Unit.....£11.50
PO286 - Ramshackle Workshop.....£12.75
PO287 - Old Factory.....NEW.....£15.30
PO288 - Brewery.....NEW.....£16.15
PO289 - Fire Station.....£16.60
PO291 - Castle Gatehouse.....£17.00
PO292 - Castle Watch Tower.....£5.95
PO293 - Castle Curtain Walls.....£10.20
PO294 - Castle Hall.....£16.60
PO295 - Castle Stonework Sheets.....£4.95
PO296 - Castle Bridge.....£9.35
PO313 - Double Engine Shed.....£21.25
PO320 - Booking Hall.....£21.25
PO321 - Parcels Office.....£19.55
PO322 - Island Platform Building.....£17.00
PO323 - Modern Platform Shelter.....£10.20
PO330 - GWR Signal Box.....£14.05
PO331 - Red Brick Single Track Engine Shed.....£14.05
PO332 - Stone Single Track Engine Shed.....£14.05
PO333 - S&C Station Building.....£19.55
PO334 - S&C Station Shelter.....£9.80
PO335 - S&C Station Masters House..£12.75
PO336 - S&C Goods Shed.....£21.25
PO337 - S&C Stone Engine Shed.....£21.25
PO340 - Platform Canopy.....£14.45
PO341 - Wall Backed Platform Canopy.....£14.45
PO360 - Tower Block.....£14.45
PO361 - Modern Retail Unit.....£13.60
PO362 - Municipal Building.....£15.30
PO373 - Low Relief Georgian Town House.....£8.50
PO375 - Hotel Wednesday.....£14.05
PO380 - Railway Arches.....£13.60
PO400 - Platform Underpass.....£5.55
PO401 - Old Mill Chimney.....NEW.....£7.65
PO410 - Wooden Pavilion.....£5.55
PO415 - Nissen Hut.....£6.40
PO421 - Low Relief Timber Framed Shop.....£7.25
PO430 - Small Signal Box.....£8.50
PO541 - Water Wheel.....£5.95

OO Gauge Building Papers

Each pack contains 8 sheets of A4 (approx.) sized card.

M0051 - Cobblestones.....£5.80
M0052 - Dressed Gritstone.....£5.80
M0053 - Engineers Blue Brick.....£5.80
M0054 - Brick Sheets.....£5.80
M0055 - Paving Sheets.....£5.80
M0056 - Tarmac Sheets.....£5.80
M0057 - Cut Stonework.....£5.80
M0058 - Semi Cut Stonework.....£5.80
M0059 - Old Mill Stone Sheets.....£5.80

PECO

OO Gauge Code 100 Insulfrog Points

SL80 - Single Slip.....£42.00
SL86 - Curved Right Hand Point.....£18.00
SL87 - Curved Left Hand Point.....£18.00
SL88 - Large Right Hand Point.....£17.20
SL89 - Large Left Hand Point.....£17.20
SL90 - Double Slip.....£47.20
SL91 - Small Right Hand Point.....£13.80
SL92 - Small Left Hand Point.....£13.80
SL93 - Short Crossing.....£12.40
SL94 - Long Crossing.....£14.80
SL95 - Medium Right Hand Point.....£15.40
SL96 - Medium Left Hand Point.....£15.40
SL97 - Small Y Point.....£14.00
SL98 - Large Y Point.....£16.00
SL99 - 3 Way Point.....£38.00

OO Gauge Code 100 Electrofrog Points

SLE86 - Curved Right Hand Point.....£18.20
SLE87 - Curved Left Hand Point.....£18.20
SLE88 - Large Right Hand Point.....£17.40
SLE89 - Large Left Hand Point.....£17.40
SLE91 - Small Right Hand Point.....£14.00
SLE92 - Small Left Hand Point.....£14.00
SLE95 - Medium Right Hand Point.....£15.60
SLE96 - Medium Left Hand Point.....£15.60
SLE97 - Small Y Point.....£14.40
SLE98 - Large Y Point.....£16.20
SLE99 - 3 Way Point.....£38.20

OO Gauge Code 75 Finescale Electrofrog Points

SLE180 - Single Slip.....£49.80
SLE186 - Curved Right Hand Point.....£19.00
SLE187 - Curved Left Hand Point.....£19.00
SLE188 - Large Radius Right Hand Point.....£18.40
SLE189 - Large Radius Left Hand Point.....£18.40
SLE190 - Double Slip.....£54.00
SLE191 - Small Radius Right Hand Point.....£15.40
SLE192 - Small Radius Left Hand Point.....£15.40
SLE193 - Short Crossing.....£15.00
SLE194 - Long Crossing.....£16.80
SLE195 - Medium Radius Right Hand Point.....£17.00
SLE196 - Medium Radius Left Hand Point.....£17.00
SLE197 - Small Y Point.....£16.80
SLE198 - Large Y Point.....£18.00
SLE199 - Asymmetric 3 Way Point.....£41.80

OO Gauge Code 100 Setrack

ST200 - Standard Straight.....£1.90
ST201 - Double Straight.....£2.70
ST202 - Short Straight.....£1.60
ST203 - Extra Short Straight.....£1.60
ST205 - Isolating Straight.....£4.40
ST220 - First Radius Standard Curve.....£2.60
ST221 - First Radius Double Curve..£3.30
ST222 - First Radius Half Curve.....£1.90
ST225 - Second Radius Standard Curve£2.50
ST226 - Second Radius Double Curve.....£3.40
ST227 - Second Radius Half Curve..£1.90
ST230 - Third Radius Standard Curve.....£2.70
ST231 - Third Radius Double Curve.£3.40
ST235 - Fourth Radius Standard Curve.£3.00
ST238 - Special Curve (For Y Point).£2.70
ST240 - Right Hand Point.....£13.00
ST241 - Left Hand Point.....£13.00
ST244 - Curved Right Hand Point...£20.00
ST245 - Curved Left Hand Point....£20.00
ST247 - Y Point.....£14.80
ST250 - Crossing.....£12.60

BACHMANN BRANCHLINE

OO Gauge GW 94xx Pannier Tanks - In Stock

35-025B - GWR 94XX Pannier Tank 9466 GW Green GWR.....£140.21
35-025BSF - GWR 94XX Pannier Tank 9466 GW Green GWR **DCC Sound Fitted**....£225.21

35-025B - GWR 94XX Pannier Tank 9466 GW Green GWR.....£140.21
35-025BSF - GWR 94XX Pannier Tank 9466 GW Green GWR **DCC Sound Fitted**....£225.21

35-027A - GWR 94XX Pannier Tank 9463 BR Black Late Crest.....£140.21
35-027ASF - GWR 94XX Pannier Tank 9463 BR Black Late Crest **Sound Fitted**.....£225.21

OO Gauge Refurbished 4CEPs - Due December

31-421 - Class 411 4CEP 4 Car EMU Refurbished 411506 BR Blue & Grey.£467.46
31-421SF - Class 411 4CEP 4 Car EMU Refurbished 411506 BR Blue & Grey **DCC Sound Fitted**.....£552.46

31-422 - Class 411 4CEP 4 Car EMU Refurbished 1512 BR Network SouthEast.....£467.46
31-422SF - Class 411 4CEP 4 Car EMU Refurbished 1512 BR Network SouthEast **DCC Sound Fitted**.....£552.46

31-423 - Class 411 4CEP 4 Car EMU Refurbished1522 BR London & South East Sector.....£467.46
31-423SF - Class 411 4CEP 4 Car EMU Refurbished1522 BR London & South East Sector **DCC Sound Fitted**.....£552.46

OO Gauge Class 37 - In Stock

35-312 - Class 37/0 37069 'Thornaby TMD' BR Blue White Stripe.....£212.46
35-312SF - Class 37/0 37069 'Thornaby TMD' BR Blue White Stripe **DCC Sound Fitted**.....£297.46
35-312SFX - Class 37/0 37069 'Thornaby TMD' BR Blue White Stripe **DCC Sound Fitted Deluxe**.....£322.96

OO Gauge Class 158 DMUs - Due December

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

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

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

OO Gauge Class 40 - In Stock

32-491 - Class 40 D345 BR Green Small Yellow Panels Centre Headcode With High Intensity Headlight Preserved...£195.46
32-491SF - Class 40 D345 BR Green Small Yellow Panels Centre Headcode With High Intensity Headlight Preserved **DCC Sound Fitted**.....£280.46

HORNBY

OO Gauge LMS Turbomotives - In Stock

R30134TXS - LMS Princess Royal The Turbomotive 4-6-2 6202 LMS Red **TXS Sound Fitted**.....£281.69

R30135TXS - LMS Princess Royal The Turbomotive 4-6-2 46202 BR Black Early Crest **TXS Sound Fitted**.....£281.69

OO Gauge BR Standard 2MT - Due December/January

R3839 - BR Standard 2MT 2-6-0 78000 BR Unlined Green.....£196.19

OO Gauge Train Set - In Stock

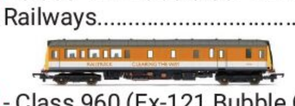
R1272 - Freightmaster.....£152.99

OO Gauge BR 9F 2-10-0 In Stock

R30132TXS - BR 9F 2-10-0 92002 BR Black Early Crest **Triplex Sound Fitted**.....£254.70

OO Gauge RailRoad Locos In Stock

R30193 - Class 121 Bubble Car 121020 Chiltern Railways.....£87.29



R30194 - Class 960 (Ex-121 Bubble Car) 977723 Railtrack.....£87.29

R30321TXS - Class 47 47200 *'Herbert Austin'* BR Railfreight Distribution **Triplex Sound Fitted**.....£112.50

R30323 - Class 67 67005 *'Queens Messenger'* DB Schenker.....£87.30

accurascale

OO Gauge GW Manors - Last Few Remaining

ACC2510 - GW Manor 7824 *'Ilford Manor'* BR Unlined Black Early Crest.....£169.99
ACC2510DCC - GW Manor 7824 *'Ilford Manor'* BR Unlined Black Early Crest **DCC Sound Fitted**.....£259.99

EFE Rail
Great British Model Railways

OO Gauge Pacers - In Stock

E83023 - Class 143 2 Car DMU 143624 Arriva Trains Wales Revised.....£212.46

E83032 - Class 144 2 Car DMU 144013 BR Regional Railways.....£212.46

RAPIDO UK

OO Gauge Titfield Thunderbolt Train Pack & Coach - In Stock

922001 - Titfield Thunderbolt Deluxe Train Pack **DCC Sound Fitted**.....£339.95

922003 - Titfield Thunderbolt Buffet Car ex Wisbech and Upwell Tramway in Blue And Maroon.....£63.70

Shop open

10:00am to 4:30pm Monday to Saturday

Telephones available
9:00am - 5:00pm Monday to Saturday

CHELTENHAM MODEL CENTRE

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Cheltenham Model Centre
39 High Street
Cheltenham
GL50 1DX

Telephone: 01242 523117
: 01242 234644
Email: info@cheltenhammodelcentre.com

METCALFE

N Gauge Card Kits

PN103 - Brick Terraced Houses.....£9.35
PN104 - Stone Terraced Houses.....£9.35
PN110 - Platform Kit.....£10.20
PN116 - Corner Shop Red Brick.....£10.20
PN117 - Corner Shop Stone.....£10.20
PN128 - Coaching Inn.....£9.35
PN133 - Signal Box.....£8.50
PN135 - Stone Platform.....£10.20
PN136 - Footbridge.....£10.20
PN137 - Country Station.....£12.75
PN138 - Wayside Station.....£8.50
PN139 - Wayside Station Shelter.....£8.50
PN140 - Red Brick Viaduct.....£11.05
PN141 - Stone Viaduct.....£11.05
PN142 - Tunnel Entrances.....£8.50
PN143 - Tunnel Entrance Single.....£7.65
PN144 - Retaining Wall Stone.....£9.80
PN145 - Retaining Wall Red Brick....£9.80
PN146 - Railway Bridge Brick.....£12.35
PN147 - Railway Bridge Stone.....£12.35
PN148 - Tapered Wall Red.....£9.80
PN149 - Tapered Wall Stone.....£9.80
PN150 - Manor Farm.....£8.50
PN153 - Village School.....£9.80
PN154 - Village Shop & Café.....£8.50
PN155 - Workers Cottages.....£10.20
PN157 - Grange Cottage.....£7.25
PN158 - Gardeners Cottage.....£7.25
PN159 - Crofters Cottage.....£7.25
PN170 - Low Relief Cinema.....£7.25
PN174 - Brick Terraced House Fronts.....£7.65
PN175 - Stone Terraced House Fronts.....£7.65
PN176 - Low Relief Red Brick Terraced House.....£7.65
PN177 - Low Relief Stone Terraced House.....£7.65
PN179 - Low Relief Department Store.....£11.90
PN181 - Service Station.....£9.35
PN182 - Warehouse.....£10.20
PN183 - Small Factory.....£10.20
PN184 - Boiler House & Factory Entrance.....£11.90
PN185 - Industrial Unit.....£7.65
PN186 - Ramshackle Workshop....£10.20
PN187 - Old Factory.....**NEW**.....£11.90
PN188 - Brewery.....**NEW**.....£11.05
PN189 - Fire Station.....£10.65
PN190 - Low relief timber-framed Shop.....£7.65
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£6.40
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

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 Class 47s - Due December

372-252 - Class 47/4 47805 *'John Scott'* DRS Compass Original.....£152.96
372-252SF - Class 47/4 47805 *'John Scott'* DRS Compass Original **DCC Sound Fitted**.....£237.96

372-260 - Class 47/7 47814 'Totnes Castle' Virgin Trains Original.....£152.96
372-260SF - Class 47/7 47814 *'Totnes Castle'* Virgin Trains Original **DCC Sound Fitted**.....£237.96

372-261 - Class 47/7 47727 *'Rebecca'* Colas Rail.....£152.96
372-261SF - Class 47/7 47727 *'Rebecca'* Colas Rail **DCC Sound Fitted**.....£237.96

372-262 - Class 47/7 47745 *'Royal London Society For The Blind'* Rail Express Systems.....£152.96
372-262SF - Class 47/7 47745 *'Royal London Society For The Blind'* Rail Express Systems **DCC Sound Fitted**.....£237.96

N Gauge LMS Black 5s - Due December

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

EFE Rail
Great British Model Railways

N Gauge WD Austerity - In Stock

E85505 - WD Austerity Saddle Tank 195 Longmoor Military Railway Blue.....£106.21

E85506 - WD Austerity Saddle Tank Army 92 *'Waggoner'* Army Green.....£106.21

E85507 - WD Austerity J94 Saddle Tank 8064 LNER Black LNER Revised.....£106.21

E85510 - WD Austerity Saddle Tank No. 7 *'Robert'* National Coal Board Green....£106.21

N Gauge Clay Tiger Wagons - In Stock

E87520 - PBA Tiger TRL 33 70 9382 061 ECC Blue.....£38.21
E87521 - PBA Tiger TRL 33 70 9382 065 ECC Blue.....£38.21
E87522 - PBA Tiger TRL 33 70 9382 068 ECC Blue Weathered.....£42.46
E87523 - PBA Tiger TRL 33 70 9382 072 ECC Blue Weathered.....£42.46

E87532 - PBA Tiger TRL 11627 ECC International White.....£38.21
E87533 - PBA Tiger TRL 11612 ECC International White.....£38.21
E87534 - PBA Tiger TRL 11616 ECC International White Weathered.....£42.46
E87535 - PBA Tiger TRL 11620 ECC International White Weathered.....£42.46

PECO

New N Gauge Wagon - In Stock

NR-1501B - Iron Ore Tippler Wagon BR Grey.....£15.75

dapol
Model Railway Company

N Gauge GW Pannier Tanks - In Stock

2S-007-031 - GW Pannier Tank 0-6-0 9659 GW Green GWR.....£91.80
2S-007-032 - GW Pannier Tank 0-6-0 3738 GW Wartime Black GWR.....£91.80
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
2S-007-035 - GW Pannier Tank 0-6-0 L99 London Transport Red.....£91.80
2S-007-036 - GW Pannier Tank 0-6-0 3650 Stephenson Clarke Blue.....£91.80

KATO
PRECISION RAILROAD MODELS

N Gauge Class 800 Azuma - In Stock

K10-1674D - Class 800 Azuma 800209 LNER 5 Car Train Pack **DCC Fitted**.....£220.95

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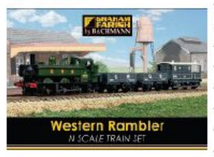
370-052 - Western Rambler.....£161.46



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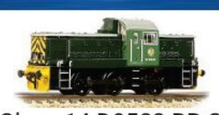

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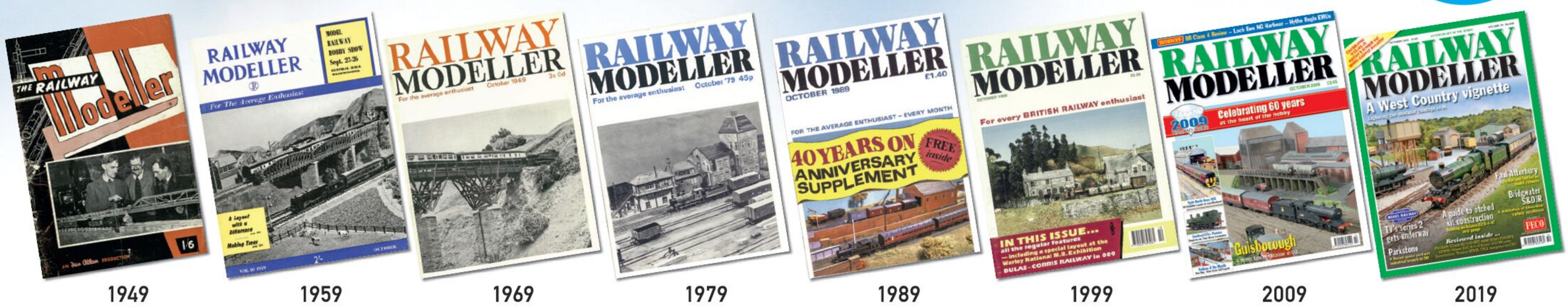

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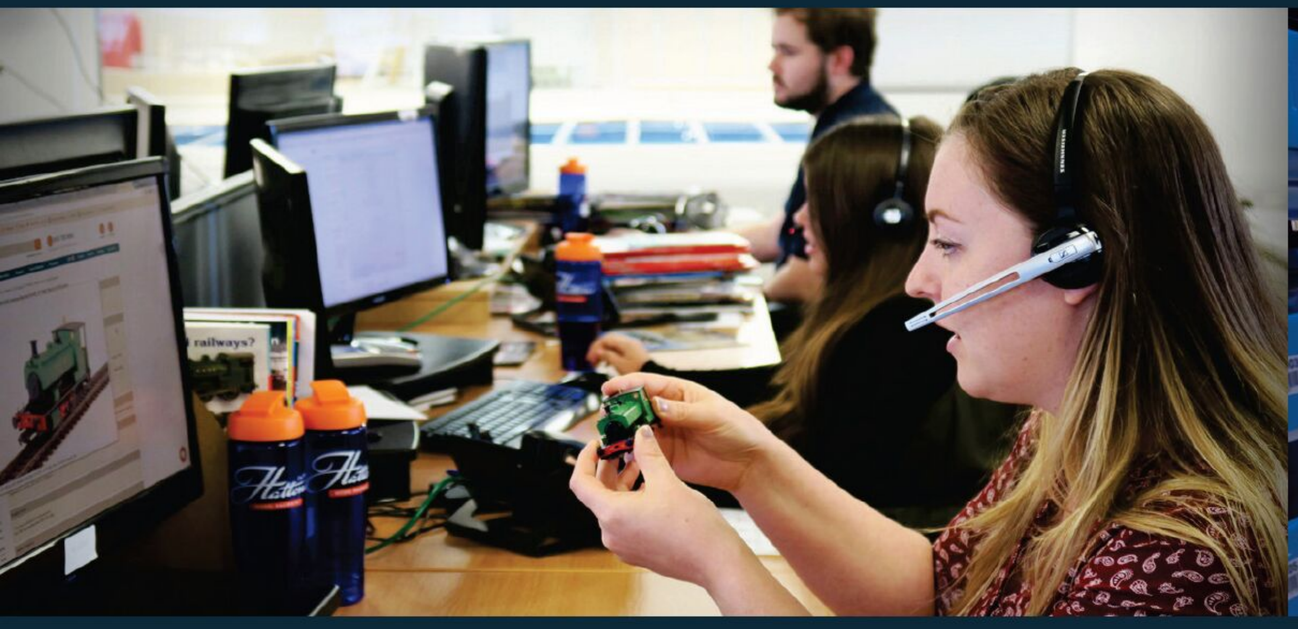

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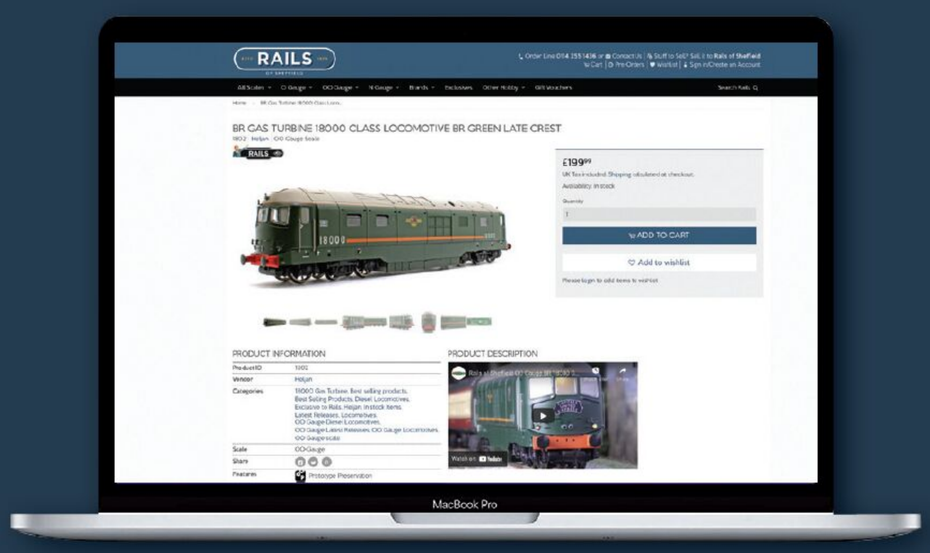

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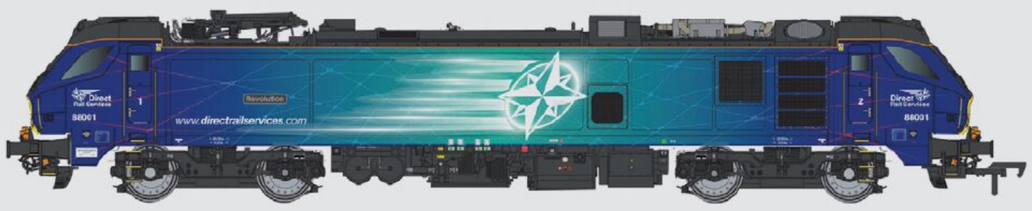

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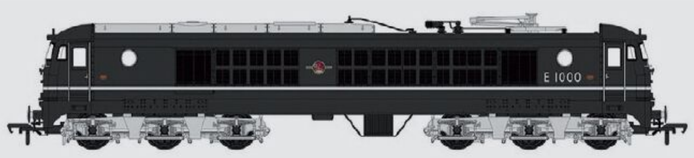

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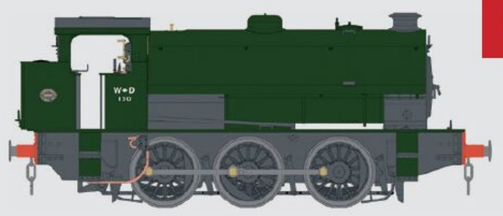

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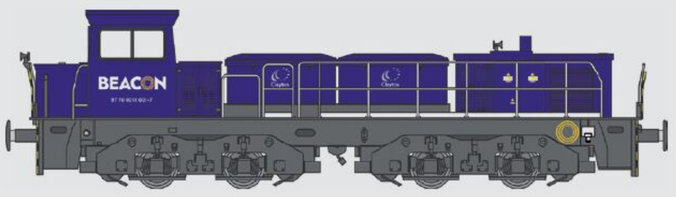

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‘O’ WHAT A USEFUL LOCO

G5 Class No. 67322 spent the entirety of its BR life allocated to ex-Great Eastern sheds, either Stratford or Cambridge. In an early 1950s view at the former shed, the 0-4-4T shows off its handsome lines. COLOUR-RAIL.COM

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THE NER CLASS O/G5 IN PROFILE

They were stout and handsome machines, but sadly none survived. To mark the arrival of the new North Eastern Railway O/G5 class in model form, **Nick Brodrick** looks into their history... and future! *Article Courtesy of Bachmann Times Magazine*

If the Southern Railway’s go-to, do-all, branch line motive power was the Drummond M7, the GWR with its Collett 14XX and the LMS the Fowler 3F, then the former North Eastern Railway (NER) G5 tanks must have a claim to most useful and successful ever used by the LNER.

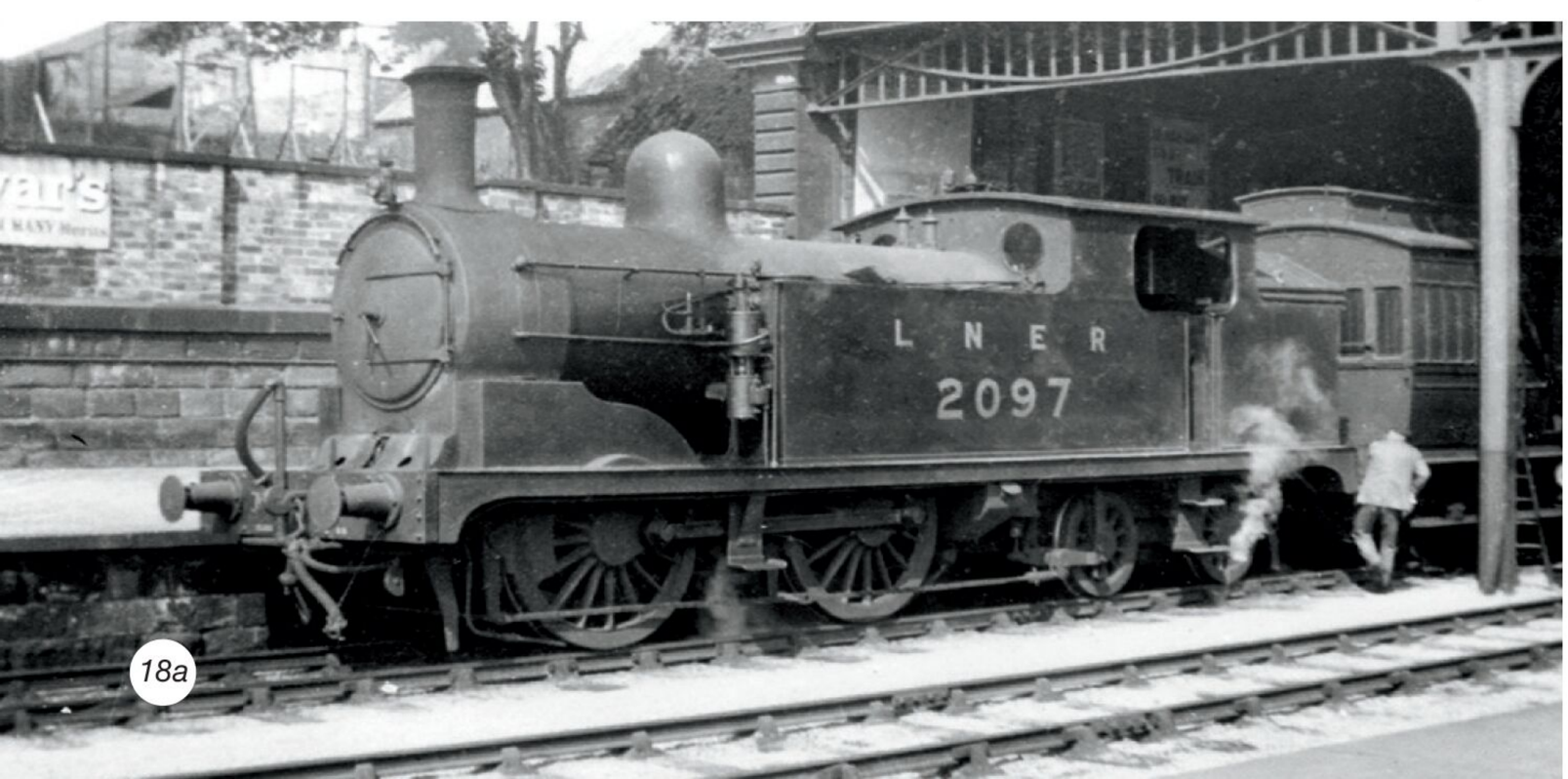
Perhaps it is that multiple examples of the ex-SR, GWR and LMS locomotives survived into preservation that they jump readily to mind, whereas the total wipe-out of the G5s has left them behind, now only documented in photographs and fading first hand memories.

With that, it is to be celebrated that these well-proportioned Darlington ‘tankies’ should finally be made in OO scale, ready-to-run form, thanks to a tie-up between Bachmann Europe and The Model Centre, giving the class some overdue love and attention. With eight different versions to choose from, what better time to remind ourselves of exactly what these locomotives were and how they came into being?

Introduced in 1894 as NER Class O, what became the G5 was the creation of the railway’s then Locomotive Superintendent, Wilson Worsdell. The Crewe-born engineer had taken over the position four years previously, from his older brother, Thomas. Thomas Worsdell had been responsible for the smaller Class A 2-4-2T (built 1886-1892) – subsequently redesignated F8 by the LNER. This class, along with several other of his designs, incorporated a raft of new features that became standard on NER engines all the way to Grouping in 1923. These included a tapered chimney, brass covers for the safety valves, and a large protective cab.

Sixty engines of this design were built at Gateshead between 1886 and 1892. The last two of the six batches that made up the class were produced during Wilson’s own tenure, but experience of their performance led him to the view that this small passenger engine was actually inferior to its predecessor, the larger Bogie Tank Passenger 0-4-4T, designed by Edward Fletcher. The latter’s own 28-year stint as NER Locomotive Superintendent was merely the final chapter of a remarkable career that began with his apprenticeship to George Stephenson and involvement in the construction of Liverpool & Manchester Railway 0-2-2 ‘Rocket’ for the Rainhill Trials.

The Bogie Tank Passenger, later reclassified G6 by the LNER, was designed for passenger duties on NER branch lines. In total, 124 engines of this design were built across five locations between 1874 and 1884; the



18a

LNER liveried G5 Class No. 2097 stands at Whitby Town station in the 1930s. The distinctive NER style of ironwork of the trainshed roof can today be seen replicated on the reinstated roof at Pickering station on the North Yorkshire Moors Railway. *R S CARPENTER PHOTOGRAPHIC*

In the transition era from LNER to BR, No. 67271 arrives at West Hartlepool – its 'home' town – with a well-laden passenger train. COLOUR-RAIL.COM

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majority within the NER's own works at Gateshead, York and Darlington, the remainder by third-party manufacturers.

NOUGHT TO 60...

In designing its successor, Wilson brought to bear the experience he had gained working with larger engines during a spell working the Altoona Works of the Pennsylvania Railroad in America, focusing on the advantages in range and performance that could be achieved by creating greater coal and water capacity and by reverting to Fletcher's choice of wheel arrangement.

A total of 110 Class Os (later G5s) were constructed at North Road Works, Darlington, in seven discrete batches, in the period between 1894 and 1901. First off the rank was No. 1096 (BR No. 67240) which emerged into the Victorian daylight of County Durham in May 1894.

They soon carved out a reputation for both performance and reliability. Allocated widely across NER territory, they were equally at home with modest branch line passenger trains and heavier suburban services around the likes of York, Newcastle, Hull and Darlington. They were quick off the mark, too, often timed at upwards of 60mph on five-coach Tyne-Tees operations.

Their pre-eminence around Newcastle lasted until 1907, when larger classes, such as the Class A8 4-6-2Ts, began to be introduced. That was already two years after many of the city's suburban services had been electrified, already cutting into the O's work, but without withdrawals being necessary; the class simply hoovering up the work of ageing G6s and F8s. The O's range was enhanced further in 1917 with the fitting of cages on top of the coal bunker to increase coal storage capacity. These were extended further four years later.

A representative selection of the services the Worsdell engines could be found working was thus: Hull–Selby–Leeds, Northallerton–Hawes, Pickering–Scarborough, Malton–Whitby, Barnard Castle–Bishop Auckland, Ferryhill–Stockton, Sunderland–Pittington, Newcastle–North Wylam, Haltwhistle-Alston, Monkseaton–Blyth, and Kelso–St Boswells.

Now well into the BR era, a pull-push train for Goole awaits departure from Selby behind No. 67311. COLOUR-RAIL.COM

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A rare colour view of a G5 in pre-nationalisation days: No. 1786 is captured in 1937 at an unrecorded location in commendably clean LNER lined black. COLOUR-RAIL.COM

The advent of Grouping in 1923 saw the NER subsumed into the LNER, of which it was the largest constituent part. The O class was reclassified G5, in line with the company's policy of allocating letters to wheel arrangement types.

The new company was soon faced with profitability issues on branch line services, as a consequence of the significant increase in the use of motor cars, and many of the 0-4-4Ts used on such routes were replaced by steam railcars, with the advantage that they could run to-and-fro without time wasted running-round stock. As it was, 21 of the versatile tank G5s were converted to vacuum-operated push-pull working in the late 1930s when the Sentinel railcars started to become less reliable in service and more difficult to maintain.

As well as giving the tank engines extra versatility on home North Eastern metals, these conversions also enabled their relocation for use in places as far apart as Stratford on the former Great Eastern Railway in the south (six members), and in 1939, three were sent to the Moray Firth on the ex-Great North of Scotland Railway in the Highlands.

Keith shed's No. (6)7292 was frequently used on the Banff branch, when not required on station pilot duty. Kittybrewster (Aberdeen) also provided work to Nos. (6)7327 (after spells at Dunfermline and Parkhead, Glasgow) and No. (6)7287. None of the Scottish trio ever returned south of the border. The Statford complement of G5s were later supplemented by a clutch of classmates dotted around the former GER system. Cambridge G5 duties included turns from its sub-shed at Saffron Walden to work the Audley End to Bartlow branch, while others found gainful employment on the Epping–Ongar line prior to being absorbed as part of the London Underground in 1957.

MINOR TWEAKS

Although the G5s received relatively few modifications during their lifespan of over 60 years, the early 1930s saw the introduction of a new boiler design, Type 69, which featured a single plate barrel (rather than riveted) and 199 tubes – later increased to 207 – and a re-siting of the dome 20in further back from its original position. Around the same time, approximately a quarter of the class were given hopper coal space extensions, to cope with the company's newly-installed mechanical coaling plants.

Such was the success of Worsdell's 0-4-4T that they continued into the 'Big Four' era relatively unmodified. As well as the aforenoted tweaks, further changes were limited to minor details, like the removal of the ornate safety valve bonnet, with the whistle moving from the cab roof to the top of the firebox and replacement of the wheel smokebox 'door dart' with a standard twin-handle fixture.

As built, the G5s were painted in T W Worsdell's rather fetching 'standard' lined green with black edging and white lining. This was offset by oval number/works plates. The large plates were disposed of by the LNER, which favoured small works plates with the numbers painted in shaded numerals on the tank sides beneath the company initialism. Gone too was the green, in favour of black with neat red lining.

The later LNER and early BR era brought unlined black and unshaded lettering into play for the first couple of years, but pride

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was eventually restored with the application of fully lined mixed traffic black with both BR crest variants in the early 1950s.

A short-lived experiment with larger side tanks to give greater water capacity on what were designated 'lightweight express trains' in the Hull area didn't proceed beyond the modification of No. 387 in 1938.

Two years prior to nationalisation, the LNER renumbered all the locomotives in the class from 7240 to 7349. All 110 were transferred to the newly-created British Railways on 1st January 1948, but it was a close-run thing. The first of the class to be withdrawn, No. 7306, lasted in BR service for only six months. It and No. 7285 were the only pair to never actually display their allocated BR running numbers.

Under BR, the class was allocated a prefix of 6, creating a number range of 67240–67349. As the 1950s progressed, withdrawals from the class gathered pace, reaching a crescendo in the period 1955-58, as the introduction of BR-designed railcars and DMUs began to spell the end for branch line steam services. The final 11 survivors were withdrawn in December 1958.

Of those late survivors, No. 67246 (1783) holds claim to the longest service record at 64 years and three months, having been originally turned out from North Road in June 1894. Unusually for pre-Grouping locomotives in the BR-era, the lack of early casualties meant that, without exception, the whole class scored at least 50 years. Sadly, none made it to the preservation era.

TIME FOR RENEWAL

Determined to address this gap, a group of enthusiasts took the decision to create a brand-new G5 from scratch. The Class G5 Locomotive Company (CG5LC) was founded in 2007, and is based, appropriately, at Shildon, right in the heart of the former locomotives' sphere of influence.

The company has acquired copies of more than 130 original drawings, which have been updated and redesigned, where appropriate, to take advantage of improved methods and materials.

Steady progress is being made. The frames have been assembled, sandwiching the cylinder block and stretcher castings. The bogie is complete and underneath the frame, with the leading driving wheel complete and awaiting the finishing of its crank-axle mate.

The 111th G5 takes shape at the Class G5 Locomotive Company's Shildon workshops. *CG5LC*

Brake linkage has been made and temporarily positioned, as work gets underway on funding and making the final motion parts. Already, the slidebars and motion bracket are fitted, while the coupling rods await fitting.

If sufficient funds for the motion and valve gear can be raised quickly enough, the aim is to have a completed bottom-end, rolling chassis in time for the 200th anniversary of the Stockton & Darlington Railway in 2025 (the S&DR was a direct ancestor of the NER).

The sense of visual progress has been enhanced by the fabrication of a smokebox, chimney, cab and bunker. An all-welded boiler has been made, ready to metaphorically drop onto the G5's wheels.

The aim is to replicate the appearance of the original prototype as closely as possible and to have the locomotive certified for use on preserved railways, whilst building it to the standards required for operation on the main line. To ease operations, a rocking grate its being fitted, which will save the fireman having to ladle ash and clinker out through the firehole door.

When complete the new locomotive will be numbered No. 1759, after the engine, later West Auckland's LNER No. 7306 and BR No. 67306, built at Darlington in 1897.

For more information about this exciting project, visit the CG5LC website at ***www.g5locomotiveltd.co.uk***

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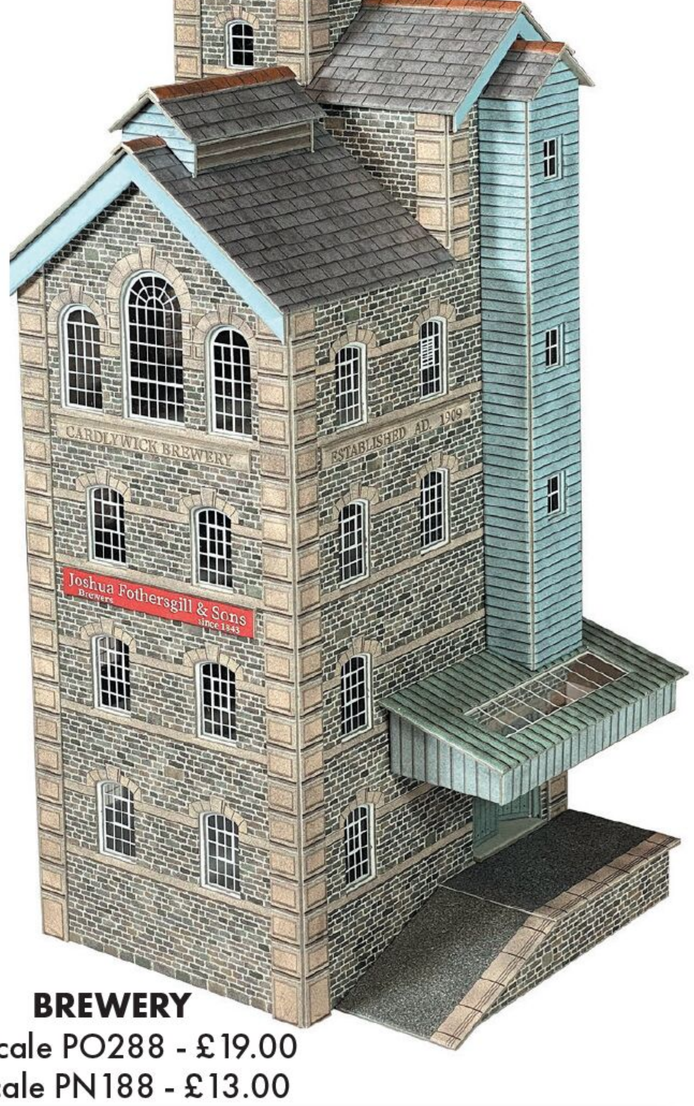

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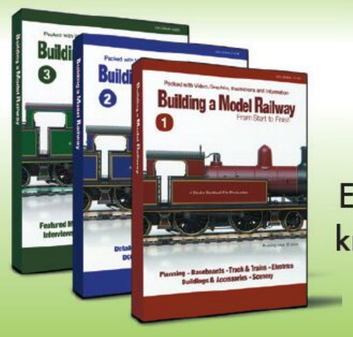

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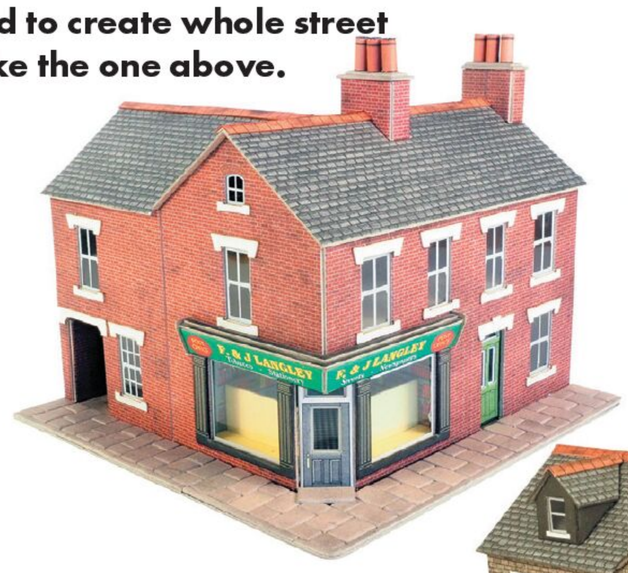

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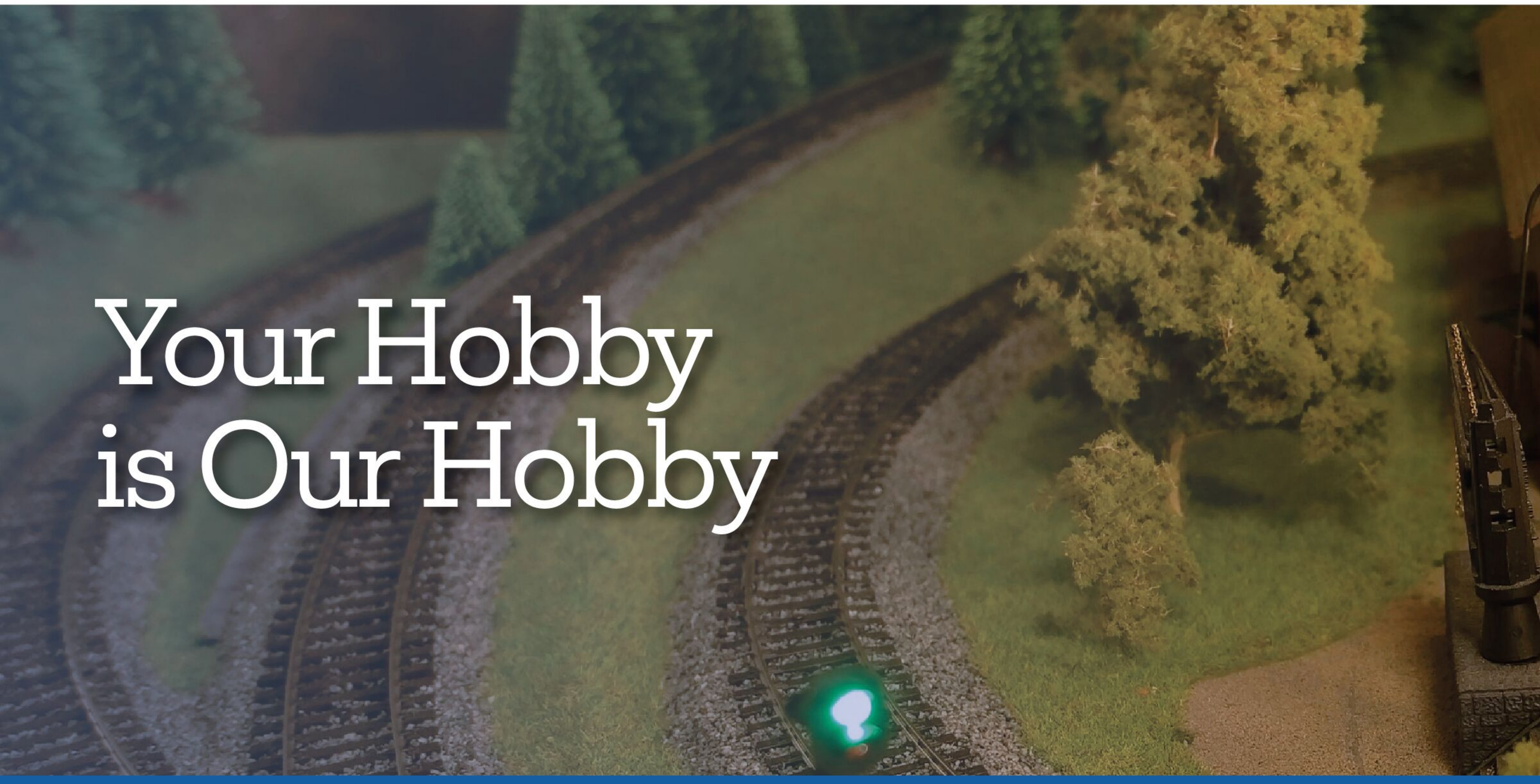

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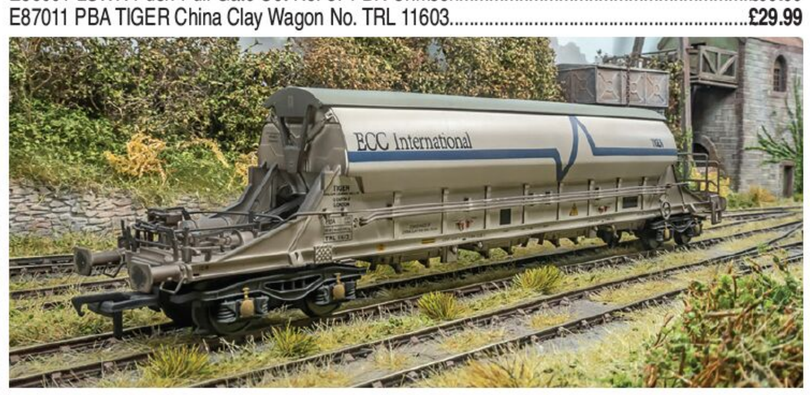

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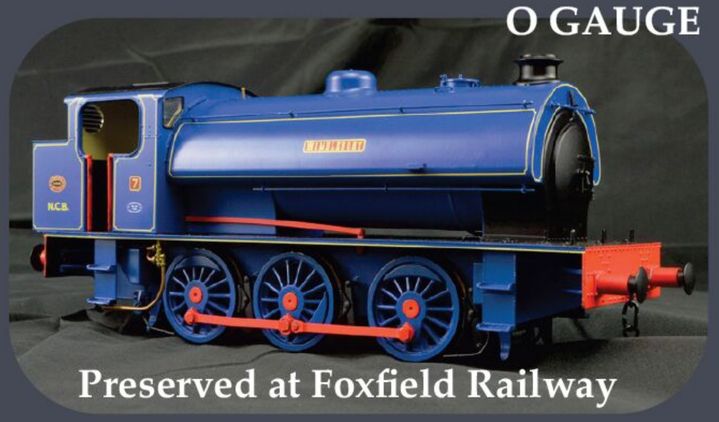

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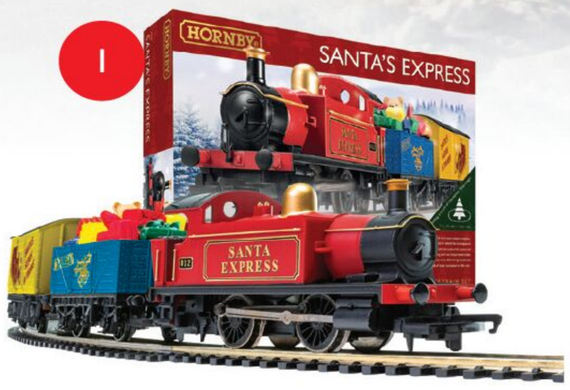

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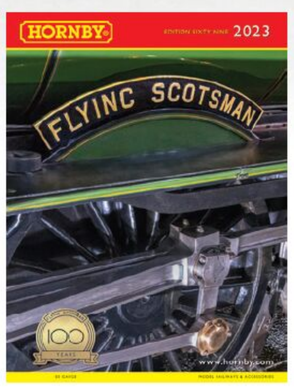

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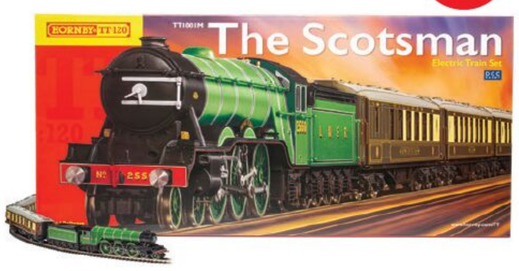

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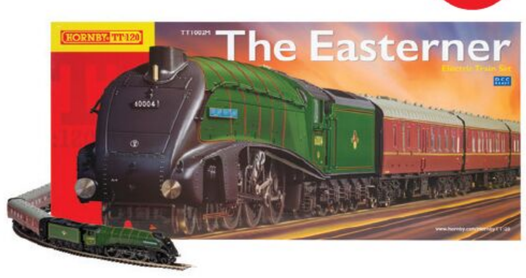

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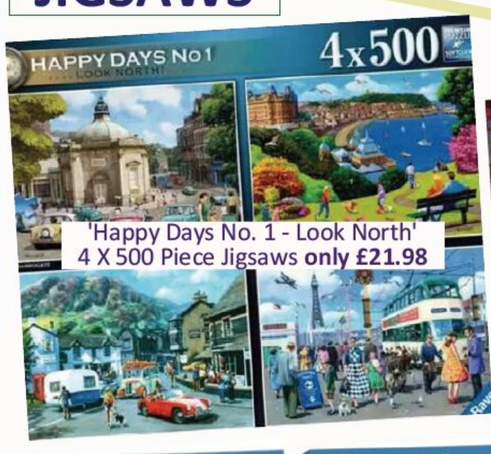

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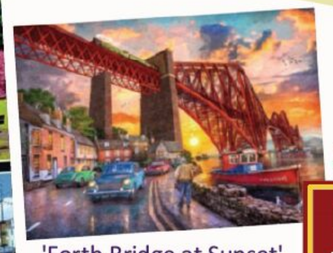
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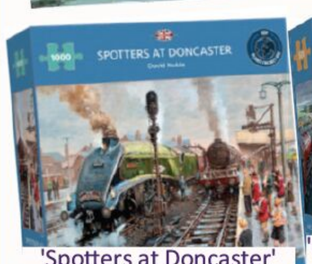

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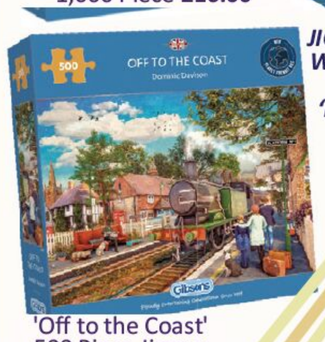

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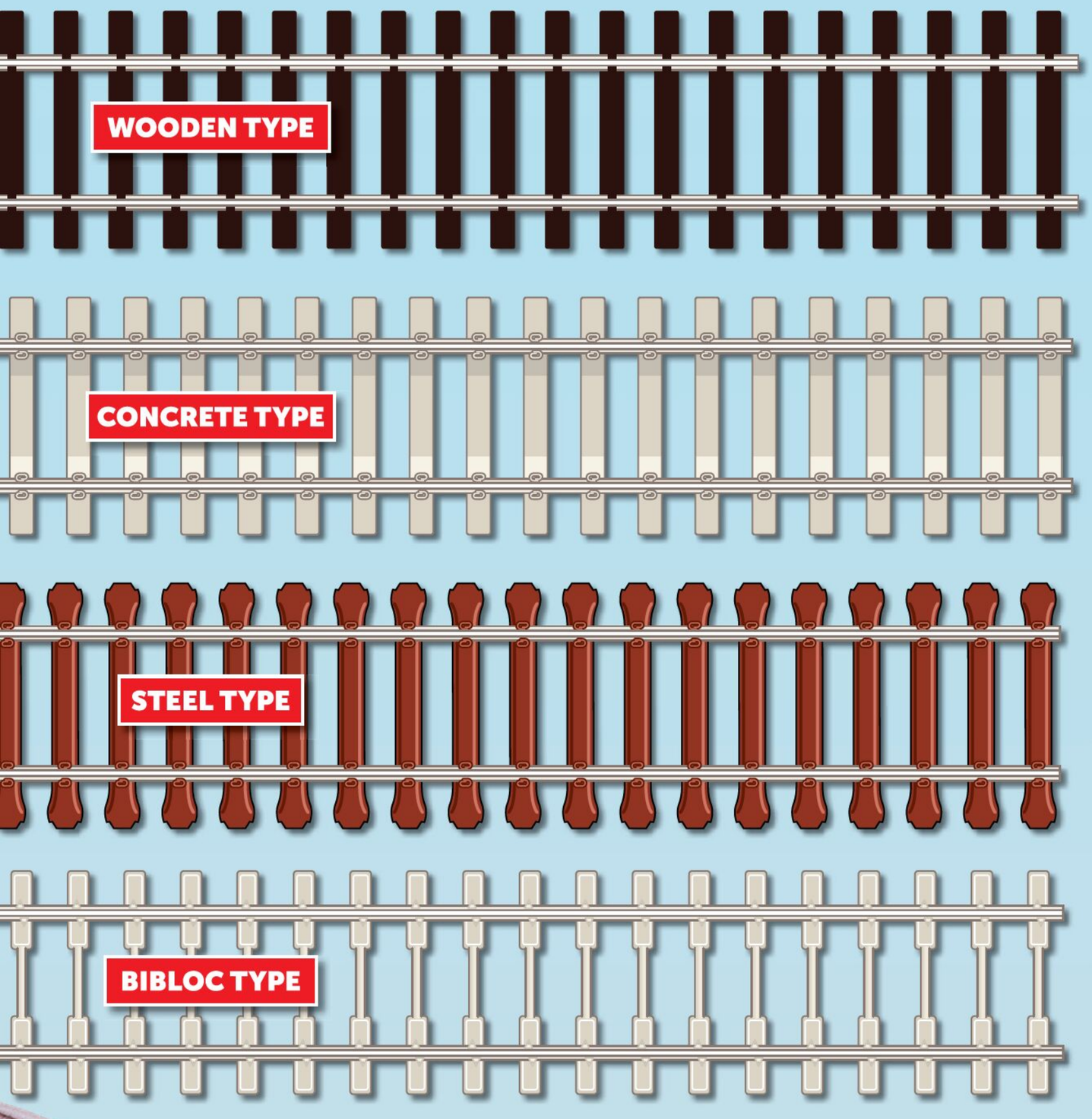

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Welcome

A national showcase

The weekend of 25 & 26 November saw visitors in their thousands converge upon Hall 5 of the NEC in Birmingham for the 2023 Warley show. It was hailed as another successful event by the organiser, Warley Model Railway Club, with advance ticket sales up on the previous year and footfall on the Saturday exceeding expectations. We present some of the product highlights from this event on p76, whilst further coverage will be included in next month's RM.

Full-size large Prairie No.5164 is lost amid the crowds at Warley 2023. ***Photo: Craig Tiley***

Despite a proliferation of large commercially-operated shows in recent years, Warley retains its mantle as the largest annual model railway event in the UK: it continues to be run by enthusiasts and remains *the* national exhibition – providing a far-reaching showcase for this wonderful hobby of ours. The logistics of staging the Warley show should not be underestimated, however. No sooner has one event finished than the planning for the next one begins. Each year represents a herculean effort by the club's members and other volunteers who contribute to making it all possible – not forgetting all the layout owners who similarly give up their weekends (and in some cases the days either side) and often travel huge distances to be there. Crucially, the Warley show is held in true club tradition, with all surpluses being retained for the benefit of the hobby. Long may that continue…

Railway Modeller Cup competition

With this issue we are launching the 71st Railway Modeller Cup competition. As in previous years we are inviting you, the readers, to vote for your three favourite articles (in order of preference) from those that were published in Railway Modeller during the course of 2023. Entries received will be entered into a prize draw competition, for which there's £1,000 worth of prizes to be won. See p19 for full details – the closing date for entries is 31 January 2024 and the winners will be announced in the April issue. Good luck!

Magazine subscription renewals

In the December issue we advised that it is now possible to take out a subscription to Railway Modeller by setting up a Direct Debit on the Peco website (see left), which can be completed in a matter of minutes and represents excellent value for money. Direct Debits can also be set up by those who are wishing to renew their existing subscription. To do this you will need to have your Customer ID handy; this is a six-digit number starting with a zero that can be found on your welcome letter and the address labels enclosed with printed copies of the magazine. (It should be noted that subscribers will also need to refer to their Customer ID when setting up access to the RM Digital Archive, which is provided by Exact Editions.)

Finally, from all of us at Railway Modeller, we hope all of our readers, advertisers and contributors enjoy a happy and prosperous New Year.

Craig Tiley Editor

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

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

Railway of the Month

Photography by Craig Tiley

A Devon main line station in 00

Tiverton Junction

PETER FOSBERRY describes the Culm Valley Model Railway Club's replica of this once extensive Western Region junction, which is on public view twice a month just a few miles from the real location.

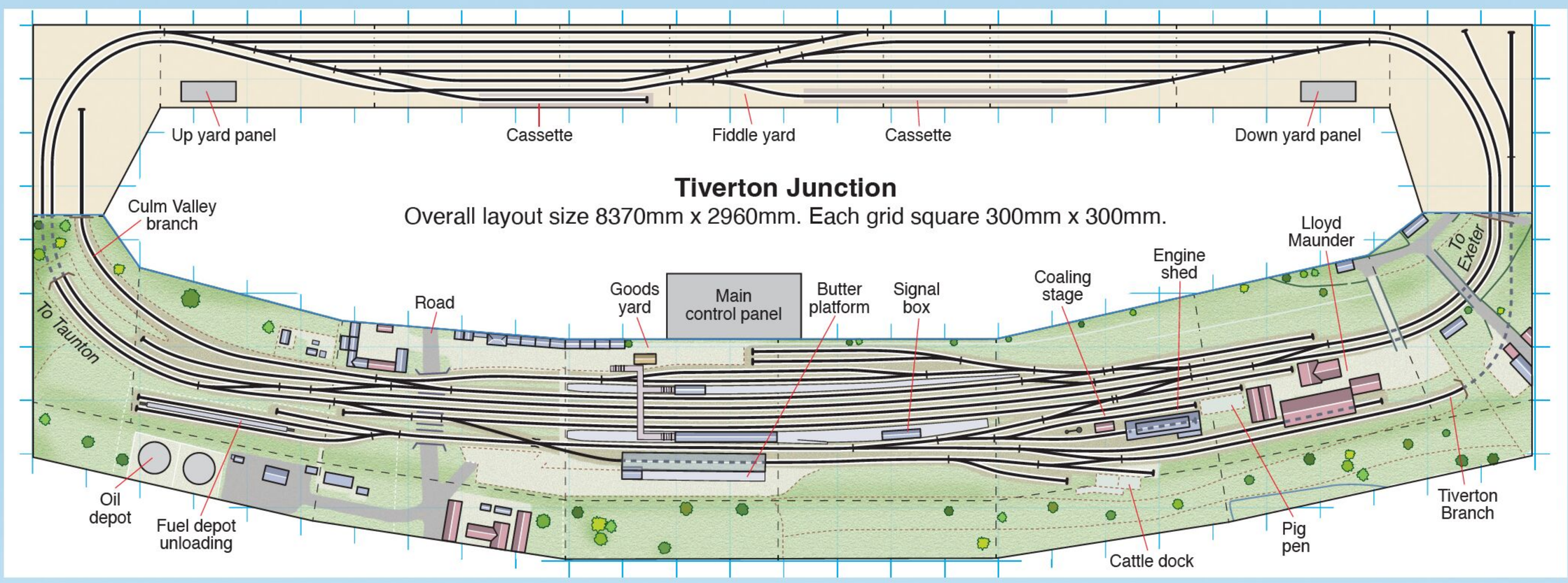
The idea for *Tiverton Junction* began soon after the club was formed in 2008, following which there was a prolonged period of research and planning. Club funding became available in 2010 and materials were sourced for the main layout baseboards and fiddle yard. These were constructed and stored for a further two years allowing more discussion and research to take place.

The location for our now 30' x 12' exhibition standard layout changed several times, moving from our small clubroom to a local visitor attraction, at their invitation, where for three years the public were able to see the layout develop. Suddenly we were told we no longer fitted into their plans so it ended up in a member's stable where work continued, albeit slowly. The owners of the nearby Old Well Garden Centre heard of our plight and immediately offered to provide a purpose-built timber-framed building large enough to house *Tiverton Junction*, with the only proviso that we were to hold monthly open days for Garden Centre visitors.

We of course agreed and the building shell was completed during the summer of 2019, followed by

Left
Churchward Mogul No.7310 (a Dapol model) runs through Tiverton Junction with a short rake of insulated wagons.

Right
WD 2-8-0 No.90566 (Bachmann) works south from Tiverton Junction with a lengthy coal train, composed of BR 16-ton mineral wagons.

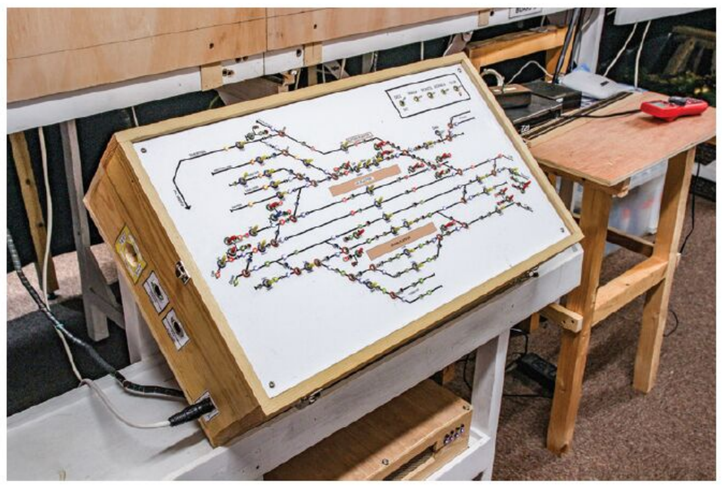


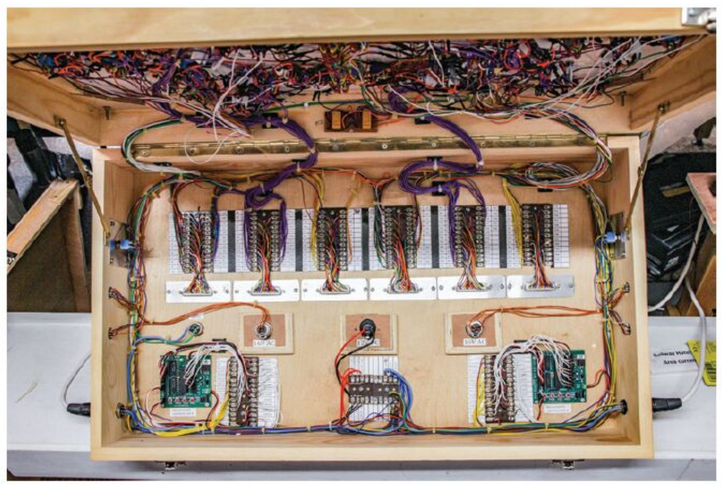
CVMRC members carrying out the internal finishes. This included the insulation, plaster boarding, painting, flooring, plumbing and electrics in readiness for installing the layout. We were fully operational by late November of that year.

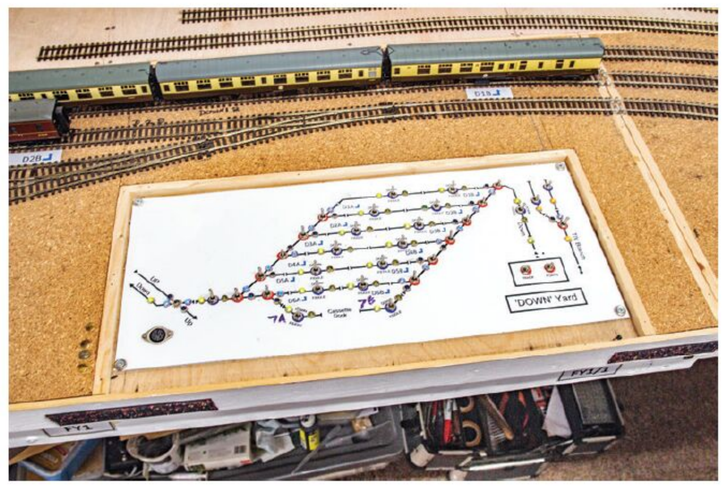
The model of Tiverton Junction (a main line Western Region station situated less than three miles from our club room) would be set in the late 1950s/early 1960s era. We sourced OS maps of the site, together with electronic copies of original drawings of the station elements and footprint from the British Railways Board (Residuary) Limited, York and organised an escorted site visit to view and measure the still remaining platforms and location of the signal box.

Right
Occupying a footprint of 30' x 12', the layout is displayed at a garden centre close to the location depicted by the model. It is available for public viewing on selected dates throughout the year.

Below
Transitional motive power at Tiverton Junction with No.6002 *King William IV* heading a Down express as a D600 Warship diesel-hydraulic powers through the station in the opposite direction. To the right an autotrain waits to depart with a branch service to Tiverton.







We decided to replicate all the original features of the site. This would include as near to scale length platforms as possible, platform buildings including the signal box, footbridge spanning five tracks, the 'butter platform' serving the nearby dairy, WWII (Esso) oil depot, buildings to the backscene (demolished during the construction of the M5 motorway), Lloyd Maunder abattoir, station master's house, engine shed and coaling stage – plus the branch lines to Hemyock and Tiverton.

Baseboards and electrics

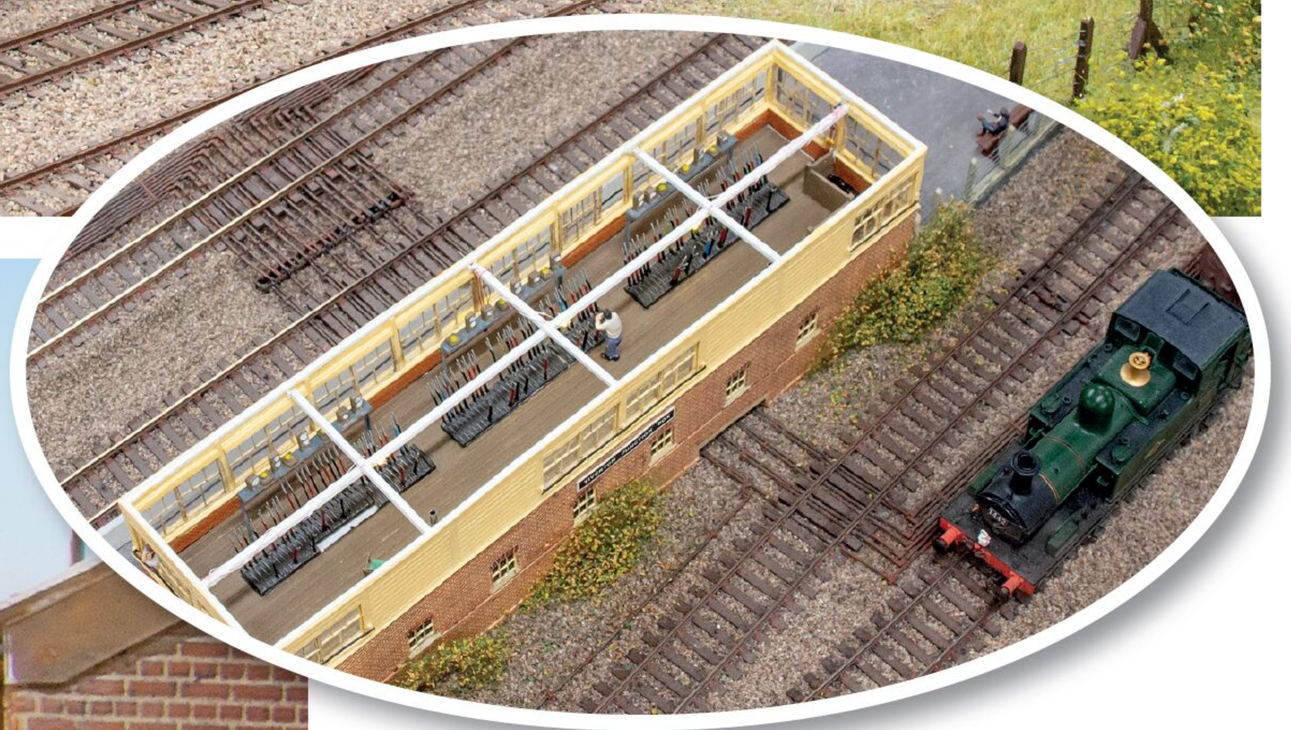
The boards were constructed from birch ply with 6mm tops and 90mm x 12mm frames throughout, all machine cut and generously supplied, at cost, by a local joinery company from a member's AutoCAD drawings and a cutting list. These were glued and pinned together. 10mm cork faced office pin boards were then glued to the baseboards, edged on all sides with 10mm x 10mm softwood beads for protection. Softwood legs and cross rail frames were built and attached to the boards with bespoke aluminium hinge brackets and braces to complete the job.

This layout is the largest and most complex that the club has built and we realised that a lot of detailed planning was required. It had to be switchable between 12V dc analogue and digital control to make the layout accessible to both factions within our membership. For the analogue wiring we also defined where on each board the isolator sections would start and finish. Finally the locations of the working signals were settled. Decisions were made on how the layout would be operated with 12V dc, determined by identifying which controller(s) needed to be linked to each of the different track sections. For example the Tiverton branch line controller has access to all tracks on that side of the layout, but in the station platform area the Up and Down controllers also have access to the Tiverton branch platform to allow trains from the main lines to be passed to the branch. Before laying any track the detailed wiring was determined and we knew exactly where each wire

Above
The main layout control panel (*left*) together with the wiring inside (*centre*) and the Down fiddle yard panel (*right*).

Right
Tiverton Junction boasted a large brick-built signal box with a 120-lever frame that was situated on the Up platform. It was taken out of use on 3 March 1986.

Below
A Western National bus heads along the A373 with the No.282 service, as small Prairie No.5532 departs overhead.



Right
The interior of the signal box is fully detailed, although this is largely hidden from the viewing side of the layout.

was going, and a colour scheme for the wiring was allocated before starting, using 26 different colours. This went down to defining each wire into the many 25-way 'D' cables used for the interconnections and allocating a solder tag connection for each and every wire before a single piece of track was laid. The wiring is designed so that any of the main boards can be controlled by the control panel individually, thus allowing testing of each board as it was completed. Testing as we progressed was considered very important since any errors could be fixed as they were found and not propagated throughout the layout. In reality errors were minimal and very minor.

The next task was the construction of the main control panel. Our AutoCAD-proficient member produced a mimic panel with input from the member responsible for the electrics to ensure all switches and LEDs would fit. This was attached to a large box. AutoCAD allowed a reverse image onto which each switch and its individual number designator was added and positioned on the back of the panel – this greatly assisting the wiring of the panel internals.

For 12V dc mode an isolated section can be one of up to four controllers defined as Up, Down, Tiverton Branch and Culm Valley line. Four different coloured LEDs are used to show which controller has access to the section. For DCC operation these lights can be turned off.

Left
The Tiverton branch autotrain heads past the meat processing factory of Lloyd Maunder. The Collett 0-4-2T is No.1442, which was a regular locomotive on this service; it is now preserved in Tiverton Museum.

Below
Collett 4-6-0 No.4965 *Rood Ashton Hall* works south with a bulk cement train (formed of BR Presflo wagons) whilst 0-6-0PT No.6419 is serviced on shed between duties.

Interboard connection is by hand-wired 25-way 'D' connectors using 7/0.2 wire to ensure the correct lengths and current requirements for the isolated sections. Cables of this standard are available but expensive with the number of cables we required, so we elected to hand-build and we knew, from a previous layout, the cheaper computer cables are not up to the job.

In addition to the 25-way 'D' connectors, we also have a power bus comprising the track common, Down and Up lines. The bus is mains cable with XLR audio plugs and sockets. Due to the size of the layout digital filters are required and have to be positioned carefully as a result of the ability to switch between 12V dc and DCC running.

The fiddle yard has two smaller panels built in the same way as the main panel. Each fiddle yard panel has an extra controller for dc operation to allow the fiddle yard operator to shuffle trains while the main line operators are at work in the station area.

All the wiring of the layout has been carefully documented so that it can be referenced by any member of the club.

Telegraph pole construction *by Martin White*

The telegraph poles at Tiverton Junction were a very conspicuous feature, and as the poles made by Ratio and others are too short and do not have enough arms, the only answer was to make our own.

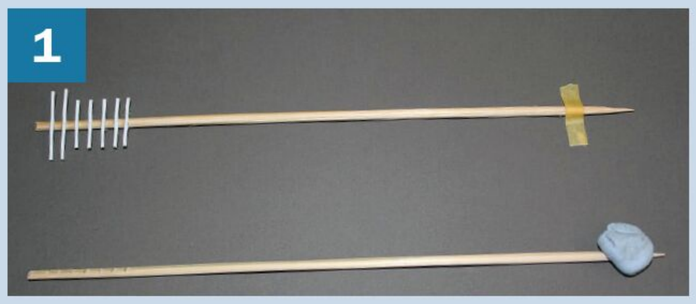
Telegraph poles come in three sizes – small, medium and stout. Being so tall and carrying so many wires, the ones at Tiverton Junction were definitely the stout type, meaning that our poles would have to be a scale 10" in diameter. I had previously used bamboo skewers as masts for model ships, and so I thought that they would be perfect for our posts. They are also cheap! A pack of 100 was purchased for just £1.00 from a supermarket. However, I had to choose the skewers carefully as many of them were either curved or damaged.

The first job was to file the blunt end to look like an apex roof. I used a fairly coarse file to do this, and just a few strokes produced the effect I wanted.

If I had modelled the actual number of arms on the posts, they could have looked very 'fussy' and would have probably been too tall when fitted on the layout. Therefore, I decided to have just two long arms and five shorter ones on the post.

To fit the arms to the posts, I cut seven slots using a Swiss needle file, with three or four passes of the file giving me a deep enough slot. To hold the post steady and to stop it rotating whilst I did this, I used a blob of Blu Tack (photo 1). The first slot was about 6mm from the top of the post, with the gap between the slots being 4mm.

The arms themselves were made from 1mm square plastic rod (Plastruct PMS40 1mm x 1mm strip). An old Airfix telegraph pole had arms that were 16mm long, and I used this length for the shorter arms. The longer arms I made 24mm long. I found that from two strips of rod I could get enough arms for three poles.

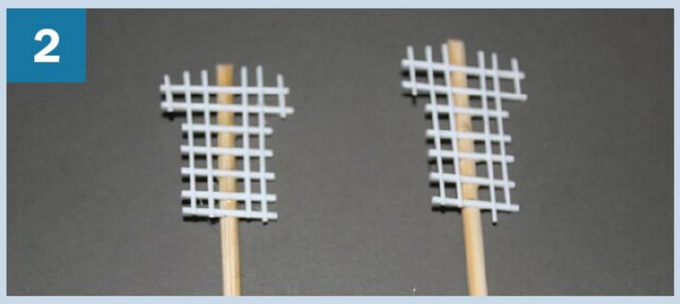

1

I put a drop of impact adhesive in each slot to fix the arms, which held them in place while I fitted the insulators. However, the adhesive proved not to be strong enough in the long run, so after the insulators had been fitted I added a dab of superglue to reinforce the joint.

The insulators were fabricated from 0.75mm half-round plastic rod (Plastruct ref.PMHR30). To make life easy, rather than fitting individual insulators, I put one rod across all seven arms, using Plastic Weld to fix it. There were four insulators on the short arms and six on the long ones. (The result can be seen in photo 2.)

Once everything was set, I cut off the top half of the insulator between the arms, leaving about a 1.5mm stub behind. Photo 3 shows the result. Any insulators that fell off at this time were re-glued back in position.

Once the glue had set hard (checking that everything was still firmly fixed) I primed the posts using an automotive white plastic primer from an aerosol. When dry, I painted the posts and insulators in burnt umber acrylic paint, using two coats to get a good finish. I then picked out the insulators in white acrylic paint, with any overspill touched up with the umber.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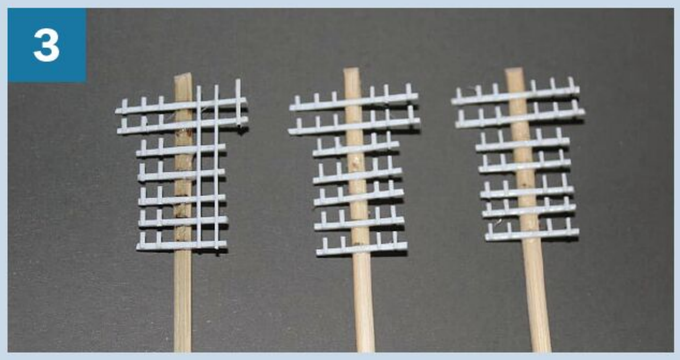
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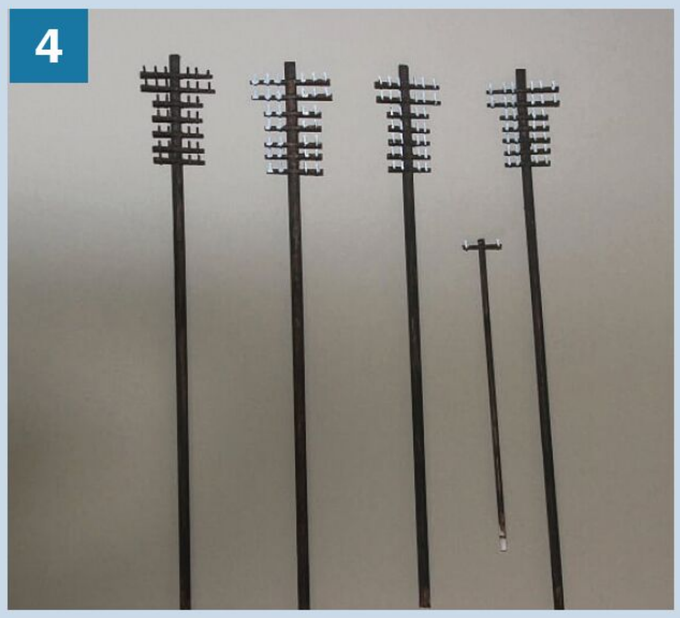
I cut off the spike on the end of the skewer, as it was not needed and could have posed a hazard. The results are shown in photo 4. Incidentally, it would be possible to make smaller posts using plastic rod or thinner skewers.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Trackwork and signalling

Track is Peco code 75 with Peco Electrofrog points throughout, with tiebars operated by Cobalt point motors. The gentle curves through the station have been replicated, including a suitable camber to the track. There is also a lot of dummy point rodding.

Each signal is unique, and as they were to be fully operational with working lights, scratch-building was essential. Brass tubing was used for the signals with metal posts, whilst Ratio plastic kits were used for signals with wooden posts. The junction signals used larger diameter tubing for the posts with Ratio plastic gantries. Lamps came from Ratio kits, these having a micro-LED pushed into a hole drilled in the lamp housing. Etched brass signal arms were fitted, with small pieces of transparent coloured plastic as lenses, and a control wire passing down through the baseplate to a 9g digital servo fitted below the baseboards. The signals are controlled by MegaPoints control boards and it is possible to set the correct signalling for any train passing through the station from the control panel.

The most interesting signal was the starter to the Tiverton branch and associated sidings with its route indicator. To replicate this, a piece of translucent white plasticard is used for the screen, with the letters 'BR CH' and a micro-LED behind it. The shunt signals are, for now, non-working and have now been made removable

Tiverton Junction – the real location

The Bristol & Exeter Railway reached Taunton in 1842 and then Exeter just under two years later. Originally built to broad gauge, a branch was opened to Tiverton in 1848, this connecting with the Bristol-Exeter route at Tiverton Junction (previously known as Tiverton Road). The B&ER system was amalgamated with the Great Western Railway in 1875 and a year later another branch, this time from Tiverton Junction to Hemyock, was completed.

The routes eventually became part of the Western Region of British Railways, with branch passenger services to Hemyock ceasing on 9 September 1963 (milk traffic continuing until 1975), and to Tiverton on 5 October 1964 (remaining open for general freight into 1967).

Tiverton Junction remained open until 12 May 1986, whereupon a brand new station was commissioned a short distance to the north, named Tiverton Parkway.

Further reading: Western Main Lines – Taunton to Exeter *by Vic Mitchell and Keith Smith (published by Middleton Press).*

Above
No.7925 *Westol Hall* heads an express on the Up fast line through Tiverton Junction on 5 August 1957.
Photo: Peter Gray/Transport Treasury

Above
No.1011 *County of Chester* runs south through Tiverton Junction on 16 August 1962. Note the sidings for the Esso tankers that can be seen on the left, whilst curving away to the right is the Culm Valley branch to Hemyock. *Photo: Rail-Online*

Location map

Top
Ex-GWR 2-8-0 No.2810 shunts Esso tanker wagons in the two sidings that were established by the Air Ministry in 1943.

Above
A scenic cameo situated above the south end of the station site including a stable, paddock, caravan and 1960s baler.

Left
The covered footbridge provided passenger access to both platforms from the Down side of the station. It remained *in situ* until 1991.

as, however careful we were, they did keep getting damaged when the track was being cleaned.

Scenery and buildings

The buildings are scratch-built by members in plasticard and made, as accurately as possible, from the supplied drawings. Further information was gleaned from photographs in railway books, websites, records at Tiverton Museum and visitors bringing in their own photographs. The abattoir buildings, whilst representing the site, had to be somewhat reduced in area due to the space limitations of the layout.

Local visitors to the layout are constantly updating our knowledge and we endeavour to add revisions to the model where possible.

The oil depot

Opened in 1943 by the Air Ministry, the oil depot supplied the four Royal Air Force stations in the area. It remained open to supply Exeter Airport until the early 1980s.

Photographs of the depot and sidings in the 1950s were sought, but none were found, thus local anecdotes and photographs of other oil depots around the country was used to construct the oil unloading gantry. It is made of plastic girder strip, with brass rod for the upright pipes and thin plastic tubing for the flexible hoses. The buildings are typical RAF wartime structures, reduced in size to fit the available space. American HO scale kits are used for the oil tanks and are slightly undersize, but this is acceptable as OO ones would have overpowered the front of the layout. The result gives a satisfactory impression of how the depot looked.

Locomotives and stock

Members provide stock for the public open days, with the second Sunday of the month portraying the 1958-62 era, whilst the fourth Sunday is 'anything goes' with steam, blue Westerns, HSTs and even modern Hitachi Class 800s in action! We alternate each month between analogue and digital. The majority of locomotives and rolling stock are ready-to-run models from manufacturers including Bachmann, Hornby and Dapol.

Never finished...

Having spent over 10 years on construction and modelling to date, being held up by location changes, Covid restrictions and trying to be as accurate as possible, we find we are still working on the layout, mainly fine-tuning the scenery and also of course keeping the very busy layout maintained.

Our sincere thanks must go to our hosts, The Old Well Garden Centre, without whom we would not be able to regularly show off this excellent layout to the public.

See *Tiverton Junction* in action

The layout is available for public viewing at **The Old Well Garden Centre, Waterloo Cross, Cullompton EX15 3ES** (only two minutes from the M5 Junction 27). Running sessions take place on the second (Western Region 1958-62) and fourth (various trains) Sundays of each month from 10:00-16:00. We also run a 'Little Blue Engine' layout for the younger visitors to operate, whilst an additional guest layout is regularly changed for further visitor interest. Please call in and see us, you'd be made most welcome.

Operating dates and further details are on the club's website: **www.cvmrc.co.uk**

US Army Transportation Corps S160 2-8-0

The wartime American freight engines that helped to win the Second World War, and went on to become one of the most widespread locomotive classes in history, described by **TOBY JENNINGS** *with drawings from the* **IAN BEATTIE** *archive.*

Until the arrival of the Class 66 diesels at the end of the 20th century, American-built locomotives were conspicuous by their relative rarity in Britain; in the days when this country was still considered 'the workshop of the world', with the then vast engineering capacity of our own railways' works and those of private contractors, we were almost always able to meet our own needs. Only on a handful of occasions did American engines make an appearance on our metals.

Once was the 'Great Locomotive Famine' in the closing years of the 19th century, when a combination of full order books and strikes left the British locomotive builders unable to meet demand, and forced us to look across the Atlantic to the even bigger locomotive-building industry of the United States (the best-known import of this period being the Lynton & Barnstaple Railway's Baldwin-built 2-4-2T *Lyn*). Another was during the Second World War, when the US Army Transportation Corps brought hundreds of S160 Class 2-8-0s and S100 Class 0-6-0Ts (some of the latter going on to enter Southern Railway service as the USA Class) across the Atlantic, to help keep the vital wartime goods traffic moving on our railways.

Wartime co-operation

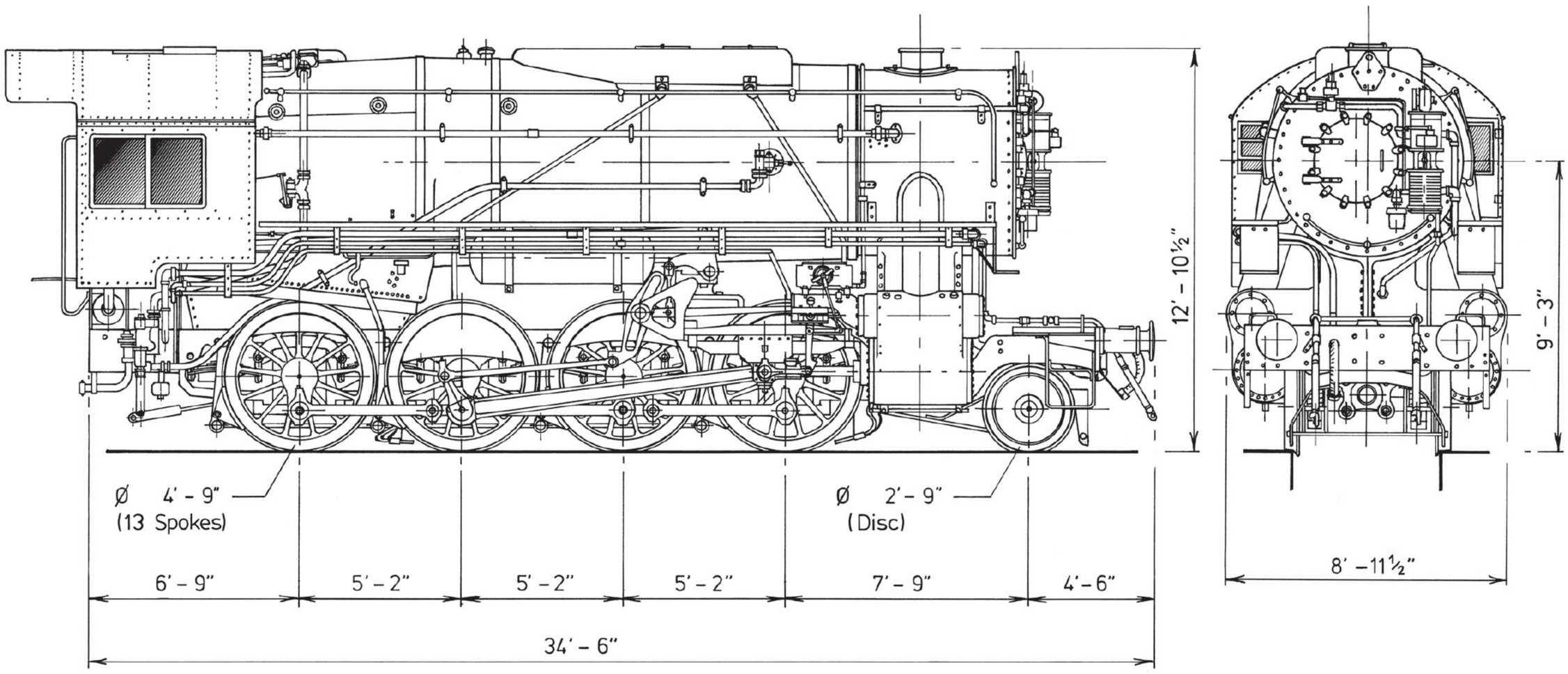
Around the same time as the USATC was formed, in July 1942, the 'big three' rival American locomotive manufacturers came together to design and build its S160 2-8-0s – a task that, under pressure of wartime necessity,

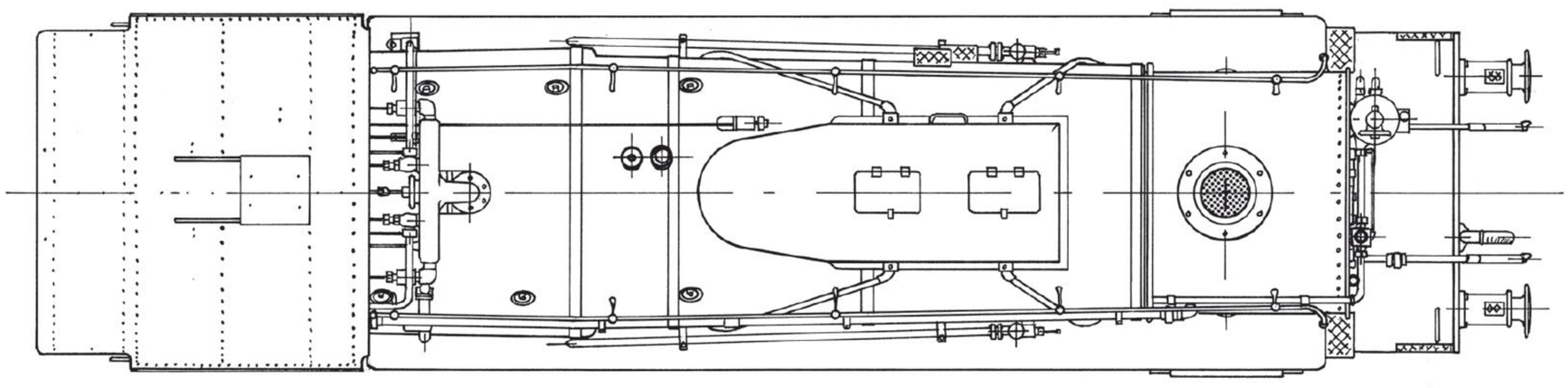
▲ S160 No.2415 has just passed Hatch End with a down freight on the West Coast Main Line in 1944. ***Photo: Rail-Online***

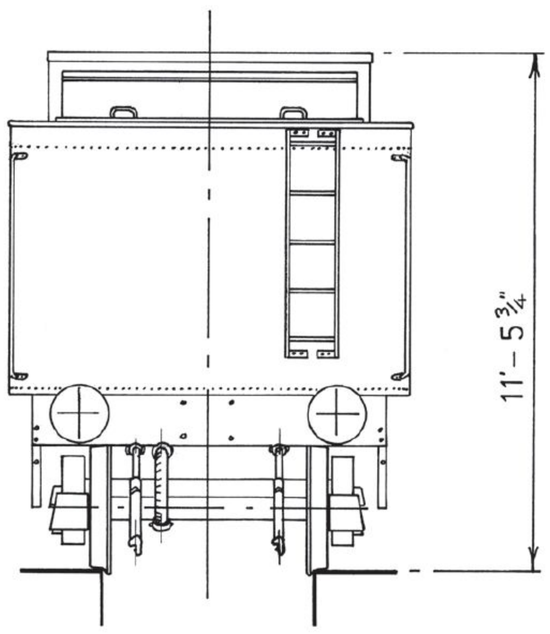
was done in a remarkably short time. These firms, the American Locomotive Company (Alco), Baldwin and Lima, drew up the design in May of that year, and the first two turned out their first engines in September, with Lima completing its first examples in November.

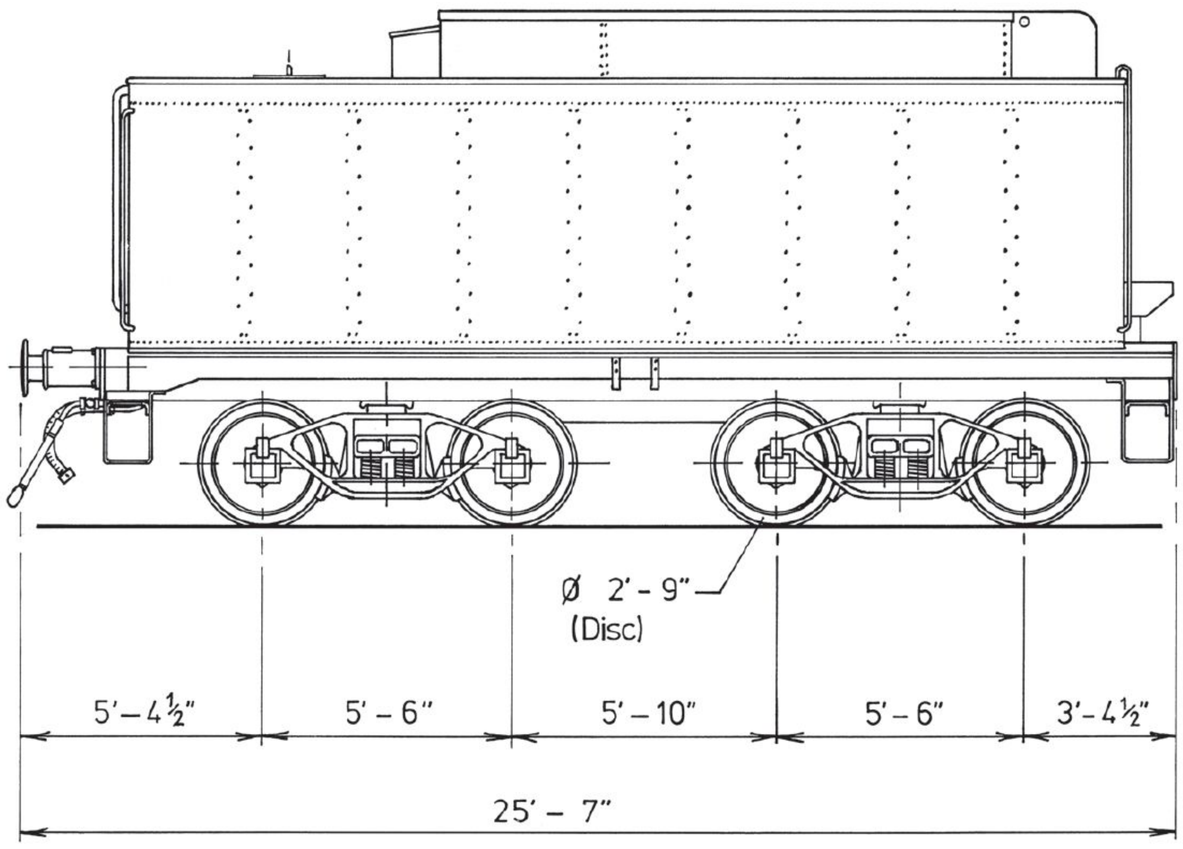
The first members of the class landed on these shores on 27 November 1942, when Alco-

US Army Transportation Corps S160 2-8-0









Notes on the drawings

Being constructed by three different manufacturers, the S160s naturally had a number of detail differences, but major components such as the boiler were interchangeable between engines from all three firms. Of course, the engines received many modifications later in the various countries where they ended up.

The last batch of Lima-built locomotives (USATC Nos.5770-5859, constructed in 1945) had screw reversers instead of levers, and a step in the running plate on the right-hand side at the cab end.

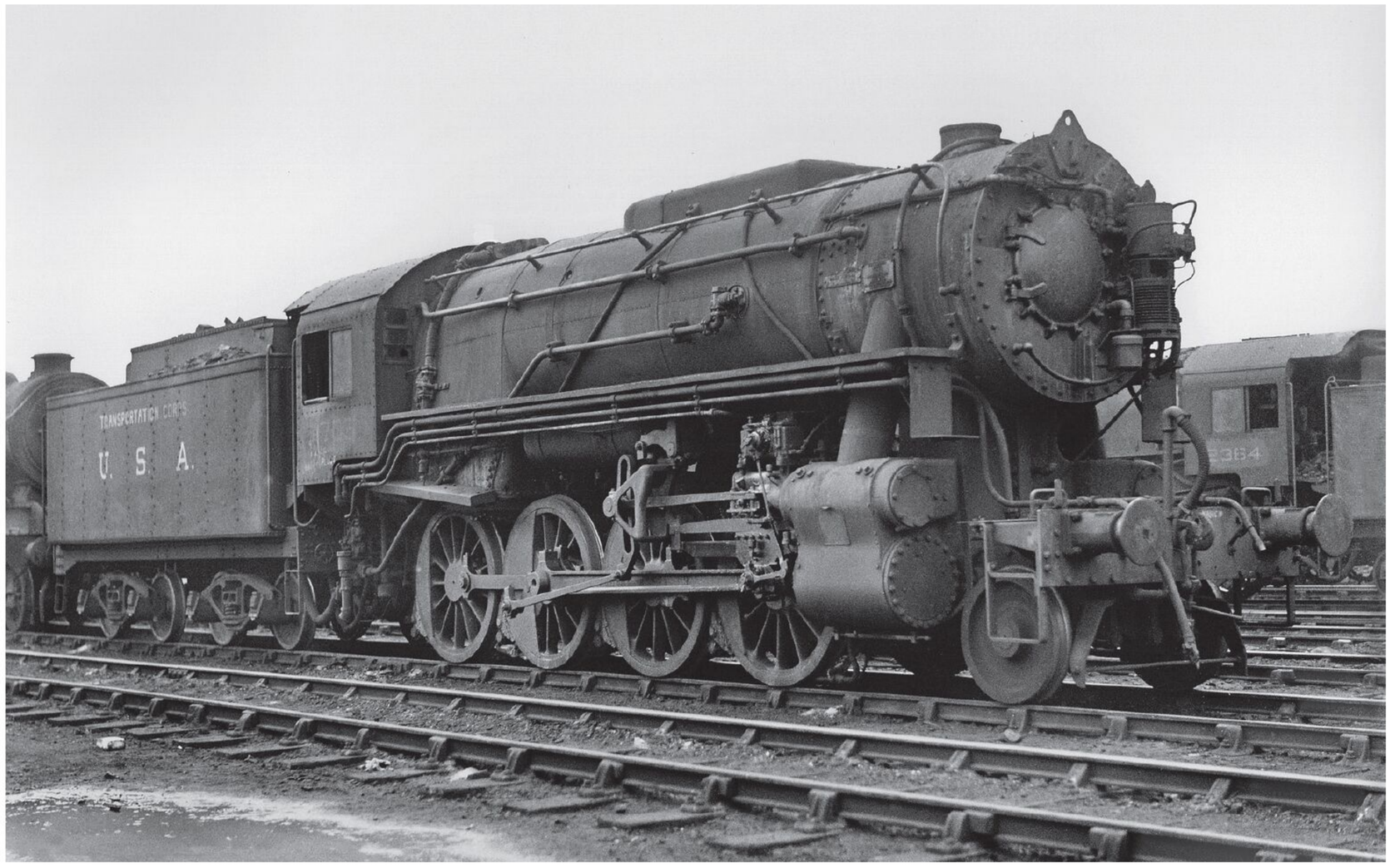
Drawings reproduced here at 4mm scale; first published at 3.5mm scale in the November/ December 1989 edition of CONTINENTAL MODELLER.

built Nos.1604/7/9/24 arrived at Cardiff docks on board the MV *Pacific Enterprise*. An official ceremony was held at Paddington station on 11 December, when No.1604, decorated with British and American flags, was handed over by Colonel N A Ryan of the US Army to Lord Leathers, the Minister of War Transport – although other examples were reported to have already been in use in Scotland.

Not all survived the journey across the Atlantic: 18 were lost en route, mostly because their ships were sunk by U-boats, but six went down on the Norwegian vessel *Svend Foyn* on 20 March 1943 after it hit an iceberg the previous day.

Although the engines were primarily intended for use by the US forces in Europe, 402 were placed on loan to the Big Four railway companies and the War Department; while a further 355, once unloaded and briefly tested, were placed in store to await the Allied invasion of German-occupied Europe.

The 402 consisted of 174 on the Great Western Railway, 168 on the London & North Eastern Railway, 50 on the London



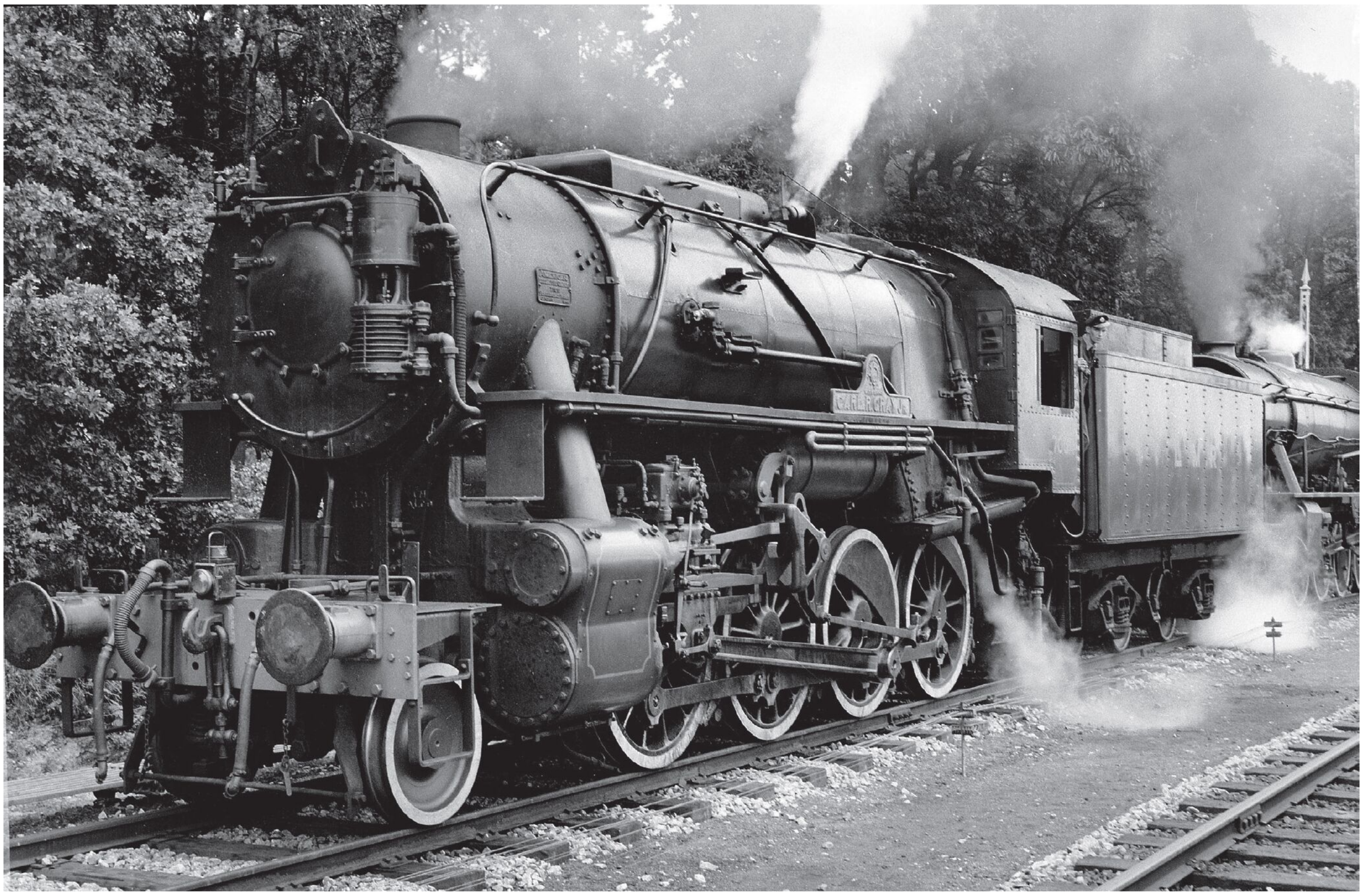
No.1705 at Stratford shed on 1 April 1944. Of particular interest here is classmate No.2364 visible on the right: this engine survives today, at the Great Central Railway (Nottingham), albeit as a dismantled kit of parts. *Photo: Rail-Online*

Midland & Scottish Railway and six on the Southern Railway, with the remaining four at War Department depots – namely Sudbury, Faslane, Cairnryan and the Longmoor Military Railway.

Naturally, they roamed far and wide: the GWR engines worked extensively between London and South Wales, and examples were allocated as far afield as Newton Abbot and Pontypool Road. The LNER locomotives worked to all parts of that company's network except the West Highland line and the former Great North of Scotland Railway system, with their main stamping grounds being Newcastle to Edinburgh, March to Temple Mills, and the Great Central Railway London Extension. The LMS engines were allocated to Toton, Crewe South and Mold Junction, running to locations including Willesden, Carlisle, Gloucester and along the North Wales coast line; while the Southern examples were shedded at Exmouth Junction and worked from Exeter to Salisbury and Southampton. Layouts depicting a wide variety of areas can therefore justify an S160 – provided they are set between 1942 and 1944.

As might be expected, the reaction of Britain's generally conservative enginemen to the new arrivals was mixed. As Didcot fireman Harold Gasson eloquently related in his books, even dyed-in-the-wool GWR crews appreciated their power, free steaming, and comfortable cabs; but inevitably, others had difficulty getting to grips with such alien machines. This was graphically illustrated by three boiler explosions during their time in Britain, one on the GWR and two on the LNER, of which two had fatal results. In two of these cases, the cause was confirmed to be that the crew had not been properly instructed in, or had not fully mastered, the operation of the locomotives' gauge glasses – which were of a very different design to British engines – and as a result, allowed the water

No.2454 passes Sudbury Hill (Harrow) as it makes its way out of London on the Great Western/Great Central Joint line. Note that its tender is inscribed with 'TRANSPORTATION CORPS' above the 'USA' lettering; most engines carried only 'USA', like No.2415 in the opening picture. The original livery is described as all-over matt dark 'bluey-grey', including the bufferbeams. *Photo: Rail Photoprints*



Apart from today's preserved examples, only one S160 ran in Britain after 1944: USATC No.3257, which returned here in August 1946 and went to the Longmoor Military Railway, where it was numbered 700 and named *Major General Carl R Gray Jr*. It is pictured with one of its British War Department 2-8-0 counterparts at Longmoor Downs on 3 September 1955, two years and one month before it was scrapped.
Photo: Rail Photoprints

level in the boiler to drop below the crown sheet of the firebox, causing it to collapse.

Worldwide use

From October 1943 to June 1944, the stored locomotives were gathered in South Wales, being placed in sidings at Cadoxton and Penrhos, together with the remarkable sight of 119 examples parked nose to tail on one half of a double-track line at Treforest, with the other track in use under temporary single-line regulations.

After the success of the D-Day landings on 6 June 1944, these stored engines were shipped to France, followed by those that had been on loan to the Big Four; while others that had been serving in North Africa went to Italy, and by mid-1945, further examples were being transported directly from America to Europe.

They thus became one of the most widespread locomotive classes in history: their total number is thought to be 2,120, including versions built to 5' gauge for Russia and 5' 6" gauge for India. Some of the Russian engines were rebuilt to 3' 6" gauge for use on the island of Sakhalin; others went to North Korea; and just a few of the other countries where they worked were Hungary, Poland, Greece and China, not to mention those that stayed in the country of their birth, including 12 on the Alaska Railroad.

26 are thought to survive in various states of repair around the world, including eight that were brought back to Britain for preservation. Former Hungarian Nos.1631, 2138 (both built by Alco) and 2364 (Baldwin) are dismantled at the Great Central Railway (Nottingham); ex-Polish No.2253 (Baldwin) is operational at the Dartmouth Steam Railway; and No.5820 (Lima), also from Poland, is on the Keighley & Worth Valley Railway, where it has recently been withdrawn from service with the expiry of its boiler certificate.

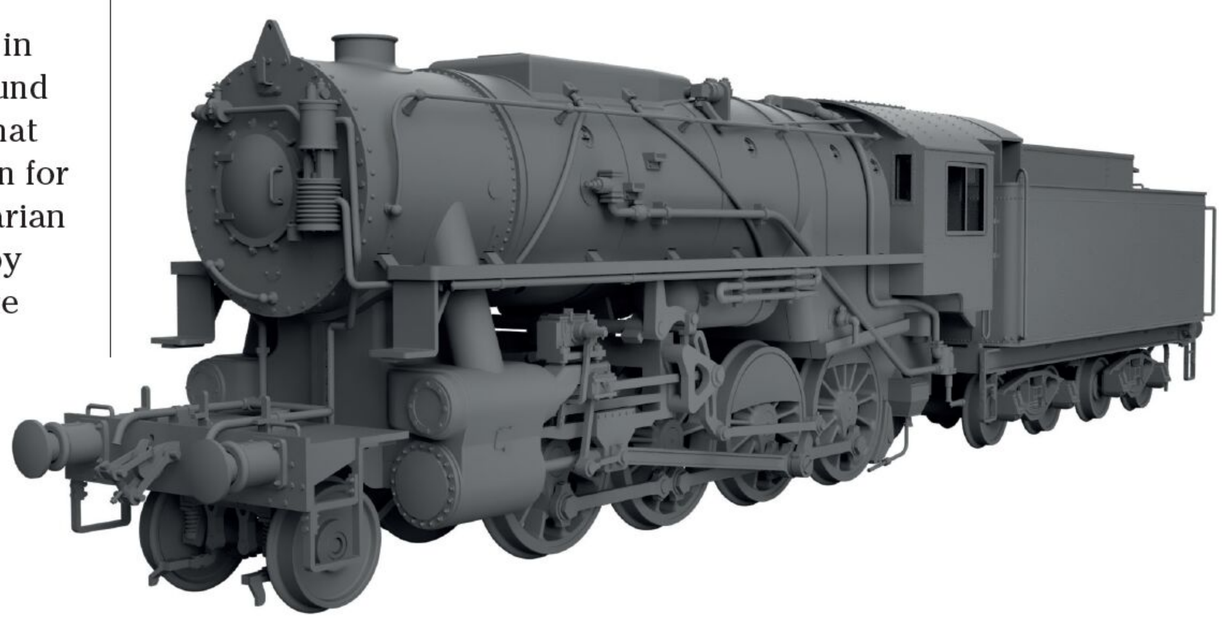
The Churnet Valley Railway near Stoke-on-Trent has three examples: ex-Greek No.3278 (Alco) undergoing overhaul, and ex-Chinese No.5197 (Lima) and ex-Hungarian No.6046 (Baldwin), both operational.

Models

With their foreign ancestry and short working career in Britain, the S160s have never been an especially popular class among British enthusiasts, and until now the only available models have been in HO scale – intended for continental modellers. These were a kit by DJH, and a ready-to-run version released by Austrian manufacturer Roco in 2017.

The preserved examples, however, have gained their own enthusiast following in more recent years, and Rapido Trains UK has just answered the growing calls for a model suitable for British 4mm scale layouts: as reported in the October 2023 RAILWAY MODELLER, the firm has announced a R-T-R OO gauge model depicting the engines in original condition.

CAD render of the forthcoming Rapido Trains UK S160.



A Corris Railway vignette

GEORGE WILLIAMSON *presents this tabletop tribute to a well-known Welsh narrow gauge line in 009.*

Photography by the author

My wife and her friend have been nagging me about starting a railway modelling YouTube channel for a number of years now, and this year I took the plunge, and got to work. My idea was to work through a series at a time, with each series concentrating on a particular prototype. As I would be starting out with no subscribers and very few views, I didn't want to start off with one of the bigger railways such as the Ffestiniog. After researching what kits and ready-to-run models were available, I decided on the old Corris as the first project, and quickly ordered a number of kits from the Corris Railway shop. The idea for the series was to show the build of a complete layout from start to finish, including wagons, locomotives, scenery, and the rest.

And since my own layouts are usually larger end-to-end styles that need constant operating, I decided that a simple oval of track would be a fun change, and give me the option of sitting back and watching the trains go by whilst I work.

The concept

The layout was planned to fit within a space of 37" x 20", which was a size I deemed practical enough to fit on a single board that I would handle by myself. This was a tough compromise to make, as whilst the tighter curves would suit the short wheelbase of the Corris' locomotives and four-wheel stock, it would be difficult to portray the prototype in a realistic way.

The final plan saw the layout being viewable from every side, with no off-scene area. To break up the views, the railway hugs a hillside which sits in the centre of the scene. The small dimensions meant that the layout would be 'in the spirit of the old Corris' (hence the name *Corrish*), with a number of points of interest integrated into the model, including the Esgairgeiliog station area, a slate quarry section reminiscent of the entrance to Aberllefenni, and Ffriddgate woods. With these in mind, the layout was planned to accommodate them.

Construction

A minimalist approach was used for the layout's build, with a simple 12mm ply base, and terrain carved from insulation foam.

Kerr Stuart 0-4-2ST No.4 (an adapted Bachmann model) heads through the station area with a rake of kit-built wagons.

I wanted to round off the corners to give a bit of interest to the shape, and this led to Foamex (PVC foam sheet) being used for the edging. This is a material used for shop signs and the like, and is not only flexible, but will cut with a knife.

Peco flexible OO9 track was used. This was chosen over Setrack as it enabled me to introduce some gentle curves and avoid any dead straight sections. Being a basic oval of track, the wiring is simply two wires soldered to the rails, which connect to a

Gaugemaster 12V dc analogue controller via a plug and socket terminal section.

The landform was carved to shape and a thin layer of house repair filler applied, this providing a solid base on which to add the top layer of scenery. A mixture of commercial and home-made scenic materials were used.

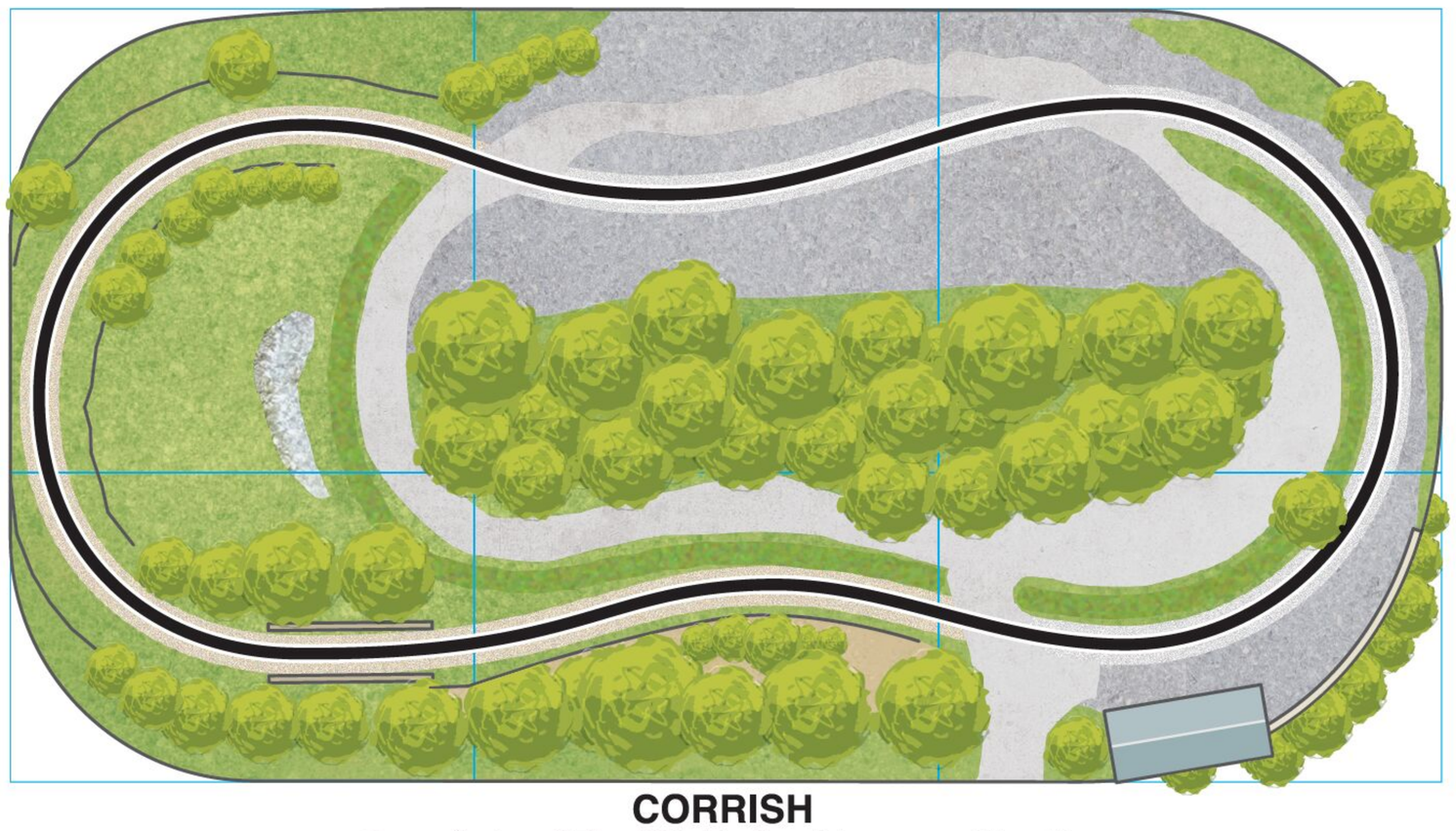
The field areas were built up from static grasses of various thickness, whilst the larger bushes and shrubbery are Woodland Scenics Poly Fiber (*sic*) products, with Noch leaf material scattered on top. Some of the trees used the same method as the bushes, on top of a seafoam main trunk, whilst others, based on conifers, used kebab skewers for the trunk and Poly Fiber 'discs' as the main body with static grass applied for the needles. I also added ferns around the stream, and these were made from a type of moss collected on woodland walks.

The road was built up in a number of layers using sieved gravel and dirt glued over a painted base. The track was ballasted using a similar mix, fixing this in place with isopropanol and Deluxe Materials Ballast Bond.

The station and retaining walls were scratch-built from Wills slate wall sheets and painted with acrylics, before dry-brushing the weathered finish. The stream bridge abutments were built in the same way, with a wooden deck made from matchsticks.

Rolling stock

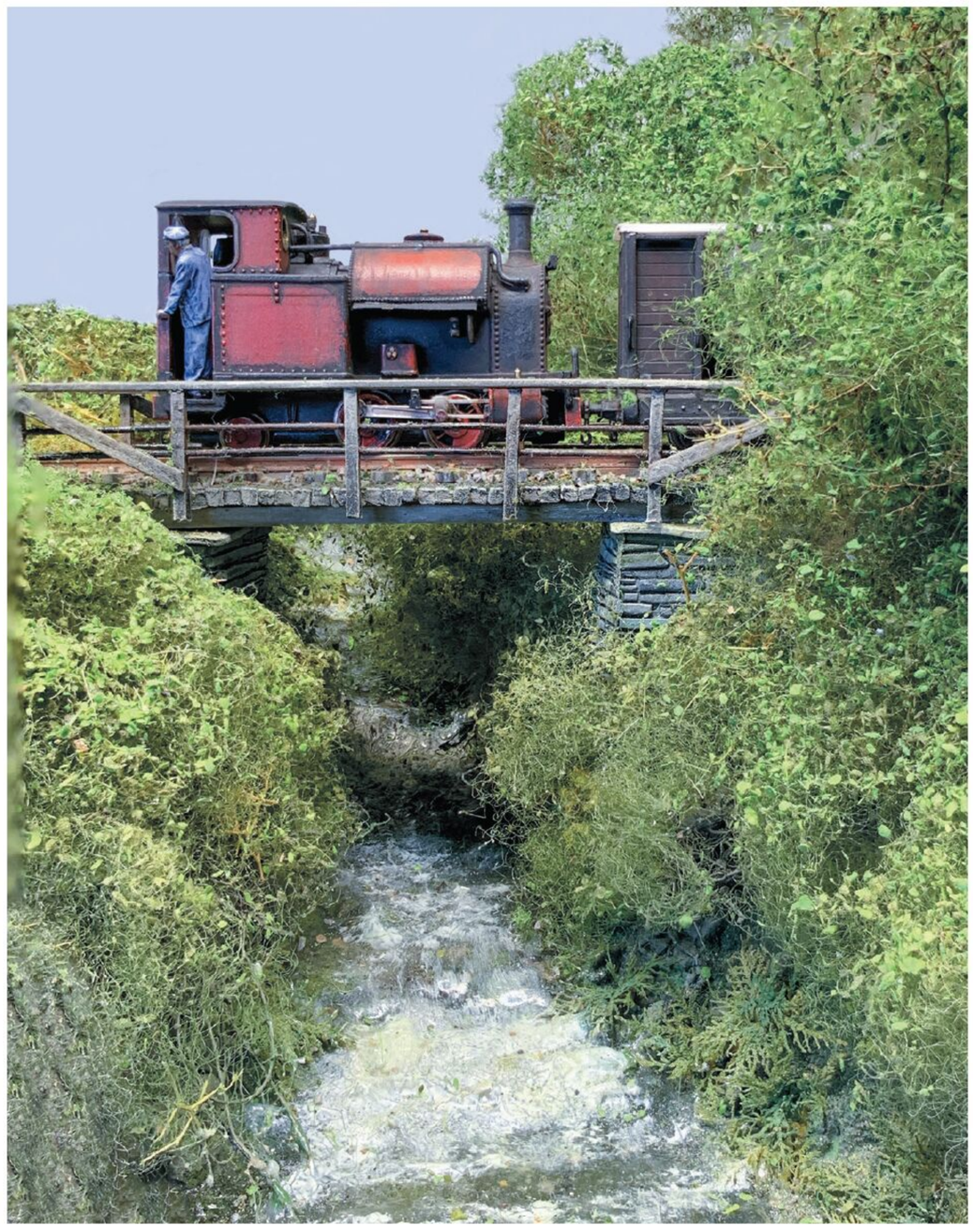
Fortunately, the Corris Railway has healthy kit support, with Dundas Models (originally



CORRISH

Overall size: 37" x 20". Each grid square: 1ft x 1ft.

The bridge over a stream provides the main scenic feature on the model. The abutments were made from Wills moulded slate walling sheet (ref.SSMP232) with matchsticks used for the deck and side rails.



Figures are 3D-printed products, whilst the loop of plain narrow gauge track is from the Peco Streamline range.

The Corris Railway

Corris, located on the border between Gwynedd and Powys in mid-Wales, was the location of the northern terminus of this 2' 3" gauge line (originally a tramroad worked by gravity and horses) that was opened in 1859 and ran from Aberllefenni to Derwenlas, south east of Machynlleth. There were also branches that served numerous quarries en route, including the slate ones at Corris Uchaf and Aberllefenni.

The completion of a standard gauge route through Machynlleth in 1863 led to closure of the narrow gauge section between Machynlleth and Derwenlas, it being considered easier to convey slate direct to the standard gauge at Machynlleth. At the same time, an application was made to convert the tramroad to a railway, with the consequential upgrading for locomotive use.

Four locomotives operated on the Corris Railway: Nos.1 to 3 were 0-4-2STs constructed by Hughes Falcon Works in 1878 (all were originally built as 0-4-0STs), joined by Kerr Stuart 0-4-2ST No.4 in 1921.

Passenger services commenced in 1883; all platforms were on the east side of the line so the carriages and locomotives were equipped with doors on that side only. Slate traffic was always the main commodity transported on the railway, but timber was also carried between the First and Second World Wars and coal was carried for the local communities.

In 1930 the line was sold to the Great Western Railway. The passenger service was withdrawn at the end of that year but the line continued to operate slate traffic, surviving nationalisation in 1948 only to be closed soon after following serious erosion to the formation.

The preserved Corris Railway's replica Kerr Stuart 0-4-2ST No.7 heads towards Maespoeth. Note the lack of doors on this side of the locomotive and carriages.
Photo: Mike Dean

Preservation

The original locomotives Nos.3 and 4, together with some of the original rolling stock, are preserved on the nearby Talyllyn Railway.

The Corris Railway Society was formed in 1966, it subsequently opening a museum and restoring the old engine shed at Maespoeth. In 2002 a short section of running line was opened to passengers and in 2005 the railway received its new-build steam locomotive (No.7), a replica of the original Kerr Stuart Tattoo Class locomotive. This was joined in 2023 by a replica of one of the Hughes Falcon engines (No.10).

Rodney Stenning) providing most of the wagons in the form of either plastic or whitemetal kits. Bachmann recently released a ready-to-run 'Peter Sam' as part of its Thomas The Tank Engine™ range, which is based on the Corris Railway's Kerr Stuart & Co. Tattoo Class 0-4-2ST, whilst Fourdees followed with a prototypical 3D-printed body for the loco.

The models were all built as per the instructions and, as the layout doesn't require any shunting, prototypical hook and chain couplings were made and fitted to all stock.

Watch the build online

For further details about the construction of the model, videos documenting the whole build can be found on my YouTube channel (search for G.WilliamsonModels). My next project is planned to be a prototypical Talyllyn Railway build.

The rolling scenery was formed by using Foamex as a base for the model, carved to shape.

The topography of the model disguises the fact that the layout comprises just a single loop of plain track.

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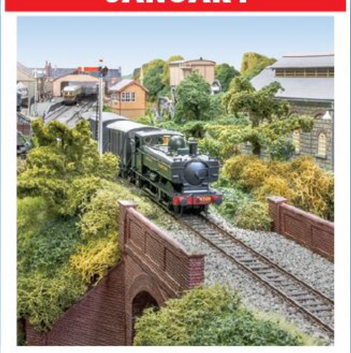
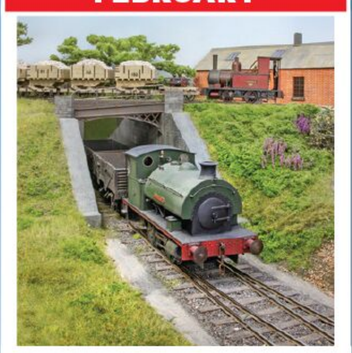
JANUARY



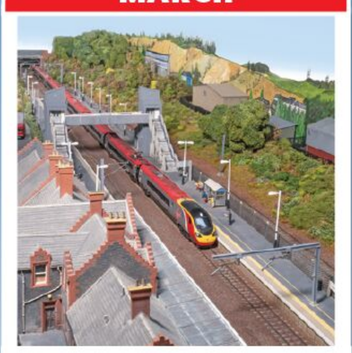
NEWNHAM ROAD

FEBRUARY



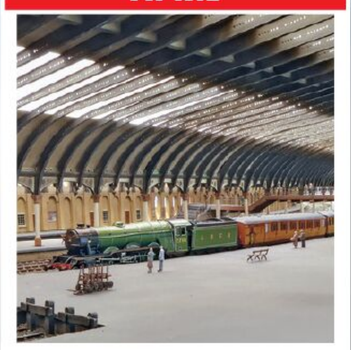
NEWTON HEATH WORKS

MARCH



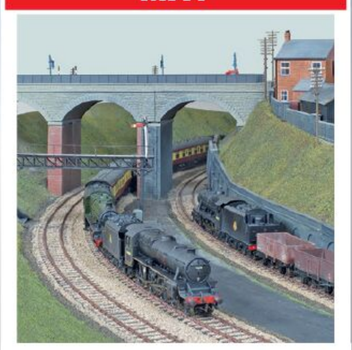
LOCKERBIE

APRIL



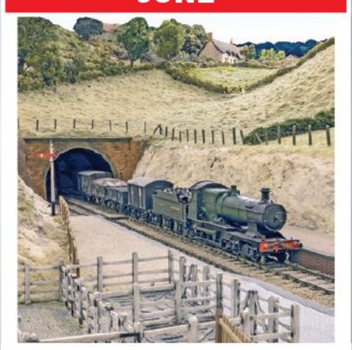
YORK

MAY



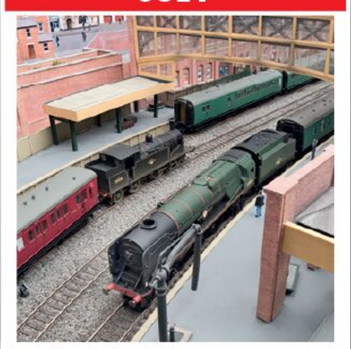
CAMDEN & KILSBY

JUNE



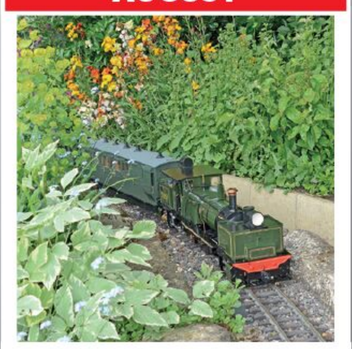
PENDON ST MARY

JULY



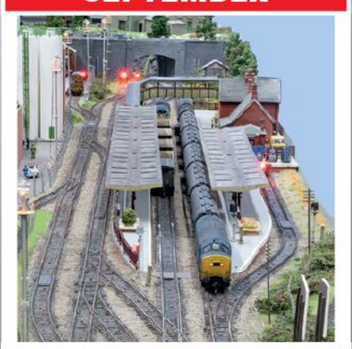
BOURNEMOUTH CENTRAL

AUGUST



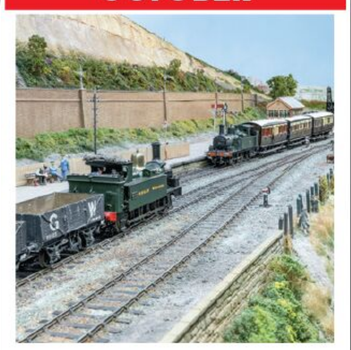
NORTH BUCKS RAILWAY

SEPTEMBER



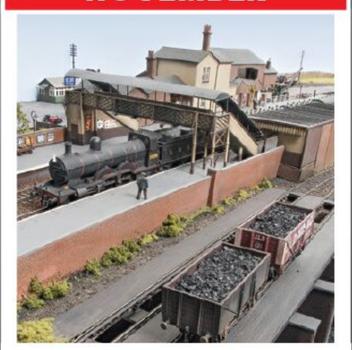
ASHDAN JUNCTION

OCTOBER



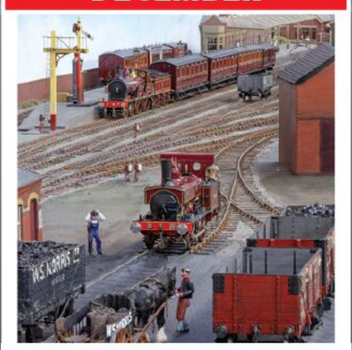
WESTCLIFF

NOVEMBER



POTTERS BAR

DECEMBER



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Winners will be announced in the April Railway Modeller. The author of the article with the most votes will be presented with the 71st RM Cup.

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2. All entries received will be entered into the prize draw and winners will be notified by post or email.
3. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
4. Employees of Peco and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
6. The author of the article with the most votes will be presented with the 71st RM Cup.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

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Project of the Month

Westhill Road station building

Southern modeller **GRAHAM MUSPRATT** *describes his scratch-build of a key structure, the station house and booking office, for his new, under-construction 4' x 18" layout* Westhill Road *in 4mm scale.*

Graham Muspratt's 4mm scale station building for *Westhill Road*, based on the Isle of Wight station of Alverstone. *All model photography by the author. (Archive photos from the Transport Treasury collection)*

With most of my scratch-building, I like to have in mind, or be inspired by, an actual prototype. In this case I have used Alverstone, a station on the Isle of Wight (Newport Junction) Railway which was later absorbed by the Isle of Wight Central Railway and then the Southern Railway.

Whilst I have built it as a mirror image, I have kept its quirky characteristics, including the tiny booking office being part of the station master's house, the brick lower and rendered upper walls and the interesting roof line with hips and gables.

Traditional methods

Being old school – no Computer Aided Design or 3D-printing here yet – using prototype images I created a series of quick sketches and plans on my trusty A3 graph pad to work out, to scale, all elevations and interior arrangement (with a little help from my dad who worked most of his career in the building trade – thanks Dad!).

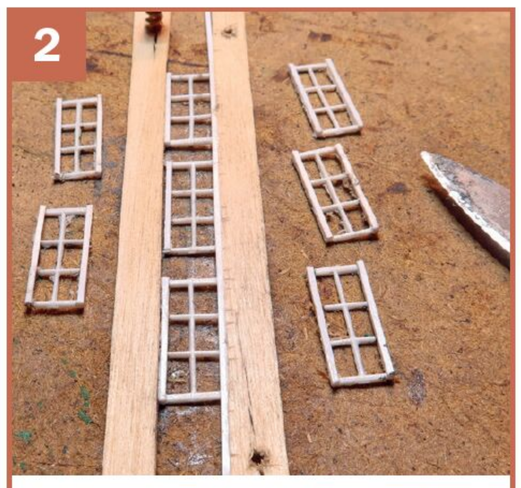
One of the features of *Westhill Road* is to introduce an element of perspective modelling as the overall layout depth is only 18". I have purposely compressed the size of the station house and booking office a little to help with the effect once it is in position behind a London & South Western Railway Type 3B ground signal box in the foreground and small 'tin tabernacle' chapel at the rear.

Wills building materials were used for the brick plain bond (ref.SSMP212) lower walls and cement rendered (ref.SSMP214) upper wall sections along with making from scratch the upper windows (those on the ground floor are from the Peco ref.LK-78 Building Components kit, Pack 1).

A view of Alverstone station building and station master's house, on the line from Sandown to Newport, looking towards the latter. It was built in 1911 to replace an earlier structure.

1

Prototype images were used to draw the exterior and internal arrangements on graph paper.



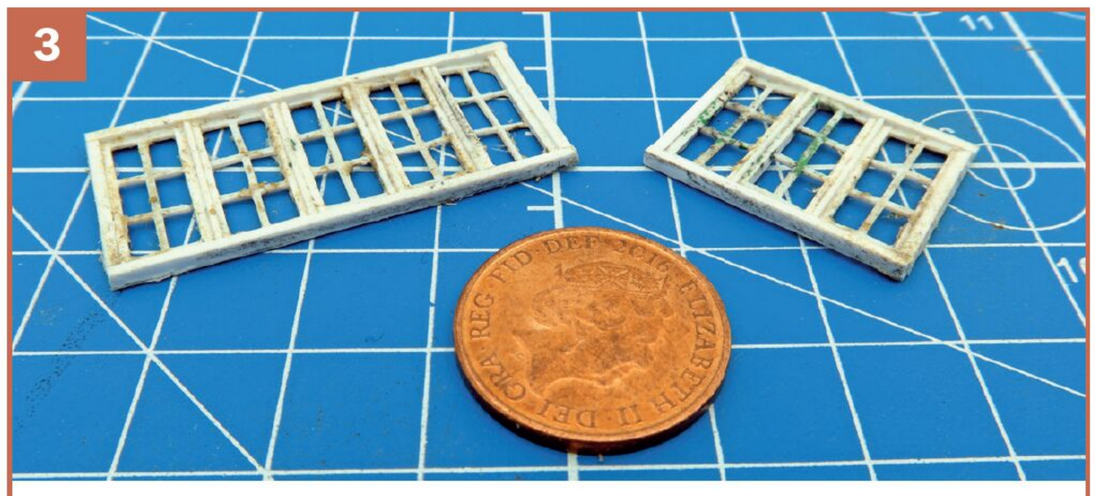
The upper windows were made from cut-down Ratio signal box windows, reduced in width with new edge verticals made from microstrip, using coffee stirrers as a jig...

As I was unable to find any proprietary windows from the usual sources, including from laser-cut suppliers, that were the correct size for these distinctive upper windows, I resorted to the old school method using various sizes of microstrip. I actually used the centre section of some Ratio signal box windows that were the right height, but too wide; I therefore reduced their width and added new edge verticals. To aid production I made up little jigs from the versatile wooden coffee stirrer screwed to a piece of MDF.

Once I had made enough main six pane sections, I joined them together with additional verticals between them, and complete outer frames, to make the required three- and five-section main windows. Once fully constructed they make up into quite strong assemblies. The same technique was used to make the smaller side landing window.

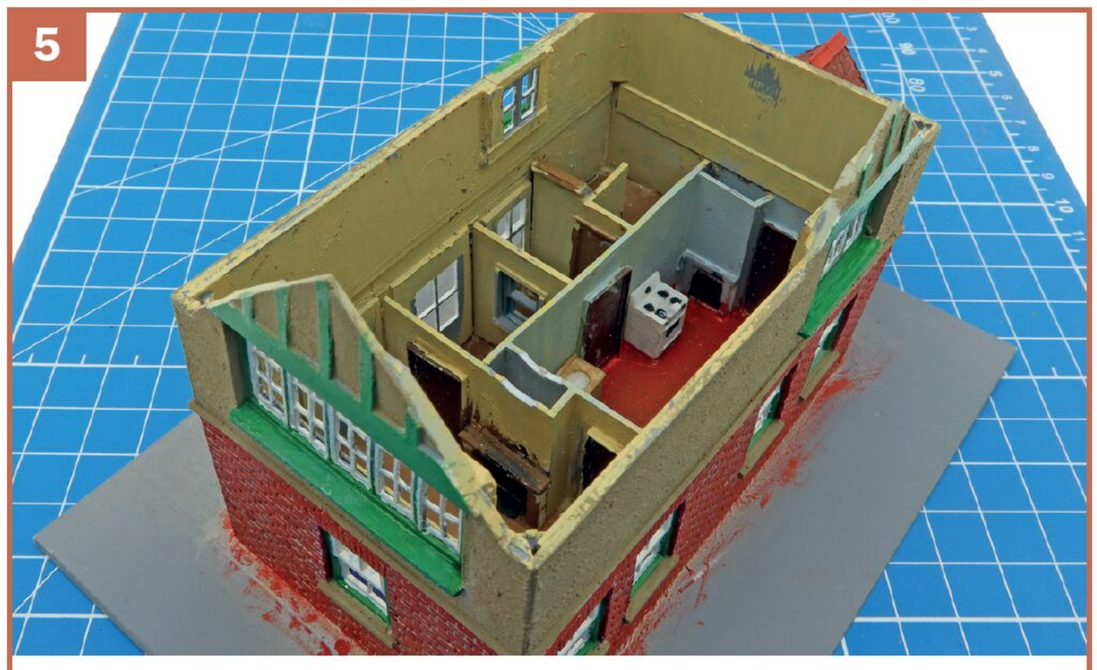
The shell of the main building was then assembled around the internal lower floor, which had been cut square and allowing for the wall material thickness, and its internal partition walls. The corners were chamfered to an angle greater than 45° to get sharp corner joints, and further reinforced behind with lengths of triangular section.

On the Alverstone station building, there is a shaped brick moulding that runs horizontally between the lower brick and upper rendered walls, along with the very bottom edge of the rendered walls sloping outwards to deflect rainwater away from getting in along the bottom edge of the render.



...then joined together with new verticals between each pane, and outer frames.

The basic shell of the building assembled around the internal lower floor – the removable upper floor is separate on the left.



The interior of the building was detailed with 3D-printed furniture...

...and internally lit with the wiring hidden inside the chimney breast.

Half-round microstrip and 10thou thin flat strip at an angle above it has been used to represent these features.

Interior detail

The approximate internal layout had been worked out for both floors. The ground floor, as at Alverstone, has a small ticket hall with passengers being able to access just the ticket window via the middle door. This is one of the quirks that attracted me to using it as the basis for the building on *Westhill Road*.

The door next to the ticket hall is the private station house access opening into a lounge, whilst at the rear is a kitchen that in turn gives access to the ticket office and the stairs. Two bedrooms and a bathroom complete the upper floor rooms.

All the internal walls, fireplaces and chimney breasts etc. have been created from plasticard, and representations of the door frames have been added with plastic microstrip. The upper floor is removable, as is the roof, to allow access inside for painting etc.

As the building is internally lit, the central chimney allows the wires to be hidden down the inside, and all the rooms have a representation of furniture etc. included. Suitable 3D-printed items were sourced as a basis.

Doing the maths

For hipped roofs, and the gable windows, it can be quite complex to work out the correct angles and lengths to cut the roof materials, in my case for this model Wills plain tiles (ref.SSMP211) sheets.

There are now online hipped roof calculators that along with a little trigonometry can be used to work out the relevant measurements, but I made use of my trusty pencil and graph paper to draw the roof to the model scale in plan and elevation. I also kept the main hips at 45° to keep things simple, and the cutting dimensions could then be taken straight from the sketch.

Remember to ensure you always cut the sheets the correct way up so that the tiles overlap each other correctly. I always double-check using a fingernail to feel the upper tiles overlapping the ones beneath it.

The internal support frame is made from offcuts of 40 and

60thou plasticard; the advantage of keeping the main roof angles at 45° made this frame quite quick and easy to create.

Once the edges of the cut Wills sheets were filed to an acute angle to give the neatest possible joins (this wasn't too critical as these would be covered by ridge and bonnet tiles), I started to assemble the roof sections on the internal framing along with fillet sections underneath to strengthen the joints.

I always take time when assembling, letting each joint harden fully before adding the next part.

Once the roof assembly had fully hardened, very carefully with the end of the triangular needle file I created what would become the lead-lined valleys between the main roof sections and the gable roofs.

The chimneys, which are quite large, characteristic and overly ornate at Alverstone, were made from Wills Flemish Bond (ref.SSMP226) brick sheets, cut to size and the edges mitred to give close external corner edge joints.

The unusual sloping tiled decoration was added using offcuts from Wills plain tile (ref.SSMP211) sheets. Dart Castings whitemetal chimney pots (ref.L78B), with the inside of the pot drilled out slightly to ensure they look hollow, were added to complete the look. The small side kitchen extension to the ground floor was also roofed and gained its more functional, less ornate chimney using similar methods.

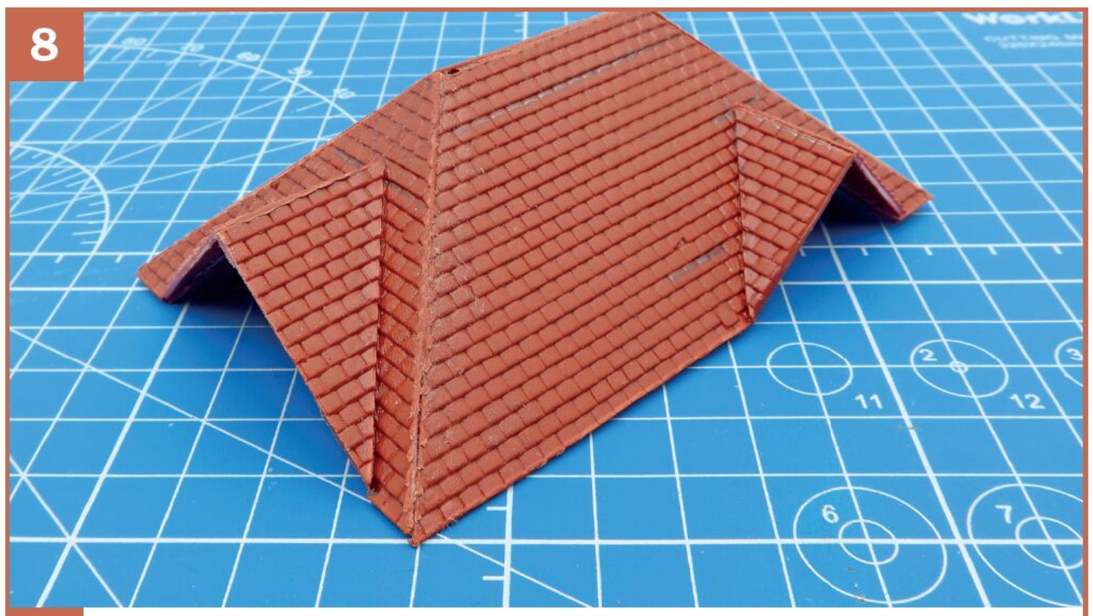
Researching the roof

I believe it is important to get the roof details of buildings prototypically correct, as the viewing angle means we tend to look down on models (that, and my dad will tell me if it is wrong…), yet often some modellers go to great lengths to achieve the finest level of detail on locomotives and rolling stock, but do not pay the same attention to buildings. Such details can be easily observed by looking up when walking around.

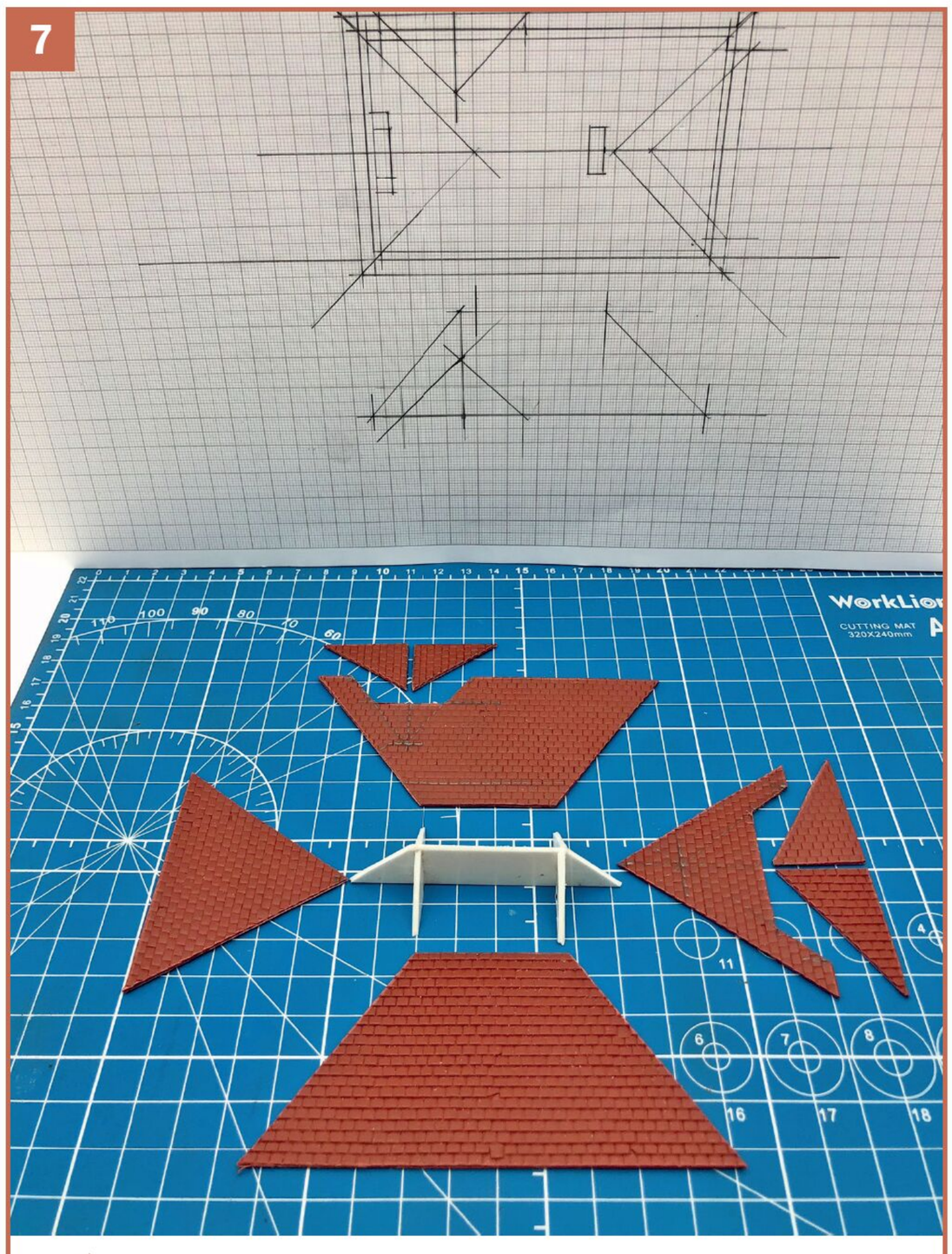
These details include the correct style of ridge tiles, and roof plumbing – the term for use of lead flashing and lead-lined valleys etc. (the Latin name for lead is Plumbum, this being the origin of its chemical symbol Pb, and of the term plumber).

The round-topped ridge tiles for the horizontal ridges, along with decorative finials, were added using 3D-printed versions from Smart Models. With hipped roofs the angled ridges often used the same style of ridge tile; however, many, like Alverstone, used the more decorative 'bonnet' style curved tiles that give a distinctive serrated edge appearance.

As I was not able to locate any proprietary source of suitable bonnet tiles, I called on a couple of friends for help. Using the dimensions of actual bonnet



▲ …which were assembled with an internal support frame made from offcuts of plasticard.



▲ Graph paper was again used to work out the angles of the hipped roof and gable windows…

▲ The ornate chimneys were made from Wills Flemish Bond brick sheets (ref. SSMP 226), with sloping tiled decoration using offcuts from Wills plain tile (ref. SSMP211) sheets, and whitemetal Dart Castings (ref. L78B) chimney pots. The round-topped horizontal ridge tiles and decorative finials were 3D-printed by Smart Models.

A side-on view of the Alverstone building, showing the entrance to the booking office. The station had opened by June 1876, a year after this section of the line. The last trains ran on 5 February 1956.

tiles, Simon Paley very kindly drew up in CAD suitable sized bonnet tiles, adjusted to match the Wills plain tile sheets (ref.SSMP211), in a strip 70mm long that was 3D-printed for me by Matt Wickham of Vectis 3D Models.

Then the soffits (the horizontal boarding under the eave of the roof back to the wall), rain gutters and internal upper floor ceilings were added to the underside to complete the roof assembly.

The lead flashing around the chimneys was formed from four parts: the section across the front and bottom of the chimney, the two side flashings zigzagging down the brick courses, (noting that the vertical edge of the zigzag leans inwards to the bottom), also overlapping the bottom piece, and finally the piece across the top overlapping the sides.

I carefully cut and folded 100gsm paper to represent the separate pieces of flashing per chimney and painted them dull

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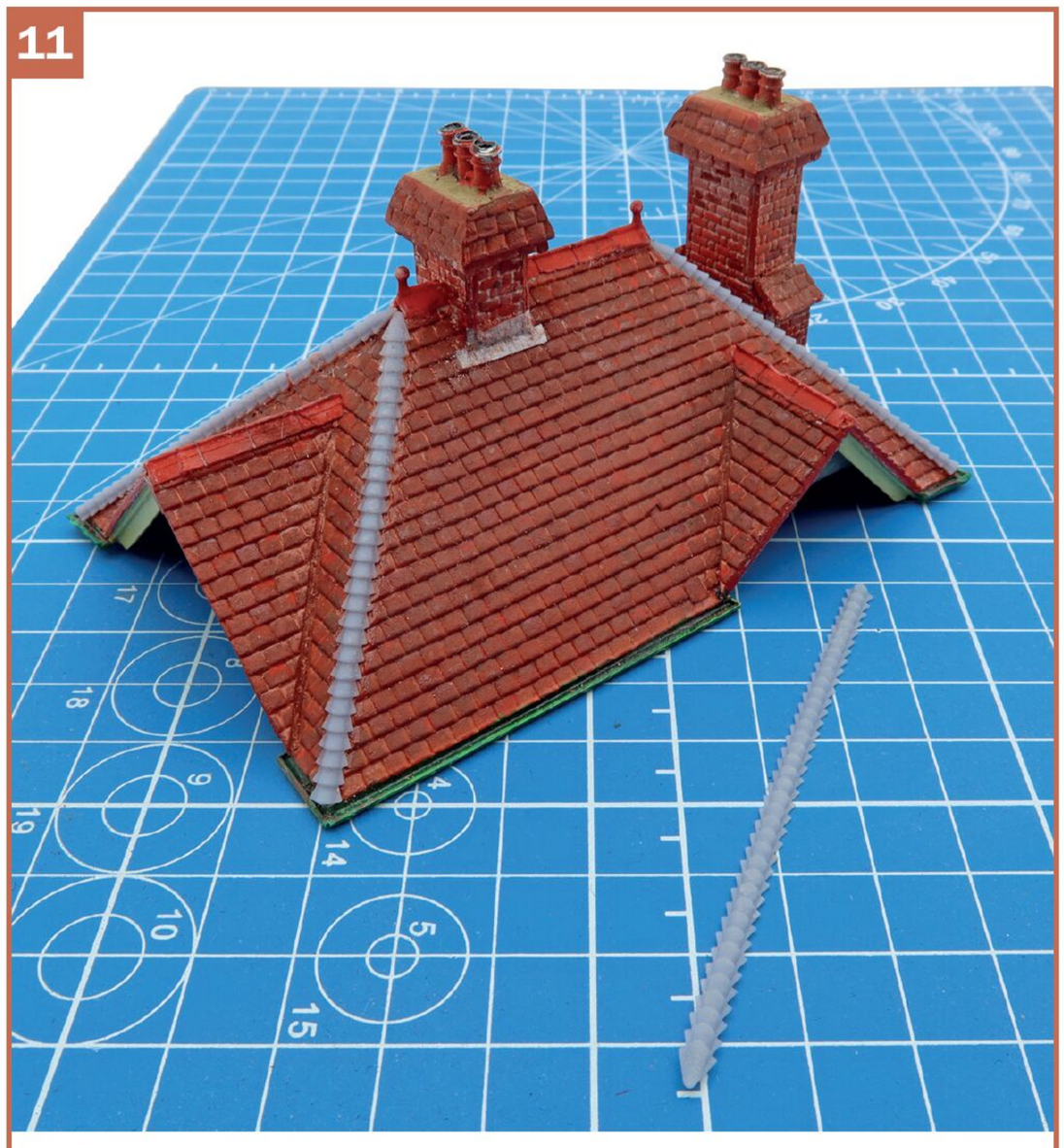

Bonnet tiles for the angled ridges of the hipped roof were drawn up in Computer Aided Design by Simon Paley and 3D-printed by Matt Wickham of Vectis 3D Models.

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A series of photos showing the production of the lead flashing around the chimneys.

grey with a little metallic aluminium paint to achieve a 'lead' look.

The windows have been glazed using 10thou clear plastic cut to size and held in place on the inside with the versatile Deluxe Materials Glue 'n' Glaze, which has the benefit that any slight seepage of the glue dries crystal clear.

Painting

With regard to the painting of the brickwork and tiles, firstly, for light coloured mortar, I cover the wall in my chosen mortar colour, in this case Humbrol No.121, and whilst it is still wet, wipe the paint off the brick faces. If I wanted a dark mortar colour I would do this last after the dry-brushing step has fully dried, again rubbing the excess mortar colour off the brick faces. This also has the effect of darkening and weathering the overall brick colour.

Secondly, I pick out individual bricks in a variety of colours using Precision Paints light brick red, dark brick red, blue, orange and even black, and mixes of them too. These colours should reflect those on the prototype wall that you are wishing to emulate. Different areas and ages of wall will have a different variety and range of individual brick colours.

Lastly I dry-brush a mix of the Precision Paints Light and Dark Red Brick and Humbrol No.70 Brick Red at 45° to the mortar course over the entire wall, over the top of the previously

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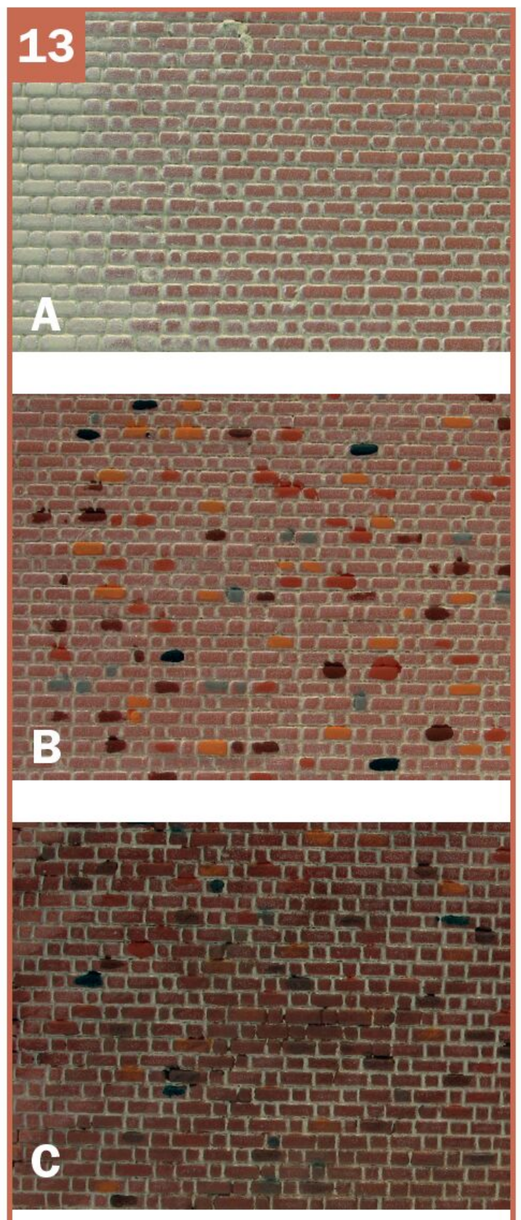

The process of painting and weathering the brickwork. First, the wall is painted with mortar colour, and while this is still wet, it is wiped off the raised brick faces (A). Next, individual bricks are picked out in different colours (B), and finally, brick red paint is dry-brushed over the wall at an angle of 45° to avoid getting paint in the mortar courses (C).

individually painted bricks. The 45° angle is key as this ensures the paint is applied to the brick top surfaces and does not fill the mortar courses. You can slightly vary the mix of this colour as you go. The effect of the dry-brushing over the top of the entire wall is that when you view from a distance the wall colour appears almost uniform as discussed above; however, as you get closer the colour of the picked-out bricks shows up and provides the variety you get close up to a real wall. If you just pick out individual bricks with differing colours over the whole wall without the top dry-brush, in my opinion the individual colours still stand out too much, especially when viewed from a distance.

I used Phoenix Precision Paints ref.P952 Light Red Brick as the predominant and top dry-brush brick colour, and ref.P953 Dark Red Brick for the roof tiles.

For the upper rendered walls I stipple painted using ref.P88 SR Buildings light stone paint with the almost dry brush also dipped in talcum powder to give both some further surface texture and ensure a very matt finish (adding talcum powder to any paint will create a matt finish).

The main window frames, doors, guttering and downpipes were painted using ref.P93 SR Middle Chrome Green with a little Humbrol Matt No.101 randomly mixed in to give a slightly more faded look, especially on the end extension door.

Some light weathering by dry-brushing was applied to the roof to represent moss and rainwater streaks, and similarly to the walls beneath the ends of the window sills etc.

Final details

The finishing touches to the exterior included guttering and downpipes, from the useful Peco ref.LK-78 kit (Pack 1) and a typical Southern timetable notice board from Tiny Signs. Finally, I added the Booking Office sign, obtained from Sankey Scenics, glued back-to-back with a 0.5mm piece of brass wire between to act as the mounting bracket, above the left-hand door. The fire buckets and wall brackets are whitemetal items from Dart Castings. The running-in board was created on the PC and printed onto photo paper.

One last detail, the drain surrounds for the downpipes, will be added once the building is eventually in place and bedded in with the ground cover on *Westhill Road*.

Supplier information

Dart Castings
www.dartcastings.co.uk

Phoenix Precision Paints
www.phoenix-paints.co.uk

Sankey Scenics
www.sankeyscenics.co.uk

Smart Models
www.smartmodels.co.uk

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Detailed with a Southern timetable board from Tiny Signs, the building is almost ready to place on the layout, with only the running-in board and Booking Office sign to be added. The picture on the right shows the small side kitchen extension to the ground floor.

New life for a veteran 3mm layout

Exebridge

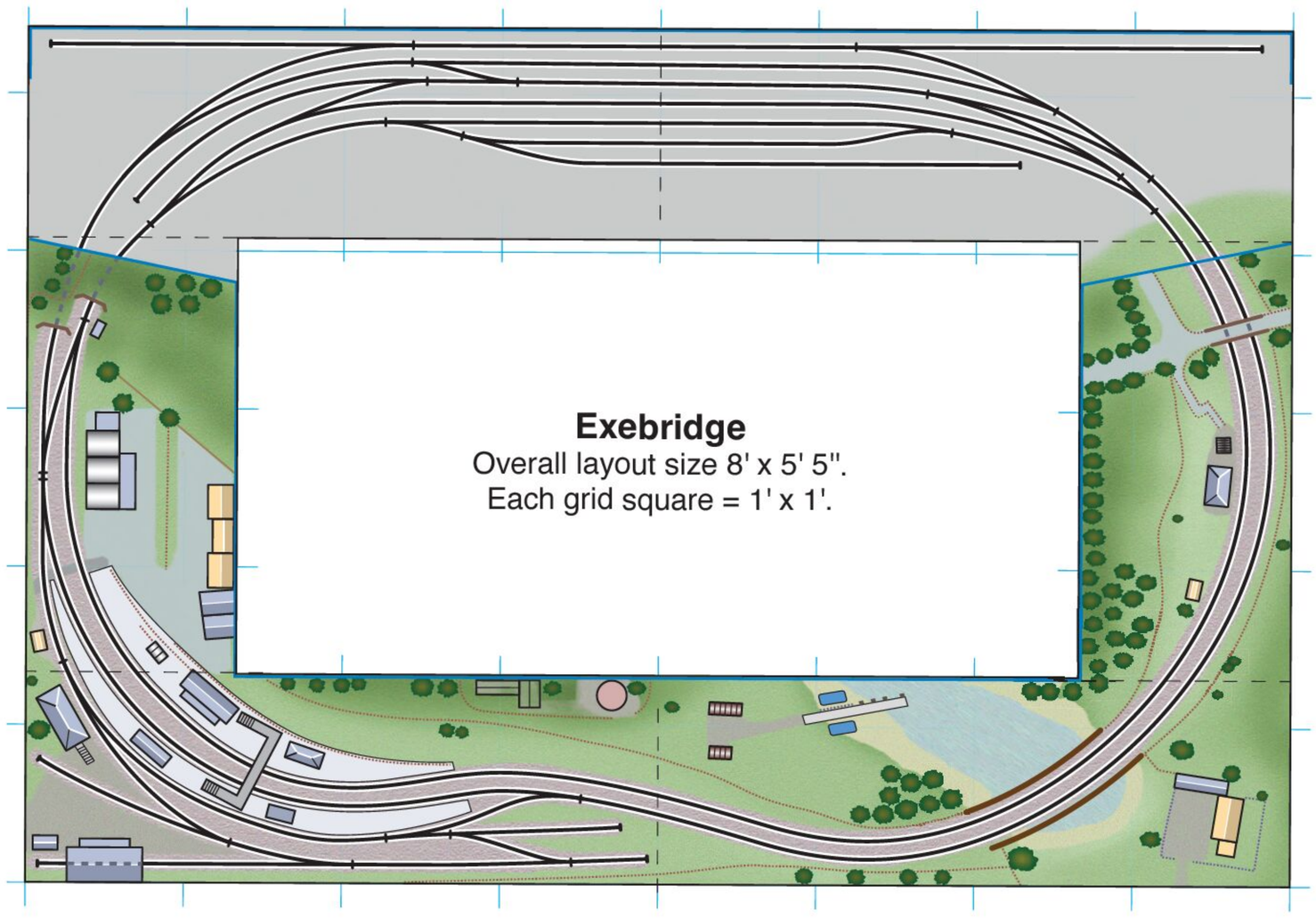
This seasoned exhibition layout has, in its different guises, taken a starring role on television not just once, but twice, as **PAUL HOPKINS** *explains.*

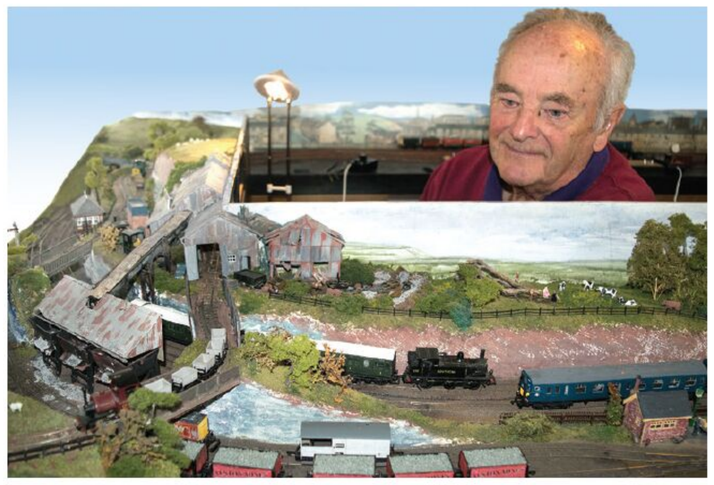
Photography by Geoff Helliwell except where stated

Some readers may recognise this 3mm scale (12mm gauge) layout from its previous identity as *Alston*, which toured the UK model railway exhibition circuit for many years. Built by lifelong TT devotee Mervyn Turvey, the layout in its original form was a double track continuous run, incorporating interchange sidings to a narrow gauge quarry system. It could be viewed on three sides, the most pleasing scenic feature on the main line being the viaduct crossing a river.

There were, in fact, a number of 3mm layouts built by Mervyn that all assumed the name *Alston* (or derivatives thereof) but it was this one that took a starring role on TV.

Warship D823 *Hermes* (a Lincoln Locos 3D-printed body and chassis) hauls a Bulleid three-coach set that was made using Worsley Works etches.





Mervyn Turvey operating the layout in its original form as *Alston*, which featured a narrow gauge quarry system. *Photo: Mervyn Turvey*

Mervyn was called upon to provide the layout as a prop for the filming of an episode of *Midsomer Murders* titled 'Birds of Prey' (first broadcast in 2003), which starred the late actor Richard Todd as a model railway enthusiast (see RM May 2018).

When Mervyn was looking to retire the layout, I felt that it was too important not to remain operational and exhibitable. That was what led to it ending up in my custody.

A new life for an old layout

Since I acquired the layout I have undertaken a series of sympathetic modifications; the narrow gauge quarry system and the interchange sidings have been removed, whilst a small country goods yard has also been incorporated into the station area. The track layout now comprises a junction station with three platform faces, one of which is a loop platform for the branch.

The area once occupied by the narrow gauge system has been modified to become a village street with shops, car workshop and garage, together with a bus depot.

Now renamed *Exebridge*, the layout in its new guise is based on a small West Country line located around the River Exe area of Devon during the mid to late 1960s, with the layout incorporating several features from around this area.

The majority of the new buildings are representative of the Devon area and were

A Hymek diesel (a resin model from the late Bruce Smetham with Halling motor bogies) hauls ex-LMS coaching stock constructed from Worsley Works etches.

This Brush Type 4 was made by the North West Area Group of the 3mm Society using a Lincoln Locos body.

The bus garage was modelled by adapting a 4mm scale kit, whilst the bus models are 1:100 scale resin kits from 3SMR.

scratch-built or made from modified kits. The station buildings are adapted from items in the Gaugemaster range, whilst the delightful pagoda hut was scratch-built by another stalwart of 3mm modelling, the late Peter Gentle. Most of the other station furniture was scratch-built or created using products supplied by the 3mm Society.

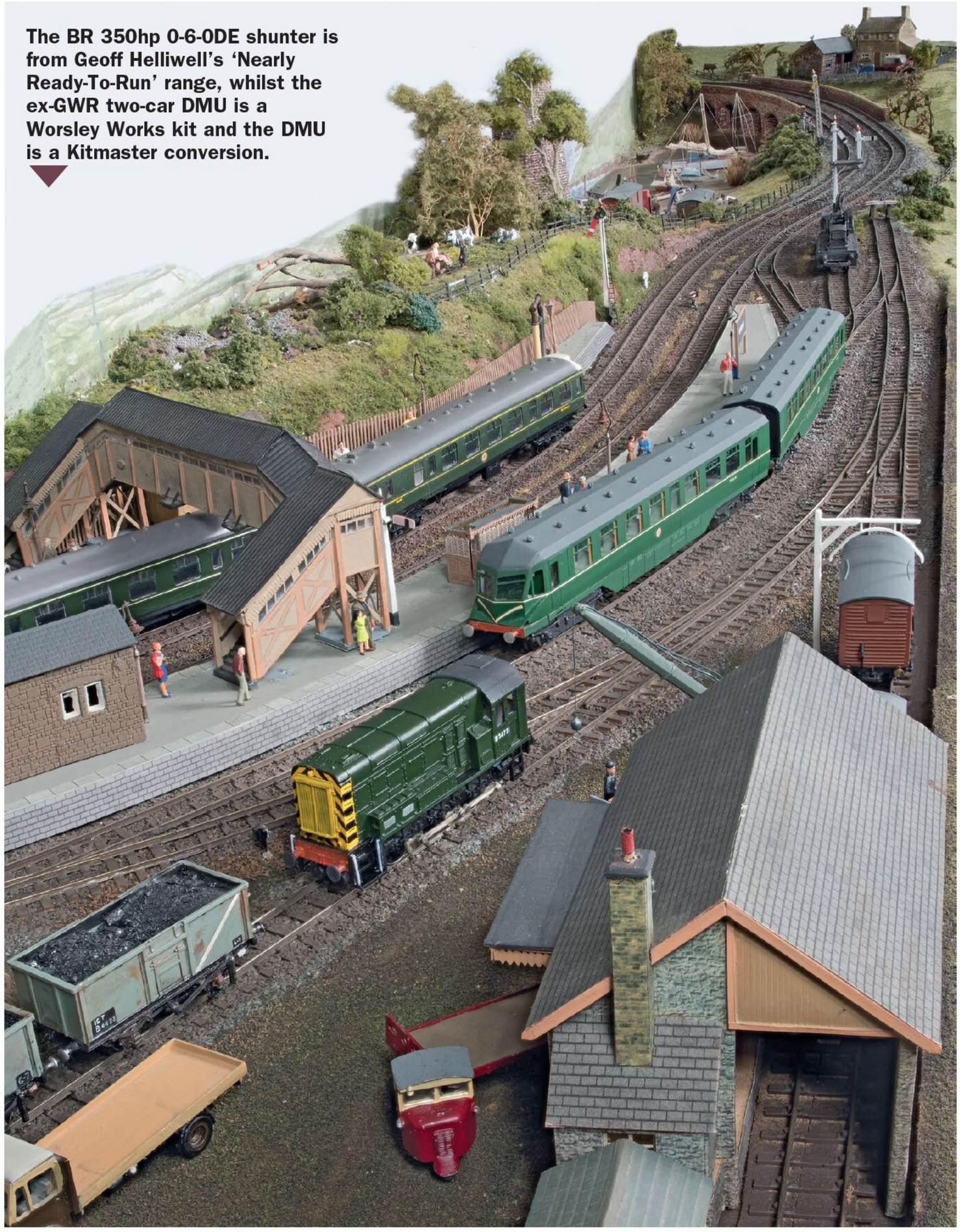
My intention when rebuilding the layout was to retain as much of the original country scenery as possible, especially the viaduct area with its yachts and boats. This has largely been achieved, albeit with some work to transform it into a summertime scene.

The fiddle yards have been remodelled to ease some of the curves and provide capacity for up to 10 trains.

The overall dimensions of the layout are unchanged, it occupying a footprint of 8' x 5' 5" (formed of four 4' x 16" boards and two 2' 9" x 16" boards). Consequently this has restricted the radii of the track curvature on the main lines, which at first presented a problem with some of my locomotives. However, after some fettling of the chassis everything now runs reliably.

The task to modify the layout to my needs was made much easier because the original construction and wiring layout was so well done and fully documented. It is a good

AC Cars Ltd diesel railcar W79978 (a Lincoln Locos 3D-printed body with a Halling chassis) stands alongside a three-car DMU (a modified Tri-ang TT model).



The BR 350hp 0-6-0DE shunter is from Geoff Helliwell's 'Nearly Ready-To-Run' range, whilst the ex-GWR two-car DMU is a Worsley Works kit and the DMU is a Kitmaster conversion.

example for others to follow as it made fault-finding significantly more straightforward; indeed it is something I have replicated on my latest layout project.

The trackwork is all hand-made including the complex pointwork in the fiddle yard, which required curved items at both ends. Tiebar operation is achieved using the well-proven H&M point motors, with a stud and probe arrangement for control. The working semaphore signals are mostly GEM products, connected to slow-acting motors, although the repeater signal at the platform end is scratch-built.

Road vehicles can be difficult to obtain in this scale; a few of those on the layout are HO vehicles positioned such that the scale difference isn't too apparent. Those in the village and goods yard areas are 1:100 scale vehicles supplied as kits from the 3mm Society, whilst the buses are from the Brynkits and S&T ranges.

Locomotives and stock

Initially *Exebridge* was planned to be set in the pre-Nationalisation era depicting the Great Western Railway, but has since progressed to more modern times, reflecting BR after the changeover period from steam to diesel traction, with examples of the hydraulic locomotives and diesel multiple units that are appropriate to the Devon area.

The Western Region services are fully dieselised, hauled by various hydraulic types, whilst the Southern local workings are in the hands of NBL Type 2 Bo-Bos (Class 22s) and Warships (Class 42s). The advent of 3D printing has helped enormously with replicating these prototypes in 3mm scale, with suitable products released by Lincoln Locos as well as Geoff Helliwell's 'Nearly Ready-To-Run' diesel shunters (see the June 2022 RM). These, together with the three types of diesel-hydraulics made from resin bodies produced by the late Bruce Smetham, are the source for almost all of the locomotives in use on the layout. The majority of the DMUs are made from Worsley Works brass kits and scratch aids, with others being Kitmaster or Tri-ang conversions.

Coaching stock is representative of the era and is all kit-built from a variety of sources including the 3mm Society and Worsley Works. Freight wagons are mostly built from kits available from the 3mm Society.

Delayed action auto-couplings are from B&B etches, with electromagnets placed in strategic locations on the layout.

A second TV appearance!

I wanted to incorporate the work of past friends of the 3mm Society and Bognor Regis Model Railway Club who are no longer with us. Accordingly there are various features, buildings and rolling stock on the layout that

A diesel railcar (made using Worsley Works etches and a Halling motor bogie) passes the dilapidated mill.

North British Type 2 D6338 (a Lincoln Locos 3D-printed body with a Halling motor bogie) heads a freight train composed mostly of 3mm Society plastic kits.

were made by John James, Peter Gentle, Ernie House and others, as well as current 3mm members Mervyn Turvey and Hugh Martin who had a hand in helping me acquire and modify the layout.

As a result of the modifications and track enhancements made, the layout is ready for several more years of exhibition use and I hope others will enjoy the layout in its new form as much as they did with *Alston*.

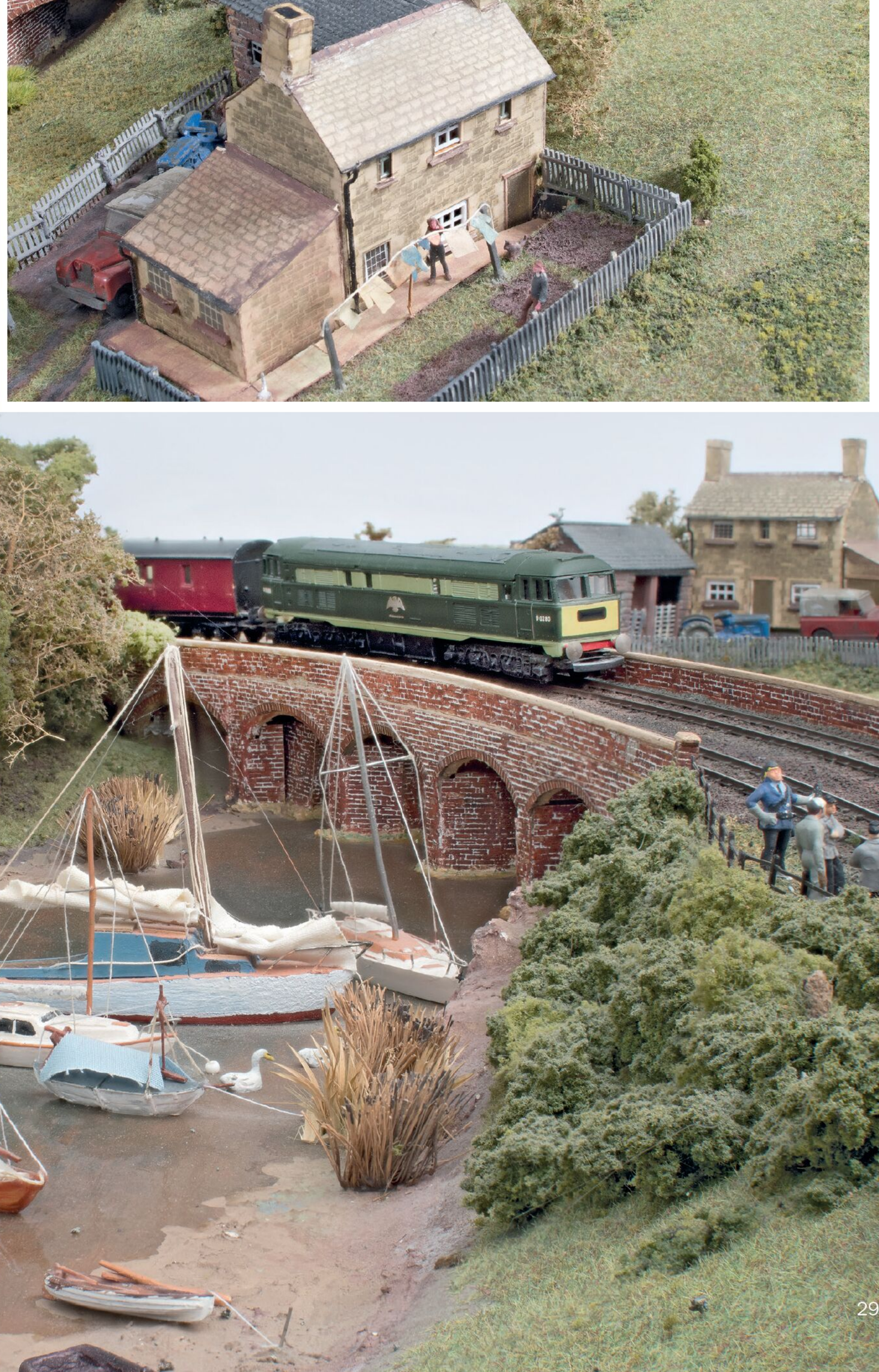
I am pleased to say that the TV star pedigree of *Alston* has been followed by the layout in its new guise, with *Exebridge* appearing in an episode of the recent TV series *Hornby – A Model World*, along with junior members of the Bognor Regis MRC who were operating the layout at the time.

See *Exebridge* at Bognor Regis

Exebridge is booked to appear at the Bognor Regis MRC exhibition on 13 & 14 January 2024 at Felpham Community College, Felpham Way, Bognor Regis, West Sussex PO22 8EL. See Societies & Clubs or go to: **www.bognorregismrc.co.uk**

The 3mm Society

For more details about the 3mm Society, including membership information, go to: **www.3mmsociety.org.uk**



This model of Brush-built prototype diesel D0280 *Falcon* is a conversion of a Tri-ang TT Brush Type 2.

Encouraging interest in railways real and model

Craig Tiley calls in at a station on the preserved West Somerset Railway to find out more about a OO gauge model that for the past 30 years has been actively encouraging young people to take an interest in railways.

Carriage doors slam, a guard's whistle shrills and a large Prairie departs from Bishops Lydeard, taking a trainload of passengers to the seaside at Minehead. Before long the train disappears from view and there is a clatter as a signal arm is returned to danger. Peace returns once more to this rural Somerset station.

The interlude that follows provides an opportunity for me to explore the station site, which has preserved rather wonderfully the atmosphere of rail travel from a bygone era. There is in fact plenty for visitors to do whilst whiling away the time between trains: aside from the well-stocked book, model and gift shop, and café, there is a museum of railway artefacts on Platform 1, located in the former GWR 1862-built goods shed.

The Gauge Museum seeks to tell the story of the West Somerset Railway and West Country railways in general, describing how the railways were vital to local communities and showing the types of goods carried. It contains a multitude of original railway paraphernalia including signage, lighting and furniture, together with a beautifully restored GWR sleeping car and a recreation of Powderham signal box. On an upper floor is a large OO gauge model railway, named *Gauge Junction*.

Large Prairie No.5199 stands in Platform 2 at Bishops Lydeard with a service bound for Minehead. The Gauge Museum occupies the goods shed on the right.

Matt Jackson – the manager of *Gauge Junction*.

The purpose of my visit is to find out more about this large model railway, which has just completed its 30th year of operation as a finished layout. It depicts 'a railway scene somewhere in rural England'. As outlined on the West Somerset Railway Heritage Trust's website,

A BR 9F 2-10-0 and Coronation Pacific cross on the main running lines as a three-car DMU descends on the branch.

An overall view of *Gauge Junction*, which occupies part of the upper floor in the museum, with a public viewing area along one side and end.

the aim of the model is to encourage young people to take an interest in railways, to encourage visitors into the museum and to share the enjoyment of the model railway hobby.

I meet with Matt Jackson, whose association with the layout goes back 10 years to when he was just 14 years old. After first bringing the trains to a stop in the station platforms on the layout, he explains:

"I was too young to volunteer on the full-size railway but I was old enough to join the team that was looking after and operating *Gauge Junction*. It developed from there and in 2020 I took on the role of layout manager, overseeing arrangements for running days and the ongoing programme of maintenance."

Back to the eighties

Matt then goes on to recount more about the history of the layout:

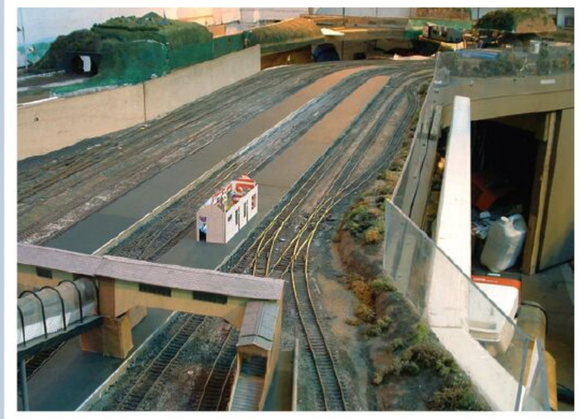
"Our layout's story first began in the late 1980s when the West Somerset Railway was looking for ways to help younger volunteers to enter the heritage railway world whilst they were too young to participate in safety critical roles on the full-size railway. The layout was launched in the summer of 1992, which including a one year shutdown period due to Covid made 2023 the 30th year that it has been open to the public."

The layout continues to be supported by a team of younger volunteers, as Matt explains:

"Ever since it was first built the group has always been supported by a mainly younger volunteer base between the ages of 13 and 25. This is still very much the case today. Over the years many volunteers have started their time on the railway with the model railway group and have gone on to become guards, signalmen and footplate crew to name but a few. There have also been many who have gone on to take up jobs on the national network."

Operational variety

The expansive layout comprises three complete loops of track, a goods yard, a large steam shed and a branch line. There is also a large fiddle yard which has four tracks per full loop, plus the branch line storage tracks.



An early 1990s view looking across the under-construction station area. Compare to the present-day photo above.
Photo: Courtesy Matt Jackson

"In total we can have up to 14 different train formations to show the viewer," Matt reveals. "All the point motors and track feeds are controlled by our three different control panels. This allows up to four members of our team to all operate together, interacting with the different areas of the layout. Each of the three loops are separate, enabling each to be switched between 12V dc analogue and DCC control, to cater for the different members' stock. Our aim is to provide an interesting display to the visitors who view the layout as part of the Gauge Museum experience."

The layout appeals to visitors of all ages. Members of the Hoogervorst family admire the scenic details around the station area.

BR Standard 7MT Pacific No.70013 *Oliver Cromwell* heads a parcels train through the station as BR 9F No.92189 waits with a freight in a loop.

The layout is not based on a specific location or time period, however. Matt explains why this is:

"Among our group of 25 operators we each have our own varied collections of locomotives and rolling stock that can be seen running on the layout, from Stephenson's *Rocket* to High Speed Trains. However, we see this as one of our great strengths as each day we are open a different display can be seen. This makes us very different from many other model railway set-ups."

Being part of the attractions at the WSR means that the model railway is committed to a programme of running days each year.

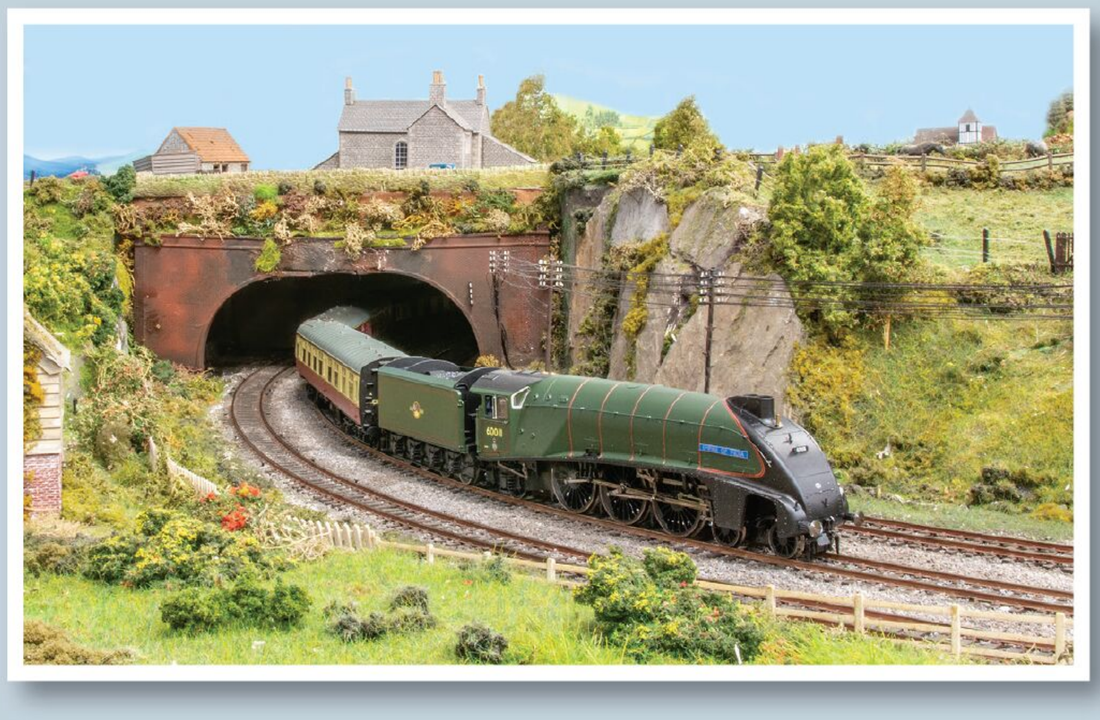
"We are open from the end of March until the main season finishes at the end of October. Due to our mainly younger age group we are mainly open at weekends and on bank holidays. We try to be open by 10.00am and will pack up by 4.00pm. During special events like galas, we may extend our operating times. During the closed season our team carry out upgrades to the layout both on the scenery side and with the track."

Winter maintenance

Although the layout is complete, it is easy to take for granted the ongoing maintenance that a large system like this needs to ensure its continued reliability. Matt describes some of the most recent work that the team has carried out:

"Last winter we replaced all the track in the station area, which was no small task. The work was funded by visitors' donations and contributions made by the WSRHT, which has managed the Gauge Museum since 2019. The last five years have seen all the track on the main lines replaced, and all three control panels rebuilt. Further work is planned for this winter so that the layout is in tip top condition for the 2024 season."

As Matt prepares to resume the running of trains on the layout, he is keen to stress that the team always welcomes new volunteers: "If anyone who lives in the area of the West Somerset Railway would like to find out more about volunteering on our model railway, they are more than welcome to pop in on a running day and have a chat with one of our operators. There's also more information on the WSR Heritage Trust web page."



Gresley A4 Pacific No.60011 *Empire of India* (Hornby) takes the curve on the exit from the tunnel with an express passenger working.

More model railways next door…

Gauge Junction is not, in fact, the only model railway to be found on Platform 1 at Bishops Lydeard. Directly adjoining the museum building is the premises of Taunton Model Railway Group, which was founded in 1968 and is a completely separate organisation to the Gauge Junction model railway group. Taunton MRG is responsible for layouts including *Bath Green Park* in OO, which was featured as 'Railway of the Month' in the January 2012 RM and went on to win that year's RM Cup competition.

That layout is normally displayed as an operational exhibit in the TMRG clubroom, whilst another of Taunton MRG's OO gauge projects is none other than a model of Bishops Lydeard. Exploiting the opportunity to recreate a prototype that is, quite literally, on the group's doorstep, this model depicts the station in the 21st century, enabling a wide variety of rolling stock to be utilised.

TMRG is also open to the public on selected open days and during special events, making Bishops Lydeard a destination of particular model railway interest for those visiting the WSR.

Further information

To find out more about the Gauge Museum, go to:
www.wsrht.co.uk

For details of running days and special events on the West Somerset Railway, including timetable information, go to:
www.west-somerset-railway.co.uk

For further details about Taunton Model Railway Group, go to:
www.tauntonmodelrailwaygroup.co.uk

No.9466 arrives with a passenger train from Minehead. *All photos by Craig Tiley except where otherwise stated*

21st Century Lancaster

KEVIN RUSSELL *proposes an N gauge plan for a present-day depiction of a West Coast Main Line station that boasts characterful architecture and a variety of rail traffic.*

Photography as credited

In the October 2022 issue of RAILWAY MODELLER Steve Flint considered the West Coast Main Line station of Penrith as a suitable basis of a contemporary N gauge model. For this layout suggestion we stick with the contemporary WCML but set our sights just over 40 miles further south, at the Lancashire city of Lancaster.

The city's main railway station was opened in 1846 as Lancaster Castle, originally serving as the southern terminus of the Lancaster & Carlisle Railway. The grand station building located on the Down (western) side of the station was designed by the architect Sir William Tite and was built using dressed sandstone in a Tudor-revival style.

In 1849 the L&CR merged with the Lancaster & Preston Junction Railway, with the latter company's terminus at Penny Street being retained for goods traffic and the passenger services of both companies using Castle station. A third station in the city, Lancaster Green Ayre, opened in 1849

Direct Rail Services Class 88 Bo-Bo electric locomotive 88 016 *Juno* runs through Lancaster on the Down through line with the 06:24 Daventry to Mossend Euroterminal working on 11 March 2021. ***Photo: Anthony Roberts***

Lancaster is a regular haunt for heritage traction, whether that be steam, diesel or electric. On 4 July 2022 EE Type 4 D345 heads under Westbourne Road bridge and through the station on a light engine movement to the West Coast Railway Company depot at Carnforth. ***Photo: Anthony Roberts***

Avanti West Coast Class 390 Pendolino 390 121 *Opportunity* in COP26 Climate Change livery waits to depart from Platform 3 at Lancaster with the 07:30 London Euston to Glasgow Central service on 19 July 2022. *Photo: Anthony Roberts*

and was linked to Castle station at the north end by a line curving in from the east.

In 1859 the whole of the WCML route from London to Carlisle passed to the London & North Western Railway, this company subsequently constructing links to Morecambe and Glasson Dock.

At the turn of the 20th century a growth in traffic prompted further development of Castle station, including the construction of additional platforms and a new station entrance on the Up (eastern) side.

Electrification came to Castle station long before the electrification of the WCML: in 1908 overhead catenary was erected on the eastern side of the station for the platforms that served the line from Green Ayre (now under the auspices of the Midland Railway), passenger services on this route being operated by electric multiple units.

The Grouping in 1923 saw the station pass into the hands of the London Midland & Scottish Railway, with passenger workings to Glasson Dock ceasing seven years later.

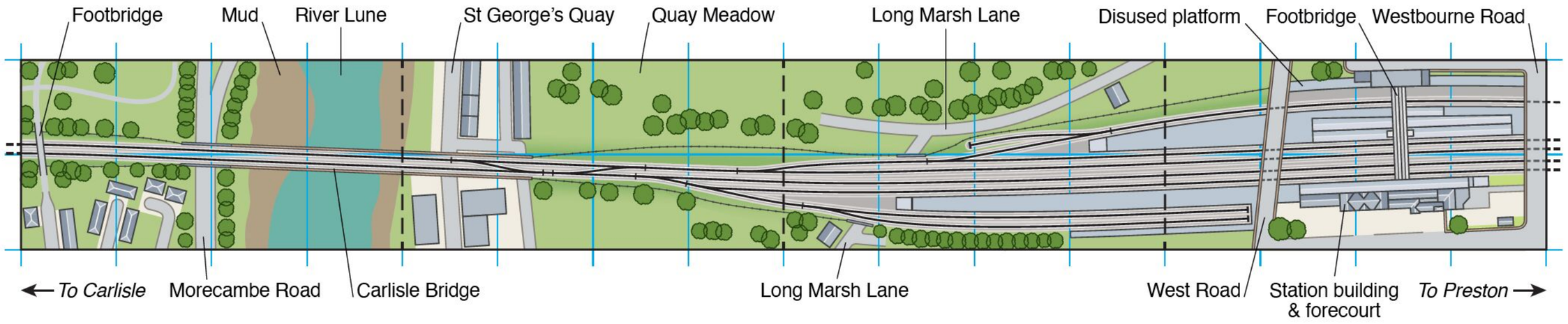
In May 1969 the station was renamed simply 'Lancaster', by which time the line to Green Ayre had been closed to passenger services.

The early 1970s saw arguably the biggest changes to the station site with semaphore signalling giving way to colour light equipment, rationalisation of the track layout and electrification of the WCML, the latter completed in 1974.

Direct Rail Services Class 37/4 Co-Co 37 423 arrives under Westbourne Road bridge and into Platform 3 with the 10:04 Preston to Barrow-in-Furness on 11 June 2015. (37 419 is just visible on the rear.) *Photo: Anthony Roberts*

LANCASTER

Overall scenic dimensions: 16' x 2'. Each grid square = 1ft x 1ft.



Contemporary Lancaster

The Lancaster station of today retains much of its original architecture. The current track layout comprises five platforms (including two bays on the Down side) and Up and Down through fast lines.

As a prototype it offers a tremendous amount of operational interest with locals to Barrow-in-Furness and Carlisle via the Cumbrian Coast Line (from Platform 1); locals to Morecambe and Heysham Port (Platform 2); WCML and Cross Country expresses (Platforms 3 and 4) and Northern services between Leeds and Morecambe (that always have a lengthy wait in Platform 5 before reversing to continue on their journey). In addition there are Caledonian Sleeper services, TransPennine Express services from Manchester Airport to Barrow and Edinburgh Waverley, as well as container and nuclear flask traffic and other general freight, plus the occasional railtour.

Many of the locomotives and items of rolling stock currently seen can be modelled in N gauge using ready-to-run products, such as the Class 390 Pendolino, Class 92 and Mk.V sleeper stock from Revolution Trains; two-car DMUs including the Class 150 and 158 from Graham Farish (by Bachmann) for local services; Class 37 and 90 locomotives also from Graham Farish (by Bachmann); Class 66s by Dapol, Farish and a forthcoming new model from Revolution Trains (see News); and various container wagons from manufacturers including C-Rail Intermodal.

A pair of Northern Rail Class 156 DMUs cross Carlisle Bridge over the River Lune, just north of Lancaster station, with the 17:20 Barrow-in-Furness to Windermere service on 29 August 2016. ***Photo: Alan Hart***

Notes on the plan

The accompanying plan has been drawn with a scenic section of 16'. This incorporates most of the station area, truncated at the southern end where Westbourne Road bridge crosses the end of Platforms 4 and 5, this acting as a convenient scenic break. The length of the station as modelled has been spared much in the way of compression to ensure that full-length trains can be accommodated.

The line north of the station platforms has been subject to significant compression however, chiefly to enable the inclusion of Carlisle Bridge (which crosses the River Lune) as a key scenic feature – this would arguably be the centrepiece of the layout.

Trackwork is drawn to Peco Streamline code 55 geometry with large radius points used throughout.

Naturally, to model the station structures faithfully there would need to be recourse to scratch-building, but approximations could be achieved using Metcalfe Models card kits.

For the off-scene areas, such a scheme would lend itself to a circular continuous run arrangement with ladder fiddle yards along the back and a central operating well, the layout perhaps being geared more to an exhibition showpiece rather than a home-based set-up. Alternatively the layout could be configured as a straight fiddle yard to fiddle yard system, which would reduce significantly the depth of the layout's footprint. However, this would be at the expense of a much increased overall length – particularly if 11-car Pendolinos (which would scale out at 1.79m long) are to be catered for.

References

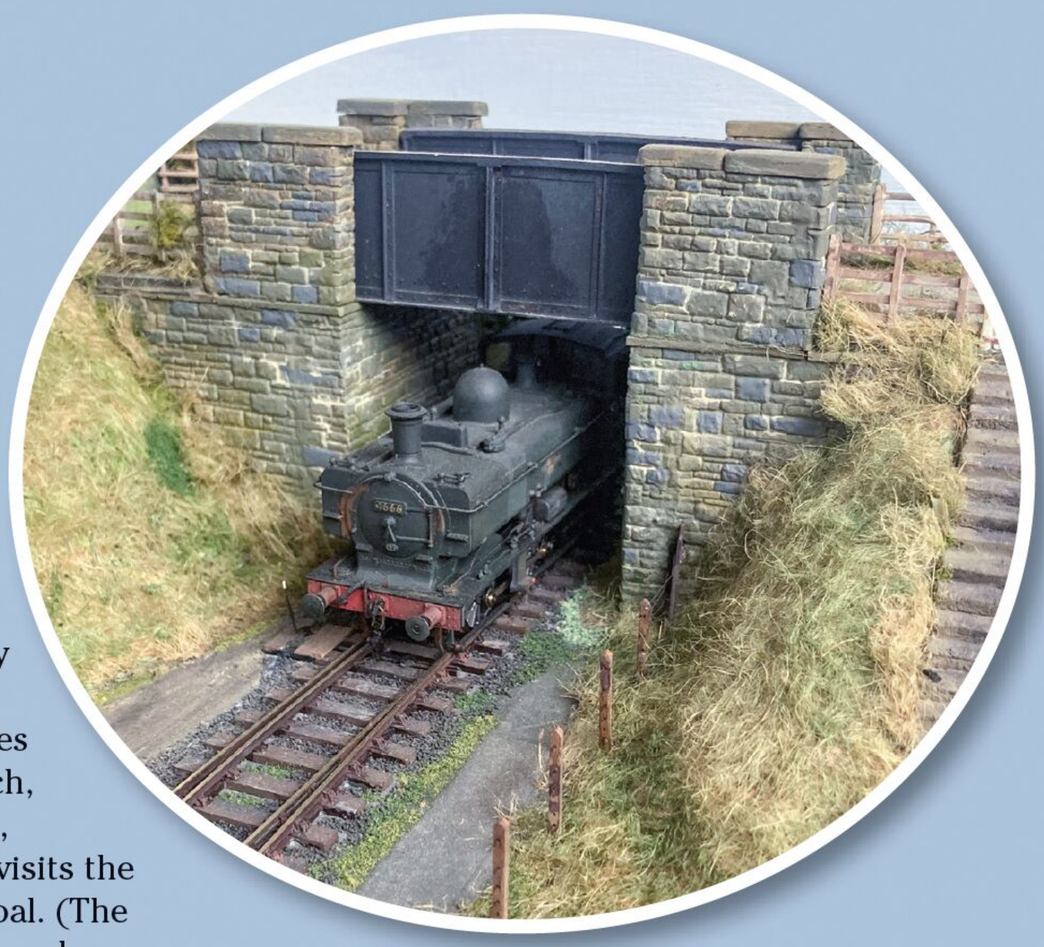
Community Rail Lancashire
www.communityraillancashire.co.uk

A BR steam era cameo in 18.2mm gauge

A first foray into EM

PETER HARRISON *describes this bijou model of a rural locomotive depot in 4mm scale, which is set in 1950s Worcestershire and utilises the ready-to-lay track products manufactured for the EM Gauge Society by Peco.*

Photography by the author



Collett '8750' 0-6-0PT No.4666 arrives at Brombury Loco for servicing. The stonework on the bridge was formed using Wills sheet.

Unless we belong to the select group of modellers who have the space to recreate actual locations to scale, many of us indulge in more or less plausible 'what ifs' and 'might have beens' to explain the *raison d'être* of our layouts. For me, a convincing back story is essential if something believable is to be achieved.

The Worcestershire market town of Brombury is the terminus of the fictitious branch which wends its way from Kidderminster serving en route the small town of Lowleigh (the subject of my OO gauge layout – see RMs December 2017, March 2019 and July 2020). This imagined location is not a million miles from the Severn Valley Railway, a line that I have visited many times since the early days of its preservation for inspiration, entertainment and nostalgia.

I drew information from Paul Karau's two volumes of *Great Western Branch Line Termini* (Oxford Publishing Co.). As well as being a good read these books provide details of working practices, numerous photographs, timetables and plans, together with tales and anecdotes bringing to life the railway of yesteryear.

Small sheds stabling a branch loco were common throughout the country in days gone by. Brombury shed is home to Bachmann small Prairie tank No.4560, which provides the passenger service on the branch, whilst the daily pick-up goods loco, Bachmann '5700' 0-6-0PT No.5757, visits the shed for servicing and to deliver coal. (The locos are fitted with Zimo sound decoders and are controlled by an NCE Powercab system.)

There is fuel aplenty on the coaling stage (a Ratio kit) but wherever possible the wagon containing the week's supply is parked just beyond the siding point, so locos can be coaled directly.

There is little sign of life at the shed. Before the war and in the days of the GWR, a shed worker may well have cleaned and prepared the branch loco overnight. Labour shortages and rationalisation in the 1950s resulted in changes in working practices and Sid, the early turn fireman, signs on at 5am to rekindle the fire left smouldering overnight and to prepare the loco for the day ahead.

Constructing the model

Planning is an important part of constructing even a small model, the scenic section for this one measuring just 4' x 13" (with a 12"

The single-road stone engine shed is a Bachmann Scenecraft resin item (ref.44-062Y) produced for Kernow Model Rail Centre.

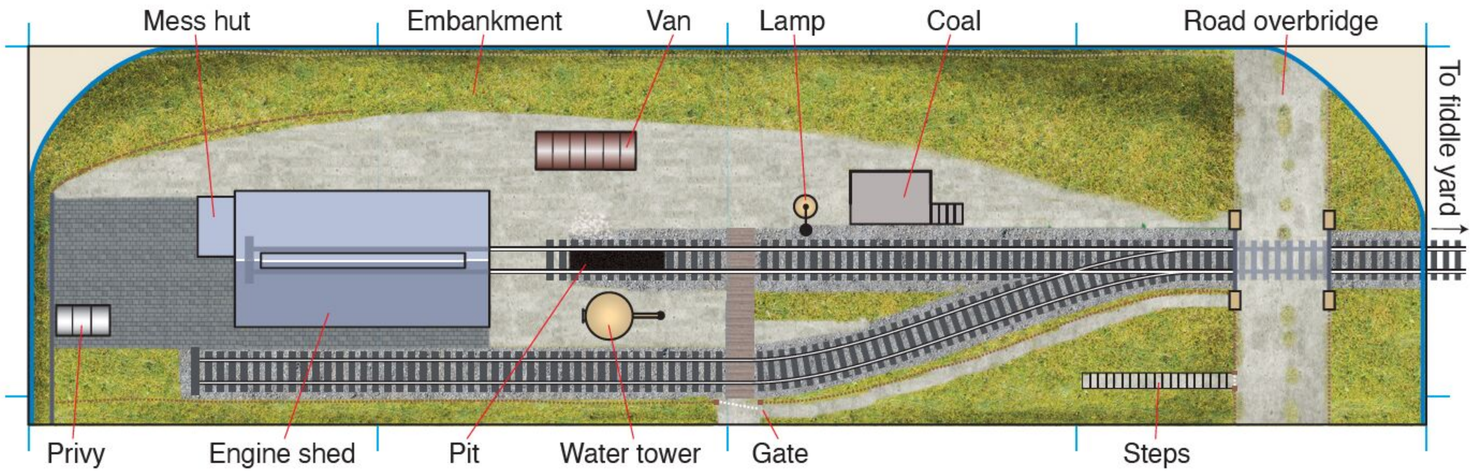
traverser fiddle yard). Having decided on the simple track layout, a full-size plan was drawn on wallpaper to check there was space for the various features I wanted to include. The embankment and bridge were constructed first, not forgetting the carefully positioned hole in the baseboard surface for the ashpit at the shed entrance. The baseboard is 9mm plywood strengthened by 45mm x 20mm battens. Right-angled corners are difficult to disguise and, for me, rounded corners give models a more natural look.

The wooden sleeper bullhead trackwork (manufactured for the EM Gauge Society by Peco) comprises a two-way B6 point and plain flexible track. EMGS products are available to members only – see the Society's website for more details.

The backscene is formed of hardboard (smooth side facing) extending 180mm above the embankment; soaking the wood helped to wrap the board around the curved corners. The weather is always fine in Brombury so the hardboard was painted with Dulux matt 'Mineral Mist' and suggestions of clouds were added with matt white emulsion. Photographs of nondescript countryside were printed onto A4 paper, cut out and stuck to the board. The whole was then blended in with bushes, trees and various flocks with colours to match the background. This method is cheap and effective and provides depth to a model only 13" wide.

The embankment which frames the layout was constructed of polystyrene sheet cut roughly to size, sanded, covered with plaster bandage, painted then 'grassed' with hanging basket liner.

Brombury (a sub-shed of Kidderminster 84G) has all the facilities of a country depot. The building itself is a resin item from Kernow Model Rail Centre whilst a brick mess hut (scratch-built), together with a less than welcoming corrugated iron privy are to be found at the rear. Ratio provided the conical water tower, which is still in Great Western colours several years after Nationalisation – British Railways' painters have not reached Brombury yet…



Brombury Loco

Size of scenic section 4' x 13". Fiddle Yard 12" long. Each grid square = 1' x 1'.

Incidentally, the alternate black and white markings on the water gauge were noted on a recent visit to Didcot Railway Centre. In addition, an old van body provides storage and spare fire irons are kept on a rack (also spotted at Didcot).

The road overbridge, constructed from Wills stone sheets, provides a scenic break through which locos exit to a small, covered off-stage storage traverser. The scene is illuminated by lamps from Layouts4u and a much modified Modelit yard lamp.

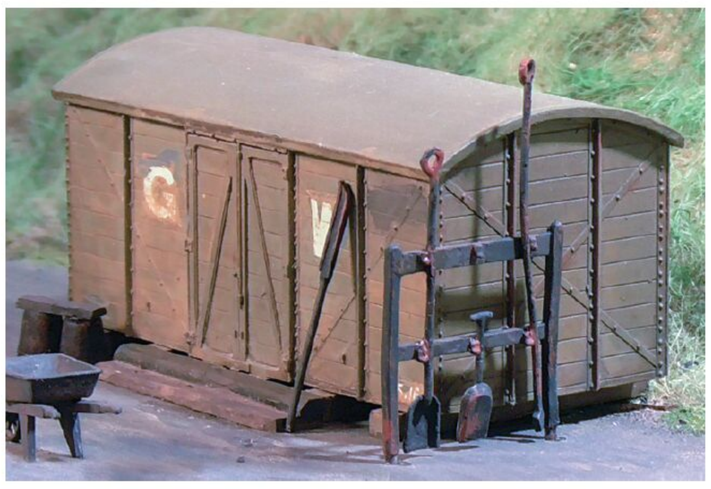
Relaxing atmosphere

The beauty of *Brombury Loco* is that nothing much happens! But an evening scene with a couple of engines simmering gently, after finishing their day's work, is atmospheric and relaxing.

For readers who would like to see the layout in action, there is a YouTube video (search for 'Brombury Loco') which tells the story of a day's comings and goings: **https://www.youtube.com/watch?v=BGEbTQum1XM&t=469s**

Sid, the early turn fireman, takes a break after preparing small Prairie No.4560 for its day's duties. The Bachmann locomotive models were adapted to EM gauge using Ultrascale conversion packs. These replacement wheelsets (complete with gear) simply drop in, with pick-ups and brake gear adjusted to suit.

The coaling stage is a Ratio plastic kit (ref.505).



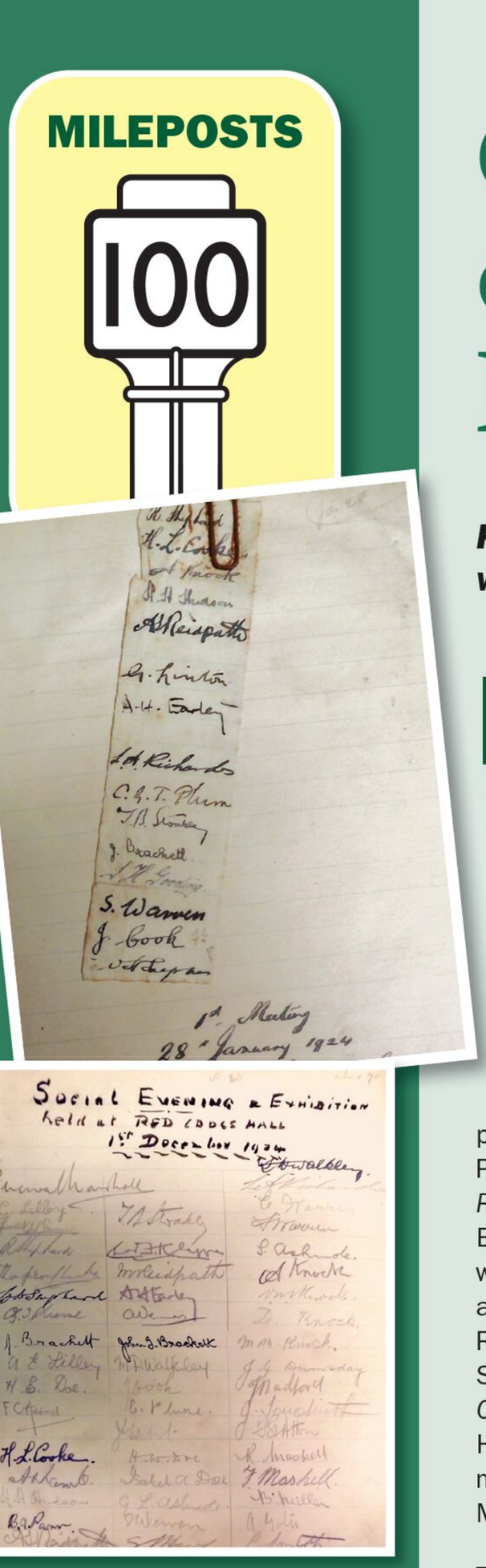
A wagon body, still showing signs of its pre-Nationalisation ancestry, serves as a depot store with a frame of fire irons at one end.

Coal supplies at the shed are replenished by rail, as evidenced by this open wagon.

The EM Gauge Society

The Eighteen Millimetre Gauge Society was formed in 1955 with the aim of promoting and supporting railway modellers working to 4mm scale with a track gauge of 18mm, although this was later further refined to 18.2mm. To find out more about the EMGS, including the benefits of membership, go to:
www.emgs.org

MILEPOSTS



One hundred years of Wimbledon Model Railway Club

***ROD GOULD** recounts the history of the world's second oldest model railway club, which was founded exactly a century ago this month, in January 1924.*

The signing-in book for the first meeting of WMRC on 28 January 1924 and (*inset*) for the first Christmas social in December that year.
Photos: WMRC Archive

In terms of longevity, Wimbledon Model Railway Club is second only to The Model Railway Club in King's Cross (established in 1910). The inaugural meeting of WMRC was held on 28 January 1924 at the Wimbledon Hill home of Mr W H Shepherd (who became the first Chairman) and his son Ronald (the first Secretary). Activities began with six members. Two meetings a month were held at the local Red Cross Hall; by the end of 1924 membership had risen to 14, with a social evening and exhibition held that December.

The club has been connected with the famous names of the hobby since its earliest days. The prizes at that first show were presented by Percival Marshall, club member and founder of *Model Railway News* magazine and the Model Engineer Exhibition, whilst other well-known figures associated with the club include Peco founder Sydney Pritchard, and Henry Greenly (locomotive engineer for the Romney Hythe & Dymchurch Railway). Later S W 'Steve' Stevens-Stratten, editor of *Model Railway Constructor*, was Chairman for many years, whilst Hubert Carr (supplier of solders, fluxes and modelling materials) and Robert Thompson (founder of RT Models) have also been members more recently.

The early days

By 1925 membership had reached 50 with the club meeting more regularly and the first of many innovations in the hobby, for which the club became known during the years before the war, was being shown to members. This was a model of an ex-London & South Western Railway Drummond M7 0-4-4T in the (then) unbelievably small scale of HO (3.5mm:ft). The builder was A R Walkley who went on to further pioneering work in both HO and even smaller scales, and won the club cup at the end of 1925 with a model of a shunting yard in OO (4mm:ft) with two-rail electrification and automated uncoupling with a hook and loop system.

It was to be many years before the hobby – or the model trade – caught up with the scale, let alone the other attributes of this precursive model which eventually became the OO we know today. Similarly N gauge as we know it now was also developed.

Another member of those days was Bernard Miller who went on to become well known in the hobby for his outstanding models. Bernard worked in O gauge (7mm:ft) with an outdoor layout, not only of some size but fully signalled, in his garden.

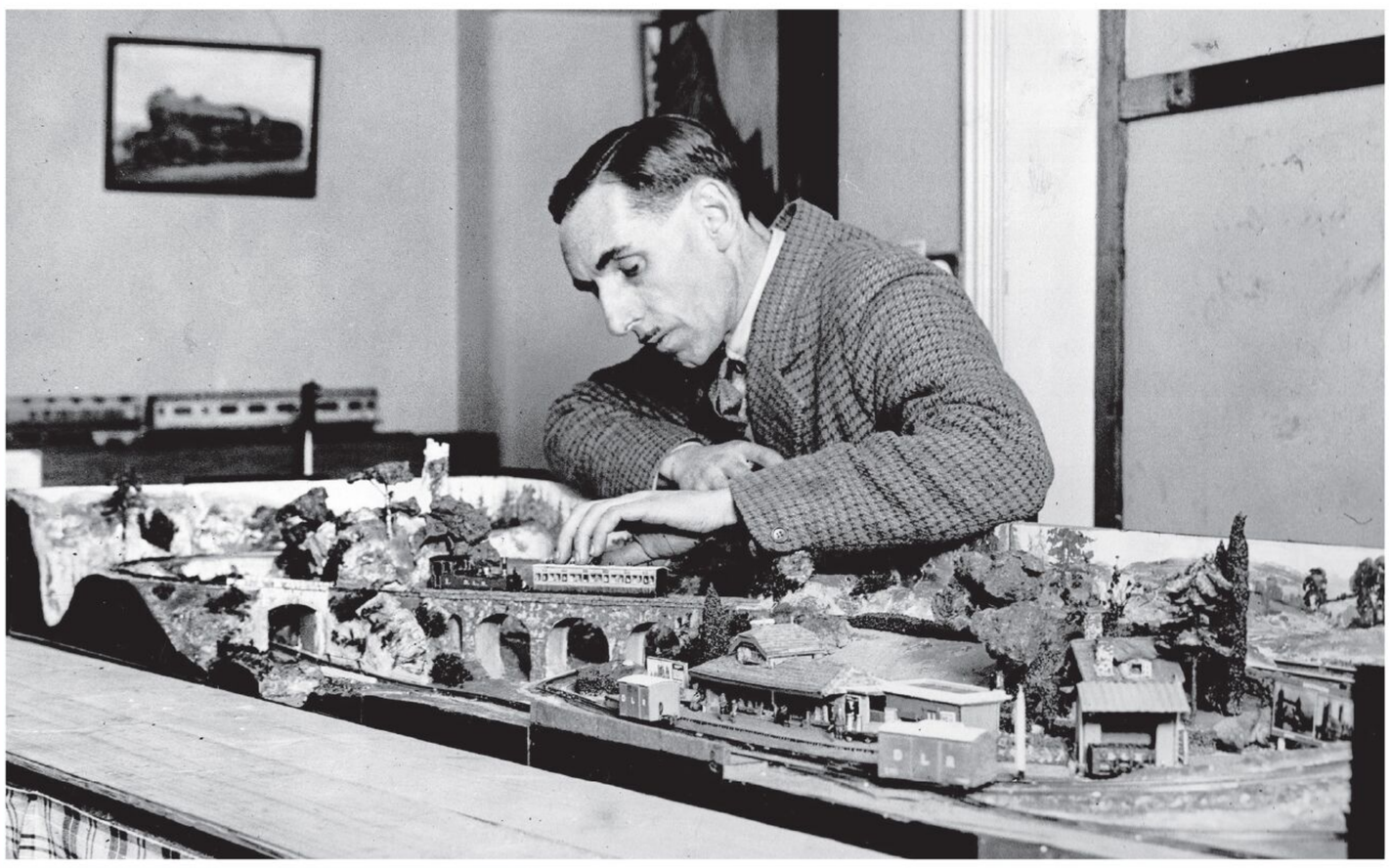
By this time other activities now regarded as usual for a model railway club had been introduced, including visits to rail or rail-related locations. Publication of a club magazine titled *Railway Pie* had been introduced, which included advertising from the burgeoning suppliers supporting the hobby such as Bonds and the Leeds Model Company. This was edited by the railway author Charles F Klapper.

Talks by the doyen of railway model engineering, Henry Greenly, were given to the club and no doubt inspired others to greater heights of achievement in their own specialised fields. One such who appears in our early records as a prize winner at a local hobbies exhibition was Stewart Reidpath – later famous for his miniature motors and commercial locomotive models.

Into the 1930s

At the beginning of the 1930s a new name appeared in the club cup winners list, that of Jim Hoyland. His first entry was in 1932, a layout depicting the Lynton & Barnstaple Railway. For a time after the war he was club secretary until moving to Margate to work as a tool and pattern maker for Tri-ang Rovex. On his retirement he returned to club life at Wimbledon and won the cup again in 1973 with a OO model of a London & South Western Railway A12 Class 'Jubilee' locomotive.

When Jim Hoyland passed away his widow kindly presented the club with his OO layout, *Biddlecombe*, and a number of his models built to run on it. Among them is that 'Jubilee' locomotive. Today our premier



Jim Hoyland with his 3.5mm:ft scale Lynton & Barnstaple layout, which won the cup at the club's annual exhibition in 1932. This model is regarded as the very first 009 layout, despite appearing to have been built to HO scale. *[Ed. Our thanks to Garry Whiting and Julian Evison of the 009 Society for confirming these details.] Photo: WMRC Archive, courtesy Alpha Press*

trophy is known as ‘The Hoyland Cup’.

Returning to pre-war days, the club had really outgrown the Red Cross Hall and in 1934 a move was made to the premises of model manufacturer Miller-Swann and Co., which contained a 60' circle of track in both 00 and 0 gauges. On this, in 1935, the club staged a locomotive cavalcade to rival the Stockton & Darlington event of 10 years earlier, with over 70 models spanning the period from Stephenson’s *Rocket* to the (then) present day. The list of contributing members reads like a ‘Who’s who’ of the hobby at that time.

A wartime existence

During 1939 the club moved premises again, this time to a building at the rear of the White Hart public house at Merton Park. Unfortunately this building suffered a direct hit during the Blitz and the whole contents including the club files and formal records were lost. For the remainder of the war the club had an ephemeral existence being held together by irregular letters between members and very occasional formal meetings.

With the return of peace in Europe the club was restarted at the Manor Arms Hotel in Mitcham Lane, followed by regular activities at the Queens Hall in Wimbledon, which was to be the regular meeting place for the next few years.

More suitable accommodation was obtained in 1951 at the premises of The Wimbledon Community Association in Worple Road where the club stayed for the next 14 years. During this time many successful layouts were built including one called *Havoc (change for Chaos)*. This had the interesting attribute of requiring no more than 15 minutes to set up or dismantle and owed much to the skills of Frank Gasalee and Len Stokes. An article on it appeared in the July 1960 *Model Railway Constructor* and it was seen at a number of exhibitions including two outings to the Central Hall Westminster. The need for speed of assembly was created by the fact that the club did not have exclusive use of the meeting room it used – and removal of layouts to the conservatory structure two floors above was essential at the end of each club evening!

The start of a long association

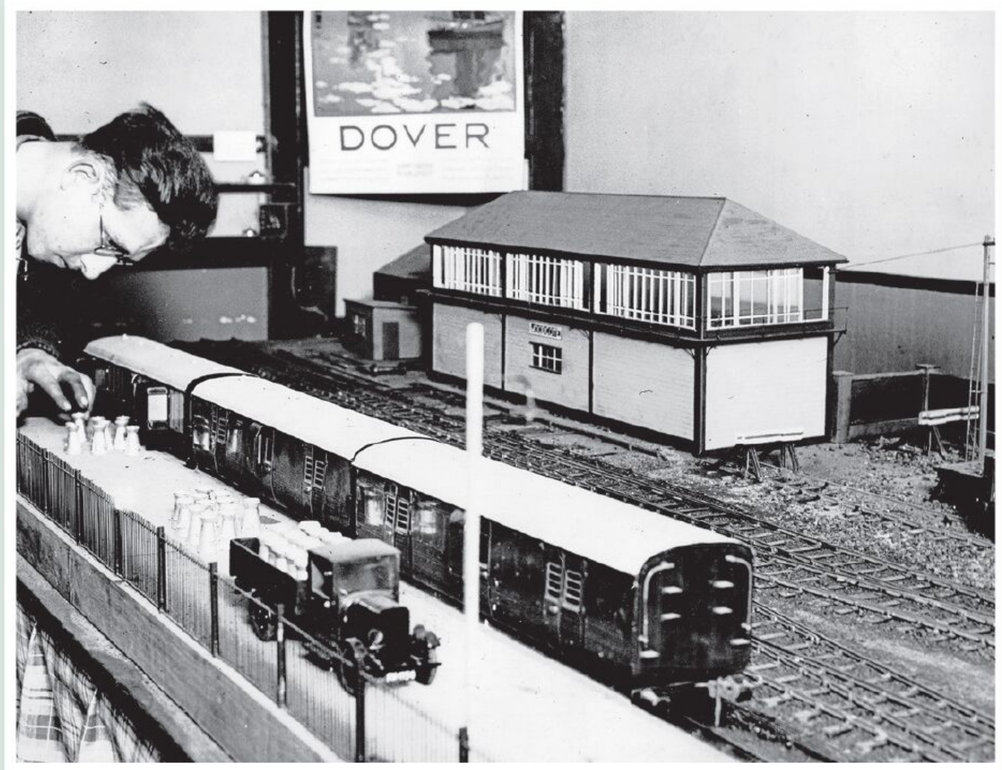
Havoc seemed to lead a charmed life: it was extensively water damaged by a fall of snow which broke the conservatory roof and, after the ensuing rebuild and removal to yet further new premises in the mid-1960s, was damaged again following flooding from a burst pipe!

This latest clubroom move marked the start of a relationship between the club and the Methodist Church which lasted until 1994. It began at the Methodist Church Hall at Spencer Road, not far from the previous venue, where after a time the club acquired the exclusive use of a small room, allowing sections of the current layout to be kept erected while work progressed. The main hall of this building was however not the most hospitable place in winter. Nevertheless the flow of famous speakers from the profession and hobby continued, notable names at this time including R A Riddles (then CME of British Railways), R H N Hardy (also then a senior BR executive) and A B MacLeod (both a modeller and a railway professional).

The club continued to display its work at various exhibitions in and around London including open days organised by the British Transport Commission at the Clapham Museum. The model displays at these events were eventually taken over by the South Eastern Association of Railway Modellers – an organisation initiated by Wimbledon members to bring the various groups in the south east together.

In late 1969 the church authorities decided to redevelop the Spencer Road hall which caused some consternation to the club’s officials. However, after an extensive search new, and much superior, premises were found in an upstairs room at the Methodist Centre Hall in Green Lane, Morden. Not only was there ample space but exclusive use enabling the larger projects of recent years to proceed without the disturbance of constant dismantling and erecting.

Shortly before this latest move *Havoc* was retired, though some of its baseboards were reused under the next grand project, *Worting Junction*. This, like its predecessor, was in 00. Perhaps it was a sign of the increasing maturity of the hobby in general, and particularly a comment on the stature of group modelling within the Wimbledon club, that this layout represented a real place and included the correct scenic and architectural features of the location for the first time.



Another exhibit at the 1932 annual exhibition, which took place at Locomotion Hall, Wimbledon from 7-10 December, was a 2½" gauge line exhibited by J W and F D Hoad. *Photo: WMRC Archive, courtesy Alpha Press*

A Golden Jubilee

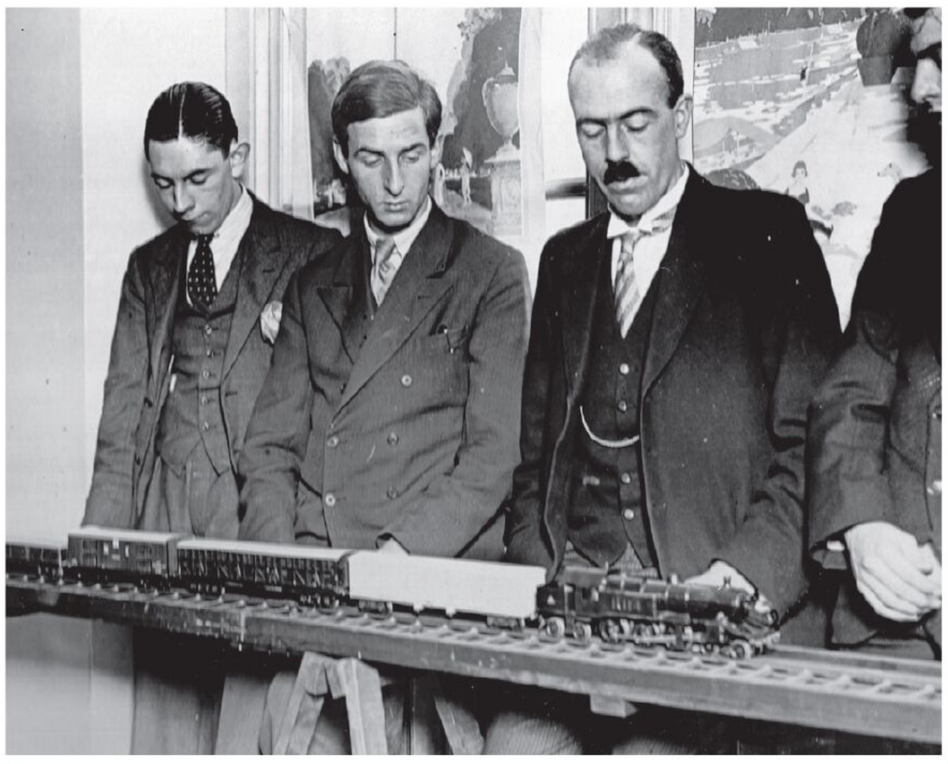
By 1970 *Worting Junction* had reached a showable state of completion and the first of a series of exhibitions was held at Wimbledon Baths Hall. A second came two years later, followed by a third, this one marking the club’s Golden Jubilee in November 1974.

One further exhibition was held at the Baths Hall at which the successor to *Worting Junction* made its debut. This layout, called *Pebble Mill,* depicted a fictional setting but was designed to have ‘something moving at all times’. It was not in fact devised by the membership, but by a recently retired British Railways senior operating officer and lifelong modeller, Ivor Marshall, father of a club member. Into a 32' long display (of which 22' was in view of the public) was packed a three-platform terminus with a freight yard and full steam depot including an operational turntable capable of handling an express engine. In time full working semaphore signalling was installed with block instrument communication from one end of the layout to the other.

Pebble Mill was shown at several of the club exhibitions (which were relocated to the downstairs rooms at the Central Hall in the late 1970s and early 1980s owing to the cost and alleged structural weakness of the Baths Hall). The layout was finally sold to a gentleman who incorporated almost all of the display part of it into his own larger layout project.

The birth of *Barchester*

There was a gradual revival of interest in 0 gauge from the late 1970s and this was reflected in our club activities; a test track was developed which had incorporated into it one of the stations



The central exhibit at the 1932 exhibition was an 0 gauge electric railway built by club members, which featured fully automatic colour-light signalling. It is believed that this is the model illustrated here. *Photo: WMRC Archive, courtesy Alpha Press*

Nothing is known about this photograph although it is from the same collection of press images in the WMRC archive. (It is likely to relate to the same 1932 exhibition.) A woman is seen holding a large scale continental 0-4-2 rack locomotive, whilst a young schoolboy manoeuvres an even larger scale British-outline four-wheel coach on the running board of the car. ***Photo: WMRC Archive, courtesy Alpha Press***

Also presumed to have been taken at the 1932 annual exhibition, a selection of 0 gauge models (including a Collett 0-6-2T) are seen seemingly being judged as part of the cup competition. ***Photo: WMRC Archive, courtesy Alpha Press***

from a member's home layout (H G Clarke) and when he retired to the south coast the mighty *Barchester* was conceived. This was early 1983. It was a layout for exhibitions only as we could never erect more than a small part of it at any one time in the clubroom. It was a very large oval of double track intended as a showcase for the many models being built by our members in this scale. It was shown nationally as well as being the centrepiece of a number of Gauge 0 Guild gatherings in the downstairs hall at Green Lane.

Later the locomotive depot on it was developed further so that this part could be shown as a complete, but more manageable, entity at exhibitions where there were restrictions on space.

The move to '55'

One problem that had emerged with the rooms at the Central Hall was the difficulty of resolving the claims to space and quiet for concentration of all the various activities on a given club night. However, redevelopment of the Central Hall site had been mooted for some time so it was no real surprise when we were asked to find alternative accommodation early in 1993 after 24 years at this clubroom.

One of our members, through a chance conversation, happened upon new suitable premises, the origins of which it was believed went back about 150 years. After significant renovation work this became the new headquarters for the club, thanks to a large measure of generosity of the site's owner and the hard work of the members. Much of the work involved fitting a new toilet, installing electricity and plumbing, and building a bar for the all-important cups of tea! An upper floor was added so joists and a staircase were also installed and some roof rafters replaced. When all this work had been done test tracks were installed around the upper floor.

'55' (as it became known) had many advantages over the Central Hall rooms, not least of which was easy access for members, whilst it also allowed several activities to take place at the same time. The building was formally opened on 3 December 1994 by George Greer, the earliest surviving member of the club who could be traced.

Whilst at this premises the club built a new O gauge exhibition layout under the watchful eyes of John Monnier (construction) and Frank Rote (electrics) with many contributions from club members. *Palmerston Road* became our signature layout, attending some major exhibitions around the country including the premier exhibition for O gauge, Guildex at Telford.

'55' served us well for 10 years until the owners informed us that the property was to be redeveloped and so we would need to find other premises.

The current home of WMRC

One of our members approached the owners of St Marks Church Hall and was successful in obtaining use of this space one night a week with full-time storage available in an attic. The hall was used by The St Marks Children's Centre, a council-run charity, which effectively funded the hall so the rent for the club was affordable. Once again a lot of work was required. Howard Shaw led the work making the attic useable and Frank Rote and Dave Hopkins did sterling work installing new electrics, also installing a burglar alarm and emergency lighting – the latter rather precariously using long ladders to reach the high roof! There was not the opportunity to include permanent test tracks so a demountable sectional test track was built for N, OO and O gauges, which sat on trestles and all was stored in the upstairs room along with the library, layouts, materials and other associated items.

Palmerston Road was heavy and at St Marks had to be carried down stairs from upstairs storage, and due to a then dwindling and ageing membership it was not exhibited for a number of years. During this time a number of long established members also moved away to many varied destinations including France, Scotland, Shropshire, Dorset and Kent, although many have stayed in touch – some even retaining their membership.

The last few years have proved to be a challenging time for the club, with another (ultimately aborted) change of premises being negotiated during the course of the Covid pandemic. However, with its current premises secured for the longer term, the club now has its sights set on reviving its traditional programme of activities and attracting new members to ensure the future of the organisation well into the next 100 years…

Some of the club's members are pictured with the multi-gauge test track at the organisation's current premises. A new multi-gauge test track is under construction. ***Photo: WMRC***

Wimbledon MRC

Catering for all modelling interests, the club meets on Wednesday evenings (20:00-23:00) at St Marks Family Centre, 28 St Marks Road, Mitcham, Surrey CR4 2LF. A test track for N, OO and O is available on the first Wednesday of every month.

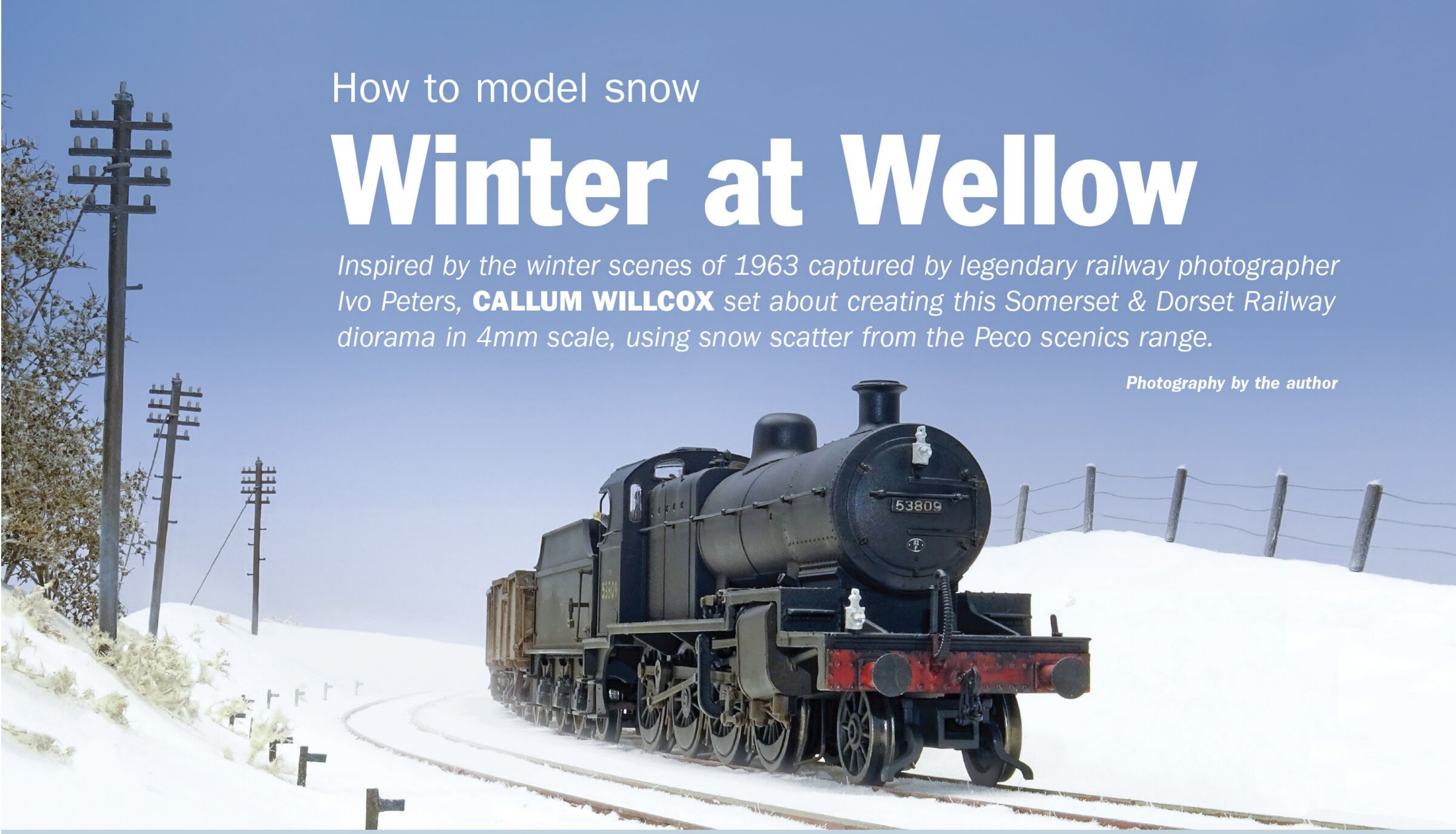
For further information, including details of membership, go to: www.wimbledonmrc.org

How to model snow

Winter at Wellow

Inspired by the winter scenes of 1963 captured by legendary railway photographer Ivo Peters, **CALLUM WILLCOX** *set about creating this Somerset & Dorset Railway diorama in 4mm scale, using snow scatter from the Peco scenics range.*

Photography by the author



Suitably weathered and adorned with the Somerset & Dorset lamp code for a goods train, Bachmann 7F 2-8-0 No.53809 recreates the scene below, taken between Wellow and Midford in the 'Big Freeze' of 1963.

It is snow joke when it comes to modelling a winter scene. Despite initial appearances, replicating fallen snow in miniature can be quite the challenge. However, when it is well executed, the result can be so convincing that it gives you the chills!

In this article I create a snow-covered scene in OO – inspired by one of Ivo Peters' classic winter stills taken between Midford and Wellow on the Somerset & Dorset Railway during the severe winter of 1963. In the following steps I cover the basic aspects of modelling deep snow, including how best to prepare the ground and trackwork, before adding Peco Snow Scatter (ref.PSG-005) for a natural crisp shimmering finish.

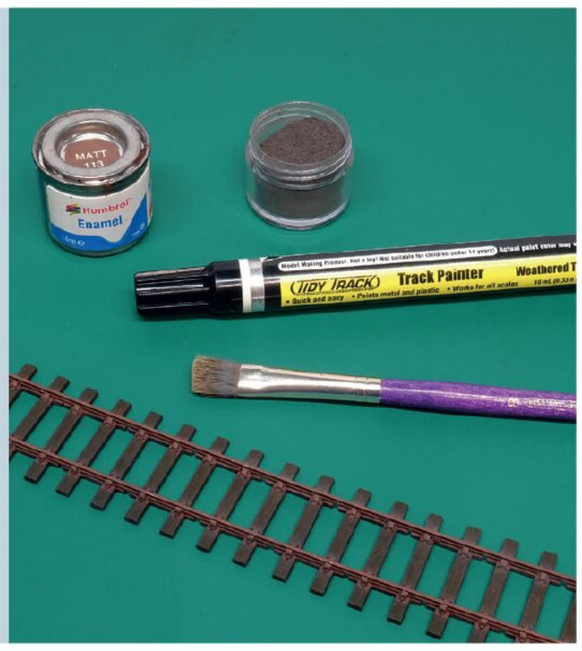
Additional items used for the project include DAS air-drying modelling clay, ready mixed all purpose filler, plus white emulsion paint, together with a few basic tools, including a plastic glue spreader and modelling masking tape.

Fowler 7F 2-8-0 No.53807 approaches Midford with a coal train from Norton Hill Colliery on 15 January 1963. ***Photo: Ivo Peters, courtesy Julian Peters/ Ivo Peters Collection***

Creating the snow scene

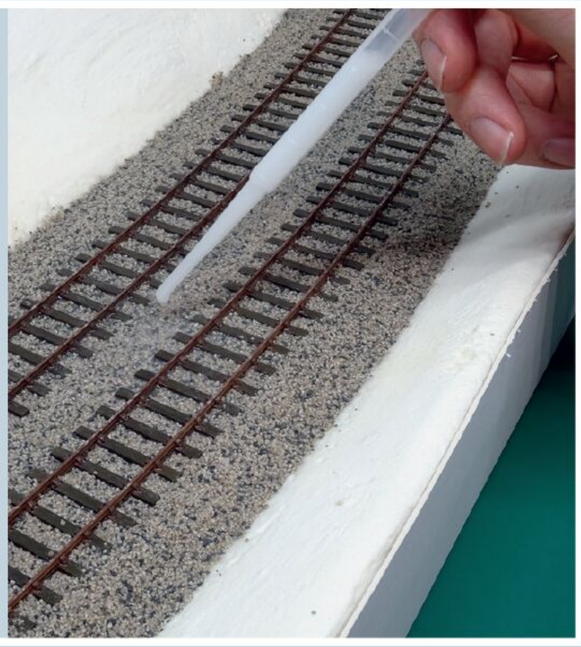
1

I started by painting the trackwork prior to installation, as this helps alleviate the risk of contaminating the white snow once added. The rail sides and chairs were painted first using Humbrol No.113 Rust, applied with a brush, with a Woodland Scenics Tidy Track Weathered Tie paint pen (ref.TT4582) used to colour the sleepers. The finish was enhanced further with the addition of weathering powders once the track was *in situ*.



2

Ballasting is optional and dependent on how deep you wish to model your snow. Here, fine grade Peco Weathered Grey ballast was used, dispensed in the usual manner with the granules moistened with IPA (isopropanol), before being fixed in place with a solution of PVA mixed 50/50 with water; this solution was then put to one side for later.



3

DAS air-drying modelling clay was used to form the base of the snow layer. This was applied to landforms and smoothed by hand (A). Terracotta clay has been used here, but white air-drying clay would probably be more suited – requiring less painting. With the clay still wet, a cocktail stick was used to open up a number of locating holes into which small pieces of seafoam were inserted (B). This was to create the effect of tall shrubs and bushes which have not been fully covered by the snow.

4

In order to help protect the aforementioned paintwork, the insides of the rails were carefully masked off (A); the tape being applied just above the chairs, before being folded over the rail heads. Using a glue spreader, ready mixed all purpose filler was applied in the 'four foot' and smoothed out. This was built up until it was just below the level of the rail heads, before being left to cure for a few hours (B).

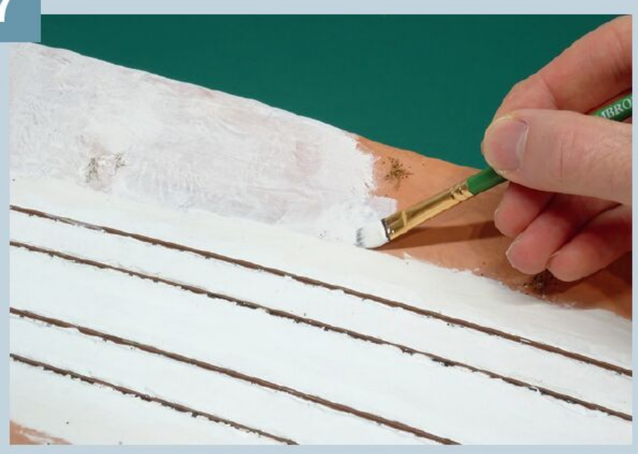
5

With the filler only part-cured, channels for the flanges were carved along the insides of each rail using the edge of the glue spreader (A). With the excess hoovered away, a wagon was then used to check the clearances (B). This was then left to fully harden.

6

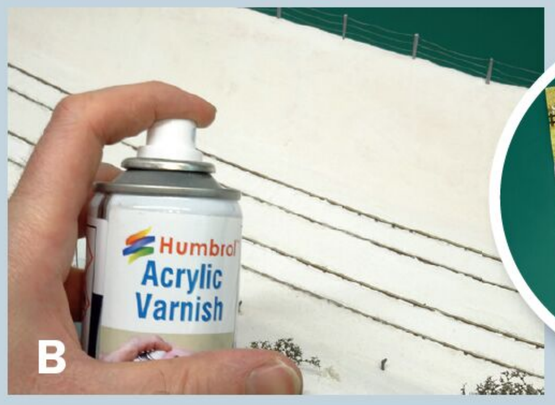
The processes outlined in steps 4 & 5 were repeated for both the 'six foot' and cess, with the outer edges of the rails masked and the areas coated with filler and smoothed. Channels were once again carved along the rail edges, this time to replicate snow that has been displaced by the vibration of passing trains. This needn't be a clean cut, as a rough edge gives a more natural and varied look (*inset*).

7



To help give the snow an illusion of depth, the entire scene was painted with a white emulsion. (It is important to use emulsion paint, as there is less chance of it yellowing over time.) This was built up in several layers to give a good, even coverage. Don't worry about getting paint on the bushes and shrubs as this only adds to the effect.

8



The main snow effect was achieved with Peco Snow Scatter (ref.PSG-005); this has a pleasing flaky effect, which glistens under the correct lighting conditions. First, the surface was prepared with a heavily diluted emulsion/PVA wash – created using remnants of the PVA/water mix used for the ballast. This was brushed onto the surface, with the scatter material sprinkled over the top by hand (A). I found it best to tackle a small area at a time with the applied scatter stopping short of the edge of the glue area. This ensures that when the emulsion/PVA mix is applied to the adjacent area of scenery, the glue does not contaminate the previously applied scatter. Once the entire area was covered and dry, the excess scatter material was hoovered away, before sealing with a light misting of Humbrol Acrylic No.49 Matt Varnish spray (B).

9

Seafoam armatures were used to create the trees and bushes along the lineside, using a similar method to that described in the July 2023 issue. After preparing the seafoam (removing as many seeds and dry leaves as possible), the armatures were given a base coat of Humbrol No.29 Dark Brown from an aerosol, followed by the applications of various shades of grey weathering powders. WWScenics Tree & Bush Foliage Spray was then misted onto the branches (A), before Peco Snow Scatter was sprinkled over the top (B). These were then left to dry thoroughly before gently shaking off the excess scatter.

10

Finishing details such as fencing, telegraph poles and signal wire posts were blended into the snowy scene with a dusting of Humbrol White weathering powders. A more substantial build-up was applied around the lower parts, replicating where settled snow particles have been carried by the wind. Finally, remnants of the diluted emulsion/PVA wash were brushed over any exposed flat surfaces (such as the fence post tops) and covered with a light covering of scatter.

Heading the opposite way is a Bachmann 4F 0-6-0, renumbered as S&D example No.44559.

Through the Railway Room Door

The Crompton Junction, West Hallowes & Yeominster Railway

With layout operation forming his primary interest, **IAN BLACKBURN** *invented an elaborate back story to support the mix of Western Region diesel and Southern Region third-rail electric services on this twin-level O gauge system.*

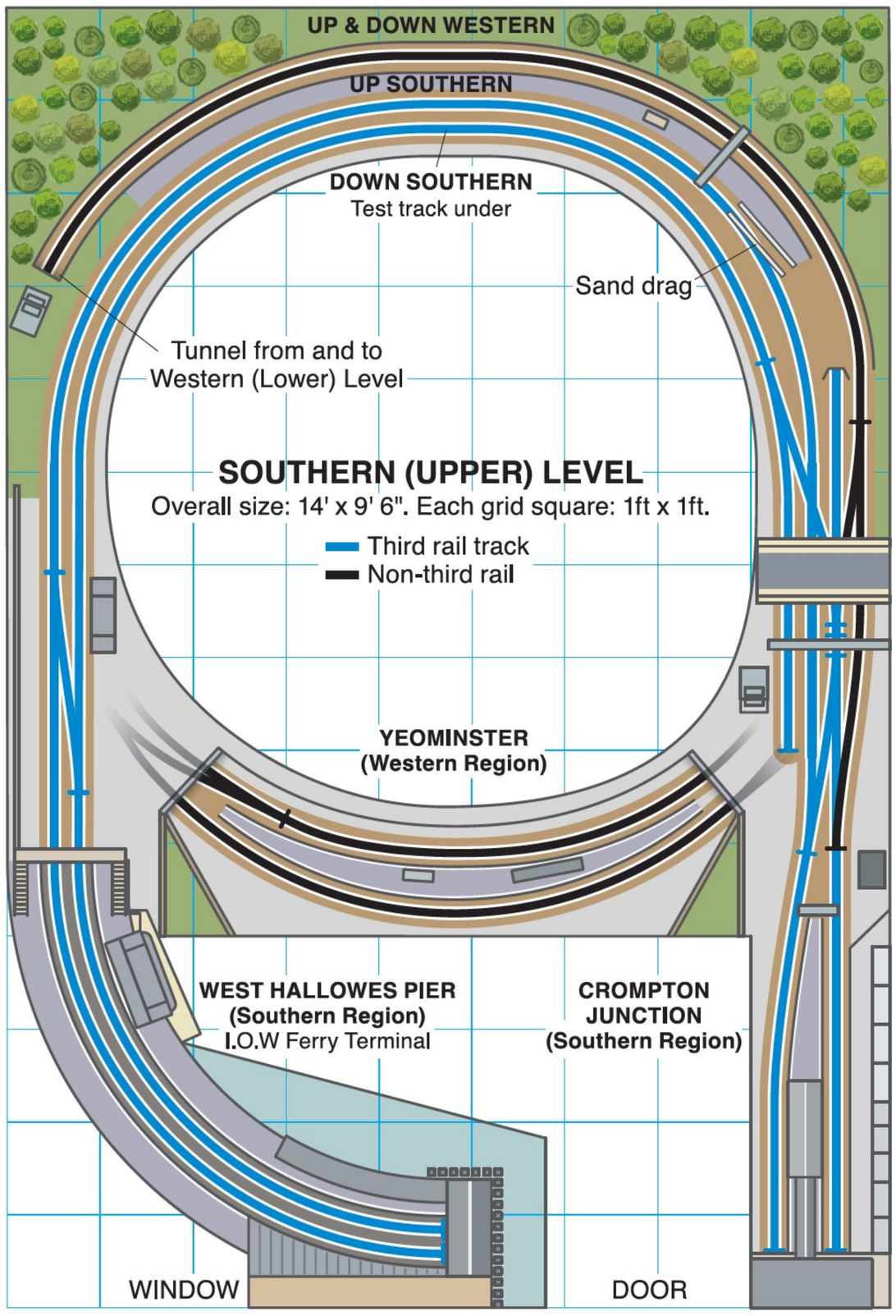
The Crompton Junction, West Hallowes & Yeominster Railway is set in the period around the time when British Rail Southern Region's Bournemouth electrification scheme was being completed in 1967. It's also set in a fictional area on the Hampshire and Dorset border where the Southern and Western Regions of British Rail met at the imagined town of Crompton.

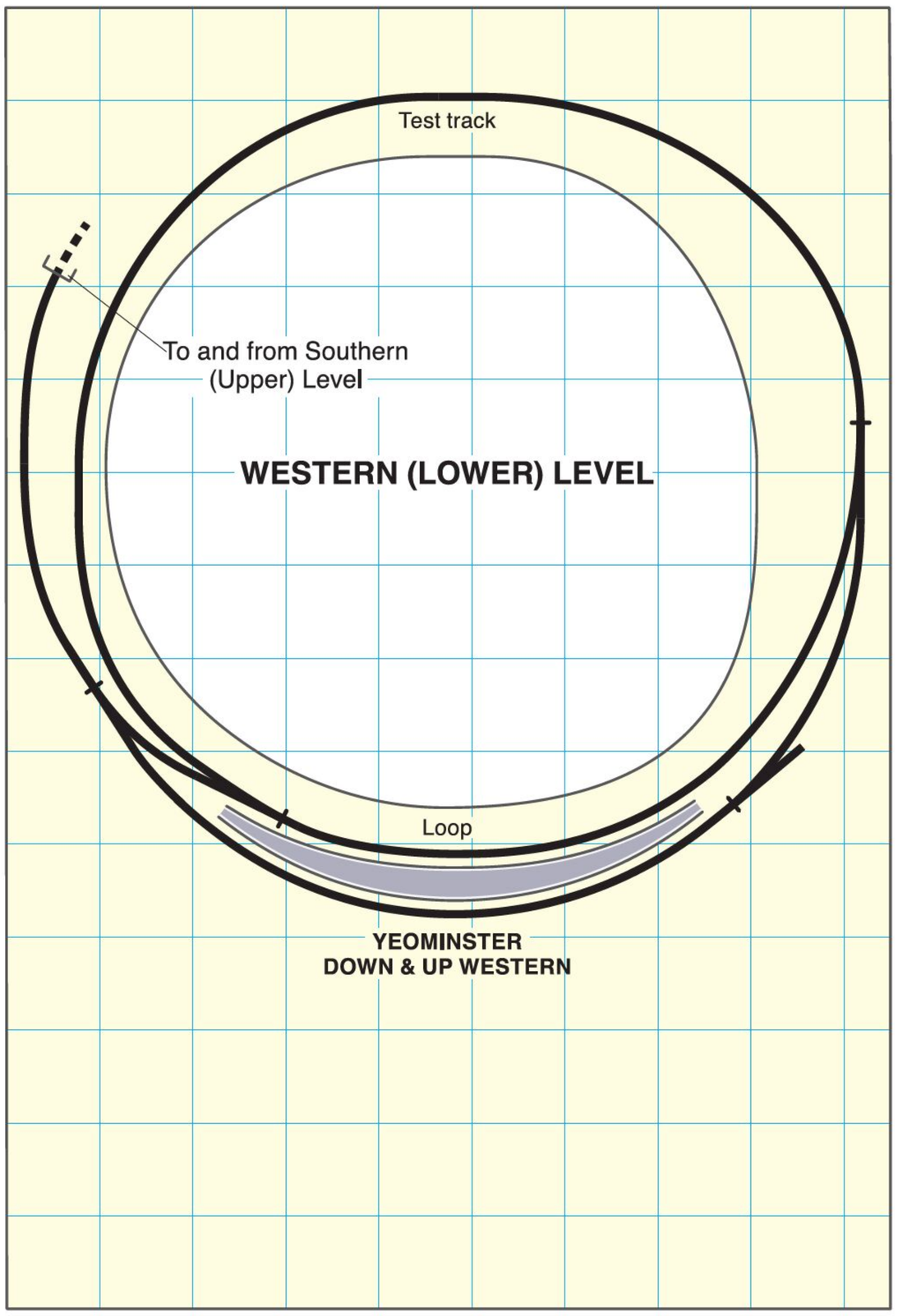
The Southern Region line on the layout is set on a supposed newly electrified double-tracked line, which runs from a junction on the former London & South Western Railway Bournemouth main line somewhere in the New Forest, via Crompton, to serve what is now the rather jaded fictional seaside town of West Hallowes, together with its Isle of Wight foot ferries.

Back at Crompton Junction, a former Great Western line comes in from various towns across Wessex, including Yeominster. As well as a local service to Yeominster, it also sees trains coming in from and going back to distant cities including Bristol. However, when built, this line came in from what can only be described as 'the wrong direction', as it accesses the Southern lines via an incline on the west side at the country

▲ A busy scene at Crompton Junction. 4-REP EMU No.3011 has just arrived in Platform 1 on a service from Waterloo to West Hallowes Pier, whilst 4-TC unit No.412, hauled by 'Crompton' KB Type D6529, waits in Platform 2 with a shuttle service to Yeominster.
Photography by the author

(south) end of the station, instead of coming in from the London end at the north. This line has only just recently been drastically rationalised and re-signalled, and, although it is still geographically within Western Region territory, and has been since Nationalisation in 1948, it is now controlled





along with all of the other lines in the Crompton Junction area from a panel, which has been installed next to the much-shortened lever frame in the Southern Region signal box at West Hallowes.

A handful of upper-quadrant semaphore signals have actually managed to survive at West Hallowes, but such is the nature of the new layout at Crompton Junction, that it now creates the need for every Western Region train to change direction (and their locos) for their onward journey to or from West Hallowes… how wonderfully inconvenient!

Crompton Junction

This is the centrepiece of this layout, and because of the restricted area available in my railway room (a converted garage) for its installation, it provided many headaches during its design.

Crompton Junction is the inland junction where the Western Region line from Bristol comes in to meet the Southern lines from West Hallowes and London Waterloo.

The name 'Crompton' is of course a nod to the Southern Region's Type 3 Bo-Bo locomotives (later designated Class 33). Being my all-time favourite type of British locomotive, and with several of them working on my layout, I decided to name this station and the town it serves in honour of them.

Due to constraints with the space available under the bridge at the south end of the station, all Up Western and Down Southern trains have to depart on the centre line (the Western lines change direction

The layout is housed in a converted garage, which has been insulated and carpeted. Lighting, heating, a phone line and an internet connection have also been installed. The only thing it hasn't got is water for making the tea!

Western diesel-hydraulic D1011 *Western Thunderer* comes off the Western Region line at Crompton Junction hauling a motley assortment of pre-Nationalisation maroon coaches. Note the sand drag on the Up Southern line on the upper left of the photo. This has been provided to arrest any train which may happen to pass the junction's protecting signal at danger.

here). Down arrivals from the Western line arrive on the west side of this line, while Up Southern trains arrive on the line to the east of it. (This would give the appearance to some of 'American' running in this area.)

A short locomotive spur has also been provided beyond the end of the centre line where the Down Southern and Western lines diverge. This is used for swift loco changeovers when time is of the essence. A proper, but unelectrified loco stabling siding is provided on the far east side of the line under the bridge, next to where a new traction current feeder station has been built. A small rest room stands nearby to provide facilities for the shunters and waiting loco crews. To complicate matters, locomotive-hauled services to and from the Western Region can usually only just be accommodated in the station's platforms. This means that when a fresh locomotive for the onward journey to either West Hallowes or Yeominster is attached, it will stand foul on the first part of the junction. This will mean that the train will be starting ahead of the signals at the end of the platforms.

To overcome this problem, an additional signal has been provided before reaching the points where the Southern and Western lines diverge from the short spur ahead. The signals at the end of the platforms will not clear until this additional signal has cleared for the selected route, that is of course unless a route has been selected for the movement of a light locomotive onto the spur, in which case a calling-on aspect on the divergence signal will become lit as the loco approaches it.

The station itself is a simple island platform affair, with pre-fabricated platform facings and a typical Southern Railway steel and glass canopy. A long covered walkway at the London end leads up to the large over-track station building, which like those at Wimbledon and Richmond dates back to the mid-1930s. The lines under here (supposedly) go on to meet the LSWR Bournemouth main line to Southampton and London Waterloo at a junction somewhere in the New Forest. 1950s Exmouth Junction Concrete Works electric station lamps and an illuminated concrete running-in board have been provided, giving what is in effect a rather dingy place a feeling of semi-modernity. The tracks either side of the platform are now both fully electrified, and full bi-directional working is now in force on both lines following the recent signalling alterations.

Outside the station, and above the retaining wall behind it, is the edge of the main shopping area of the town, and it is here that can be found three things that every high street should have; a pub, a chip shop, and a model railway shop!

West Hallowes

The name 'West Hallowes' actually comes from the name of a road in South East London near to where I used to live many years ago. Indeed, the shopping parade on the west (Up) side of the approach to the pier station is nearby.

The signal box at West Hallowes stands on the east (Down) side of the line opposite the shopping parade mentioned above. It's the same design as the box at Millbrook near Southampton, and controls what are now the last upper-quadrant semaphore signals on this stretch of the railway.

At the landward end of the pier, on the Down platform of the station, is an art deco station building. It's a similar design to the one that was built at Falconwood, also in south east London. A pre-fabricated concrete footbridge, again similar to the one at Millbrook, bridges both lines to the Up platform, which has no direct exit to the street. Beyond here, both lines and the

A view of the curved pier structure from the shore at West Hallowes. The sea (which has been made using Artex) is abating after recent gales that battered the exposed station.

station platforms run out onto the pier (a curved wooden structure which is built on top of steel beams set on cast iron pillars driven into the sea bed). The pier takes quite a battering from the English Channel as can be seen in the photos, but the wooden platforms and structures are all in good order, and the shelters and fittings have all recently been given a lick of fresh Southern Region green and cream paint.

A covered walkway leads from the outer end of the Down platform, out behind the buffer stops and directly into the new Isle of Wight foot ferry terminal on the seaward side of the pier. (This building is similar to the one that was built on the quay in Weymouth for Channel Island boat services.) Lit by a set of quaint ESLA lamps, a public footway goes along the pier, behind the lesser used Up platform and back into the town. In summer, this footway is a favourite place for both local and visiting fishing enthusiasts alike.

Yeominster General

The name 'Yeominster' (pronounced 'Yome-ster' by the locals) is a combination of the names 'Yeovil', and 'Ilminster'.

The station is set on a sharp curve in the middle of the town, in a cutting in between two tunnels. It was built as a replacement for an earlier brick-built structure that was demolished in 1958. The new structure is pre-fabricated using bespoke parts made by the Taunton Concrete Works. The new subway building here is a yellow brick version of the one that was built on the Down platform at South Ruislip in North West London. The running-in board and tall lamps on the station are also Taunton Concrete Works examples, being the same type as those found on the Down platforms at the south end of Kensington (Olympia) station in West London.

Although Yeominster is commercially still on the Western Region, the recent rationalisation scheme at Crompton Junction has seen it become a hand-over point between the signal box at West Hallowes and the next Western Region signal box up the line towards Bristol. Ground frames have been provided here at each end of the station, both for the exchange of trains to and from Bristol, and for running-round purposes.

Train services

Services between West Hallowes Pier and Crompton Junction comprise several services a day to and from London Waterloo, plus a local service to and from Yeominster which reverses at Crompton Junction. Two trains a day are also booked to and from West Hallowes Pier from the Bristol direction via Yeominster, also reversing at Crompton Junction. This often provides the spectacle of a train with a Western locomotive being exchanged for a Class 33 at Crompton Junction and vice versa.

London trains are usually formed with new Bournemouth electric stock (a 4-REP or a Class 33/1+TC), while the services to Bristol are run with a mixture of locomotive-hauled stock including maroon BR Mk.Is and green Bulleid coaches that are now in their final years of service.

Despite the status of the line between Crompton Junction and Yeominster, the Southern Region still remains responsible for providing the rolling stock for the local services between the two towns. A multiple-unit fitted Class 33/1 with a temporarily shortened 4-TC set has recently been appearing on this service, but more often than not, it is an ordinary (non push-pull fitted) Class 33 with two or three Bulleid coaches on the working. There have, however, been times recently when a serious shortage of rolling stock has occurred, and on a couple of occasions this resulted in the Southern resorting to diesel haulage using an old steam pull-push set, which used to work the Lymington and Swanage branches!

The station building at the landward end of West Hallowes Pier is similar to the one that can be found at Falconwood in South East London. The art deco style was widespread across the Southern Railway in the 1930s.

Eastleigh testing

The recent electrification of the route from the LSWR Bournemouth main line down to West Hallowes Pier brought a large benefit to the Southern Region's works at Eastleigh, in that it provided the works with a track nearby on which it could test various electric multiple units prior to their dispatch to other parts of the Southern Region after overhaul. 6-TC unit No.601 (in shortened formation) has recently been seen in the company of a Class 33/1, along with shortened PUL unit No.3015 (but complete with Pullman car *Joyce*), which ran under its own power. Bulleid and BR-built 2-HAPs have also been seen along with Motor Luggage and Trailer Luggage Vans from the continental boat trains in Kent… but, perhaps the greatest oddity of all, was the

A 'Crompton' Type KB Bo-Bo hauling a 4-TC set arrives at Yeominster. As the 4-TC set is equipped with driving controls at the far end, this loco will be used to propel the train back to Crompton Junction under remote control conditions.

recent appearance of the 1955-built ex-Tyneside Motor Parcels Van E68000 before it was returned to Liverpool for continued use on the ex-Lancashire & Yorkshire Southport lines.

Trackwork

Peco O gauge Code 143 flat-bottom track has been used, with Code 148 rail as supplied by Marcway Models of Sheffield on home-made insulating pots being used for the conductor rail on the Southern Region electrified lines. A minimum radius of 1200mm (48") has been employed over the whole of the layout, which has meant that many locomotives and items of rolling stock have had to be modified in order that they can traverse these sharp curves.

All pointwork is hand-made using Code 148 rail and copper-clad strip for the sleepers, again supplied by Marcway Models of Sheffield. All points are powered by DCC Concepts Cobalt analogue slow-action motors as supplied by Gaugemaster. All frogs are live, with the polarity being changed by the Points Calling Relays in the 'Automatic Bobby' (which will be described in part two). A hand-made trap point with an associated sand drag has also been provided on the Up Southern line, to protect the junctions at Crompton Junction in the case of any signals being passed at danger.

Traction supply

The layout is fully DCC operated traction-wise, complete with sound installed on all powered units. Traction power is provided by an aging Digitrax DB150 Command station which is now driven by a newer DCS52 (Zephyr) command station. This command station, which is in itself very stylish and simple to use, is sadly not powerful enough to drive most of my heavy O gauge locomotives and multiple unit trains, and so I can only use it as a fixed loco controller. A much older and more complicated DT410 is sometimes used as a roving controller during those times when I have multiple visitors. Given the age of the DB150 which is currently in use, a DCS210 Booster Unit is currently waiting in the wings for the day when the DB150 decides that it no longer wants to co-operate!

3D-printed details

3D-printing has enabled me to produce many items on this layout. These include all of the lineside signs, colour light signal heads, signal gantries and posts, calling-on and shunting signals, the bracket for the semaphore Up starting signal at West Hallowes, the stop board and ground frames at Yeominster, lineside cabinets, mileage and gradient posts, and not forgetting the equipment at the two new electrical feeder stations that have recently been built at Crompton Junction and West Hallowes.

The Bulleid Pacifics are now history, as these Bulleid coaches will be before too long. 'Crompton' KA-2B type Bo-Bo D6547 is pictured whilst waiting on the pier for the road with an Up boat train to Waterloo, which includes a dining vehicle in its formation.

At Yeominster, two of the lineside signs located here could also be found elsewhere on the system at the time depicted; the other 'school' sign on the wall was at Portobello Junction on the approaches to Paddington, while the other 'Clinkers' sign at the other end of the station could be found under the Cromwell Road Bridge south of Kensington (Olympia) on the West London Line.

Next month

In part two of this article, Ian will describe how he devised and built the 'Automatic Bobby' that is central to how the layout is operated.

The West Hallowes Line often sees odd testing movements from the works at Eastleigh, and none more so than this one. Here we see the sole former Tyneside Motor Parcels Van E68000 on test before its return move to the Liverpool-Southport line!

The Salopian Line

MIKE EDGE *describes the extensive OO gauge layout that he and his son Charlie have constructed in the loft – which required a little ingenuity to fit it around the roof beams.*

Photography by Georgia Edge

Ever since I can remember I have had a fascination with model railways. I can remember vividly as a young child standing outside the model railway shop in the Chester precinct and watching the model railway in the window. I could have stood there for hours watching the train come out of the tunnel through the station and then back into a tunnel again.

One day my dad's friend Ken Williams came to our house and gave me a small OO gauge Tri-ang train set which had belonged to his two sons and consisted of a small loop, a Jinty 0-6-0T, two car transporter wagons and a brake van. I must have watched that train go around in circles for hours. Then the next Christmas I had my first brand new set, a

The layout has tracks on three levels: this view shows LNER A4 *Mallard* and an LMS Princess Royal on the middle and upper lines.

Mainline Railways blue Class 45 diesel *The Manchester Regiment* and five wagons. Later that year my dad bought a 6' x 4' baseboard (which with great difficulty we carried home from the local DIY store about two miles away) and I combined the two sets together and had my very first layout.

Into the loft

After several years of this layout getting in my mum's way on my bedroom floor, my dad and his friend Robin put some floorboards down in our attic and fitted a loft ladder for me to get easy access. At the same time my best friend Andrew and his dad Alan Jones were also converting their attic as they were also into model trains, so this was a big part of my childhood.

Many years were spent and fond memories created building and improving our model railways in our attics. Sadly, some years later Andrew passed away from leukaemia at just

The layout is home to a large collection of stock from different periods, including ScotRail 47 711 and a rake of Pullmans.

The author and his son Charlie. This view shows how the W beams of the attic were incorporated into the layout's construction.

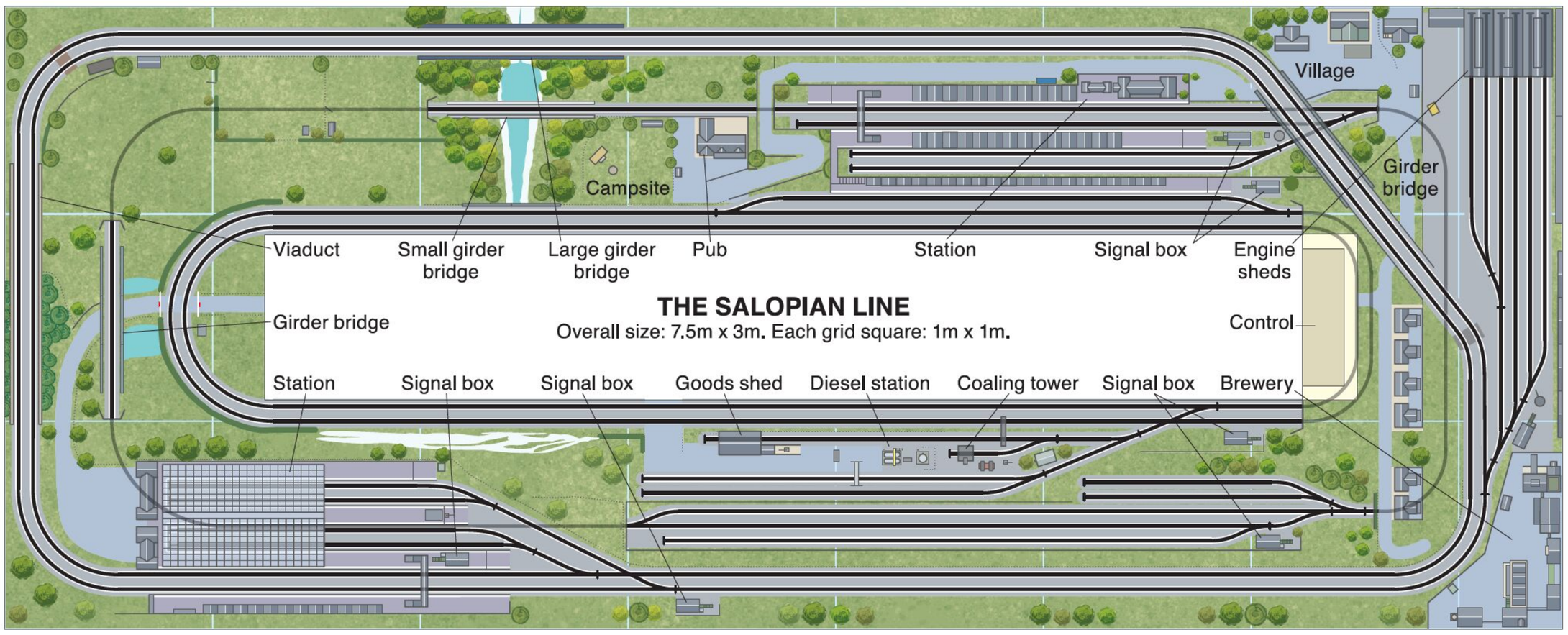
14 years of age, and along with the distractions of growing up and becoming a teenager, my interest in model trains dwindled.

When I was in my early twenties, I had completed my apprenticeship and had a job as a boilerman at a local factory, with a shift pattern that meant I had a lot of spare time on my hands. At this same time my sister moved out and my parents let me build a small 8' x 4' layout in her old room. This helped keep me busy during my days off in the winter and rekindled my interest in the hobby until I moved into my own house. With lots of other things to keep me busy, my trains ended up back in a box in the attic for the next 14 years.

A return to modelling

Then in 2012 at a local Christmas fair myself and my son Charlie who was then four years old spotted a box full of trains, track and carriages in a jumble sale. The lady only wanted £5.00 which was a real bargain, as the box contained three locomotives, two carriages, some wagons and some track.

The next day myself and Charlie made a small loop on the floor and spent hours



getting these trains back into operation. This fired the passion up again and I started to think about how and where I could build a decent layout at our house.

In the past I had ruled the attic out, as it has W-shaped beams which reduce the open area available, but with a bit of imagination and some inspiration from watching *George Clarke's Amazing Spaces*, I started to design a way of incorporating my layout into the structure. The result was very pleasing as I managed to construct a full continuous run layout of 7.5m x 3m around the attic, lined the walls, built cupboards underneath and carpeted the floor.

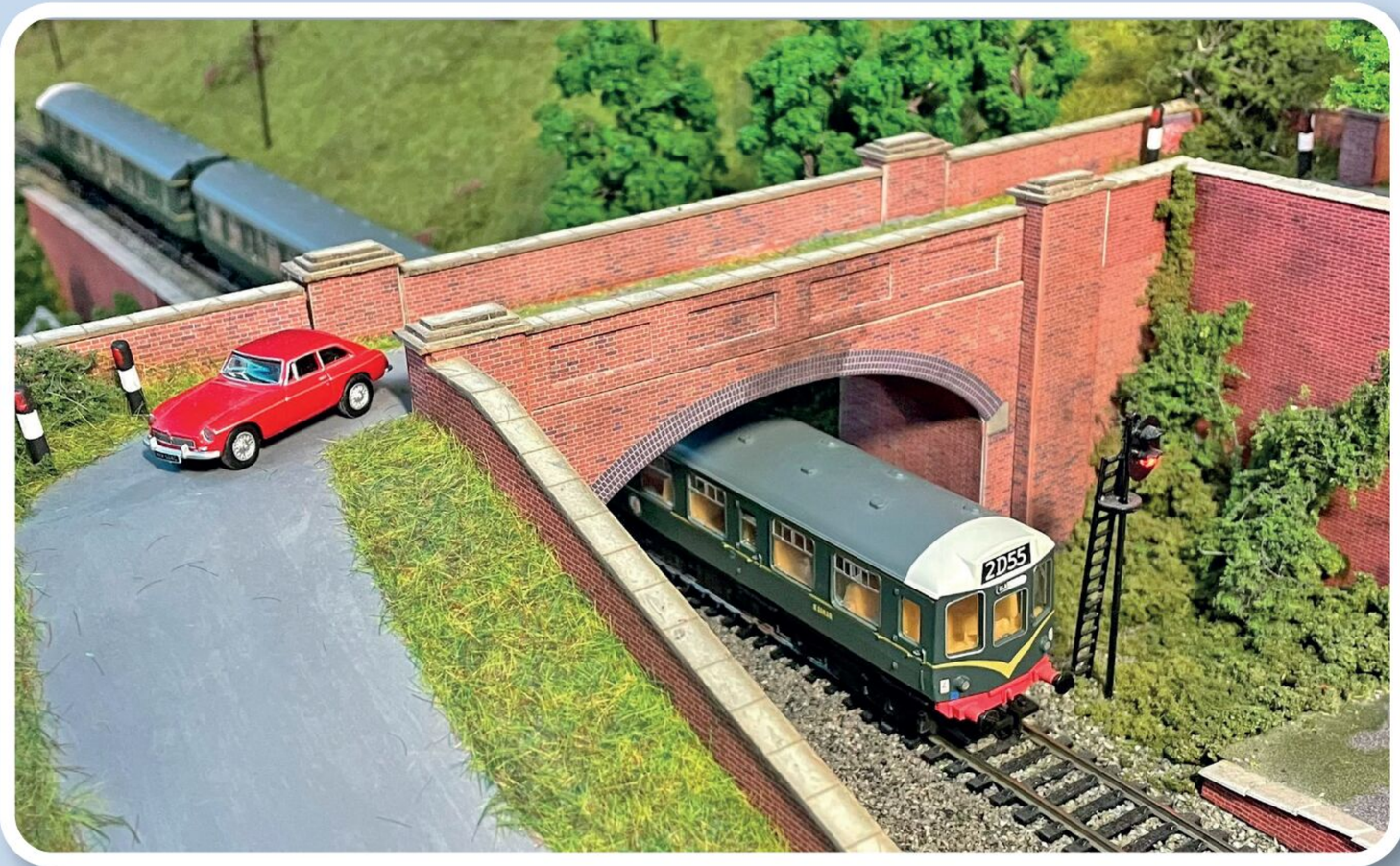
With my son Charlie at my side the work started in January 2013. We used RAILWAY MODELLER as our inspiration for ideas on layouts, landscaping, buildings and general modelling techniques. Our goal then became to get our railway into the magazine, and after some more free time during lockdowns, I have recently completed the project to a point where I am happy to share the result.

Five trains at once

The layout design was never pre-planned but was more of a 'work it out as you go' approach. I decided I wanted to build it on three layers to have trains passing over each other using tunnels and bridges. I also wanted to make it a valley effect rather than flat to make it more interesting. The height of the three layers was determined by the bridges I had purchased at the 2013 Warley NEC show, which I attended to get some more ideas and inspiration.

The lowest layer has two circuits, the middle layer one circuit and the top layer has another two circuits, so I can run five trains at any one time. The circuits are in a loop, so I can sit at the desk making buildings and scenery with the trains passing by, which I find very therapeutic. There are also multiple sidings, meaning that I can rotate the trains for variety.

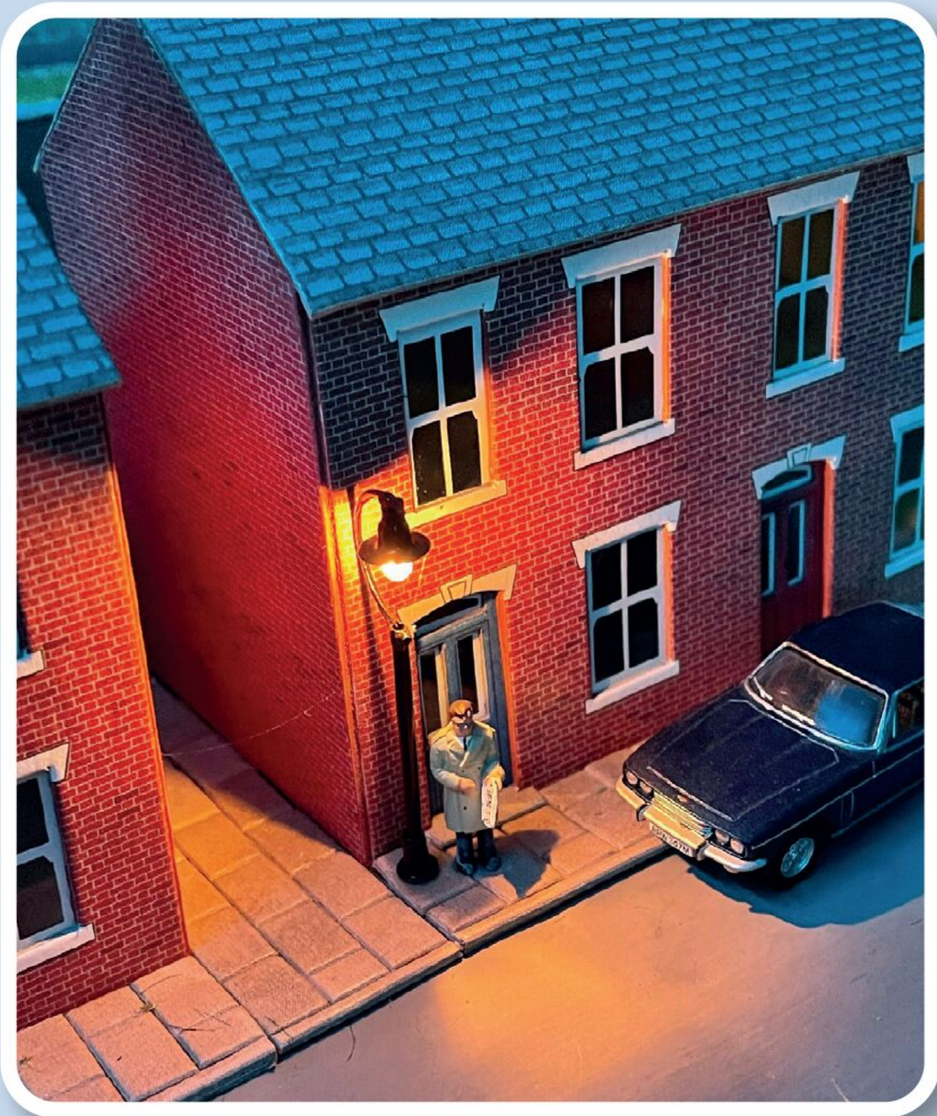
Hornby GWR No.6024 *King Edward I* on the high level line above the station throat. The locomotive shed is visible in the background.



The layers are on 5mm plywood cut to the width of the tracks with a box section frame underneath to support it. I started building the layout with the bottom layer which runs around the near edge of the baseboard, and then I moved on to the middle layer which in some areas sits above the first layer on raised landscape with tunnels underneath. The final top layer passes over the bottom two layers at several points either as a bridge or a tunnel, which gives more interest as you see trains disappearing into a tunnel as others pass overhead.

The track is all Hornby as I had it in my collection already and I was used to it from previous layouts. The layout is wired for 12V dc using Gaugemaster controllers which I have had since I was a child and are still working really well. The lighting around the layout is powered from a separate 12V transformer.

A Hornby Class 110 DMU approaches the station on the middle level line, while an Oxford Diecast MGB GT crosses the bridge.



The layout has lighting for 'night-time' operation, powered by a separate 12V transformer.

In one of many cameo scenes around the layout, the local fire brigade attend to a chimney fire.

Buildings and landscape

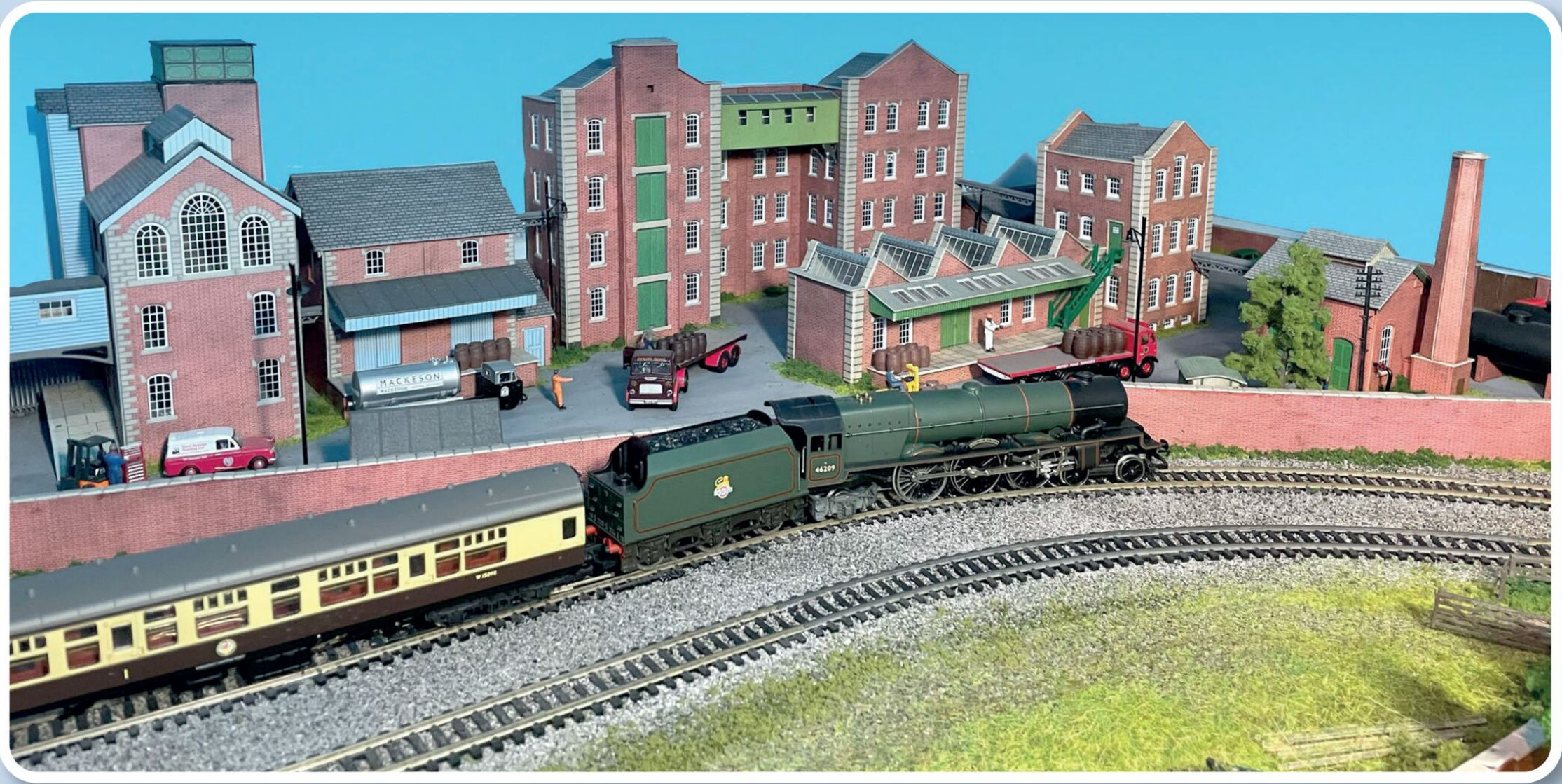
Once the layout was completed, tested and fine-tuned I could turn my attention to the landscaping, which for me was by far the most satisfying part of the build. I have spent many hours looking at the examples in RAILWAY MODELLER and visiting exhibitions, admiring the realism that some modellers achieve on their layout, and that was what I wanted to achieve with mine.

I started the landscaping at one end and then worked my way around the full layout over the following years, mainly doing this as a winter hobby. I took the approach of fully completing the scenery section by section as opposed to slowly building the whole scene up, as I wanted to learn all the different skills as I went. As a result, you could see the detail and realism improving as you looked around the railway. This meant that five years later, when I got back to where I started the scenery, I had to go round again improving and adding to the work I had done in the earlier years.

The landscaping has been formed using chicken wire, newspaper and wallpaper paste with Gaugemaster grass roll glued on top and then finished using a layer of static grass fibres of various lengths. Then I added areas of foliage using Woodland Scenics products to bring it to life, sealed using a spray-on mix of PVA and water. The track was then ballasted using Gaugemaster granite ballast, again fixed with a PVA and water mix.

I found it quite incredible how much scenery products have moved on since I made models as a child, when it was just green scatter and lichen for foliage. The thing

Stanier Princess Royal Pacific No.46209 *Princess Beatrice* (a Hornby model) passes an industrial area built from Metcalfe card kits.



I found with making the scenery is that if you get it wrong or it does not look so good, it is really easy to clean an area up and just start again. This gives you confidence in experimenting with different techniques with the comfort of knowing it's not irreversible.

The buildings are a combination of Metcalfe, Wills and Ratio kits. Other items such as walls and platforms are made using 5mm foamboard with Metcalfe brick or tarmac sheets glued on the surface.

The trees are from many sources, including various suppliers on eBay, whilst some of the larger trees are from the Woodland Scenics range. The water effect in the valley under the three bridges was formed using a sandy gravel layer topped with Woodland Scenics realistic water effect resin.

The most enjoyable part of completing a section of scenery was adding the smaller details such as people, vehicles, animals and other objects and activities that make the layout look more realistic and interesting. This was where my creative assistant Charlie came into his own; with his imagination we completed many interesting scenes. Often at the hands of Charlie, the various scenes would change on a regular basis. I would turn around and find that the campsite had been turned into a classic car show with all the best model cars moved from other areas of the layout and collated in rows on the field, not forgetting to add the hot dog van, tables and chairs for the attendees at the show!

Locomotives and rolling stock

Over the years I have collected around 40 locomotives which range in period from the 1930s to the 1980s, so there is no given era for this layout. A quarter of these locomotives belong to my good friend Alan Jones mentioned earlier, as I am custodian of his and Andrew's collection to keep them in running order.

I also have a large collection of coaches and wagons from various eras. Alongside the locos that are not in use, I keep a large proportion of these on my display shelves above the layout so I can rotate them around. The layout is now pretty much complete, with only ongoing small improvements left to do.

Three Hornby express icons: a High Speed Train, LMS No.6201 *Princess Elizabeth*, and A4 *Bittern* from the 1994 'Tees-Tyne Pullman' set.

A lifelong hobby

On reflection, the hobby has been a big part of my life on and off and has forged many of my happy memories as a child.

I have learnt that railway modelling does not have to be perfect, representing an era or a specific location, but is more about bringing people together. I see my layout as a 3D piece of artwork that has certainly helped me through many a dark winter's evening and distracted my mind from many of life's challenges and pressures. It has forged strong friendships that will last a lifetime and also given me quality time with my son Charlie that hopefully he will remember fondly for the rest of his life.

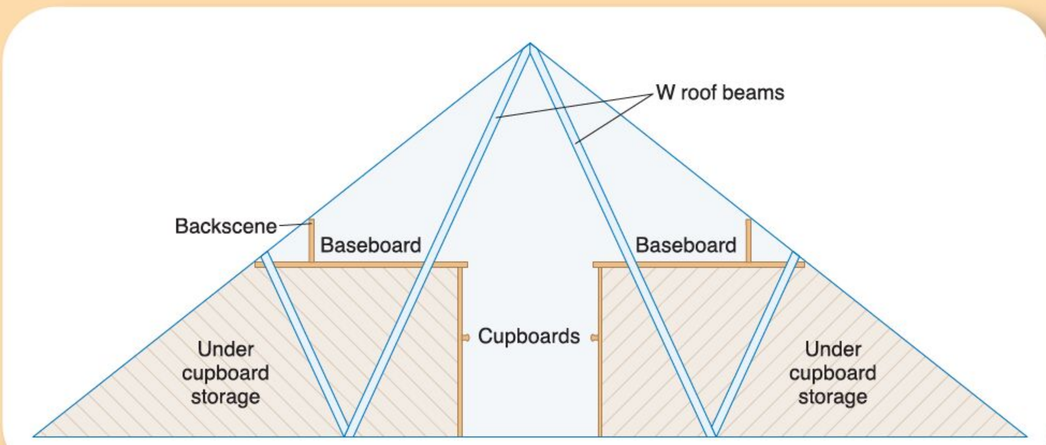
A layout for operation and enjoyment with trains from all eras: A3 *Flying Scotsman* prepares for departure alongside a Southern 4-CEP electric unit.

The attic conversion and baseboards

The attic, as previously described, consisted of W beams which at first seemed to be a showstopper, but with some creativity these beams ended up being a useful part of the overall construction.

I used stud walling timbers to make the frame, as these were the cheapest option and the baseboard was made using the same chipboard flooring boards I had used to floor the attic area. This construction gave me a continuous run layout 7.5m long and 3m wide, with a depth from the centre walkway to the backscene of 1.1m. This gave me a central operating area of 5m x 0.8m.

This has allowed me to build a substantial layout with long runs of track that enable me to operate decent-length trains.



Using your free photographic backscene sheets

Printed copies of this issue are supplied with a set of complimentary photographic backscene sheets, which have been produced exclusively for RAILWAY MODELLER readers. **CALLUM WILLCOX** *shows how these can be used to create a convincing North Wales backdrop for your model railway project, whether that is in 2mm, 4mm or 7mm scale.*

Photography by the author

The free set of backscene sheets supplied with printed copies of this issue depicts a dramatic panoramic view of a mountainous North Wales vista. The image – which features the rugged mountainous terrain of the Eryri National Park (Snowdonia) – is a familiar sight to those travelling on the Ffestiniog Railway, and would be very much suited to those modelling a Welsh narrow gauge scene.

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

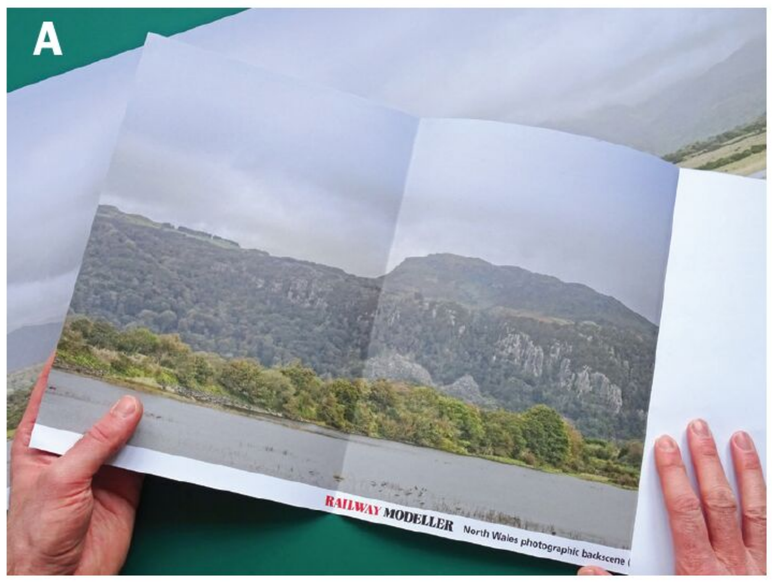
It should be noted that the backscene sheets are suitable for use with layouts across multiple scales and gauges including N, OO, OO9 and O; generally speaking, the smaller the scale, the lower the horizon needs to be.

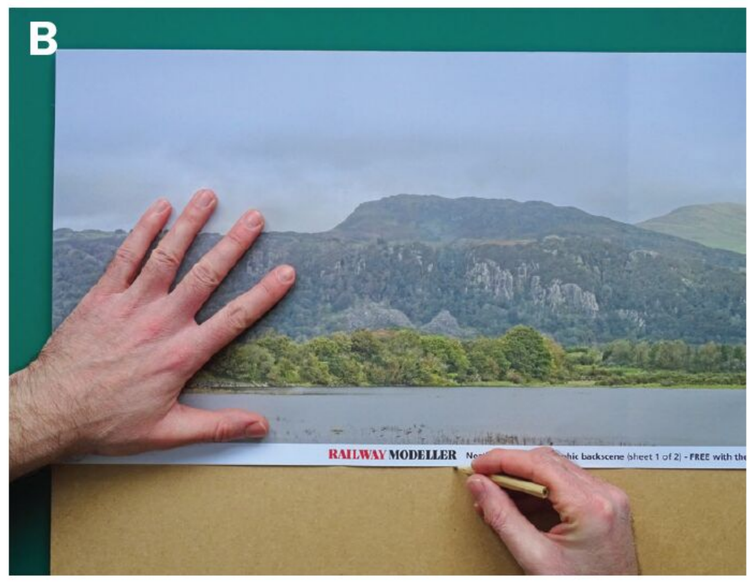
In this article I will cover the basic aspects of using this backscene, including how best to prepare and mount the sheets. Items required include a suitable backboard (such as thin plywood or MDF) and wallpaper paste, together with a few basic tools; a craft knife, metal rule and a soft cloth. A large,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

Using your free backscene sheets

1 Determining the depth of the backing boards

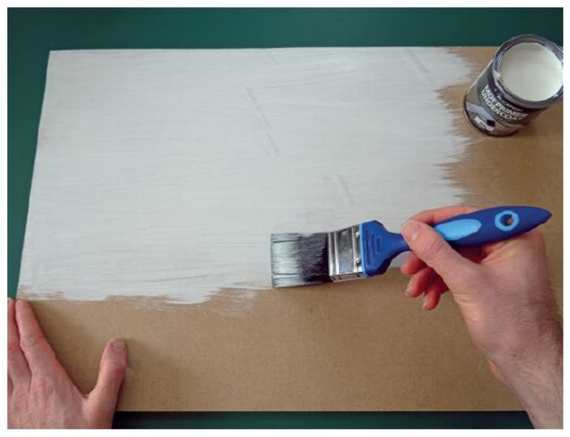
The backscene sheets are supplied in two sections, each folded into quarters (photo A). With the sheets unfolded the depth of the backing board was first determined; remember to take into account how you plan to attach the board to your layout. For this example I left around 100mm below the image to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





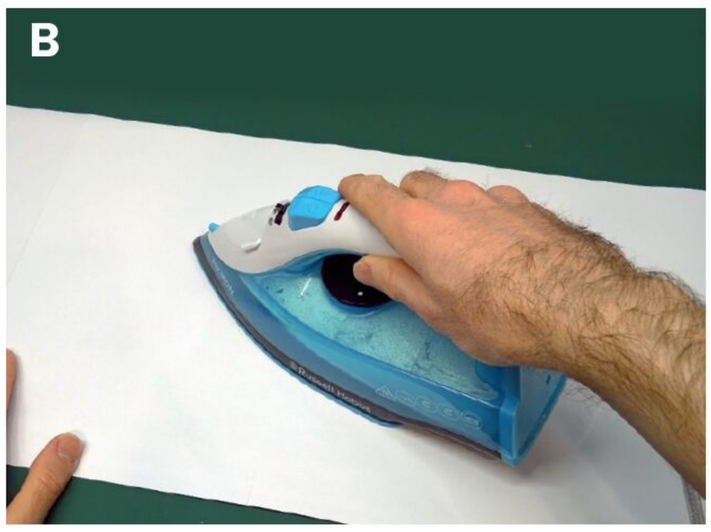
2 Preparing the backing board

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



3 Reducing the folds

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



4 Sizing the backboard

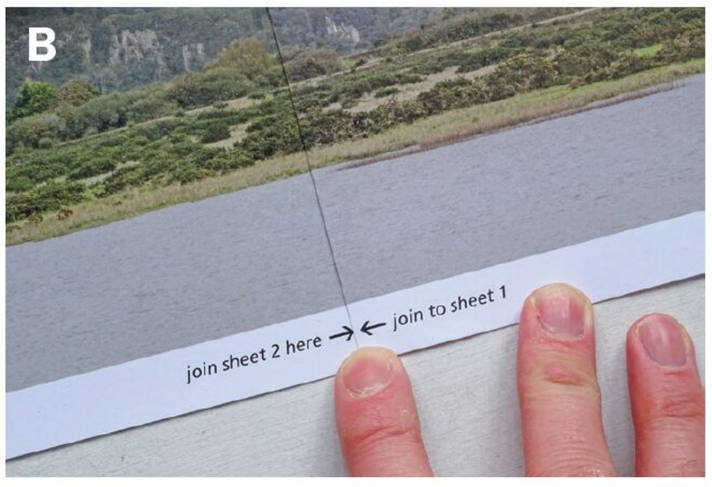
Before applying the printed sheets, the mounting surface of the backing board was 'sized' with a coat of wallpaper paste; this helps to slow down the adhesion process, which gives more time to make fine adjustments when positioning the sheets on the boards. The sized board was then left to dry for around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

5 Fixing the first sheet in place

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

6 Attaching the second sheet

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



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.

Mystery wagon on *Potters Bar*

Reading the Railway of the Month article in the November 2023 issue (*Potters Bar & South Mimms*), visible in photos on pages 792, 795 and 796 is an item of rolling stock that intrigued me. (The vehicle in question is located in the short siding at the buffer stops just beyond the ramp at the end of the Up platform.)

Unfortunately, such is the angle of the photos that I cannot make out what it is. Is it possible to find out what this vehicle is?

BRIAN FITZSIMONS

[Ed. We passed Brian's enquiry to the layout's builder Phil Clarke, who advised us that, "It's a GNR Fruit and Milk Van. The body is from a Diagram 3D card kit whilst the underframe is 3D-printed to my own design."]

A close-up view of the model in question on Phil Clarke's layout *Potters Bar & South Mimms*. *Photo: Phil Clarke*

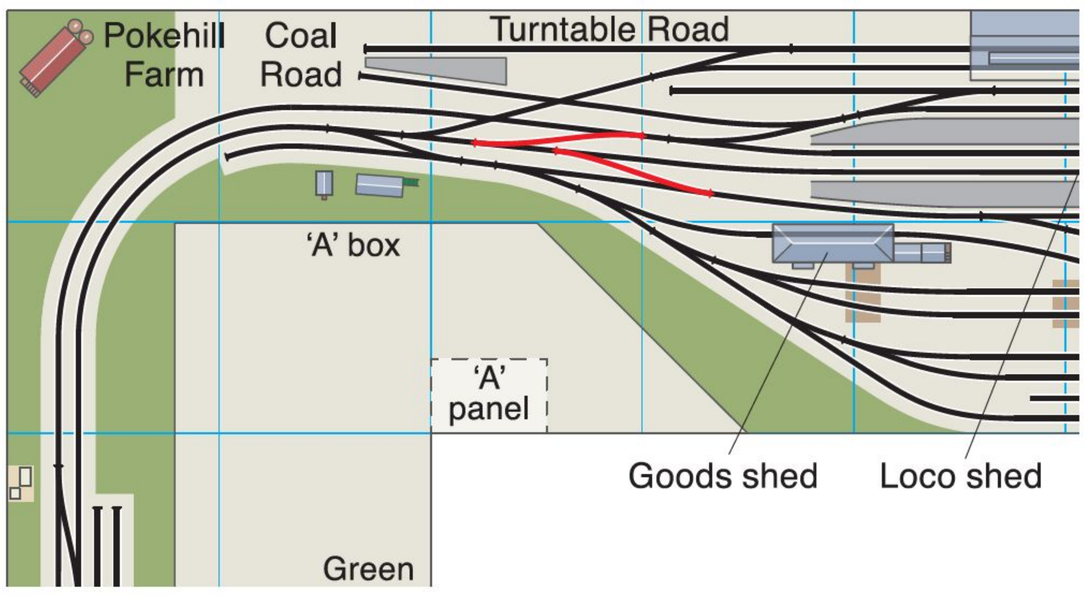
Correction to Tunbridge Wells West track plan

I was thrilled to see my layout featured as 'Plan of the Month' in the November issue. However, the track plan omitted two trailing crossovers in the station throat: one from the Down Main to the Up Main, the other a second connection from the Up Loop to the Up Main.

Some readers may have spotted this by comparing the published plan with the photo on p830, although they are largely obscured by the signal gantry.

ANDY OFFEN

[Ed. Our apologies for the error. Corrected artwork is reproduced here.]



Memories of Stafford Common

The editorial in the November edition brought back memories of visits I made in 1970 to Stafford Common.

I was a very young management trainee with British Road Services at the time and visited the branch operation which was located in the goods yard at Stafford Common on a handful of occasions. It was probably the smallest BRS haulage operation, having no more than a dozen trucks. It was run by a manager and a clerk who used an old railway carriage for an office, whilst the yard was also used by Pickfords Heavy Haulage whose main business was transporting electrical equipment from the local AEI factory.

I am sure that great scope exists for a model railway depicting the goods yard in the 1960s with some fascinating detail of great contrast.

DAVID MACLEOD

Some general observations on scenic 'clutter' and 'dirt'

The railway modelling trade entices us with all sorts of appealing little bits and pieces we can use to fill in a vacant space. I feel, however, that quite often the best use for a vacant space is… to leave it vacant.

I recall two layouts. One was a large group layout. The track plan was excellent, the scenery was beautifully done and the locomotives, many kit-built, were to a high standard. But every last little bit of vacant space had something jammed into it. Every individual piece of detail was to a high standard, but the overall effect was overcrowded and toy-like, which was a great shame.

The other layout was a small country station. Next to it was a second baseboard about the same length, this depicting open country with a tree or two and a couple of cows. The overall effect was very convincing.

Therefore, when considering scenic details, the question shouldn't be "What can I fit in?", but rather "What can I leave out?" Since we may compress a real-world station to fit it into the available space, this becomes important.

Moving on from scenic 'clutter', I also wish to offer my thoughts on 'dirt'. Well within living memory, Britain was a coal-fired country, with houses heated by coal fires, industry powered by steam engines and the railways powered by steam, of course. The result was that things were visibly far dirtier than today. Even a station by the seaside, with clean air off the sea (and clean rain, too) would have smears of soot on station canopies and footbridges. In large industrial cities the effect would be much more extreme.

I remember Bolton around 1956. Everywhere there were chimneys belching out smoke and if you travelled by train you did your best not to come into contact with the buildings or the exterior of the coaches, which were covered with soot.

Therefore, a layout set in any large city during the steam era with clean buildings – as is often seen – is simply unrealistic. My suggestion is to refer to archive photos illustrating the area being modelled; careful study of this material often reveals how structures in this era really looked.

At its best, a model railway can serve as a combination of high art and historic recreation. I hope my suggestions can be accepted in the spirit they are offered.

JOHN DAVIES

With industrial chimneys visible across the Bolton skyline, Fowler 3F 0-6-0T No.47388 crosses the River Croal with a rake of fitted vans on 24 August 1964. *Photo: Rail-Online*

Affordability is subjective

The November 'Talking Points' article, which explored how 0 gauge modelling needn't be expensive, or take up a lot of space, caught my attention.

I have been modelling for only a few years but I have heard a lot about how expensive the hobby is becoming and the ongoing challenges of attracting younger modellers. Therefore I was surprised when this article inferred that the expense of 0 gauge modelling is a myth. I know the article covered a lot of aspects, but the gist was how a small 0 gauge layout could be built in a weekend that need not cost a fortune, thus dispelling the myth. However, there was, at no point, any reference to the cost/price of items bought, including the baseboards, which came pre-built.

When venturing into the murky waters of affordability, and what is considered as small, some care needs to be taken. The idea of what is or isn't a fortune is subjective, and for some, simply and plainly, such an approach is just not affordable.

HARVEY CREBER

N gauge layout mystery – can RM readers help?

Do any RAILWAY MODELLER readers recognise the layout in the accompanying picture? It was deposited at a recycling centre a few years ago (I bought it from the site's recycling shop). It has Arduino control on both boards and looks as though a fair amount of effort had gone into the construction. As can be seen, it only requires a minimal amount of work to complete.

ERIC THELAN

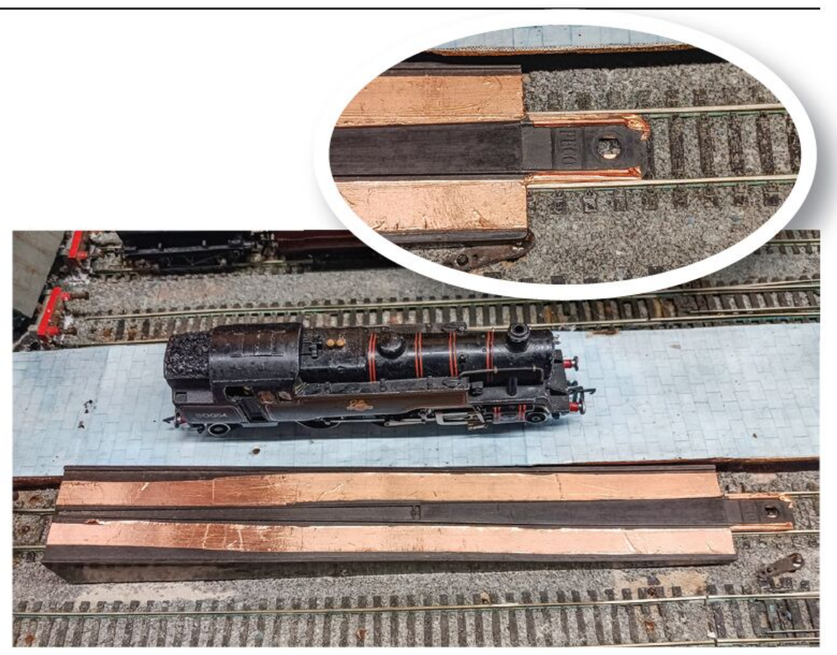
A powered re-railer for OO

I recently purchased a roll of copper self-adhesive tape to use for bus bars on the underside of my layout (simply soldering dropper wires to strips of it).

I decided to try using some of the leftover copper tape on my Peco Re-Railer (ref.SL-37) to create a home-made powered re-railing ramp. As you can see in the photos, I have put two strips down the re-railer where the loco wheels go. I also wrapped the bottom edges with copper strip to provide electrical contact with each running rail.

Now, when I put a loco on the re-railer I can run it under power onto the layout! This cost just pence to make – the 50mm wide roll of copper tape costing only about £3.50. And as well as being useful to railway modellers, the tape can also be used to stop slugs eating your plants!

JOHN B HARRISON



Rockwork enquiry

As part of the review of the new 7mm Lynton & Barnstaple models by Lionheart Trains on p928 of the December issue, there is a photo of the locomotive and coaches taken in a rocky scene. The rocks look amazing, and I am wondering whose layout this is on, and what the rocks are made from? I ask because this is the part of my layout that I will be tackling next, having at last completed the trackwork and wiring.

IAN BAKER

[Ed. The photo was staged on an 0-16.5 layout that is displayed as part of the model railway exhibition at Pecorama (which is actually US outline!). Pecorama modelmaker Andrew Beard advises that the rocks were made using Woodlands Scenics rock moulds and the manufacturer's Lightweight Hydrocal Plaster. The rocks were fixed to the sub-structure using a general purpose construction adhesive, and painted with acrylic paints.]

Photo: Andrew Burnham

Minor Manor observations

I was interested to read your review of the Accurascale Collett Manor 4-6-0 in the November issue as I had just purchased one.

I addressed the chimney on mine (which is narrower at the top than at the base, with a gap between the copper cap and the main casting) by using needle files to file the chimney straight – referring to a photo of a real Manor for guidance – with a pin head of glue used to fill the gap under the copper cap.

In addition, I feel that the planking is hardly visible on the cab floor, and that a dirty wood colour would be much more realistic than the black used. Furthermore, the surface of the fallplate is totally smooth and lacks the criss-cross pattern of the real thing that gave a foothold to the enginemen (other manufacturers have also been guilty of this). I replaced this fitting with one of my own.

My model is sound fitted. Like all sound fitted models there are nowhere near enough whistles included to give variation. I would much rather leave out 'door slam', 'uncoupling cycle' and other sounds to have six or seven whistles instead.

I am less than convinced by the paintwork and livery. When studying colour photos and film footage of ex-GWR engines it's most obvious that the black and orange lining doesn't stand out; indeed from a little distance you wouldn't think that they were lined as it's very faint, on the boilers particularly. I feel that the lining on the Accurascale Manor stands out far too much and would benefit from toning down.

My final observation concerns the incorrect positioning of the small square panel on the left-hand cylinder casing. This panel should be just to the right of centre on *both* sides (the panel on the right-hand cylinder casing is therefore correct).

Despite these minor observations, it is an excellent model.

MICHAEL BADHAM

No.7808 *Cookham Manor* at Basingstoke with a Down interregional freight on 10 August 1965. (Note the 4,000-gallon tender.) The inset view shows the cylinder panel which is referred to in Michael Badham's letter. *Photo: Rail Photoprints*

Snippets...

Praise for December RM...

I just wanted to say what an outstanding issue this was. Something for everyone including *London Ludgate* – a bonkers idea to try to model a chunk of central London with a main line station in 7' 6" x 3' 6", even in N gauge, but somehow it worked surprisingly effectively. Well done Ray Smith! But the star of the issue for me was *Bushey Fields* by Rolf Habing for his father-in-law David. What a life-affirming article. Brilliant!

MARTIN LOCKLAND

...and more praise for *Bushey Fields*

I take my hat off to Rolf Habing for the inspirational layout he built for his father-in-law (RM December), who has a degenerative health condition. So simple, but so thoughtful. Well done.

ANDY BRANSOM

I read with great interest the article published in the December 2023 issue about the model railway constructed by Rolf Habing for his father-in-law, David. What a wonderful story – it moved me to tears.

DAVID NATTRESS

Modelling uses for waste packaging

I recently needed some chequer plate for a modelling project and discovered that the press-out pill packets used for some medication often have a blank area that is a good approximation in 4mm scale. Similarly, the foil seal used inside the plastic containers for a well-known brand of cholesterol reducing butter substitute would provide a similar but much larger area.

DAVE EDWARDS

North from Dentdale

I very much enjoyed the article in the November 2023 issue of RAILWAY MODELLER titled *A goods shed for Mallerstang Junction*. This was subtitled 'North from Dentdale – Part 3'. I was wondering if it was possible to find out when the previous two articles were published and if there were any further articles coming in the future?

ALEX POWELL

[Ed. The first part of Ian Nuttall's 'North from Dentdale' series was published in the September 2023 RM, with part two following in the October edition. Further instalments are planned during the course of 2024 as Ian continues to complete this third and final part of his grand Settle & Carlisle-inspired system in 00 gauge.]

Titfield Thunderbolt models in 00

Brand new releases from Rapido Trains UK

The deluxe Titfield Thunderbolt Train Pack, which in addition to the models, includes a lavishly produced booklet about the film and 'Titfield & Mallingford Railway' certificate.

Calls of "You wouldn't tease an old man, would you?" were heard in certain quarters when, on 1 April 2021, Rapido Trains UK revealed its intention to produce a range of commemorative 00 gauge models celebrating the 70th anniversary (in 2023) of the much-loved Ealing comedy *The Titfield Thunderbolt* (see news, RM May 2021).

Featuring an all-star cast including Stanley Holloway and Sid James, the classic film follows the trials and tribulations of a group of villagers who are determined to keep their local branch line running after it is threatened with closure by British Railways. However, their efforts are jeopardised by the underhand tactics of a rival bus company, which sees the closure of the railway as a commercial opportunity. Directed by Charles Crichton, filming took place on the former Camerton branch in Somerset, with Monkton Combe station assuming the role of 'Titfield'; see RM June 2023 for our article describing how to adapt the Peco laser-cut kit (ref.LK-205) to represent its silver screen persona.

Produced with the full co-operation of Studiocanal Films Ltd, the Rapido Trains UK Titfield Thunderbolt range entailed the development of five newly tooled models, comprising *Thunderbolt* (in reality Liverpool & Manchester Railway 0-4-2 *Lion*); the Buffet Car (former Wisbech & Upwell Tramway Diagram 608 Third class coach No.8); ex-GWR Diagram AA20 Toad brake van W68740; ex-GWR Loriot Y No.41989 (complete with 'Dan's house' load – a fictitious Victorian-style coach body); and Bedford OB with Vista body, finished in the blue & cream scheme of Pearce & Crump with registration 'GAM 338'. Samples of three of the aforementioned rail-based vehicles (carrying 'real world' identities and liveries) have been featured previously in our review pages.

Two train packs are available: the Titfield Thunderbolt Train Pack containing *Thunderbolt*, the Loriot Y (with Dan's house) and Toad brake van W68740; the Titfield Thunderbolt Deluxe Train Pack containing a sound-fitted version of *Thunderbolt*, Loriot Y (with Dan's house), W68740, scale figures, commemorative booklet and certificate; while the Buffet Car and Bedford OB are available as stand-alone items.

Examples of the Titfield Thunderbolt Deluxe Train Pack (ref.922001) and the Buffet Car (ref.922003) are illustrated here, samples of these having been received for review.

The Deluxe Train Pack

The set comes presented in an exquisite card box, adorned with an attractive computer-generated illustration featuring *Thunderbolt* and the Pearce & Crump Bedford OB. Lifting the lid reveals The Titfield & Mallingford Railway certificate of authenticity (signed by 'Mr Walter Valentine'), a comprehensive owner's manual and a lavishly illustrated booklet, the latter providing an in-depth look at the making of the film, including the production, its cast and crew, a study of the mechanical stars and the making of the models.

The models themselves are each cradled in plastic 'ice cube' style packaging, centred within a large foam insert. There is a separate bag containing three fully coloured 3D-printed figures, which have been produced exclusively for the Deluxe set by Modelu. The figures comprise the Reverend Sam Weech (driver), Ollie Matthews – the Bishop of Welchester (fireman) and Mr Chesterford – the squire (guard).

The star of the film (and set) has to be *Thunderbolt* (aka *Lion* – a sample of which was reviewed in our October 2023 issue). Cast by Ealing Studios in

The unmistakable figure of Mr Chesterford (played in the film by John Gregson) in the verandah of Toad brake van W68740.

The interior of Dan's coach features an impressive level of detail.

The complete formation. Two chimney stacks are provided for Dan's coach; raised or lowered.

early 1952, *Lion* perfectly suited the film studio's requirement for an 'antique looking' locomotive. It was moved from storage at Crewe by road to Westbury shed, where upon arrival it received a steam pressure gauge (fitted atop the gauge glass); the Rapido model incorporates a variation in the tooling to accommodate this addition. A damper was also subsequently fitted to help control the tendency for the locomotive to blow off during takes.

The locomotive gained its vibrant red & green colour scheme for the benefit of the Technicolor cameras whilst on location at Monkton Combe; allegedly this new livery had not been agreed in advance prior to painting! The model faithfully captures all of these on-screen embellishments; most impressive is the ornate decoration which adorns the tall flared chimney.

The tooling for the Dia.G39 Loriot Y machinery truck largely mirrors that of the stand-alone release reviewed in our September 2023 issue. One major difference, however, is of course the addition of Dan's house – a grounded coach body that was commandeered to form the makeshift passenger carriage for the official inspection. In reality the body was a specially constructed prop, suitably aged by the film's art department – something Rapido has gone to great lengths to replicate in the decoration process.

The glazing – adorned with printed depictions of the curtains – affords a clear view of the interior, which includes a stove, table, chairs, sofa, armchair, side table (with bouquet and ashtray) and dresser – complete with crockery and candle holder. (There's even a printed rendition of the rug!) Fortunately, access to the 4mm scale interior can be achieved without a warrant, the body being held to the baseplate with four lugs (two on each side).

Provided separately for the user to fit are two chimney stacks – one in the raised position (illustrated), the other lowered. Whilst these are both purely static fittings, there may perhaps be modellers of sufficient faith who will make these into a functional feature – thereby recreating the scene in the film when the chimney is lowered as the train runs under a bridge.

Loco crew figures are based on the film characters of Ollie Matthews (*left*) and Sam Weech (*right*).

The GWR Dia.AA20 Toad brake van (also reviewed in our September 2023 issue) is presented as W68740 in BR grey. The van was one of two BR(W) Toads used during filming, the other being No.114814 – an early Dia.AA19 design painted to match W68740 and used for distant passing shots. (Notable detail differences between the two vehicles are the height of the step boards and roof rain strips.) The Dia.AA20 (which the Rapido model depicts) featured in all of the close-up sequences.

As with the standard release the model features a removable roof held in place with magnets, this allowing easy access to the fully detailed van interior and verandah; ideal for adding the squire figure. Two understandable detail omissions are the floral hanging basket and makeshift emergency cord (hastily formed by the villagers from a hand bell and string), though these small details could be fashioned from scratch and added to the underside of the verandah roof if desired.

The Buffet Car bristles with fine detail, including decorative lattice railings and posable gangway fallplates.

Sound upgrade

Sound functionality on the loco is quite simply 'delightful', with sounds emitted through a factory-fitted 15mm x 11mm 'sugar cube' speaker with resonance chamber, located within the tender. In addition to the usual sound and control functions are several lines of dialogue from the film itself. Upon placing the model on the track, pressing function F1 brings *Thunderbolt* alive – with the audible hissing of steam. Before opening up the regulator to assess the model's performance, we just had to press function F6, which initiated a guard's whistle followed by the immortal lines of "This is it Ollie!" (Reverend Sam Weech – played by George Relph) and "Oh Sam, one's first sermon all over again" (Ollie Matthews – played by Godfrey Tearle). The shrill whistle (function F2), and distinctive wheeze of *Thunderbolt* when in motion has also been faithfully reproduced. To put it simply, this model really does put you in the film!

Wines and spirits first!

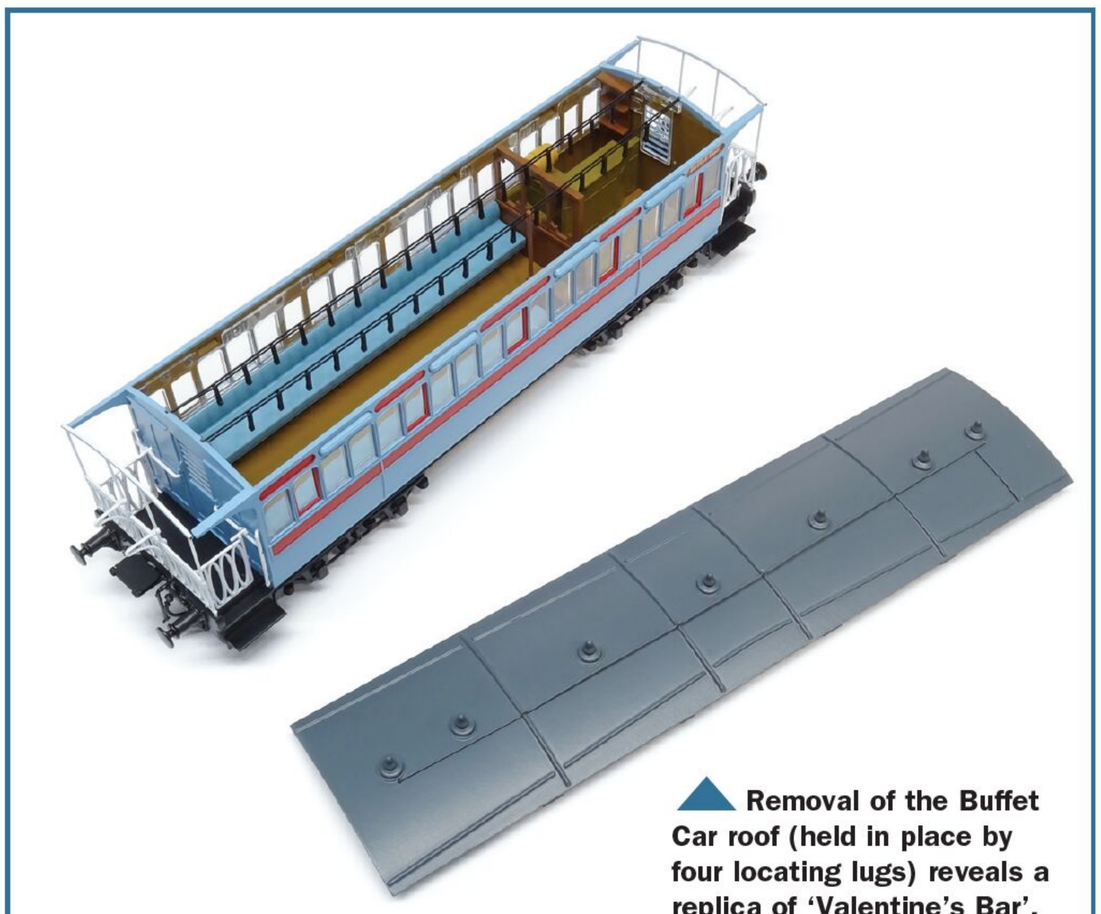
Also received and illustrated here is a sample of the Buffet Car. The real vehicle – Third class tramcar No.8 – was one of two bogie coaches built at Stratford Works by the Great Eastern Railway in 1884 for use on the Wisbech & Upwell Tramway.

After the closure of the W&U to passengers in January 1928 (ironically due to competition from buses), the coaches moved to the Kelvedon & Tollesbury Light Railway in Essex until this line also met its demise in 1951. No.8 was placed into store at Crewe, from where it was selected for filming by Ealing Studios and moved to Somerset (presumably by rail). The storyline called for No.8 to be fitted with a bar (a stipulation of Mr Valentine funding the railway), but in reality this was only a film set and never installed in the vehicle.

After filming No.8 was earmarked for preservation by the British Transport Commission and was restored to GER livery at Stratford Works. However, due to a misunderstanding it was scrapped in March 1957. Sister coach No.7 fared better, having been painstakingly restored for the North Norfolk Railway after spending many years as an onion store. Ironically, No.7 is now fitted with a recreation of 'Valentine's Bar'.

The model depicts No.8 in its on-screen condition, sporting its pale blue & red colour scheme, complete with bar interior. The coach bristles with separately fitted plastic and metal components; this is no more evident than at the verandah ends with exquisite renditions of the decorative lattice railings and posable gangway fallplates. Details supplied for the user to fit include Westinghouse brake pipes, steam heat pipes and full depictions of the gas tanks. However, fitting the latter items will require the removal of the NEM tension-lock coupling assemblies.

The removable roof affords access to the coach interior, which features fine renditions of the two inward facing benches, strap hangers and bar – complete with beer barrel and shelving (all that's missing are the wines and spirits!). The roof section is tightly held in place by four clips (two on each side): Rapido recommends obtaining a spudger (a specialist prying tool) in order to help release these. This space is just calling to be populated with figures of the cast, including Mr Blakeworth (played by Naunton Wayne), barmaid Joan (Gabrielle Brune) and not forgetting Mr Valentine (Stanley Holloway) sitting in 'his corner' at the bar!



Removal of the Buffet Car roof (held in place by four locating lugs) reveals a replica of 'Valentine's Bar'.

The Buffet coupled with the Toad brake van means we've got a representation of the 'pre-wreck' passenger formation (the cattle wagon only appears at the beginning of the film), except for a suitable locomotive (Collett 0-4-2T No.1401). One wonders whether models of this class from new tooling may be on the horizon?

A dreamer of beautiful dreams...

Rapido Trains UK deserves to be applauded for bringing to market faithful models of the vehicles from this much-loved Ealing comedy. Who would have thought we'd ever see 00 gauge ready-to-run models made available for L&MR *Lion*, a Loriot Y machinery truck and the W&U tramcars?

If there's one moral that can be taken from the storyline of *The Titfield Thunderbolt*, it is that with sheer determination, anything is possible... except of course taking away a locomotive without the owner's permission!

Samples supplied by

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www.rapidotrains.co.uk

PRICES
The Titfield Thunderbolt Deluxe Train Pack – £399.95
The Titfield Thunderbolt Buffet Car – £74.95

Realism Redefined exclusive PCA tank from Heljan

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Heljan has received stocks of its O gauge PCA depressed centre dry powder tank wagon – produced exclusively for Realism Redefined, the retail arm of *Heaton Lodge Junction*, labelled 'Britain's Biggest Model Railway' – plans for which were first outlined in our January 2023 issue.

13 models form the initial run: 10 in Blue Circle Cement (BCC) grey, each with individual running numbers allowing for the formation of a prototypical block train; in addition to a single vehicle in the purple colour scheme of Lever Brothers/Tiger Rail and two in Albright & Wilson green – ideal for replicating 1980s/90s Speedlink trains. An example in BCC grey is illustrated here.

The model captures the distinctive look of the prototype, with the plastic tank body replicating the characteristic shape well. Pipework, together with grabrails, are added separately formed from a mixture of plastic and fine metal wire. The tank hatches – complete with grab handle and securing latches – are also separately fitted, along with the etched metal catwalk. Bufferbeams are decorated with separately fitted lamp irons and air pipes, together with sprung buffers and drawbars with functional instanter couplings. Overall weight is 272g.

The chassis is also fully detailed with renditions of the disc brake system, handbrake wheels, and discharge hopper – along with the associated pipework and valves beneath the wagon, which extend to the solebar on one side. Most impressive is the fully functional Gloucester floating axle suspension; each roller-bearing axlebox incorporating a small spring at the top, allowing them to slide up and down in the horn guides. Wheelsets are metal – complete with bolted brake discs – fitted in brass bearings.

Livery application has been completed to a high standard, with printed details such as the lettering and data markings applied crisply throughout.

All versions are available direct from Realism Redefined, priced at £99.99 each. Options for the firm's custom weathering services are also available starting from an additional £10.00 per wagon. For more details and to order visit the retailer's website.

Sample loaned by

REALISM REDEFINED
Tel: 01924 368931
Email: bbmrmail@gmail.com
www.realismredefined.co.uk

PRICE
See text

Maintenance cradle from EBMA Hobby & Craft

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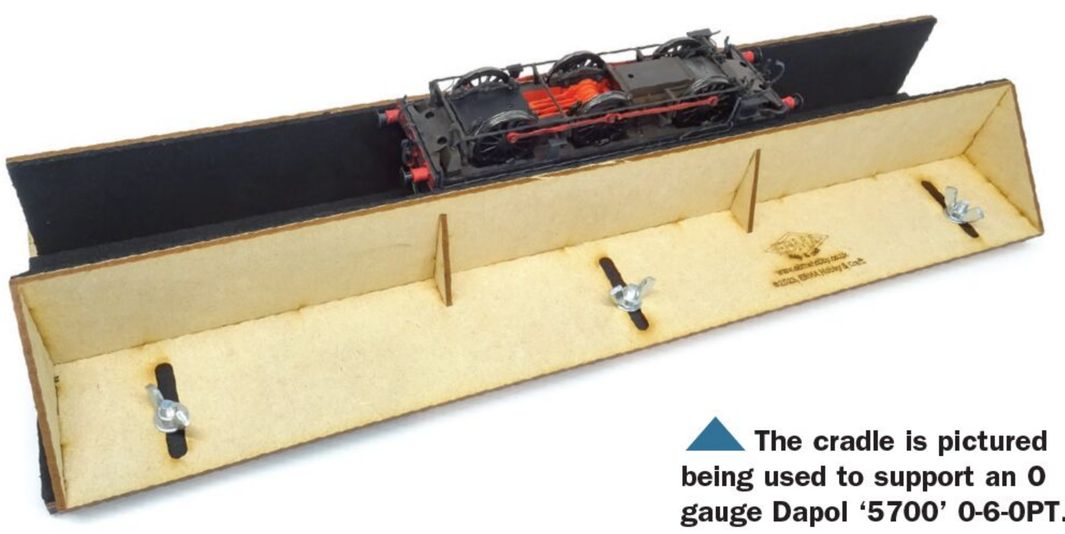


The cradle is pictured being used to support an O gauge Dapol '5700' 0-6-0PT.

Following our review of the EBMA Hobby & Craft rolling stock painting & weathering stand (ref.RPS-4) in our December 2023 issue, we have received a sample of the firm's large rail maintenance cradle (ref.MS7L).

Designed with 7mm rolling stock in mind, this laser-cut wooden kit provides a safe and secure means of working on the undersides of locos or items of rolling stock – especially those with curved roofs. 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, as well as a set of three wing nuts, bolts and washers for the adjustable clamping system.

As with our previous example from the firm, assembly of the stand is very straightforward with only adhesive – such as UHU glue – required. (Illustrated step-by-step instructions are available to download from the firm's website.)

Fully assembled the stand measures 530mm (L) x 150mm (W) x 70mm (H) with an adjustable cradle width of 45mm-84mm, 57mm in depth.

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.MS7L Large rail maintenance cradle (O gauge) – £40.00

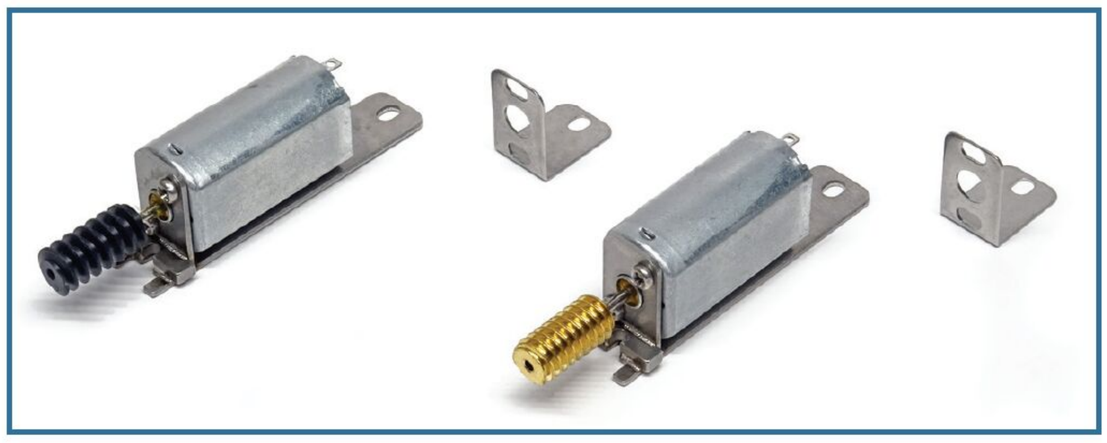
Replacement motors from Peter's Spares

00

Middlesbrough-based retailer Peter's Spares continues to expand its range of replacement and spare parts for proprietary ready-to-run models, with the release of two new replacement motors.

Priced £28.50 each, these modern three-pole motors have been designed as a direct replacement/upgrade for the Tri-ang Hornby X03 and X04 motors – widely used in models such as the LNER B12 4-6-0 and A3 Pacific, GWR Collett Hall 4-6-0, SR King Arthur 4-6-0, LMS Fowler 4P 2-6-4T and BR Class 08 shunter, to name just a few examples.

Supplied pre-fitted with a metal mount and worm drive (a rear bracket is provided separately), the motors have a voltage range of 2-12V dc and – following the installation of the suitable digital decoder – are fully compatible for operation using Digital Command Control.



An excellent means of breathing new life into your old models! For more information and to order visit the retailer's website.

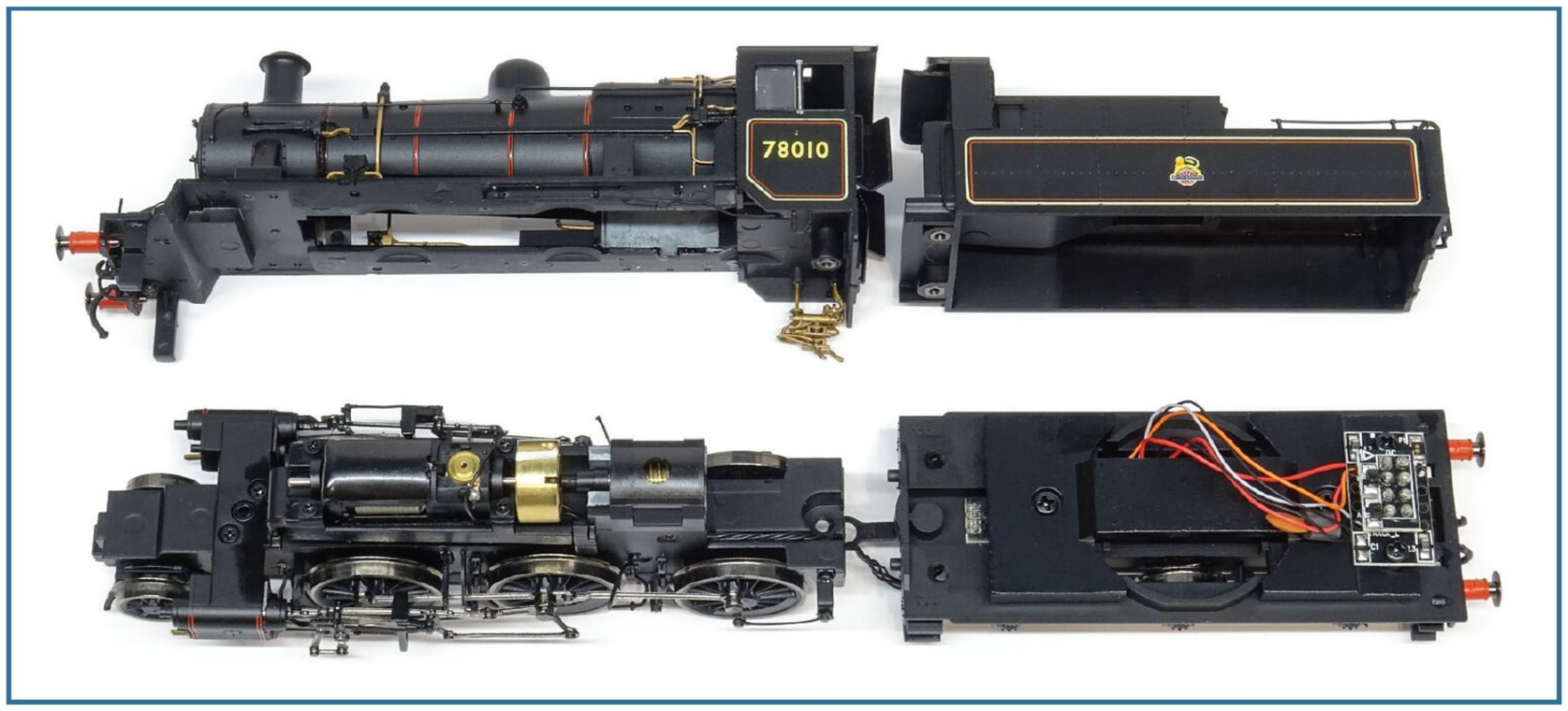
Samples supplied by

PETER'S SPARES MODEL RAILWAYS LTD
2J/2H Brighouse Business Village,
Riverside Park,
Middlesbrough
TS2 1RT
www.petersspares.com

PRICE
See text

BR Standard 2MT 2-6-0 from Hornby

They say the best things in life are worth waiting for, and that's certainly true of the latest steam locomotive model from Hornby – the BR Standard 2MT 2-6-0 in 00. Originally revealed in the firm's 2020 announcements, it has since appeared in consecutive catalogues only for its release date to slip into the following years, and even when our sample was finally on its way, it was delayed still further by a postage error. But it has, without a doubt, been worth the wait.



A brief history

The 2MT 2-6-0s were the smallest of the BR Standard tender engines, and differed significantly in appearance from their counterparts: being closely based on the London Midland & Scottish Railway Ivatt 2MTs, they did not have the characteristic high running plate of most other Standards. The Ivatt design was altered only superficially, largely to add BR fittings in place of LMS parts, though one very noticeable change was the slight inward angle to the cabsides, to maximise route availability.

65 were built at Darlington Works between 1952 and 1956, and examples were allocated at some time to all BR regions except the Southern. The last survivors were withdrawn from the London Midland Region's Bolton and Lostock Hall sheds in May 1967.

Four were saved for preservation from Barry scrapyard, of which three are currently operational: Nos.78018 and 78019 at the Great Central Railway, and No.78022 at the Keighley & Worth Valley Railway. The fourth, No.78059, is under restoration at the Bluebell Railway and being converted into a new example of the extinct '84000' 2-6-2 tank version, to be numbered 84030.

Our sample in detail

For review we received a sample of No.78010 (ref.R3838) in BR lined black with the early emblem and 51F shedplate, depicting this engine when allocated new in December 1953 to the North Eastern Region's West Auckland shed for working the famous Stainmore route. It later moved to Northallerton shed, then to the Scottish Region (at Polmadie and Motherwell), back to the North Eastern (at Darlington and Farnley Junction) and finally to the LMR at Crewe South before being withdrawn in September 1966.

Upon removing the locomotive from its box and clear plastic 'ice cube' cradle, first impressions are that it certainly looks the part. The most important thing in capturing the appearance of this class is the angled cabside, and Hornby has nailed it. Just like the real thing, when viewed at a normal distance 'from the lineside', as it were, it can be mistaken for a gentle curve – but in fact, there is a very subtle crease about halfway down which often only shows up when viewed from certain angles and/or in certain lighting conditions.

Closer inspection is rewarded with confirmation that all dimensions are precisely at or very close to scale – including the overall length over the buffers, provided the tender is attached on the shorter of the two drawbar settings (more anon).

The only major detail differences on the class have both been catered for: the fitting of speedometers from new on No.78010 onwards, and fluted coupling rods on the early engines, which were changed to plain rods from No.78035 onwards.

The shape of the chimney and dome, together with the equally important 'face' of the engine, all look just right – in the case of the latter, even down to the mysterious extra bolts on either side of the smokebox door. Similar fittings correctly appear on the back of the tender, and appear as though they were intended for the addition of extra Southern Region lamp brackets – despite none of the class ever being allocated there! The metal buffer heads are sprung, and like the 9F reviewed in the November 2022 issue,

the pony truck frame is nicely detailed with springs and guard irons.

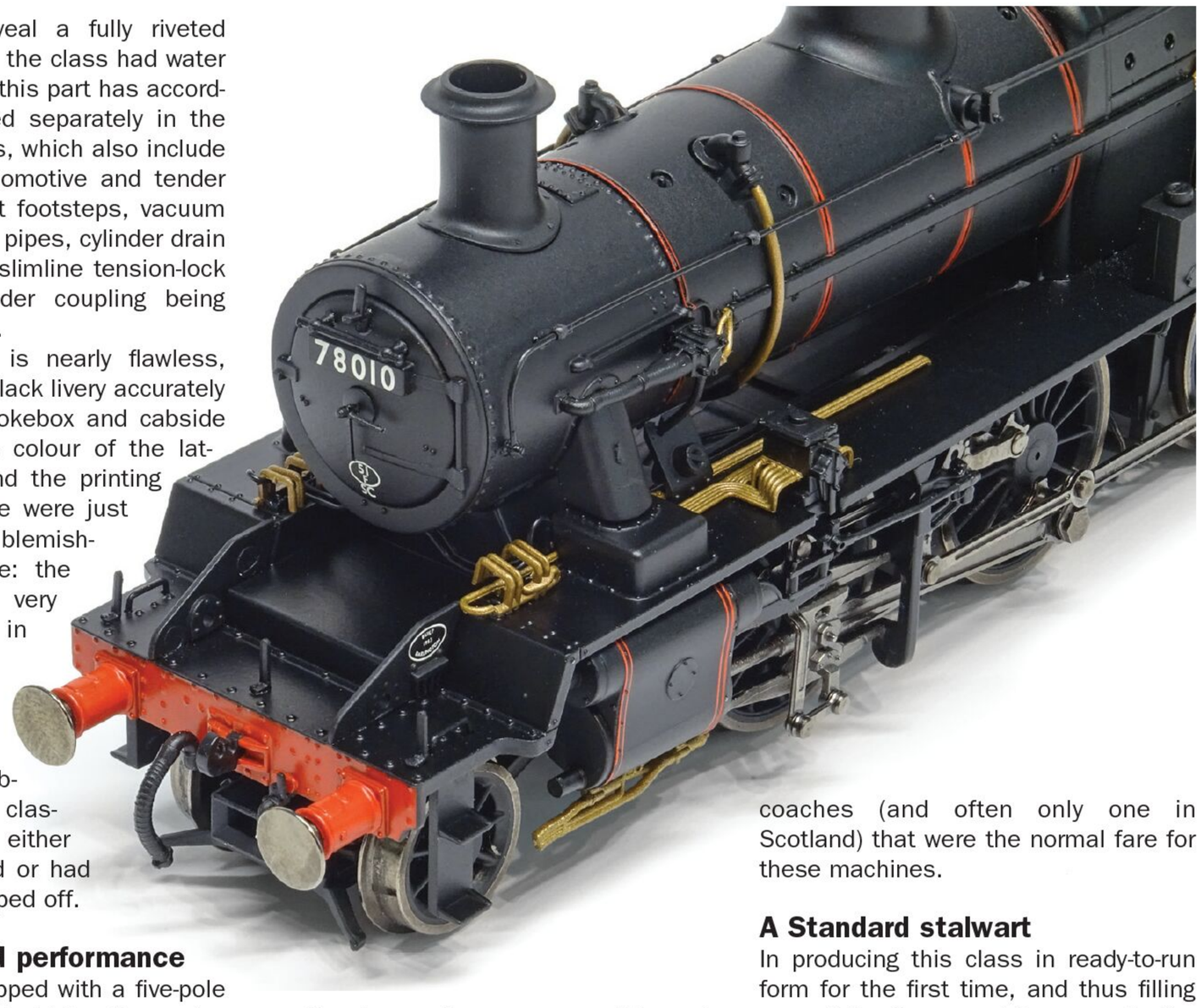
One rather surprising issue does arise on the boiler. Though both it and the running plate are made from die-cast metal, their construction has left a fairly wide seam along the bottom of the barrel on both sides – fortunately however, this is only noticeable when viewing the engine side-on or at a low angle. Similarly, there are prominent gaps at the top and base of (and some moulding flash on) the separately fitted outside steam pipes.

Boiler fittings, handrails and pipework are all accurately, and very finely, modelled, as are the cab fittings, including the screw reverser, regulator handle, and even renditions of the steam brake handle and the bar for the rocking grate. Footplatemen will spot the tiny detail that the gauge glasses are the same colour as the copper pipework – but these, at least, are relatively out of sight and easily repainted if desired.

The sliding cab roof ventilator opens, and the cab doors are modelled in a folded position, yet feel very robust. The latter appear to have been designed to clear the tender even when the engine and tender are coupled on the short drawbar setting.

The tender is equally accurate and well detailed, with the roller bearing axleboxes legibly embossed 'BR TIMKEN' and the plastic coal load being removable, to reveal a fully riveted coal space. Not all the class had water scoops fitted, and this part has accordingly been supplied separately in the pack of detail parts, which also include a snowplough, locomotive and tender brake rigging, front footsteps, vacuum and steam heating pipes, cylinder drain pipes and a front slimline tension-lock coupling (the tender coupling being fitted as standard).

The decoration is nearly flawless, with the BR lined black livery accurately recreated; the smokebox and cabside numbers, and the colour of the latter, all correct; and the printing mostly good. There were just a couple of minor blemishes on our sample: the tender lining was very slightly 'dotted' in places – though you had to look quite closely to notice – and on the left-hand cabside, the power classification number either hadn't fully printed or had been partially scraped off.



Mechanism and performance

The model is equipped with a five-pole motor with flywheel, driving the centre coupled wheelset. There are wiper pick-ups on the driving and tender wheels, with the engine and tender coupled via an adjustable drawbar with the plug and socket arrangement of wiring, and an 8-pin DCC interface in the tender.

The locomotive ran smoothly and was very controllable at slow speeds when shunting, and even its haulage capability closely matched the prototype. The heaviest load we found in archive photographs of the class was an 11-coach empty stock working, formed of LMS Stanier and BR Mk.I carriages, out of Euston up Camden Bank, the steepest part of which was 1 in 70. On the even tougher 1 in 48 gradient and 3' radius curves of the Pecorama loft layout, the model hauled 10 Pullman cars; it will certainly have no trouble with the trains of three to six coaches (and often only one in Scotland) that were the normal fare for these machines.

Photographs confirm that this design of snowplough was fitted to at least one member of the class, No.78016 of Stranraer shed.

A Standard stalwart

In producing this class in ready-to-run form for the first time, and thus filling one of the few remaining gaps in the ranks of BR Standard models, Hornby has done an excellent job overall. It's not perfect, but the only really major niggle is that seam on the boiler – and the rest of it looks so good, this doesn't detract as much as it might.

With its widespread use on five BR regions, and suitability for almost every kind of layout, from the largest main line station or terminus (such as station pilot duties at Preston or the Euston empty stock workings) to the smallest, most lightly-laid branch line (No.78052 became the most northerly BR Standard when it was shedded at Helmsdale and worked the Dornoch branch), this model has the potential to be a useful mainstay of the Hornby range for many years. It certainly deserves it.

Sample supplied by

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

PRICE
Ref.R3838 – £217.99

All-new seven-plank wagons from Peco

Peco has delivered to retailers the first of its brand new ready-to-run seven-plank open wagons in TT:120 scale, details of which were first revealed in our July 2022 issue.

These all-new models focus on vehicles with a 9' wheelbase chassis and end doors. The initial release comprises eight versions spanning Private Owner, Big Four and BR colour schemes; ref.TTR-7000W in GWR grey; ref.TTR-7001E in NE grey; ref.TTR-7002S in SR brown; ref.TTR-7003M in LMS grey; ref.TTR-7004B in BR grey; ref.TTR-7006P in Colman's Mustard Works yellow & orange with black lettering; ref.TTR-7010P in Huntley & Palmers Ltd (Reading) burgundy with white letters and black shadowing; and ref.TTR-7014P in the yellow colour

GWR Siphon G from Minerva Model Railways

Minerva Model Railways has delivered its suite of ready-to-run Great Western Railway Siphon G bogie vans from all-new tooling in 7mm scale – plans for which were first revealed in our June 2021 issue. The models are the manufacturer's first venture into bogie rolling stock, with several versions illustrated here for review.

The Siphons were used originally for the carriage of milk churns, but as this traffic was transferred to specialist tankers or lost to road competition, they became general purpose vans, often being seen marshalled on the front or back of passenger trains. They were also used for parcels, pigeon and newspaper traffic – especially on the Western Region – and in later life as storage and Enparts vans. In these roles they remained in service until the mid-1980s, with a number of vehicles surviving into preservation. The base models represent examples constructed to Diagram 0.33 – which were built from 1930 onwards and fitted with 9' bogies – and are available in a choice of four liveries: GW brown; British Railways carmine; BR maroon and British Rail blue. Each model is supplied with provisions for modellers to create Diagram 0.59 and 0.62 variants.

Our samples in detail

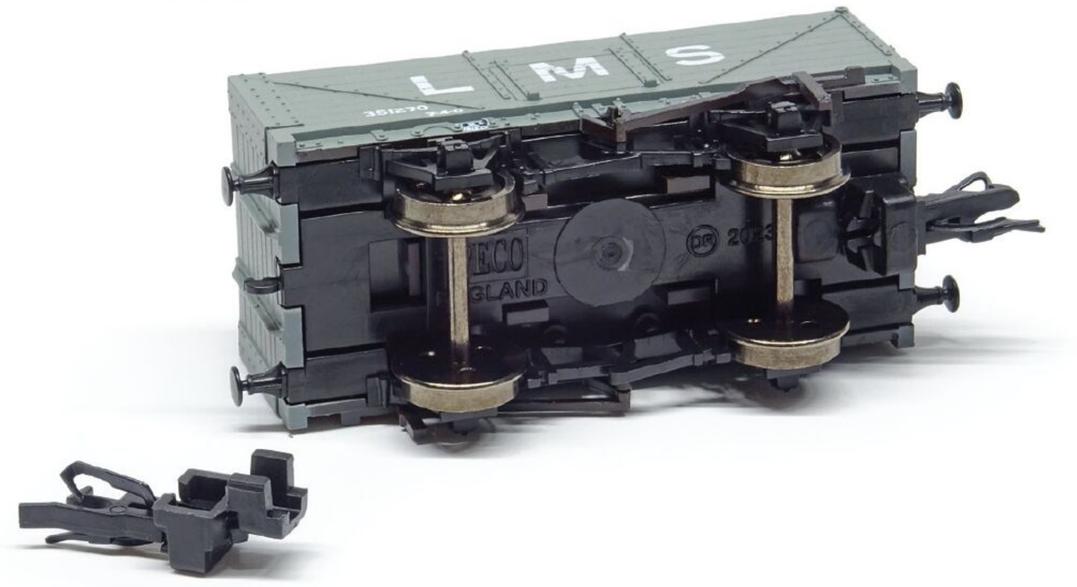
The construction comprises plastic mouldings for the most part, extensively decorated with separately fitted plastic and etched metal components. The van bodies are finely moulded with crisp representations of the vertical planking and louvres, together with ironwork, such as the door latches and hinges. Handrails are metal wire, while details including lamp irons are etched; particularly worthy of note are the very fine door handles which also appear to be metal. Buffer heads are sprung, as are the drawbar hooks – equipped with screw-link couplings. Vacuum and steam heat pipes are pre-fitted.

The suspended gangway connections, for the most part, are formed from injection-moulded plastic, accompanied by fine renditions of the supporting brackets. The outermost portions of the gangways are sprung, allowing for a very realistic appearance when two vehicles are coupled; it is worth noting that these have a limited degree of sideways articulation, which may pose an issue on tighter radius curves.

Below the solebar there are sturdy depictions of the truss rodding and

scheme of Cadbury Bournville, with purple lettering and solebar. A small selection of these are illustrated here.

The models are predominantly an injection-moulded assembly, tipping the scales at just 9g. Free-rolling all-metal disc wheelsets are fitted, which are correct for some prototypes – especially those built or overhauled by the Big Four companies and BR. Standard TT:120 couplings are fitted in NEM pockets, which are clipped to the underside of the chassis – each with a degree of articulation.



The wagon bodies are finely moulded with clear representations of the horizontal planking and accompanying metalwork, complete with bolt detail. The planking detail continues on the inside of the wagon, which incorporates a representation of the floor doors, but not the end or side doors. The wagon chassis exhibits a high level of fidelity; particularly worthy of note are the crisp mouldings of the axleboxes and leaf springs. The V-hangers and brake levers form part of the body tooling; the brake shoes are part of the chassis moulding and are in line with the wheel treads.

Livery application is simply exquisite, though some overspray of the body colours were noted atop the handbrake levers on our samples. Numbering and lettering is crisply applied using UV printing; this is particularly well demonstrated on the Huntley & Palmers example, with company branding finely rendered in white with black shading, ironwork neatly picked out in black and renditions of the builder's plates adorning the frames.

These all-new wagons are sure to be a welcome addition to the growing TT:120 scale. Could we see further developments in ready-to-run rolling stock from the Devon-based firm? Only time will tell…

Samples supplied by

PECO
Underleys, Beer,
Seaton, Devon
EX12 3NA
www.peco-uk.com

PRICE £18.95 each

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braking apparatus, complete with pull rods formed from metal wire. Bogies are crisply moulded and bristle with separately fitted components including primary leaf and secondary suspension springs, plus bogie steps – the latter moulded in a flexible plastic. The metal disc wheelsets with pin-point axle ends are fitted within brass bearings and extremely free-rolling; these are presented in unpainted metal and would benefit from a coat of black paint or weathering.

Two accessory bags are supplied with each model, containing provisions for the modeller to create later diagrams, such as the 0.59 variant (fitted with shell vents on the roof) and the BR-built 0.62 (which was fitted with side shutters). 18 vertical sliding vents (finished in the same body colour as the model which they accompany) and 12 shell vents are supplied. Fitting of the roof vents requires the drilling of locating holes, the positioning of these varying between vehicles – with the manufacturer recommending referring to images of the prototype. Three pairs of battery boxes are also supplied.

Liveries are completed to a high standard, with each colour scheme exhibiting a rich, smooth satin finish with clean separation between the main body and roof colours. Printed details including lettering, running numbers and tare markings are clean and crisp; this is particularly evident on the BR blue van with the inscription 'NEWSPAPER PACKING VAN, TO WORK ON WESTERN REGION ONLY, RETURN TO OLD OAK COMMON'.

All versions are priced £190.00 each (plus £12.00 P&P), available direct from Minerva Models via mail and telephone order, the Minerva website and the manufacturer's trade stand at selected model railway shows. Bogies will be available separately in early 2024, priced at £24.00 per pair including wheels.

Samples loaned by

MINERVA MODEL RAILWAYS LIMITED
PO Box 244
Penarth, CF64 9FJ

Tel: (+44) 02920 531246
Email:
sales@minervamodelrailways.co.uk
www.minervamodelrailways.co.uk

PRICE
See text

New releases from Hornby

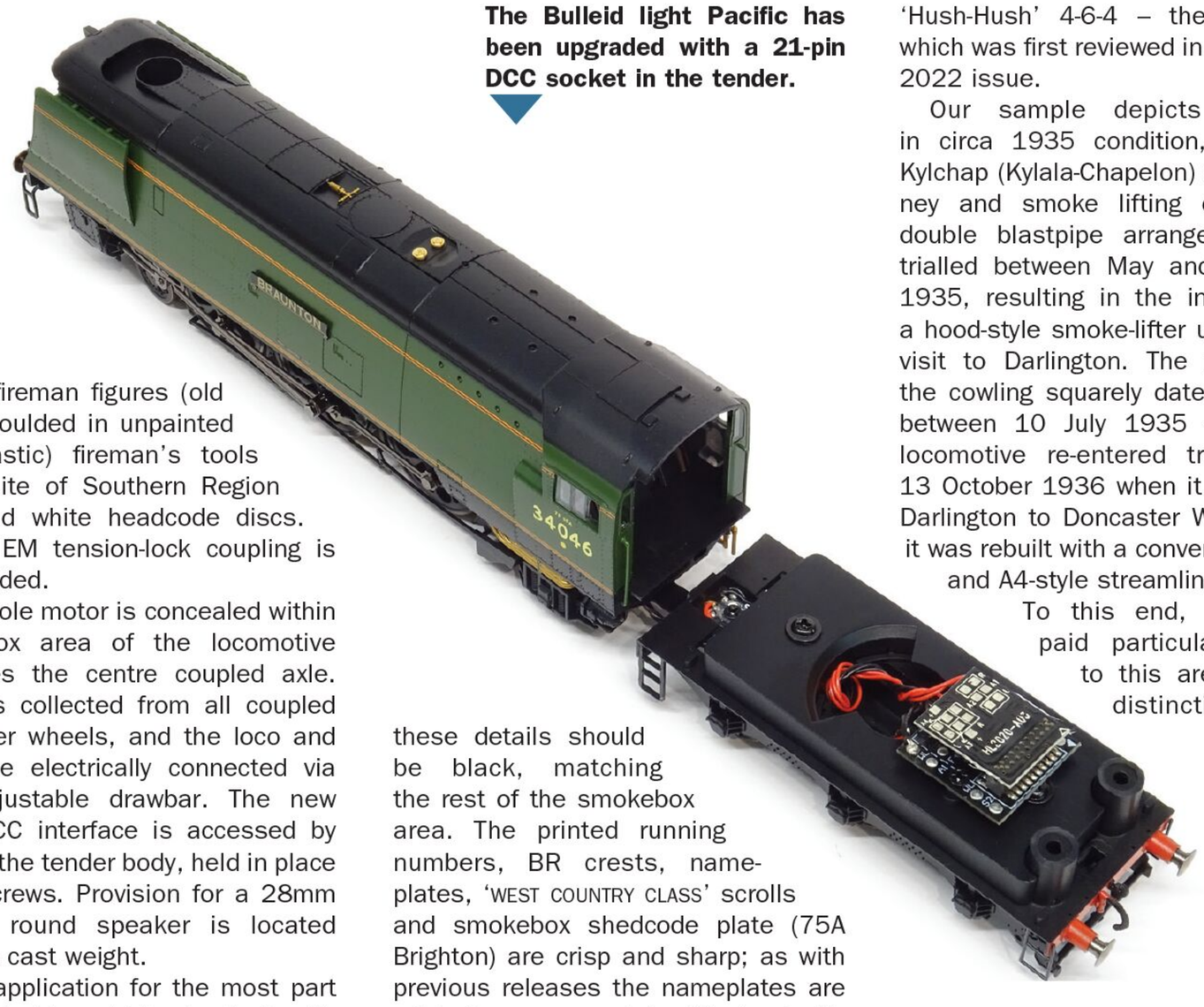
Upgraded Bulleid air-smoothed light Pacific

Making a return to the Hornby range of 00 gauge locomotives is the Bulleid air-smoothed West Country/Battle of Britain light Pacific. The model – which first featured in the pages of our November 2001 issue – has recently received an upgrade (plans for which were outlined as part of the manufacturer's 2022 product announcements) and now incorporates a 21-pin DCC interface located within the tender.

Two versions of the revised light Pacific have been produced, both of which are supplied DCC ready. These comprise Battle of Britain Class No.34072 *257 Squadron* in Bulleid Malachite green with 'BRITISH RAILWAYS' lettering (ref.R30129); and West Country Class No.34046 *Braunton* in BR lined green with early emblems (ref.R30114) – illustrated here.

The bodyshells of the locomotive and tender are moulded in plastic with numerous separately fitted details, including smoke deflectors, pipework, nameplates, tender ladders, steps and electric marker lamps. Handrails for the most part are formed from fine metal wire, the safety valves are turned brass and the chequered fallplate is etched metal. Buffer heads are metal and sprung.

Separate details supplied for the modeller to fit if desired include (but are not limited to) front steps, vacuum pipe, decorative screw-link coupling, locomotive and tender brake rodding, driver & fireman figures (old style – moulded in unpainted black plastic) fireman's tools and a suite of Southern Region lamps and white headcode discs. A front NEM tension-lock coupling is also provided.



The Bulleid light Pacific has been upgraded with a 21-pin DCC socket in the tender.

A five-pole motor is concealed within the firebox area of the locomotive and drives the centre coupled axle. Current is collected from all coupled and tender wheels, and the loco and tender are electrically connected via a non-adjustable drawbar. The new 21-pin DCC interface is accessed by removing the tender body, held in place by two screws. Provision for a 28mm diameter round speaker is located below the cast weight.

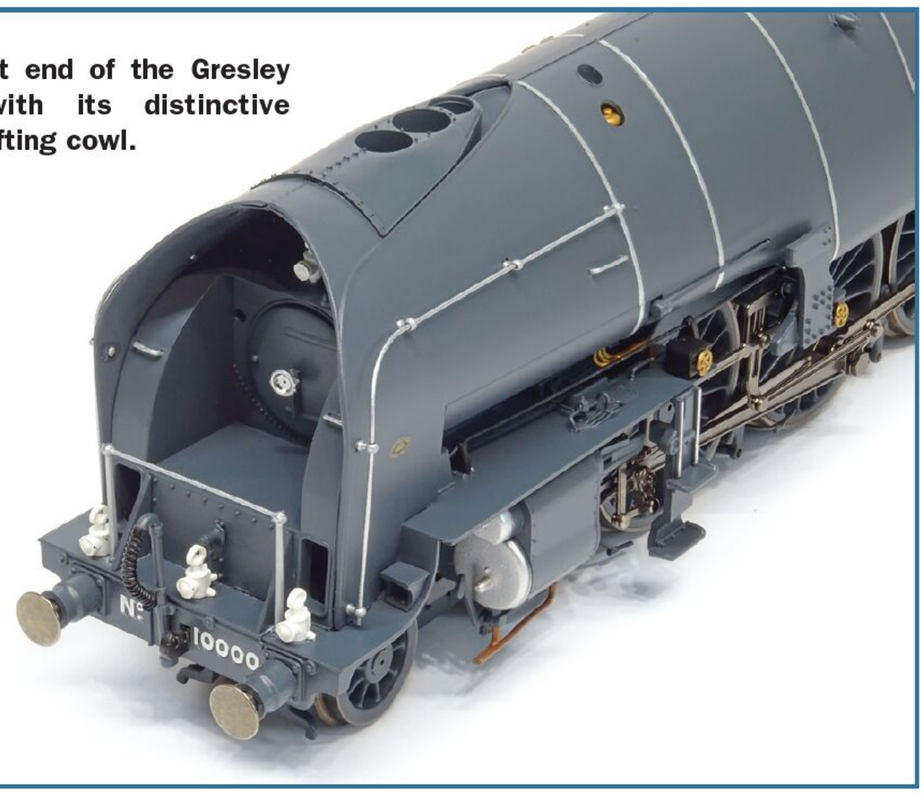
Livery application for the most part is completed to a high standard, with clean breaks between the BR green and black areas of the paintwork, and the orange & black lining applied straight and true. It was observed that the reverse sides of the smoke deflectors have been painted green; these details should be black, matching the rest of the smokebox area. The printed running numbers, BR crests, nameplates, 'WEST COUNTRY CLASS' scrolls and smokebox shedcode plate (75A Brighton) are crisp and sharp; as with previous releases the nameplates are printed on separately fitted plastic mouldings.

Gresley W1 'Hush-Hush' – now with smoke lifting cowl

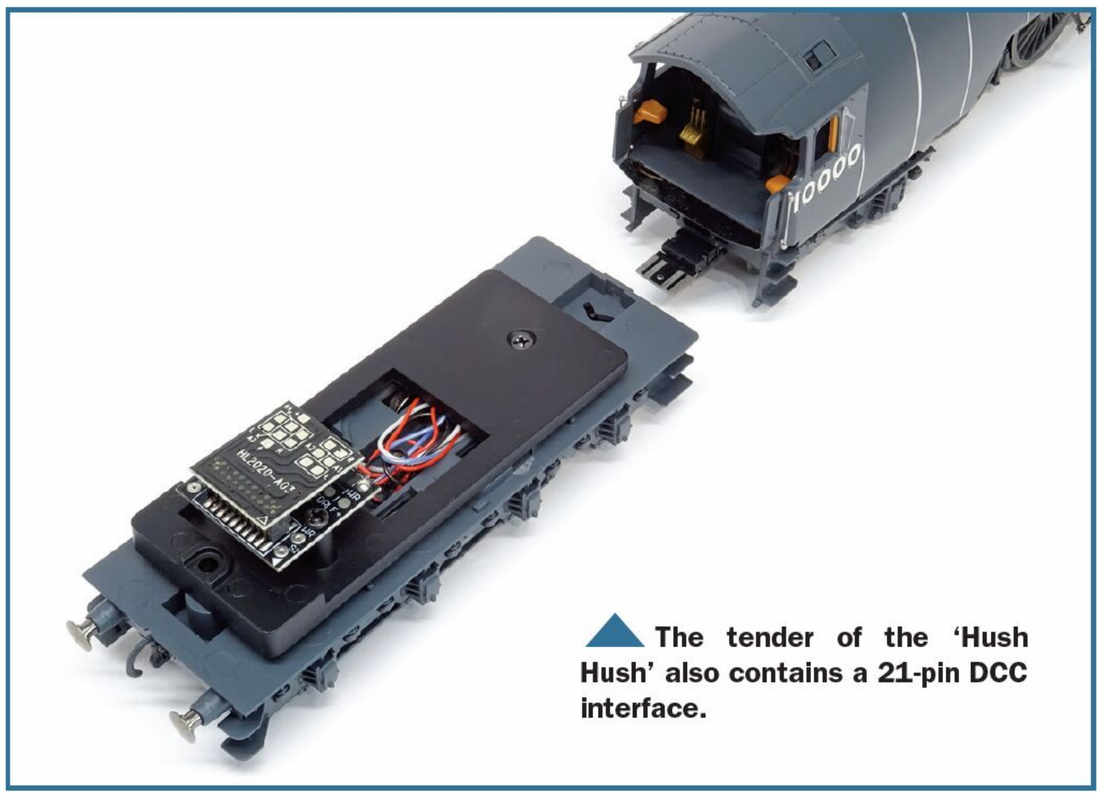
Hornby has also received stocks of its latest variant of the Gresley W1 Class 'Hush-Hush' 4-6-4 – the tooling for which was first reviewed in our February 2022 issue.

Our sample depicts No.10000 in circa 1935 condition, sporting a Kylchap (Kylala-Chapelon) double chimney and smoke lifting cowling; the double blastpipe arrangement being trialled between May and early June 1935, resulting in the installation of a hood-style smoke-lifter upon its next visit to Darlington. The presence of the cowling squarely dates the model between 10 July 1935 – when the locomotive re-entered traffic – and 13 October 1936 when it moved from Darlington to Doncaster Works, where it was rebuilt with a conventional boiler and A4-style streamlined casing.

To this end, Hornby has paid particular attention to this area, with the distinctive curves of the cowling – which bridges the gap between the wings of the casing around the chimney – standing well when compared to images of the prototype in this condition. Another detail difference to our 'as-built' example is the



The front end of the Gresley 4-6-4 with its distinctive smoke lifting cowl.



The tender of the 'Hush Hush' also contains a 21-pin DCC interface.

exposed smokebox door – the small diameter of this being a notable feature of the high-pressure water-tube boiler.

Cylinder drain pipes, front and rear vacuum pipes, locomotive brake rigging and flanged trailing wheelsets are supplied as part of a separate accessory pack, along with an additional front NEM tension-lock coupling. The front steps – which were prone to becoming detached during transit on previous versions – are now also provided separately for the user to fit.

Interestingly, four decorative headlamps are pre-fitted in place of the lamp irons. This is a somewhat puzzling decision, as to the best of our knowledge the locomotive never hauled the Royal Train; our previous sample having been fitted with just two lamps (one located over each buffer) denoting express passenger working, as often seen in pictures of the prototype (including in this very condition). No alternative lamp brackets are provided. We can only presume that Hornby has based this on early publicity photographs of No.10000, for which it did carry lamps on all four brackets – but when still in as-built condition.

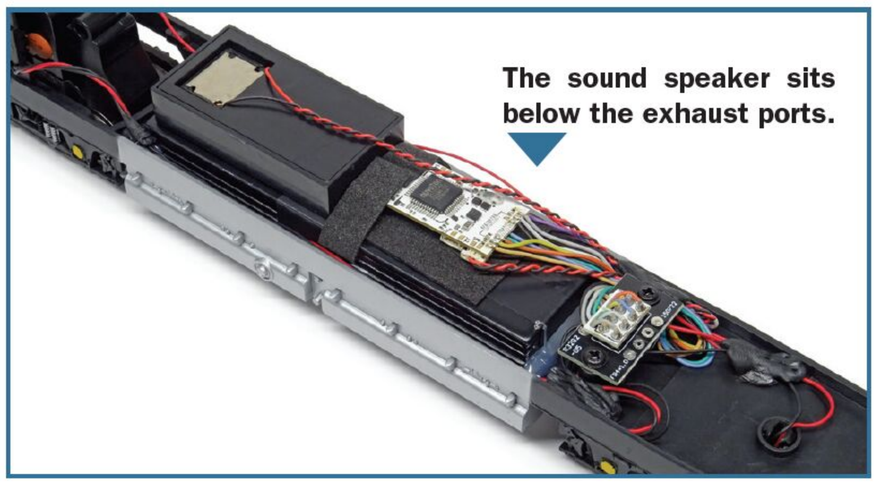
Mechanically, the model is similar to the original release, comprising a five-pole motor fitted with a substantial brass flywheel providing drive to the centre coupled axle, with current collected from all coupled and tender wheels. In difference, the locomotive and tender are now electrically connected via a new non-adjustable push-fit coupling system with the tender housing a new 21-pin interface.

In short, this model recreates yet another interesting, yet short-lived chapter in the 'Hush-Hush' story.

RailRoad Plus TXS sound Class 55 Deltic

New to the Hornby RailRoad Plus range of budget models – which feature an enhanced level of decoration and etched plates, where appropriate – is the English Electric Deltic / British Rail Class 55. One such release is ref.R30049TXS presented as 55 013 *The Black Watch*, plans for which were first revealed in our February 2021 issue, and which is illustrated here.

Originally announced with the manufacturer's TTS (Twin Track Sound) digital sound system, the released model



The sound speaker sits below the exhaust ports.

now incorporates the new HM7000 TXS (Triplex Sound) Bluetooth digital control and sound system – which allows the user to control the locomotive through a smartphone via the HM7000 app, with commands sent to the model using Bluetooth connectivity, rather than through the rails as with a conventional DCC system. (Further details on the HM7000 system, including initial set-up and control, can be seen in our September 2023 issue.)

The base model derives from former Lima tooling with an upgraded mechanism, comprising a bogie-mounted three-pole motor and gear train providing drive to the outer two axles, and an eight-pin decoder socket. Current is collected from all wheels via wiper pick-ups, though two of the driving wheels are equipped with traction tyres to aid adhesion. Tension-lock couplings are of the large style; unfortunately these form part of the bogie moulding and would require some surgery to remove. Overall weight is an impressive 438g.

The BR blue colour scheme with silver & white trim (which the real locomotive carried from 1980 until withdrawal in December 1981) lifts the overall appearance of the tooling, with the crisp application of the running numbers (including York coat of arms), builder's plates, data markings and overhead warning flashes. Axlebox covers are picked out in yellow, buffer-beams in red and springs in silver; the silver paintwork also extending to the buffer heads, fuel tanks, roof panels/grilles and window frames. The printed nameplates exhibit a convincing metallic finish, although metal versions of these plates are supplied separately as part of the accessory pack for the modeller to fit if desired.

The factory-fitted TXS sound system incorporates no fewer than 24 sounds and control functions, including a wide selection of horn and engine options. Sounds are emitted through a 15mm x 11mm 'sugar cube' speaker set within a large rectangular enclosure, located off-set centre below the open exhaust ports. On test we found it to be an impressive recreation of the characteristic 'roar' of the real machines.

The Railroad Plus range provides an ideal entry point for newcomers to the hobby or those with restricted budgets. The models also provide a suitable basis for those of lesser experience to try their hand at customising a ready-to-run item.

Samples supplied by

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

PRICES
Ref.R30114 – West Country Class – £266.49
Ref.R30126 – LNER W1 Class 'Hush Hush' with smoke lifting cowl – £254.49
Ref.R30049TXS – RailRoad Plus Class 55 Deltic with TXS sound – £120.99

GWR Main Line & City Toplight coaches from Dapol

An announcement by Dapol in the April 2022 issue of RAILWAY MODELLER promised to fill one of the biggest gaps in ready-to-run Great Western Railway models: Toplight coaches, so named because of their distinctive rows of small, hammered glass lights above the main windows – the archetypal passenger stock of that company's pre-Grouping period.

Dapol has now released the first batch of the 00 gauge carriages, depicting the short 48' Main Line & City versions. These were designed for suburban passenger traffic from the Thames Valley area to Paddington, and built with low roofs to run on the underground lines of the Metropolitan Railway, forming through services to Liverpool Street. Ordered in 1913 but cancelled in 1915 because of the First World War, they eventually appeared in the early 1920s, in six rakes of six coaches. Usually formed of two Thirds, two Composites, and two Brake Thirds (one at each end), they were close-coupled, with short buffers on all the coaches except on the outer ends of the brakes.

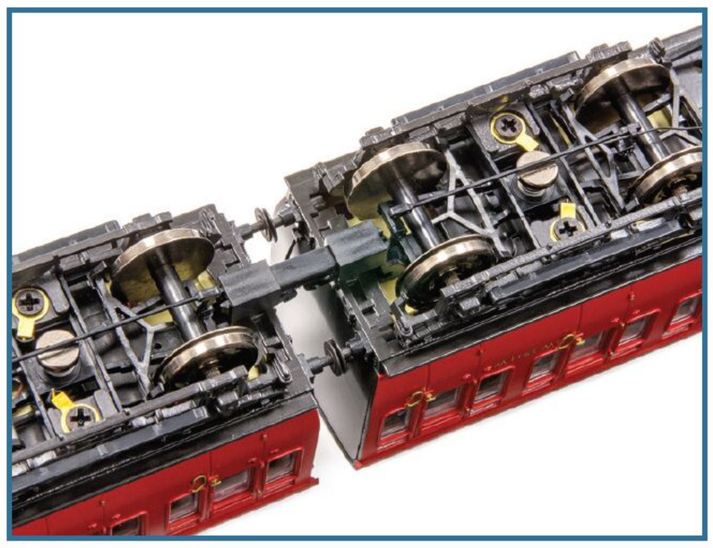
The through services to Liverpool Street were withdrawn in 1939, but the coaches remained on suburban traffic until 1956/57, running as far as Oxford. The last survivors were a Third and two Brake Thirds that were used on workmen's trains between Glyncorrwg and South Pit Halt on the former South Wales Mineral Railway until the early 1960s – the Third being withdrawn in 1962, but the Brake Thirds running until 1964 when the service ceased. Fortunately, both brake coaches were preserved, and are now at Didcot Railway Centre with No.3755 operational.

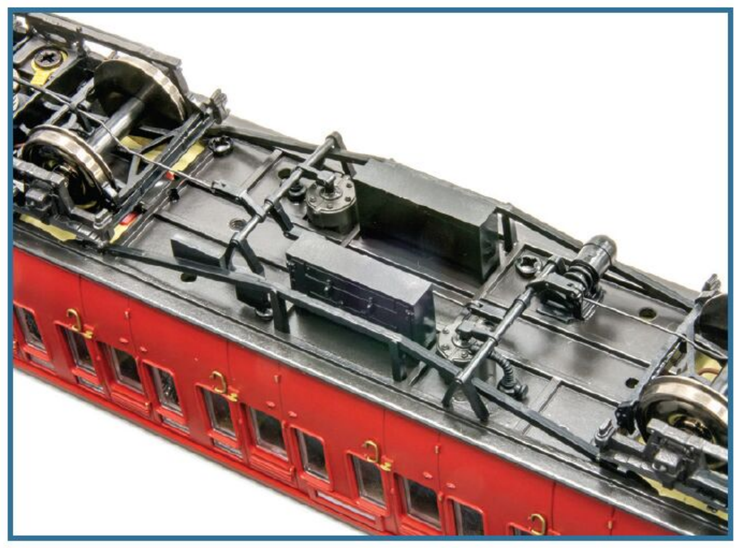
Our samples in detail

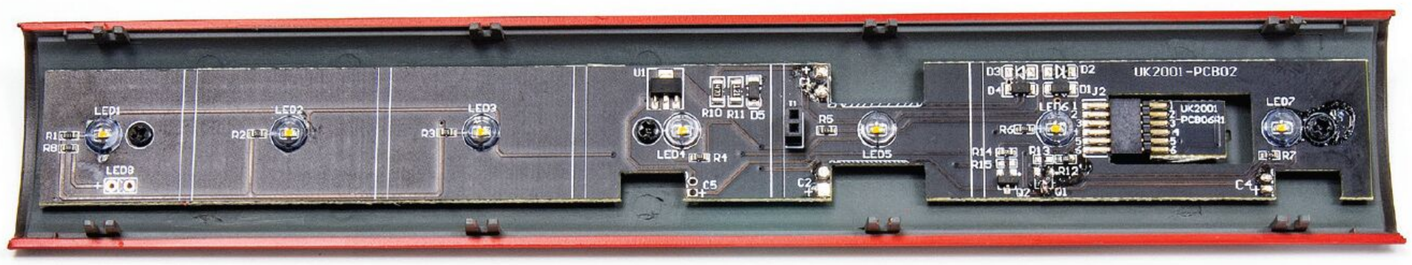
Received for review were samples of all three carriage types – Third W3911W (ref.4P-020-511), Composite W7912W (ref.4P-020-522) and Brake Third W3757W (ref.4P-020-501). All are described on the boxes as being BR maroon, but are in fact in all-over crimson – that livery being accurate for the vehicles in the early 1950s, we hasten to add, so it's the boxes that are incorrect and that's no real problem. (Similarly, Dapol has described W3911W as a Second, but we've called it a Third here because that's the designation given in all the books on GWR coaches to which we referred.)

Upon removing the models from their two-piece clear plastic packaging, the instant impression is one of high quality, thanks to the weighty feel – with their die-cast chassis and bogies, the Composite tips the scales at 162g, the Brake Third at 163g and the Third at 164g.

The bodyshell, roof and some detail parts are moulded plastic, while the buffer heads appear to be metal and are sprung; these include a rarely modelled feature, namely the smaller raised section of casting on the rear of the main buffer. Prototypically, all are short buffers except for those on the brake end.







Measuring a correct scale length for 48' (192mm), the models are generally a very good match for their stubby prototypes, with convincing opaque top-lights above the clear and flush glazing in the main windows, very fine brass wire handrails, and separately fitted door handles – which also appear to be made from brass! The underframe detail is equally fine, including one feature that we don't recall seeing on a R-T-R model before: the brake gear on the underframe is connected to the brake rods on the bogies by a piece of wire, which is flexible enough to allow the bogies to turn freely.

The interiors are nicely detailed with seats, luggage racks and even – if you look closely – a letter rack in the guard's compartment of the brake. To help show this off to the best advantage, the coaches feature full interior lighting which illuminates on analogue control when power is applied to the track, while the roof is removable and contains a six-pin decoder socket to control the lights via DCC. The brake coach also sports a tail lamp, which is set to illuminate only when the coach is travelling in the appropriate direction. The lighting gives a pleasing effect, although we felt that it was rather too bright for the period – more akin to the lighting in modern trains!

Included in a separate pack for the modeller to fit is a set of what appear to be steam-heating pipes, but with four in each pack, there is a question mark over whether these are also supposed to represent the vacuum brake hoses. Preserved example No.3755 has its vacuum hose at the brake end mounted low down, on the bufferbeam, but archive photos of the prototypes show this hose to be mounted on a vertical pipe above the bufferbeam.

Also included in the parts pack is a set of close-coupling bars to assemble the coaches in a prototypical fixed rake – only the Brake Third comes with a tension-lock coupling also supplied in the pack. The manufacturer advises that the coaches are capable of negotiating second radius curves.

Decoration is excellent, with the shade of the all-over crimson paintwork looking about right, and what little lettering this livery possesses has been finely and clearly applied; the numbers, and the 'GUARD' inscription on the door of the brake compartment, are beautifully printed in the correct gold with an incredibly fine black border.

There are just a few small detail discrepancies with the prototype. Rather surprisingly, the brake shoes are not in line with the wheels, though this may assist finescale modellers. A possible minor error on the underframe is that the Composite has the dynamo nearest the Third Class compartments, but an ex-works photo of the real thing shows it at the First Class end – though this may simply be a mistake in the model's assembly. On the Brake Third, meanwhile, prototype pictures show that a horizontal handrail, just below the waistline close to the brake end, is missing from the model.

Finally, while the model commendably recreates the unusual shape of the coach ends, which curve sharply down to the bufferbeams (because the body is slightly longer than the underframe), the tumblehome of the coach sides is sharper and closer to the solebar than the prototype – though this is only really noticeable when the model is viewed end-on.

A lot like Lionheart

With the exception of the tumblehome, however, none of these are major issues, and at least two – the dynamo and the handrail – would be relatively easy for a modeller to put right if desired. For most, we suspect, the overall appearance and quality will be more than enough to please – as one of the RM staff commented, these coaches look and feel "like Lionheart O gauge models that have been shrunk."

They certainly bode very well for the next 00 gauge coaches due to come from Dapol, both also of GWR design – the Diagram N autocoach (announced in RM May 2023) and the Hawksworth inspection saloon (announced in the August 2023 issue).

Samples supplied by

DAPOL Ltd
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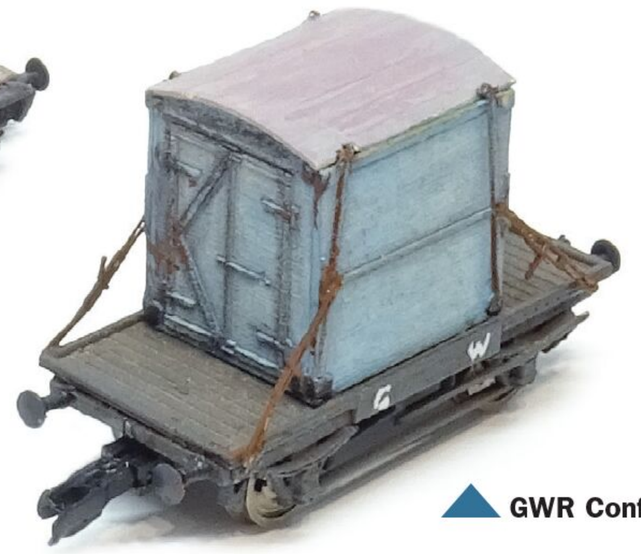
PRICE
£64.80 each (DCC ready)

Laser-cut & 3D-printed rolling stock from Osborn's

TT:120

GWR Loriot D.



GWR Conflat with container.

GWR seven-plank 12T open wagon.

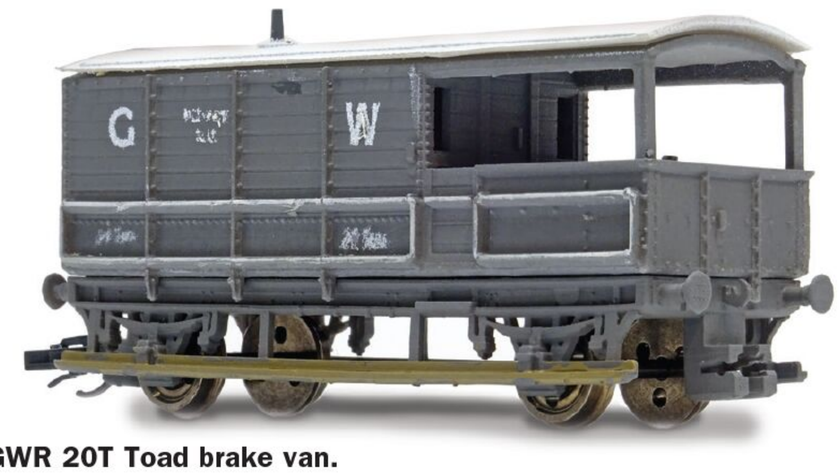
GWR 12T open wagon (with end door).

GWR Mex B cattle wagon.

Osborn's Models has developed a wide range of new laser-cut wooden wagon kits in TT:120 scale produced under the retailer's Arch Laser brand. Note that the kits are supplied with parts unpainted; assembled and painted examples are illustrated here.

First up, we have a wide selection of four-wheel Great Western Railway goods vehicles, as illustrated above and right: GWR Loriot D (ref.ALTT013 – £16.95); GWR Conflat with container (ref.ALTT006 – £19.95); GWR seven-plank 12T open (ref.ALTT004 – £16.95); GWR seven-plank 12T open with end door (ref.ALTT003 – £16.95); GWR Mex B cattle wagon (ref.ALTT005 – £19.95); and GWR Toad brake van (ref.ALTT050 – £23.99); in difference to the rest of the vehicles, the latter is of 3D-printed construction, supplied ready-to-run (complete with wheels, couplings and fully painted).

Also received (*below*) were a pair of London Midland & Scottish Railway



GWR 20T Toad brake van.

vehicles. These include an unfitted 12T vent van (ref.ALTT039 – £19.95) and a Diagram 1675 long tube wagon (ref.ALTT063 – £16.95).

Finally, there are two London & North Eastern Railway examples, with the Extra Long CCT (ref.ALTT055 – £21.95) and the standard LNER cattle wagon (ref.ALTT045 – £19.95), the latter illustrated here in both kit and as-built form (*right*).

Unless specified otherwise, each multi-media kit comprises pin-point metal wheelsets, turned metal buffers, glazing (where applicable) and standard TT:120 European-style couplings with 3D-printed NEM mounts. Paint masks for lettering and numbering are also supplied.

For further information about the retailer's full range of rolling stock kits for TT:120 (and its range of N gauge kits), together with details of how to order, see the firm's website.

LNER cattle wagon as supplied and (*right*) as built.

LNER Extra Long CCT.

LMS 12T unfitted van and Dia.1675 long tube wagon.

Samples loaned by

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New releases from Modelu

4mm

Modelu – manufacturer of 3D-printed figures and accessories in scales from 1:148 (N gauge) through to 1:48 (Gauge 0) – has added a bumper array of items to its product lines, samples of which are illustrated here.

First up, we have a selection of new locomotive crew packs, with a pair of GWR '1500' Class 0-6-0PT crew (ref.111234-076) and 1930s crew figures for the Liverpool & Manchester Railway *Lion* (ref.11236-076) received for review – each comprising a driver and fireman, and priced at £7.20 per pack. These 4mm scale figures are ideal for populating the recently released 00 models from Rapido Trains UK (see L&MR *Lion* review, RM October 2023 and Hawksworth '1500' Class 0-6-0PT, RM November 2023).

Sticking with model specific crew figures, Modelu has produced two brake van packs, designed for the recently reviewed South Eastern & Chatham Railway 20-ton six-wheel brake van (reviews, RM August 2023) and GWR Diagram AA20 Toad brake van (reviews, RM September 2023) from Rapido Trains UK. Each pack consists of a guard figure, complete with a selection of appropriate tail and side lamps – including red and clear 3D-printed lenses – priced £7.20.

Also received was a selection of figure packs suited for a modern traction depot or freight terminal scene. These include lifting jack operators comprising three figures suitable for use with 15T lifting jacks from West Hill Wagon Works (ref.10301-076, priced £8.50); two modern shunters (ref.10302-076, priced £7.20); and modern fitters featuring three figures in various positions – one inspecting, one standing with mug and one holding a torque wrench (ref.10303-076, priced £10.80).

Also pictured here are a suite of young trainspotter packs, each featuring five figures in suitable period attire armed with notebooks: 1950s/60s trainspotters (ref.1677-076) and 1970s/80s trainspotters (ref.1769-076) – each priced £18.00 per pack. On a similar theme, there is the 1950s/60s schoolboys pack (ref.1676-076) – also priced £18.00.

Modelu has also developed a set of London Brighton & South Coast Railway station staff in collaboration with the Bluebell Railway in Sussex. The set comprises five period figures in various poses, including checking tickets, holding a mug of tea and a porter leaning on a broom – priced £18.00.

Finally, we have one of the largest additions to the firm's range so far in the form of a GWR cranked standard arm water crane. Supplied in kit form, the model includes a fire devil and options of ground drain or hopper. Short arm and platform-mounted versions are also available, in addition to straight arm examples with early and bolted flanges – priced £22.50 each.

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

Fitters (*left*), shunters (*centre*) and jack operators (*right*).

LB&SCR station staff.

GWR (*left*) and SECR (*right*) brake van packs.

Hawksworth '1500' 0-6-0PT loco crew.

GWR water crane.

Driver and fireman figures for L&MR 0-4-2 *Lion* (pictured on *Thunderbolt*).

Samples supplied by

MODELU
Unit 9, The Old School House,
Salisbury Street, Bristol
BS5 9UD.
Tel: 07887 803737
www.modelu3d.co.uk

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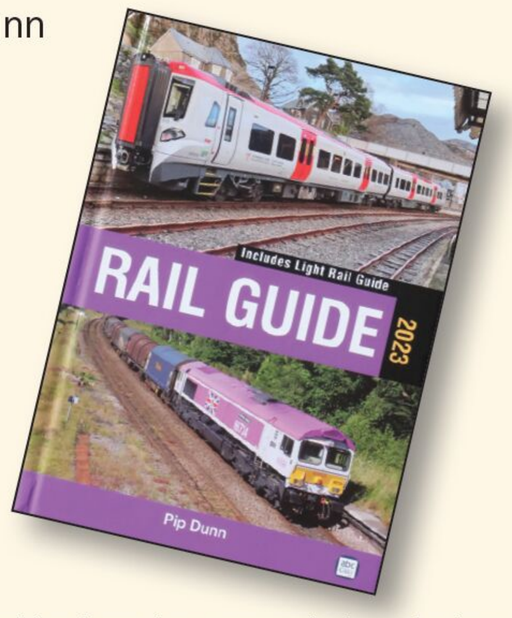
Trainspotters for the 1950s/60s era (*left*) and 1970s/80s (*right*).

1950s/60s schoolboys.

Book Reviews

Rail Guide 2023

Pip Dunn



Abc rail guides have been around since the late 1940s and were originally sold to promote the then Southern Railway. Quickly expanding, they became the bibles of schoolboys standing at the end of platforms with stubby pencils and wearing caps. Small spotter's guides still exist in smaller subject-specific formats; this however is the ultimate as it includes just about everything, fully supported by selective colour photographs.

Included are the fleets of the Train Operating Companies (TOCs), freight operators, private operators, hire companies and so on. The book opens with changes apparent from the 2022 edition although it has to be said that with a fast-moving industry, expecting a print volume to be bang up to date would be too much.

Where this book scores is its comprehensive nature; aside from the expected fleet numbers, which are in the main DMU fleets with a handful of locomotives, private concerns in both main line-cleared operators and preservation are covered (with the exception of non-main line preserved steam). Surprise inclusions are the increasing fleets of light rail units such as the Sheffield system, Tyne & Wear and the Docklands Light Railway; even the Blackpool tram system is included! An oddity is a few pages listing the still operational main system signal boxes. The book wraps up with the Northern Ireland system fleets and a comprehensive set of appendices.

Is this a spotter's book though? Well, not in the school cap and stubby pencil way. For starters, at a shade under 500 pages and an inch and a quarter thick it's quite weighty and would need a sizeable blazer pocket to carry. Far better to use the hand size paperback, more specific list books on the platform. What this book gives in spades is an overview of the sheer enormity of what the British system has to offer the enthusiast. Aside from the usual buyers of this type of book, it would also be highly recommended for some of the older hands (your reviewer included) who are fond of saying that 'there is nothing to see anymore'. This book will not only disprove this notion, but will undoubtedly open up a new appreciation of what there is to see, where to start looking, and moreover suggest some new areas to consider; keeping an eye out for rebuilt ex-Southern Region Class 73s in Scotland being just one possibility.

In a nutshell: whether you are fully conversant with the current scene and just need a refreshed guide, or if you want to overhaul your knowledge from a lower start point, this book would make a very useful addition to your collection.

CF

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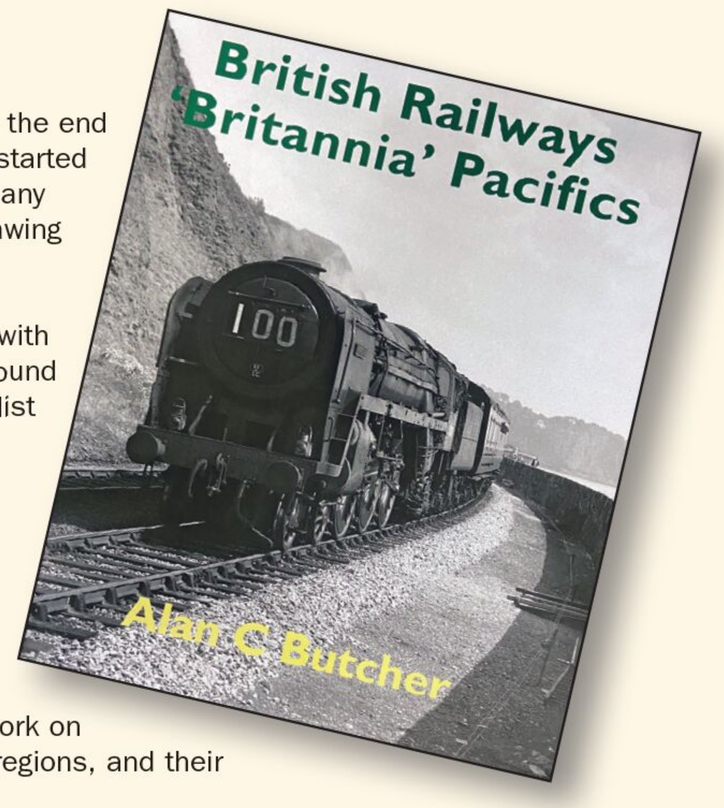
www.crecy.co.uk

210mm x 150mm, 456pp
Hardback, £25.00
ISBN 9781800352674

British Railways 'Britannia' Pacifics

Alan C Butcher



Operating on all six BR regions, the last Pacifics in service at the end of steam, and the subject of a Tri-ang model which will have started many off in the hobby, the Britannias mean a great deal to many enthusiasts. This new album of photographs of the class, drawing on the extensive Transport Treasury archive, will therefore be welcomed.

It tells the story of the 'Brits' in a logical manner, starting with a concise but informative history of the class and the background to the conception of the BR Standard designs, followed by a list of the locomotives, their key shed allocations and dates, and the detail differences in the class – which will be especially useful for modellers.

However, most of the information is in the very thorough captions to the black and white pictures, giving details of the locomotives shown and interesting snippets of their histories. The seven chapters tell the story in a roughly chronological way, starting with the revolutionary debut of the class on the Great Eastern Main Line, followed by their work on the Southern, Western, Eastern, North Eastern and Scottish regions, and their final demise on the London Midland Region.

Each chapter consists of a photographic 'journey' along the main lines or around the regions in question, with generally excellent pictures that have reproduced well (and even the few photos that aren't of the highest quality are worth including for their historical interest). Unfortunately, it's let down a little by several errors in the captions, such as a K3 being misidentified as a B1, and the fact that two pictures have inadvertently been duplicated – ironically, the subject of one is No.70019, meaning that *Lightning* has struck twice in the same place.

Overall, however, it's a delightful and nostalgic tribute to a highly significant locomotive class, and all Britannia fans will certainly want it on the shelf.

TJ

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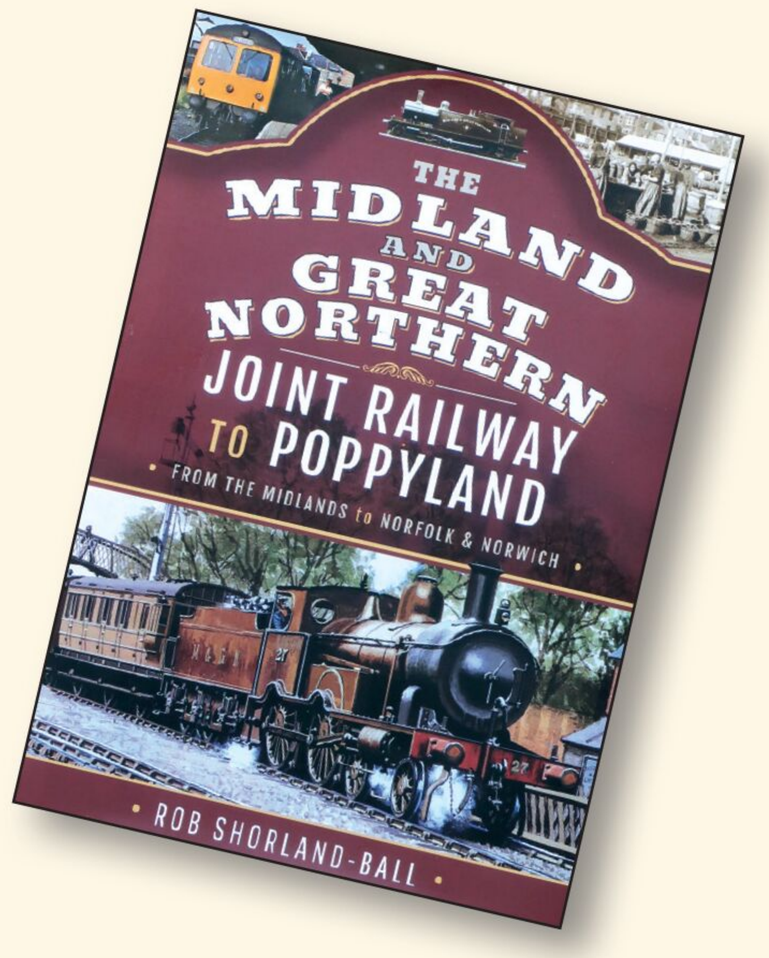
The Midland and Great Northern Joint Railway to Poppyland – From the Midlands to Norfolk & Norwich

Rob Shorland-Ball



The history of the development of Britain's railways in the mid-19th century is rich and fascinating; the rush to the ports especially so with tales of underhand competitiveness between the rival companies. The East Anglian ports are often overlooked by the modeller and enthusiast alike, and are usually considered to be the concern of the Great Eastern Railway. However, the Great Northern and the mighty Midland Railway were not going to let the GER have it all its own way and essentially ganged up to drive lines through to the North Sea coast. This book describes one aspect of these shenanigans and the development that followed, together with the eventual decline.

The introduction, which is almost in a Bradshaw-esque travelogue style, sets the scene and explains the strange 'Poppyland' name. The following chapters outline the battles and development in a very easy-to-read way without hitting the reader with a mass of legal paperwork and courtroom description that can often weigh railway books down somewhat. Instead, the author illustrates the text comprehensively with a raft of graphics, photos and maps, this giving the book a very colourful feel. The later chapters provide the reader with much anecdotal history (including the delightful private platform at Melton Constable solely for the use of Lord Hastings) and give a very warm sense of the community around the line – also serving to underline why forcing too many railways in one place was doomed to failure, even without the onslaught of the internal combustion engine. The final chapters document this decline, but end on a very positive note with details of the North Norfolk heritage railway which uses the trackbed between Sheringham and Holt.

This is a very accessible book on the area's railways, but is definitely swayed toward the history and development and not the technical operation of the system. There is little information about the locomotives and stock used, or any comprehensive details of workings or timetables, despite the volume being copiously illustrated. It is though a thoroughly fascinating read and would be an excellent purchase, perhaps as a taster, before digging deeper into the more mechanical aspects.

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NEWS FROM RAILWAY MODELLER

JANUARY 2024

First ready-to-run WD 2-10-0 announced by Ellis Clark Trains in 00

In 1966, Longmoor Military Railway WD 2-10-0 No.600 *Gordon* ventured onto BR Southern Region metals, hauling two railtours to the LMR for the Railway Correspondence & Travel Society. Here it passes the site of Kingsley Halt with the second trip on 30 April. *Photo: Rail Photoprints*

Ellis Clark Trains is to fill one of the biggest gaps in the ready-to-run steam locomotive market, with a War Department Austerity 2-10-0 in OO gauge.

A larger version of the more numerous WD 2-8-0s designed by Robert Riddles during the Second World War, the 150-strong class of 2-10-0s were built by the North British Locomotive Co. between 1943 and 1945. Some were loaned to the London & North Eastern, and London Midland & Scottish railways to assist the war effort, before many were shipped to Europe, ending up working for the Dutch railways after hostilities ended. BR acquired 25 examples which worked on the Scottish Region until 1962. Three are preserved in Britain, one in the Netherlands, and others survive in various states of repair in Greece.

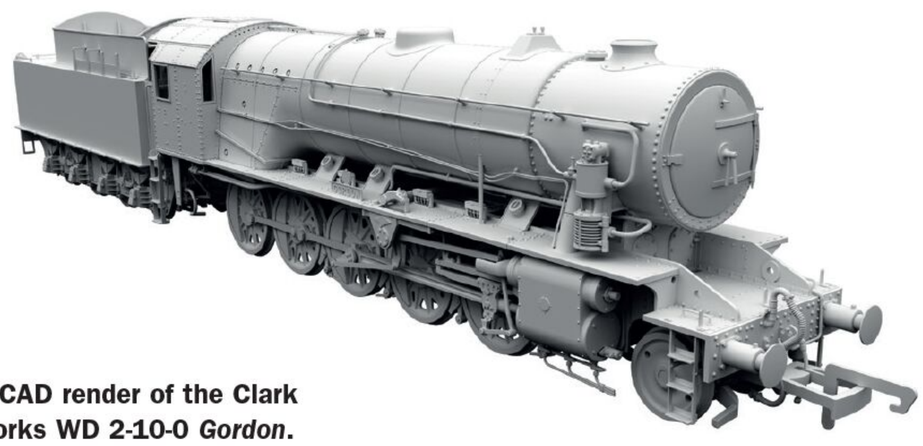
Produced under the Clark Railworks banner, the model will feature a die-cast boiler and chassis, coreless motor, a set of fire irons, working sprung screw couplings, brass bearings on all axles and a glowing firebox.

Planned numbers and liveries are: No.73755 *Longmoor* in WD green (the 1,000th British freight locomotive shipped to the continent during the war, and now preserved in the Dutch National Railway Museum at Utrecht); No.600 *Gordon* (preserved on the Severn Valley Railway) in Longmoor Military Railway blue; No.90766 in BR plain black; Nos.90751 and 90772 in BR black with early emblem; No.90775 *The Royal Norfolk Regiment* as preserved on the North Norfolk Railway in BR black with early emblem; Nos.90755, 90763 and 90767 in BR black with late crest; and preserved No.3672 *Dame Vera Lynn* in Brunswick green.

DCC ready models are priced at £295.00, while the price for DCC sound fitted locomotives is to be confirmed but expected to be around £395.00-425.00. The first batch are expected in stock in the second quarter of 2025.

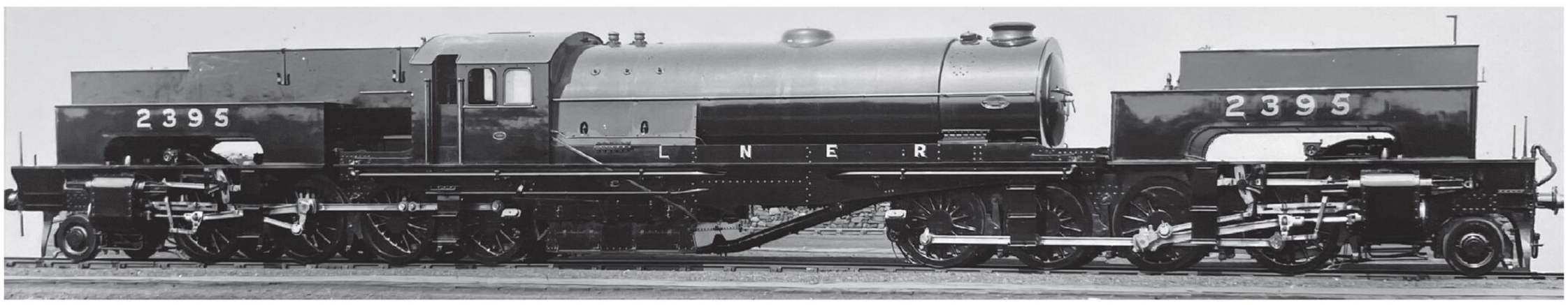
For more details or to pre-order the models, contact:

Clark Railworks
Part of Ellis Clark Trains
Unit 2 Toller Court,
Shortbank Road,
Skipton,
North Yorkshire BD23 2HG
Tel: 01756 701451
www.clarkrailworks.com



CAD render of the Clark Railworks WD 2-10-0 *Gordon*.

Heljan to model LNER Garratt in 00



An official LNER photograph of Garratt No.2395. *Photo: National Railway Museum*

London & North Eastern Railway 2-8-0+0-8-2 Garratt No.2395 – the largest and most powerful steam locomotive ever to run in Britain – is to join the Heljan OO gauge range.

The model is at the Computer Aided Design stage and the Danish firm plans to release it in early 2025, to mark 100 years since the prototype made its public debut in the Stockton & Darlington Railway centenary cavalcade of 1925.

Built by Beyer Peacock at Gorton, the locomotive was designed for banking heavy coal trains up the 1 in 40 Worsborough incline near Barnsley. Renumbered 9999 in 1946 and 69999 under BR, it was made redundant by electrification of the Manchester to Sheffield and Wath 'Woodhead Route' in 1949, and transferred to Bromsgrove as a banker for the 1 in 37 Lickey Incline. It proved unpopular here, despite conversion to oil-firing and a second trial on the Lickey in 1955, and it was withdrawn in December of that year.

The Heljan model will be offered in LNER black as No.2395 or No.9999, and BR black as No.69999 with 'BRITISH RAILWAYS' lettering or early emblem, the latter with the options of coal firing or as an oil burner fitted with a headlight. Other detail variations throughout the engine's history will be included in the tooling, and the model will feature working LED lamps, a 21-pin DCC interface, factory-fitted speakers and a removable cab roof.

CAD image of the planned Heljan OO gauge LNER Garratt.

An exclusive model, finished in works grey as the engine appeared for the 1925 cavalcade, will be produced for Rails of Sheffield and Locomotion Models as part of their Railway Icons collection.

The suggested retail price will be £399.00 for DCC ready models, or £520.00 with DCC sound fitted.

www.heljan.co.uk

Rapido UK announces J52, SECR 01 and Port of Par Bagnalls in 00

Livery render of the planned Rapido Trains UK J52 0-6-0ST as No.68846, in the lined BR black that it wore at King's Cross Top Shed towards the end of its BR career.

Livery render of 01 0-6-0 No.65 in SECR livery as preserved.

Stirling Single No.1 with a decorated sample of the new Sturrock tender. *Photo: Callum Willcox*

Rapido Trains UK has revealed three new OO steam locomotives: a Great Northern Railway J52 0-6-0ST, South Eastern & Chatham Railway O1 0-6-0 and the Port of Par Bagnall 0-4-0STs.

The GNR J13 Class was introduced in 1897 and became J52/2 under the London & North Eastern Railway, seeing widespread use on shunting work until the arrival of diesel shunters in the 1950s. By far the most famous example is No.68846, which became the first BR steam locomotive preserved by a private individual when Captain Bill Smith purchased it from King's Cross shed in 1959. Restoring it to original GNR livery as No.1247, he later donated it to the National Railway Museum.

Due to enter tooling shortly, the model will feature a factory-installed speaker, Next18 decoder socket and glowing firebox. It will be available at £164.95, or £279.95 with DCC sound fitted, in GNR green or grey, LNER lined or plain black, and BR black with 'BRITISH RAILWAYS' lettering, early emblem, late crest or Departmental markings – as well as models of No.68846 in its latter-day BR lined black with late crest, and as No.1247 in GNR green as running in the 1960s. There are also exclusive versions for Locomotion Models and Rails of Sheffield – see separate stories.

01 0-6-0

The SECR O1s were originally built by the South Eastern Railway as Class O between 1878 and 1899, but 59 were rebuilt as Class O1 with larger boilers following the amalgamation of the SER with the London Chatham & Dover Railway in 1899 to form the SECR. Relegated to lighter duties and branch lines in later years, they became synonymous with the Kent & East Sussex and East Kent railways, with the last examples being withdrawn in 1962. One, No.31065, was rescued for preservation by Esmond Lewis-Evans and runs today on the Bluebell Railway.

Currently ready for tooling, with samples expected in the spring, the O1 will also feature a factory-installed speaker and glowing firebox, with a 21-pin DCC interface. It will be available in SECR green (including No.65 as preserved) and grey, Southern Railway black with Egyptian or Bulleid lettering, EKR black, and BR black with 'sunshine' lettering, early emblem or late crest. Prices are £199.95 DCC ready or £309.95 with DCC sound fitted.

Port of Par twins

The two cut-down Bagnall 0-4-0STs *Judy* and *Alfred* were built in 1937 and 1953 respectively for shunting Par Docks, where they had to be able to pass under an 8' high bridge beneath the Great Western Railway main line. Withdrawn in 1969 and 1977 respectively, they were among the last working steam locomotives in Cornwall, and were made famous by Thomas the Tank Engine creator Reverend W Awdry, who included them in his Railway Series books as the yellow-liveried *Bill* and *Ben*. Both are preserved on the Bodmin & Wenford Railway, with *Judy* operational and an overhaul planned for *Alfred*.

Currently in tooling, the models will cater for the detail differences between the two locomotives, and will include a factory-installed speaker and Next18 decoder socket under the tank. They will be available in unlined dark green, as twin packs in lined dark green or lined light green as preserved, and in the yellow livery previously worn by *Alfred* in preservation. Prices are £279.95 (DCC ready) or £499.95 (DCC sound fitted) for the twin packs, and £139.95 (DCC ready) or £249.95 (DCC sound fitted) for the single locomotives.

Stirling Single returns

The Rapido UK OO gauge GNR Stirling Single (reviewed in the August 2018 RAILWAY MODELLER) is returning to the range, this time with a new tender.

The model will portray preserved example No.1 with the small Sturrock tender, with which it was paired when first restored in the 1930s and for much of its subsequent preservation life. Only in 2014 was a historically correct Stirling tender restored and coupled to the engine, returning it to original condition.

There will also be a re-run of the previous Stirling Single in its current museum condition with the large tender, available exclusively from Locomotion Models – see story, right.

The models include a glowing firebox, factory-installed speaker and 21-pin decoder socket. Engineering prototypes of the new tender have been reviewed and both versions are expected to be released in the fourth quarter of 2024, priced at £249.95 (DCC ready) and £349.95 (DCC sound fitted).

LNWR van

Another new pre-Grouping item in OO, this time from the London & North Western Railway, is the Diagram D88 covered van.

These wagons were the standard LNWR goods vans from their introduction in 1908 until the Grouping, with over 6,000 built, and many survived into the 1960s in BR service. Others went into Departmental service or to private users, including the Army and Navy, and several have been preserved.

Designed using a combination of original drawings and a surviving wagon at Chatham, and now at the engineering prototype stage, the model will include detail differences such as wooden or iron roofs, horizontal or vertical planking on the doors, split-spoke or solid wheels, and different buffers and axleboxes.

LNWR, London Midland & Scottish Railway and BR liveries will be offered (the latter including Departmental versions), together with an internal user docks wagon and Army or War Department guises. Expected in the third quarter of 2024, they will be priced at £32.95 each.

For more details about any of the above models, visit:
www.rapidotrains.co.uk

Livery renders of the Port of Par Bagnall 0-4-0STs *Alfred* and *Judy*, in lined light green as preserved.

Engineering prototypes of the LNWR Diagram D88 vans.

Exclusive J52, Stirling Single and Royal 47 for Locomotion Models

Locomotion Models has announced exclusive versions of the forthcoming Rapido Trains UK OO gauge J52 0-6-0ST and Stirling Single, as well as the N gauge Graham Farish Class 47.

The J52 will be finished as preserved National Collection example No.1247 in GNR lined green, with slight differences to the Rapido model of the same locomotive as initially restored in the 1960s. It is priced at £164.95 DCC ready or £279.95 with DCC sound fitted.

The Stirling Single is a re-run of the original Rapido model for Locomotion, reviewed in the August 2018 RAILWAY MODELLER and depicting the locomotive in its current preserved form with the large Stirling tender. It is priced at £249.95 DCC ready and £349.95 with DCC sound fitted, and along with the J52, can be reserved with a deposit on the Locomotion Models website. The Stirling Single is expected to arrive in the winter of 2024.

Livery render of the Rapido Trains UK/Locomotion Models J52 No.1247 in GNR green as currently preserved.

Rapido Stirling Single with original tender.

Royal 47 in N: 1

The Graham Farish Class 47 diesel in N gauge is being produced in Royal Train livery as 47 798 *Prince William*, exclusively for Locomotion Models.

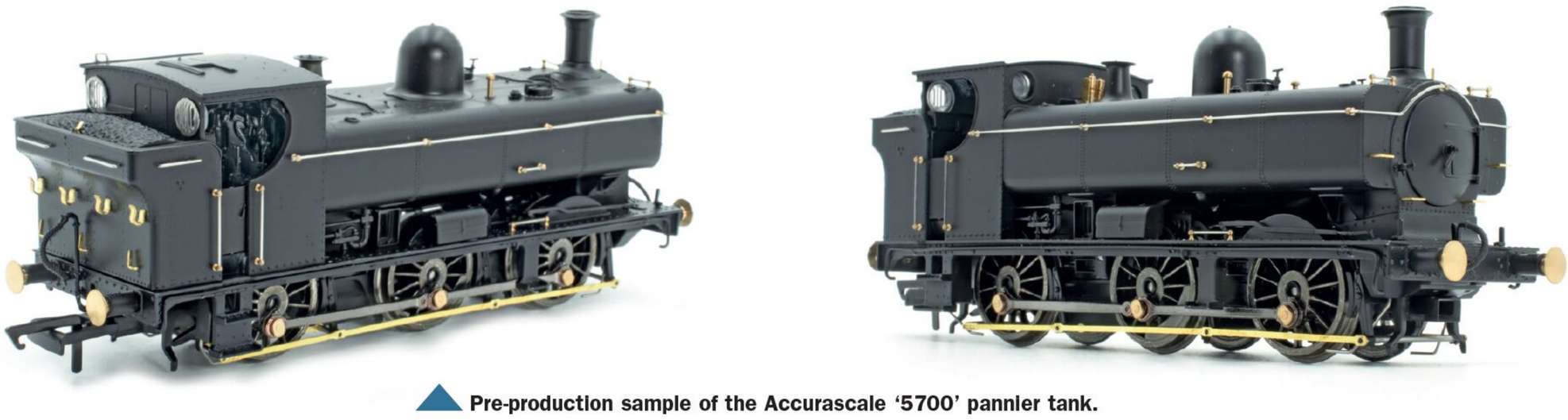
With the simultaneous announcement by Kernow Model Rail Centre of an exclusive model of 47 799 *Prince Henry* (see separate story) N gauge modellers can complete the set of Royal 47s.

Like the Kernow model, the Locomotion Models item will carry Royal Claret livery with English, Welsh & Scottish Railway logos. The real 47 798 is now part of the National Collection and based at the National Railway Museum in York.

Priced at £179.95 (DCC ready) or £279.95 (DCC sound fitted), it is expected to be delivered in December and can be reserved with a deposit at:
www.locomotionmodels.com

Graham Farish N gauge 47 798 *Prince William*.

All-new GWR pannier tank in OO from Accurascale



Pre-production sample of the Accurascale '5700' pannier tank.

Accurascale is developing an all-new model of the Great Western Railway '5700' 0-6-0 pannier tank in OO gauge.

As well as the original Collett '5700' introduced in 1929, the tooling will cater for the later '8750', '6700' and '9700' variants with the larger cab.

Although the class has been produced in ready-to-run form before, the Accurascale model will include numerous details not previously modelled, including engines with the injector feed to the firebox backplate (and therefore no top feed on the boiler), the original and later designs of the front cab handrail, and the bunker steps which were also a later addition.

The specification will include a die-cast chassis, coreless motor with flywheel, PowerPack capacitor for uninterrupted power, and a Next18 DCC socket or ESU LokSound V5 sound fitted, accessed via a removable smokebox door.

Numbers and liveries planned for the first batch are: Nos.5754 and 6743 in green with 'GREAT WESTERN' lettering; No.7755 in green with the 'shirtbutton' logo; No.5741 in green with GWR lettering; No.9741 in green with 'BRITISH RAILWAYS' lettering; No.8763 in BR lined black with early crest; No.9681 in BR plain black with late crest; No.7714 in BR plain black with early emblem; and No.7754 in National Coal Board green.

The first samples have already been produced and are undergoing testing, with delivery expected in the first quarter of 2025.

Priced at £139.95 (DCC ready) or £239.95 (DCC sound fitted) they can be pre-ordered from Accurascale stockists or from the firm's website.

More china clay hoppers

Accurascale is also making a new run of its OO gauge CDA china clay hoppers in original livery.

CDA china clay hopper in original ECC livery.

The models, originally reviewed in the October 2022 RAILWAY MODELLER, will now be offered in the striking guise of blue framing and canopies, English China Clays branding and galvanised steel bodies in which they first appeared in 1987.

Expected to arrive in the third quarter of 2024, the new models will retail at £79.95 for a triple pack, with a 10% discount for two packs or more when ordered from a participating stockist or direct from:
www.accurascale.com

2023 Warley NEC Show

Britain's number one model railway event – the Warley National Model Railway Exhibition – appears to be recovering strongly after its enforced absence during Covid-19. The 2023 event, held in Hall 5 at the National Exhibition Centre in Birmingham on 25 & 26 November, was the second since the pandemic, and its organisers – the Warley Model Railway Club – were rewarded with advance ticket sales higher than the 2022 show.

Visitors enjoyed a line-up of over 80 layouts in scales from Z up to Gauge 1 live steam, while the traditional full-size centrepiece was Great Western Railway '5101' 2-6-2T No.5164, transported from Barrow Hill Roundhouse where it has been on static display since 2014. Immediately after the show, the Collett large Prairie was whisked off to nearby Tyseley Locomotive Works, to await its next overhaul.

Another large Prairie was among the bumper crop of new items unveiled or displayed by various manufacturers, many of which are illustrated on these pages: Dapol had a decorated sample of its new 00 gauge '3100' series, depicting the first Churchward-designed members of the GWR large 2-6-2T family with the original square drop-ends to the running plates.

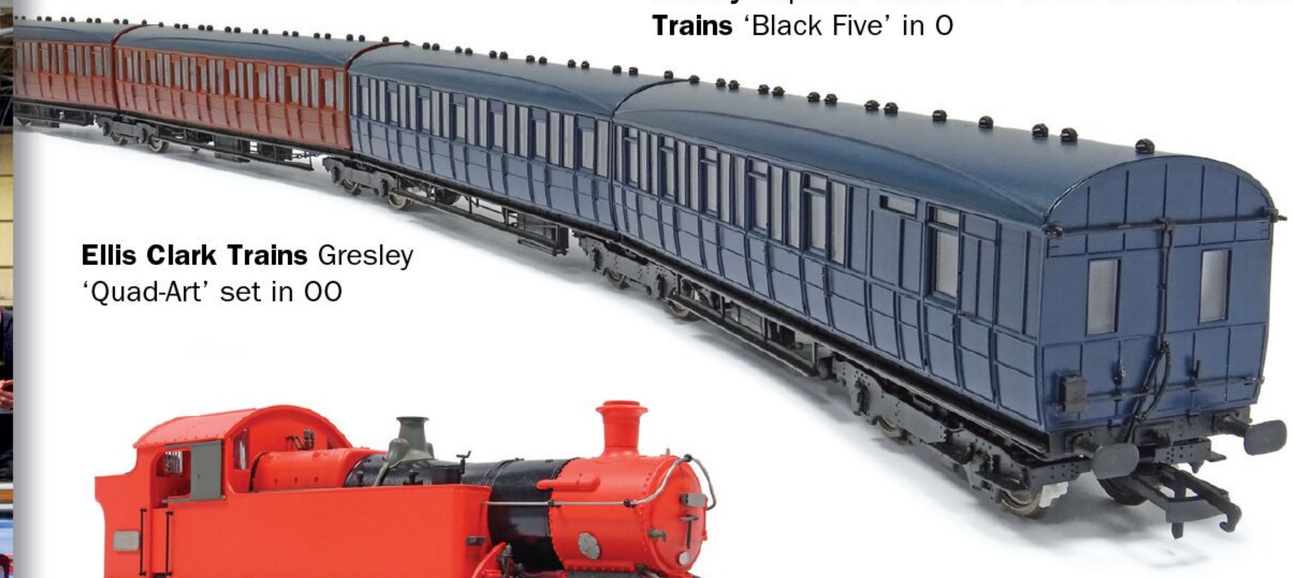
Bachmann showed off the first tooling sample of its forthcoming Class 69 diesel, a decorated sample of its prototype High Speed Train – and demonstrated its new wireless Digital Command Control system, titled Kinesis. This includes a wireless handset with up to 50m range, 28 function buttons and full CV programming; a DCC base station with built-in Wi-Fi and 2.4GHz wireless; and Railcontroller, the Bachmann software for digital track control, which can program automated route setting and signalling.

The Hornby stand was chock-full with new items, including tooling samples of the 00 gauge streamlined B17 4-6-0, 'Coronation' train with 'Beavertail' observation car, decorated samples of the 'Black Five' 4-6-0, and several models in the new TT:120 scale. All of these are still in various stages of production: for instance, the colour of the TT:120 HST is not finalised, and we understand that the 'Black Five' will carry a Class C lamp code (covering empty passenger coaching stock, parcels or fitted freight trains) instead of having lamps on all brackets.

New products were revealed by Oxford Rail, which had a 3D-printed sample of its 00 gauge Cowans Sheldon 15-ton crane – which was originally announced in 2020, but will now come with a suitable match truck – and has added a new livery, namely North Eastern Railway lined green, to the J26 0-6-0 (also in 00 and announced in 2020). Meanwhile, KR Models is to produce a War Department 2-10-0 in 00, and displayed a running sample of its forthcoming Midland Railway 'Big Bertha' 0-10-0.

In the next issue, we will bring you a full report on the awards presented to the layouts judged to be the best in their various fields.

Hornby Caprotti 'Black Five' in 00 and **Ellis Clark Trains** 'Black Five' in 0



Ellis Clark Trains Gresley 'Quad-Art' set in 00

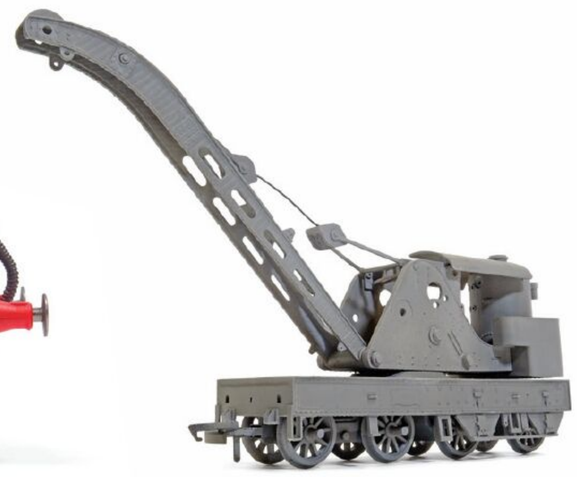
Rapido Trains UK GWR '4400' 2-6-2T in 00

Bachmann Class 69 diesel in 00

Bachmann Prototype High Speed Train in 00

Märklin *Flying Scotsman* in H0 (courtesy of the British 1:87 Scale Society)

Dapol GWR '3100' 2-6-2T in 00



Oxford Rail Cowans Sheldon crane in 00

KR Models ‘Big Bertha’ 0-10-0 in 00

KR Models Bulleid 4-DD EMU in 00

Revolution Trains Vale of Rheidol 2-6-2T in 009

Revolution Trains Class 180, Class 175 and 1938 tube stock in N

Hornby Class 755 FLIRT bi-mode unit in 00

Hornby Streamlined B17 4-6-0 in 00

Dapol Class 68 diesel in N

Hornby Princess Coronation and High Speed Train in TT:120

Dapol WR inspection saloon in 00

Cavalex Models Class 56 diesel in 00

Flangeway BR snowploughs in 0

Accurascale Class 89 and Class 50 in 00

Bulleid electrics from EFE Rail boost Bachmann winter announcements

1 **EFE Rail OO gauge Bulleid 'Booster' electric locomotive CC1 in Southern Malachite green.**

2 **EFE Rail N gauge Austerity 0-6-0ST No.195 in Longmoor Military Railway blue.**

Bachmann has revealed the first ready-to-run models of the Southern Railway Bulleid 'Booster' electric locomotives, in its EFE Rail range, as part of its winter 2023 announcements.

These pioneering machines were designed by SR Chief Mechanical Engineer O V S Bulleid and Chief Electrical Engineer Alfred Raworth for mixed traffic work on the company's expanding third-rail network. Three were built, in 1941, 1945 and under BR auspices in 1948, remaining in service until 1968/69.

The OO gauge EFE Rail model will depict the first two members of the class throughout their lives: CC1 in original grey, and Malachite green (photo 1); No.20002 in BR black & silver, and green; and No.20001 in BR blue. The recommended retail price is £184.95.

Also in the EFE Rail range, the N gauge Austerity 0-6-0ST (reviewed in the December 2023 issue of RAILWAY MODELLER) appears in four new liveries: No.195 in Longmoor Military Railway blue (photo 2); No.92 *Waggoner* in Army green; J94 No.8064 in LNER black; and *Robert* in National Coal Board lined green (all £124.95).

Also in N from EFE is a new batch of PBA Tiger wagons in English China Clays blue and ECC International white colour schemes (£44.95 pristine, £49.95 weathered), while the OO gauge Class 143 Pacer diesel multiple unit appears in Arriva Trains Wales (photo 3) and BR Regional Railways guises – both at £249.95.

New rolling stock in OO

Newly tooled items in the Bachmann OO gauge range are Thompson full brake coaches and DB Cargo HRA bogie hoppers – the latter also produced in the N gauge Graham Farish range.

Reflecting the long lives of their prototypes, the Thompson full brakes are available in LNER teak-effect livery (photo 4), BR crimson & cream, maroon and blue guises, all at £69.95.

The HRA bogie aggregate hoppers – cut-down conversions of HTA coal wagons – will be modelled in OO in DB Cargo red (photo 5), with buckeye couplings and optional tension-lock couplings and buffers, to configure them as 'inner' or 'outer' vehicles like the prototype. Prices are £69.95 in OO, or £46.95 for the N gauge version.

The most recent steam locomotive from Bachmann – the Hawksworth '9400' 0-6-0PT, reviewed in the January 2021 RM – returns to the range, in GWR green as No.9466 (representing the engine in preservation – photo 6), and BR black with early emblem or late crest. Prices are £164.95, or £264.95 with DCC sound fitted.

The Class 20, 37 and 40 diesels all sport new liveries and numbers: the 20s are in BR green and blue, including 20 173 *Wensleydale* with red solebar (photo 7), 20 088, the only example to

3 **EFE Rail OO gauge Class 143 Pacer in Arriva Trains Wales livery.**

4 **Thompson full brake coach in LNER teak-effect livery from new tooling.**

5 **HRA bogie aggregate hopper from new tooling.**

6 **Hawksworth '9400' 0-6-0PT No.9466, in preserved GWR livery.**

7 **20 173 *Wensleydale* in BR blue with red solebar.**

8 **Refurbished 4-CEP EMU in London & South East 'Jaffa Cake' livery.**

receive Railfreight grey, and the return of the Direct Rail Services Class 20/3s, now with working marker lights at the cab end. All are priced at £224.95, or £324.95 with DCC sound fitted.

The Class 37/0 (with split headcode) is finished as 37 069 *Thornaby TMD* in BR blue with white stripe (£249.95 for the standard version, £349.95 with DCC sound fitted and £379.95 for the Sound Fitted Deluxe model), and the Class 40 as preserved D345 in BR green with small yellow panels, orange cantrail stripes and modern overhead warning signs (£229.95, or £329.95 with sound).

The refurbished CEP electric multiple unit from the autumn announcements (see news, October 2023 RM) now has a fourth coach to become a 4-CEP, in BR blue & grey, Network SouthEast and London & South East 'Jaffa Cake' liveries (photo 8), at £549.95, or £649.95 with sound fitted.

There are new steam-era and modern tanker wagons: 14-ton tankers in eight liveries including Shell/BP, Esso and Power Petrol (£32.95 each), and 102-ton TEA bogie tankers in Jet-Conoco or Murco grey (photo 9 – £69.95, or £74.95 with weathering). There is also an MFA open wagon in EWS or DB Cargo livery (£29.95).

9 **TEA bogie tank wagon in Murco livery.**

10 **Graham Farish N gauge 47 745 *Royal London Society for the Blind* in Rail Express Systems livery.**

11 **Farish Class 158 DMU in East Midlands Trains guise.**

12 **Farish ZCA Seahare wagon in the Loadhaul colour scheme.**

13 **009 Ashover Light Railway coach.**

Upgraded N gauge 47s

In the Graham Farish N gauge range, the Class 47 diesel has been upgraded with new tooling to model the 'Crewe-Cut' members of the class – those with cut-away lower cab edges – together with cab lighting, independently controlled directional lights, a Next18 decoder interface and integrated speaker. Liveries and numbers available are DRS 'Compass' 47 805 *John Scott*, Virgin Trains 47 814 *Totnes Castle*, Rail Express Systems 47 745 *Royal London Society for the Blind* (photo 10), and Colas Rail 47 727 *Rebecca*, all priced at £179.95, or £279.95 with sound fitted.

New numbers are offered on the Ivatt 2MT 2-6-0 and BR Standard 5MT 4-6-0: the Ivatt as No.46477 in BR lined black with early emblem, No.6409 in LMS black, and preserved No.46464 in BR lined black with late crest (£164.95, or £264.95 with sound fitted); and the 5MT in lined black with early emblem as No.73100 (BR1B tender) or No.73069 (BR1C tender), and in lined green with late crest as No.73026 (BR1 tender), at £179.95, or £279.95 with sound fitted.

The Class 158 DMU is available in revised Arriva Trains Wales and East Midlands Trains liveries (photo 11), while new running numbers are offered on the BR Regional Railways, ScotRail Saltire, GWR green and Northern guises (£259.95, or £369.95 with sound fitted).

There are also additional BR Mk.I coaches in BR crimson & cream, maroon and blue & grey liveries (£47.95 each), together with Mk.IIf Tourist Second Opens in InterCity Swallow and Virgin Trains guises (£54.95), BR 16-ton mineral wagons (£21.95 pristine, £22.95 weathered or £64.95 for a pack of three with weathering) and a ZCA Seahare open wagon in Loadhaul livery (photo 12 – £28.95).

Narrow gauge and Scenecraft

In the Bachmann Narrow Gauge OO9 range, the models of Hunslet 2-4-0 saddle tank/tender engines *Linda* and *Blanche* – which were released in October exclusively for the Ffestiniog Railway – will now go on general sale from December. There are also three Gloucester bogie coaches, in Ashover Light Railway crimson, and Lincolnshire Coast Light Railway crimson & cream and maroon (photo 13 – £59.95 each).

In the Scenecraft range of buildings, the highlight is an OO gauge electric train depot (photo 14 – £149.95), based on the shed at New Cross and suitable for use in multiple to create a longer or wider structure. For OO9 modellers, the Lynton & Barnstaple Railway station building based on Woody Bay returns in a choice of green or red colour schemes (£84.95), while N gauge items include a suburban station in green or red (£54.95), ground frame hut in green or chocolate & cream (£29.95) and a BR red platform ticket kiosk (£9.95).

Collectors' Ivatt and postal vans

There is a distinct theme of red liveries in the Bachmann Collectors Club releases this winter. In N gauge, the Ivatt 2MT 2-6-0 is finished as No.46441, in the BR lined maroon livery that it has worn in preservation (photo 15) – the real engine having just returned to steam at the Lakeside & Haverthwaite Railway. The model is limited to 500 pieces, and with the 10% discount for club members, can be ordered at £148.46 for the standard item or £238.46 with sound fitted.

In OO gauge, two BR Mk.I Post Office stowage vans are available as W80423 and W80417 in original red livery – which was not carried by the particular diagram of coach modelled, but has nonetheless been much requested by modellers (photo 16). Again with the members' 10% discount, the price is £58.46, with 504 models produced.

Club members can order these models, and new members can sign up, at **www.bachmann-collectorsclub.co.uk** or by calling 01455 245565.

For more details of the other models, visit the firm's website: **www.bachmann.co.uk**

14 **Scenecraft 4mm scale electric train depot.**

15 **Collectors Club Farish Ivatt 2MT as preserved No.46441 in BR red.**

16 **Collectors Club Bachmann 00 gauge Mk.I Post Office stowage van No.W80417.**

In brief

Railway Modeller bound volumes

Readers who wish to have their 2023 issues of Railway Modeller stitched and case bound, complete with index, should make their orders prior to Friday 15 March 2024. Binding is priced at £65.00 without the covers and advertisements, or £70.00 to include the covers and advertisements (both prices including VAT and P&P). Please remove all unwanted pages before sending the volume to:

Peco Publications & Publicity Ltd
Underleys, Beer, Seaton, Devon
EX12 3NA

Dapol donates to breast cancer charity

Dapol has produced twin packs of OO gauge 40' containers in pink ONE (Ocean Network Express) livery to support the fight against breast cancer. The firm will donate £5.00 for each of the packs (ref.4F-028-158 & 159) sold through its website:

www.dapol.co.uk

TT:120 Tracksettas

Melcam Models, which owns the trademark for Tracksettas, has introduced a range of these track templates for the new TT:120 scale. As with the OO & HO, N/OO9 and O gauge versions, they are made of plastic-coated steel. Radii available are 9", 12", 15", 18", 21", 24" and 30", plus an 8" straight. They can be purchased from Peco stockists.

January auction

Collectables auctioneer Warwick & Warwick is to hold its next auction of toys, postcards and cigarette cards, including model railways, on Wednesday 24 January. The catalogue for the sale will be available at:

www.warwickandwarwick.com

New railway films

Dumpman Films has released its latest DVDs tracing dismantled railways: the Winchester Chesil loop and Hockley Viaduct, and Winchester Junction to Itchen Abbas and Alresford. To mark the firm's 10th anniversary this year, five DVDs are being offered at discounted rates, featuring the branch lines to Lyme Regis (£7.00), Bridport and West Bay (£8.00), Easton to Weymouth (£6.00), Abbotsbury (£6.00) and Weymouth Quay (£3.00). Full details are on the website:

www.dumpman.co.uk

New N gauge Class 66 from Revolution Trains

Revolution Trains has announced an all-new Class 66 diesel in N gauge – on which customers can select any running number for a small additional fee.

Based on the forthcoming Class 59 and featuring a similar specification, the 66 is already at the decorated sample stage, with these being displayed at the Warley show on 25 & 26 November. It is expected to be delivered in the summer of 2024.

The tooling will cater for the original Tier 1 and low-emission Tier 2 locomotives, and other variants including the European imports operated by GB Railfreight and the final locomotives built at Muncie, Indiana, with different cabs and sandboxes.

Tier 1 locomotives in the first batch of models will be: 66 083 in English, Welsh & Scottish Railway maroon with swing-head buckeye coupler and driver mirrors; 66 128 in DB red with BMAC-2 lights; 66 538 in Freightliner green with gas discharge lights; 66 704 in original GBRf condition with BMAC lights and early lettering; GBRf 66 795, an ex-RushRail locomotive with UIC buffers and Euro horn grille; 66 404 in Direct Rail Services 'Compass' livery; and Colas Rail 66 848. Tier 2 locomotives are: 66 720 in GBRf Wascosa livery; Freightliner G&W 66 623; DRS 66 303 in plain blue; and GBRf 66 752 in Europorte livery, one of the Muncie-built batch.

▲ **Revolution Class 66 decorated sample. *Photo: Callum Willcox***

However, the firm is also offering a new service titled 'Revolution Bespoke' which enables customers to select any running number on the popular liveries for a small additional fee. This service does not apply to unique liveries.

An exclusive version of the Class 66 is being produced for Locomotion Models and Rails of Sheffield, as 66 788 *Locomotion 15* in GB Railfreight livery, in the new Railway Icons range. It can be ordered at £159.95, or £254.95 with DCC sound, from:

www.locomotionmodels.com
www.railsofsheffield.com

IHA-F steel carriers

Revolution is now taking pre-orders for its IHA 'Sfhimmns' canvas covered steel coil carrier in N gauge.

Announced in the October 2023 issue, the model is also being produced in OO gauge, with the order book for the latter also open; both models are in tooling.

For four other previously announced models, the deadline for pre-orders is 31 December 2023: the N gauge Southern Region inspection saloon *Caroline* and Cartic 4 car carriers (announced in the September 2020 and May 2021 issues respectively), and the OO gauge Borail/BRA/Mullett/Parr/Super Tench wagon and KSA Rover 'cube' wagons/timber carriers (announced in the September 2021 and December 2022 issues respectively).

Models now on their way to the UK are the N gauge Class 128 parcels DMUs and the remaining batches of Pendolinos and TransPennine Express Mk.V coaches, together with the second run of OO gauge TEA tank wagons. The OO gauge HOA hopper wagons are in the final stages of production.

For more details of any of the above models, and to place orders, visit the manufacturer's website:

www.revolutiontrains.com

Railwayscenics brick sheets now available in TT:120

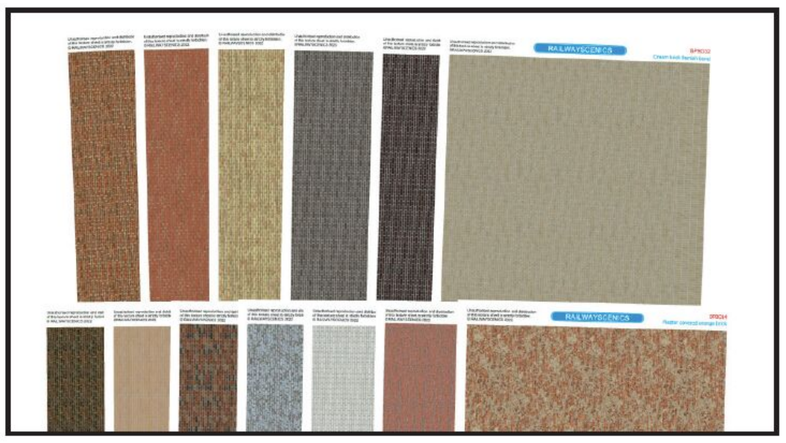
To cater for the new TT:120 scale, Railwayscenics has widened its range of brick texture sheets to include 2.54mm scale.

The firm has already been making the downloadable sheets in 3mm, 4mm and 7mm scales for over 12 years, but in addition to 2.54mm (TT:120), they will now be available in 2mm scale (N) and 3.5mm scale (HO).

The sheets have also been enhanced to improve the download quality and give a less noticeable repeat pattern. At present they are only available to download from the website, but it is hoped to produce them as printed sheets in the near future.

Priced at £2.10 each, they can be downloaded from:

www.railwayscenics.com



Second batch of 'Felix Pole' wagons from Minerva in O

Minerva Model Railways has confirmed production of a second batch of its Great Western Railway Diagram N32 coal wagons in O gauge.

The first batch of these models (plans for which were announced in the December 2022 issue) is due to arrive in early 2024 and will comprise four liveries: GWR grey, BR grey, AAC (Amalgamated Anthracite Collieries Ltd) grey and Blaenavon red.

Delivery of the second batch is expected during the spring of 2024 and will comprise three new liveries; GW grey with running number 63066, Glenhafod grey and P J & J P (Partridge Jones & John Paton Ltd) grey.

Decorated samples for each of the liveries are illustrated here. Supplied with sprung buffers and three-link couplings, the prices of the models are confirmed as £62.50 each (UK postage is £5.50).

The models will be available to purchase direct from Minerva Model Railways via email and telephone order, the manufacturer's website and from the Minerva stand at selected model railway shows.

Minerva Model Railways
Tel: 02920 531 246
Email: sales@minervamodelrailways.co.uk
www.minervamodelrailways.co.uk

The latest news from the PECO group of companies

Peco releases BR iron ore tippler wagon in N

Peco has released a key BR steam-era wagon in N gauge – the 27-ton iron ore tippler in grey livery.

Numbering 8,590, these unfitted wagons conveyed sand, chalk and ingot moulds as well as iron ore, and were later used as spoil carriers by the civil engineers, surviving into the 1980s.

Produced from all-new tooling, and the first in a series of this design, the Peco model features free-running metal-tyred wheels, pocket-mounted couplers and brake rigging in line with the wheels. It can be purchased at £17.50 from Peco stockists or from:

Peco
Underleys, Beer, near Seaton, Devon EX12 3NA
Tel: 01297 21542
www.peco-uk.com

Peco West Bay station enlarged to 4mm scale

Peco is in the process of enlarging its TT:120 laser-cut Country Station Building kit for 4mm scale.

The TT:120 model (ref.LK-12101) was released in 2022, and Callum Willcox demonstrated its construction in Railway Modelling Explored in the August RAILWAY MODELLER that year. It is based on the surviving building at West Bay on the former Bridport branch.

The 4mm scale version (illustrated) is due to appear in 2024, with pricing and other details to be confirmed.

Dapol to produce first Class 323 electric multiple unit in OO

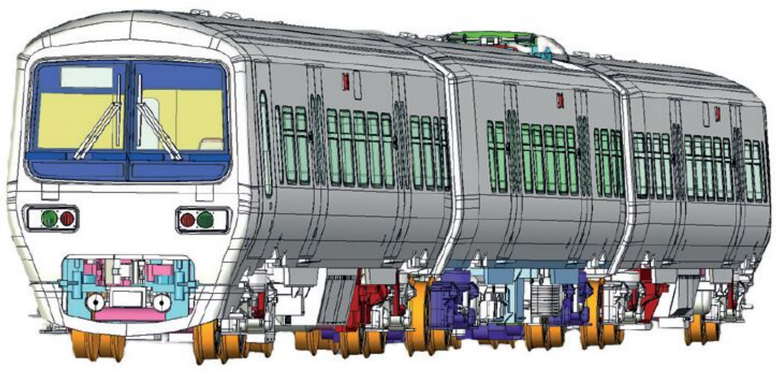
Dapol is to produce the first ready-to-run Class 323 electric multiple unit, in OO gauge.

Among the last trains to enter service with British Rail prior to Privatisation, the Class 323s were built from 1992 to 1995 by Hunslet Transportation Products and Holec. They began work for the BR Provincial sector in 1994, operating suburban services around Birmingham and Manchester. Of the 43-strong class, 17 are now running with Northern Trains and 26 with West Midlands Railway, though the latter are due to transfer to Northern and join their classmates in the Manchester area.

Currently at the CAD and artwork review stage, the model will feature a low-profile motor in the centre car driving all wheels, a Plux-22 DCC socket, a 14-pin electrical connection between cars (meaning that only one DCC chip is needed), and DCC controllable lighting. A bespoke DCC sound file is being produced, and detail differences will be included in the tooling, such as original and refurbished interiors.

The planned liveries are Regional Railways Centro and Greater Manchester PTE, London Midland, First North Western 'Barbie' guise with Northern branding, West Midlands Trains, new Northern white & blue, and 323 221 in the heritage Centro repaint that it received to mark the end of the units' service in the West Midlands.

Recommended retail prices are £350.00 (DCC ready), £385.00 (DCC fitted) or £470.00 (DCC sound fitted). For more details, visit:
www.dapol.co.uk



CAD image of the planned Dapol Class 323 EMU.

Heljan reveals O gauge Class 24 and OO gauge Class 44 'Peak'

Heljan has announced two new diesel locomotive models: a Class 24 in O and a Class 44 'Peak' in OO.

Much requested by modellers in recent years, the all-new tooling for the Class 24 (Sulzer Type 2) model will cover the original Class 24/0, together with the 24/1 sub-class and the Scottish Region Class 24/1s with fittings such as tablet catchers and the twin car spotlights added to Inverness-based examples. Other detail differences, including roof panels, fuel and water tanks, and sandboxes, will be modelled.

The specification will include a plug-and-play DCC decoder interface (ESU Loksound XL decoder required), a powered roof fan and six separately switchable light functions.

BR green liveries (including small yellow panels and two-tone green) and BR blue will be offered in un-numbered form, together with 24 090 in weathered BR green with full yellow ends and 97 201 *Experiment* in Railway Technical Centre livery.

The first engineering sample has arrived for review and the models are expected to be released in 2025, with the Class 24/0s coming first. Suggested retail prices are £649.00, and £669.00 for the weathered version.

Engineering prototype of the Heljan O gauge Class 24/1 with Scottish tablet catcher and Inverness car headlights.

Pilot Scheme 'Peaks'

To follow up its Class 45 'Peak' in OO (reviewed in the February 2023 RM), the Danish manufacturer is producing the first of the Sulzer Type 4s – the ten examples built under the BR Pilot Scheme which became TOPS Class 44.

Also from all-new tooling, the model will be the first to cover all the major Class 44 variations, including the experimental slotted grilles fitted to D9 *Snowdon* and D10 *Tryfan*.

A render from the CAD artwork of the Heljan OO gauge Class 44 with slotted grilles, as fitted to D9 *Snowdon* and D10 *Tryfan*.

Planned numbers and liveries are D6 *Whernside* in BR green; D9 in BR green with small yellow panels; No.1 *Scafell Pike* in BR blue; D5 *Cross Fell* in BR economy green with small yellow panels; and 44 010 *Tryfan* in BR blue. All are available in DCC ready format at £249.95, or with DCC sound fitted at £389.95.

More details about these models, together with a list of Heljan stockists can be found on the manufacturer's website:
www.heljan.co.uk

Shop News

Peco 'takeover' at Rails of Sheffield

Rails of Sheffield welcomed the Peco team on Saturday 4 November for what was dubbed a 'Peco takeover' event.

The retailer showcased a wide range of Peco products, including several new items: the laser-cut kits with samples of the terraced houses and narrow gauge engine sheds, the new OO9 Ffestiniog Railway Large England locomotives and 'Bowsider' coaches, and the TT:120 seven-plank wagons. All customers on the day had the chance to enter a free prize draw to win the new laser-cut kits of Rannoch station (ref.LK-215) and signal box (ref.LK-216).

Matthew Moore of Rails commented: "The day was a great success with plenty of customers visiting to see and chat about their modelling experiences. A big thank you to everybody who came along and supported the event."

Sue Winter and Steve Haynes of Peco (right) with Rails of Sheffield staff during the Peco event on 4 November.

Exclusive J52

Rapido Trains UK is producing an exclusive version of its forthcoming OO gauge J52 0-6-0ST (see page 74) for Rails of Sheffield.

The model depicts No.68845 in BR black, lettered 'DEPARTMENTAL LOCOMOTIVE DONCASTER WORKS YARD'. It can be ordered at £164.95 (DCC ready) or £279.95 (with DCC sound fitted) from:

Rails
21-29 Chesterfield Rd,
Heeley,
Sheffield S8 0RL
Tel: 0114 255 1436
www.railsofsheffield.com

More model railways at Glastonbury retailer

A recently opened toy and model shop in Somerset is increasing its offering of model railway items.

Jadlam Toys and Models opened its new and larger shop in Glastonbury in 2021, having originally started with a small space above a bicycle shop in the town and subsequently moving to various other sites, including the nearby city of Wells.

The retailer, which became a Peco stockist this summer, stated: "Our current shop has fast become a 'destination' shop for those with various hobbies. The response we have had has been fantastic; our lovely customers constantly tell us how much they love it and how good it is to have a 'proper' toy and model shop. Most customers are completely blown away by our shop and the huge choice of items we have to offer. Being a family-run business, we are extremely proud of how the business has progressed over the years. We do of course have the most incredible team of loyal, hard-working and brilliant staff which we are very grateful for."

The staff of Jadlam Toys and Models in their recently opened Glastonbury store.

Jadlam Toys and Models
Adlam Central Park,
Glastonbury BA6 9XE
www.jadlamracingmodels.com

Tickets on sale for Model Rail Scotland

Advance tickets are now on sale for the Model Rail Scotland exhibition at the Scottish Event Campus, Glasgow, on 23, 24 & 25 February 2024.

Organised by the Association of Model Railway Societies in Scotland and supported by Peco, Hornby, Accurascale and Bachmann, the show will feature over 50 layouts including *Wellpark* in OO by Ian McCreadie, *Trerice*, the P4 Cornish china clay layout by the late Iain Rice, and *Eastfield*, an O gauge model of the Glasgow diesel depot as it was in 1985, by Mick Worral – the latter making its first show appearance.

OO gauge modern image layout *Wellpark* will be in operation at Model Rail Scotland. *Photo: Arran Aird*

A vintage bus service will connect the venue with Glasgow Central and Queen Street stations.

The show's opening times are 10:30-18:00 on Friday & Saturday, and 10:30-17:00 on Sunday.

Tickets are priced at £15.00 for adults, £5.00 for children and £35.00 for families (2+2) and can be purchased in advance from the website:
www.modelrail-scotland.co.uk

Clean sweep of awards for Mostyn at Spalding show

Spalding Model Railway Club's exhibition on 4 & 5 November was reported to be well attended, receiving many complimentary comments from enthusiasts and the public.

4mm finescale BR blue era layout *Mostyn*, by the Barrowmore Model Railway Group, was awarded a clean sweep of all three trophies presented over the weekend: the Spalding Club Shield, voted for by the public; the Springfield Cup, awarded by deputy chair Councillor Jan Witbourn of South Holland District Council; and the John Brown Memorial Shield in memory of the club's long-standing chairman, awarded by Edward Dickerson.

Commercial Manager Daren Edwards and Exhibition Manager Martin Holmes are already planning the next exhibition, to be held on 2 & 3 November 2024 at Springfield Events Centre, Camel Gate, Spalding PE12 6ET.

Councillor Jan Witbourn of South Holland District Council presents the Springfield Cup to the Barrowmore Model Railway Group for *Mostyn* at the Spalding show on 4 & 5 November. *Photo: Paul Bason*

The club meets on Friday evenings and has daytime sessions on Tuesdays and Thursdays, and welcomes new members.

For details, email the club secretary Graham Blumire at graham.blumire@hotmail.com or visit the website:
www.spaldingmodelrailwayclub.org.uk

Tri-ang TT layout for National Trust mansion at Christmas

A vintage Tri-ang TT train set is to operate at the National Trust Edwardian mansion of Uppark House in West Sussex as part of its Christmas celebrations.

Bognor Regis Model Railway Club, with the support of the 3mm Society, has set up the 1950s Rovex system to replicate a typical mid-20th century Christmas Day. It includes a village scene featuring scratch-built houses and bungalows, as well as original Tri-ang TT structures such as a station and footbridge.

The set will be on display from Saturday 18 November until Friday 22 December, and will operate for five hours a day, five days a week. For details of opening times and admission prices, visit:
www.nationaltrust.org.uk/visit/sussex/uppark-house-and-garden

The Tri-ang TT train set in place at Uppark House (Inset).

'Flying Pasty' Ginsters Class 158 DMU and Royal 47 for Kernow

Cornish-based retailer Kernow Model Rail Centre found local inspiration for its latest exclusive model: a Bachmann OO gauge Class 158 diesel multiple unit in Ginsters promotional livery.

Between 2003 and 2007, five Class 158s in the Wales & Borders fleet – 158 819/821/825/827 and 841 – received the vinyls to advertise Cornish pasty maker Ginsters, including the firm's logos on the roof and advertising posters with images of Cornwall. They worked throughout the Wales & Borders franchise area, from Penzance to Portsmouth, Cardiff, Manchester, Birmingham and Barmouth.

The model depicts unit 158 827 (coach numbers 52827 and 57827) with illuminated Bristol Temple Meads destination panels. It features directional lighting with day or night mode which, along with the interior lighting, can be controlled via the chassis-mounted switches or DCC functions. Two speakers are fitted as standard, and the sound-fitted versions will operate on DCC or analogue control as supplied.

It is available now in standard DCC ready format at £299.99, or with DCC sound fitted at £399.99.

Bachmann Class 158 in Ginsters livery.

Royal 47 in N: 2

The other new exclusive model for Kernow is a Graham Farish N gauge Class 47 diesel in Royal Train claret livery as 47 799 *Prince Henry*.

The model represents the locomotive between August 1997, when its original Rail Express Systems logos were replaced with EWS symbols, and 2004 when both Royal Train Class 47s were withdrawn and replaced with Class 67s. Having been privately preserved, 47 799 is now under repair on the Eden Valley Railway.

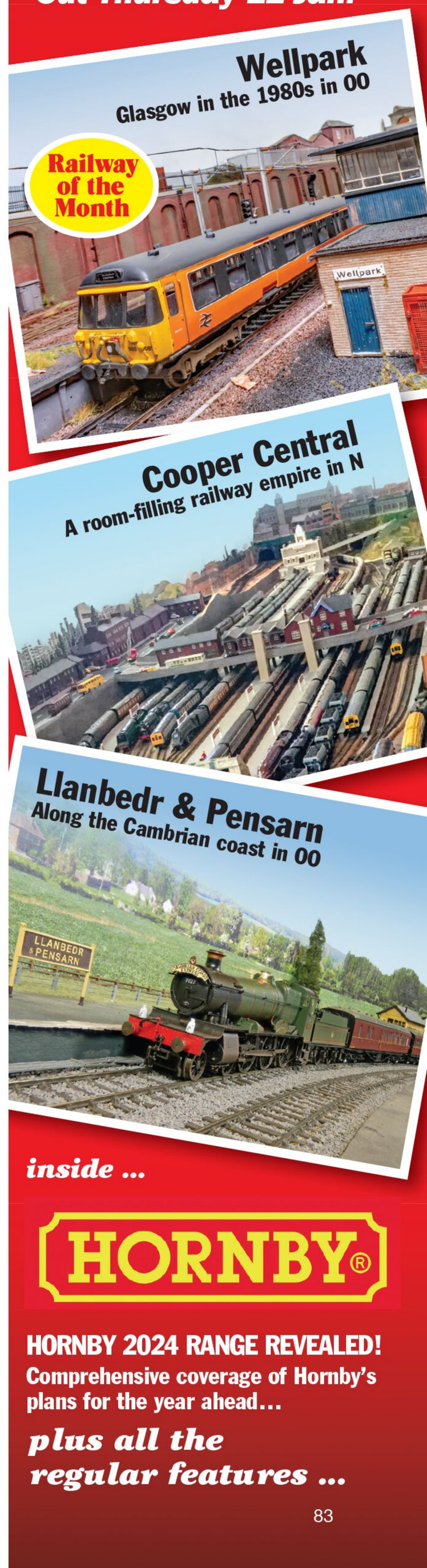
An exclusive N gauge model of its sister Royal Train locomotive, 47 798 *Prince William*, is also available from Locomotion Models in the same livery – see separate story.

The Kernow model is available now at £179.99 (DCC ready) or £279.99 (DCC sound fitted), and along with the 158, can be obtained from:
Kernow Model Rail Centre
98A Trelowarren Street,
Camborne,
Cornwall TR14 8AN
Tel: 01209 714099
www.kernowmodelrailcentre.com

Graham Farish N gauge 47 799 *Prince Henry*.

Coming next month

Feb. 2024 – Out Thursday 11 Jan.



Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent via email to **clubs@railwaymodeller.co.uk** are required six weeks prior to the publication date. Entries must include the organiser's email or website and/or a telephone number.

MARCH 2024 issue deadline: January 1st

LIVE EVENTS

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 (OO).
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 Hodkinson, 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

Saturday 6 January
MAIDENHEAD, Berkshire
Organiser: Marlow, Maidenhead & District Model Railway Club.
Venue: Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead, Berkshire SL6 3AX.
Open: 1000-1630
Admission: adults £5.00, children 5-14 £3.00 (under 5's free), family (2 adults + 2 or more children) £13.00.
Amenities: free limited parking, refreshments.
Features: *Nottingborough* (OO), *Ludlow* (N), *Tellindalloch in Autumn* (OO), *Glacier* (N gauge American), *Old Elm Park* (O), *Five Elms MPD* (OO), *Marlow Station* (buildings, locomotives and rolling stock built for the station as it appeared in 1947), *Nova Mesto Na Nedostatku* (TT:120 Czech), OO children's layout, display, club members' second-hand stall, demonstration and trade stands.
Email: juliansaxtonmmdmrc@btinternet.com
Website: www.mmdmrc.org.uk

Saturday 6 & Sunday 7 January
EDINGTON, Somerset
Organiser: Somerset & Dorset Railway Trust.
Venue: Edington Village Hall, Lippets Way, Edington TA7 9HA.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £5.00, accompanied children free.
Amenities: free car parking, level site, refreshments available.
Features: 49th S&DRT model railway exhibition with over 10 layouts in various scales, Trust information and sales, trade stands.
Website: www.sdrt.org/edington-model-railway-exhibition/

Saturday 6 & Sunday 7 January
FROME, Somerset
Organiser: Wessex Association of Model Railway Clubs.
Venue: Cheese & Grain, Market Yard, Frome, Somerset BA11 1BE.
Open: 1000-1600 both days.
Admission: adults £6.00, accompanied children free.
Amenities: disabled access, refreshments.
Features: *Travas yn Bog* (OO/009), *Newton Priors* (OO), *Farmers Drove* (N), *Highbridge Road* (OO), many others to be confirmed.
Contact: R Heard, 07717 278420.
Email: rayheard66@btinternet.com

Milton Keynes Central, built by Pete Waterman and his Railnuts team, will be on show at Sandiway, Cheshire, during the Christmas period. *Photo: Craig Tiley*

Saturday 13 January
ILTON, Somerset
Organiser: South West 009 Modellers (SWOONs).
Venue: Merryfield Hall, Ilton, Somerset TA19 9HG.
Open: 1000-1600
Admission: £3.00.
Amenities: parking, disabled access, refreshments.
Features: SWOONs 17th Open Day with *Cold Comfort Farm Odyssey* (009), *Devil's Bridge* (009), *Firstry Halt* (009), *Hergest* (009 & OO), *Keindorf* (HOe), *Little Himalayan Rly* (009), *Morella Light Rly* (009), *Sandfoot Miniature Rly* (0-6.5), traders.
Email: Geoff Bowyer:
treasurer@009society.com

Saturday 13 & Sunday 14 January
BIRSTALL, near Leicester
Organiser: Syston Model Railway Society.
Venue: Birstall Social Club, 16-18 Wanlip Lane, Birstall, near Leicester LE4 4JS.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £5.00, family £10.00, accompanied children free, unaccompanied £4.00.
Amenities: parking adjacent in Sibson Road and Wanlip Road.
Features: first combined model railway exhibition and open day organised by SMRS, with the first viewing of the new 26' OO gauge club layout *Grimley Heath* (OO) currently under construction. Other layouts: *Ella Road* (OO), *Burdock* (N), *Bottom of the Barrel* (OO), *Templegate Wagon Works* (O), *Silverton* (N), *Ravens Ravine* (009), *Trebarth* (009), Friends of the GCR (N), OO layout TBC. MERG demonstration, trade stands.
Contact: Chris Leach, 0116 2605760.
Website: www.systonmrs.org.uk (advance tickets available).

Saturday 13 & Sunday 14 January
BOGNOR REGIS, West Sussex
Organiser: Bognor Regis Model Railway Club.
Venue: Felpham Community College, Felpham Way PO22 8EL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £3.00, under 6s free.
Amenities: free parking, wheelchair-friendly venue, refreshments.
Features: over 17 layouts in various scales including *Exebridge*, *Aldingbourne Central*, *Castleburgh* (exhibition debut) and *Strathmore L.I.P,* 12 trade and society stands, 5" gauge ride-on railway.
Website: www.bognorregismrc.co.uk

Sunday 14 January
WESTON-SUPER-MARE, Somerset
Organiser: Burnham & District MRC.
Venue: Priory Community School, Queens Way, Weston-Super-Mare BS22 6BP.
Open: 1000-1600
Admission: adults £8.00, children free.
Amenities: free parking, step-free access, light catering.
Features: *Moors View* (N), *Bishop Street Yard* (OO), *Thiswaye* (O), *Penmaenbach* (OO), *Launceston Steam Railway* (009), *Lananta Quay* (3mm), *Tellindalloch in Autumn* (OO), *Pavillion End* (O), *Welford Coppice* (009), *Bristol Harbour* (OO), *Los Tanimals* (N gauge US modular layout), *Clement Street* (O), *Abbots Morton* (OO), *St Oswalds* (7mm narrow gauge), *Hobson's Brewery* (7mm finescale), *Brimscombe* (N), *Southgate Park* (OO), G scale demonstration track, *Barwick* (O), *Bridport* (7mm), *Broadwater Junction* (N), *Dinas NWNGR* (8mm), *Lochty* (EM), *Selraintal* (N gauge Austrian), two demonstrations, 12 trade stands, societies.
Website: www.bdmrc.co.uk

Saturday 20 & Sunday 21 January
BLACKBURN, Lancashire
Organiser: East Lancashire Model Railway Charitable Organisation.
Venue: Mill Hill Community Centre, New Chapel Street, Blackburn BB2 4DT.
Open: Saturday 1000-1600
Sunday 1000-1500
Admission: adults £5.00, children, students and seniors £3.00, family (2+3) £12.00.
Features: charity model railway exhibition.
Website: www.elmro.org

Saturday 20 & Sunday 21 January
CANTERBURY, Kent
Organiser: City of Canterbury MRS.
Venue: St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, children £1.00 (under 12s must be accompanied). Card or cash payments available.
Amenities: Stagecoach buses 12, 15, 16, 17 & 89 pass the school; visitor parking at New Dover Road Park and Ride site next door or on street nearby; limited disabled parking on site; disabled access to both halls; refreshments available.
Features: *Conyer Creek Signals* (O), *Lisworth Bay* (N), *Outwell Village* (OO), *Alpenbahn* (N), *North Cornwall Brewery* (OO), *Santa Maria* (HOm), *Bottom Works Sidings* (OO), *Lego City*, *Wittenden* (O-16.5/09), *Old Parrock* (OO), *Cessy-en-Bois* (HO), *Frittenden Road* (O), *Bletchinghurst* (OO), *Four Feather Falls* (OOO Lone Star), demonstrations, trade stands. Ride-on trains outside courtesy of Canterbury & District Model Engineering Society (weather permitting).
Contact: Exhibition Manager Jeremy Kennett – tel. 07443 658102 evenings only.
Email: ccmrs.shows@gmail.com
Website: www.ccmrs.co.uk

Sunday 21 January
GUILDFORD, Surrey
Organiser: Astolat Model Railway Circle.
Venue: Surrey Sports Park, Richard Meyjes Road, Guildford GU2 7AD.
Open: 1000-1700
Admission: adults £8,00, under 16s free.
Amenities: three hours free parking (more available if required), disabled access.
Features: annual exhibition – details TBC.
Website: www.astolatmrc.co.uk

Saturday 27 & Sunday 28 January
EASTLEIGH, Hampshire
Organiser: Southampton MRS.
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £9.00, children (15 and under) free.
Amenities: venue 1½ miles from M3 Junction 13 or M27 Junction 5 – will be AA-signed from shortly after both junctions. Free heritage bus service from Eastleigh and Southampton Airport Parkway stations approximately half-hourly from 0930. Free parking, disabled access to all areas, hot and cold refreshments.
Features: over 20 layouts in the popular scales and gauges, demonstrations, trade and society stands.
Contact: Bob Perry, 07753 468167 most evenings.
Website:
www.southamptonmodelrailwaysociety.wordpress.com

Saturday 27 & Sunday 28 January
IRVINE, North Ayrshire
Organiser: Kilmarnock & District MRC.
Venue: Scottish Maritime Museum, Linthouse Building, Harbour Rd, Irvine KA12 8BT.
Open: Saturday 1000-1700

Sunday 1000-1600
Admission: adults £7.00, concessions £5.00, under 16s free (two per paying adult) – includes admission to museum.
Amenities: free parking, disabled access, food and beverage outlets available.
Features: model railway exhibition.
Website: www.kilmarnockmrc.com

Saturday 27 & Sunday 28 January
KENDAL, Cumbria
Organiser: Kendal Model Railway Club.
Venue: Kendal Leisure Centre, Burton Road, Kendal LA9 7HX.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.50, children (6-18) £2.50.
Amenities: three hours free disc car parking (small charge for longer stay – obtain ticket from Leisure Centre reception not P&D machine), light refreshments.
Features: *Marshside* (O), *Poulton-le-Fylde Junction* (OO), *Depot Lane* (OO), *Norman Colliery* (O), Trix Twin Period 1937-1971 (OO), *Helston* (OO), *St Seeb* (OO), *Lily Lane* (N), *Smallville & Wilkston* (HOn30), *New Rothbury* (OO), *Lymebank Yard* (N), *Rush Hour* (OO), *Sodor* (Thomas layout), *W.C.Boggs & Sons* (O), demonstrations and other displays, club second-hand stall, society and trade stands.
Contact: Ian Conway, 01539 733844.
Website: www.kendalmrc.org

Saturday 27 & Sunday 28 January
LONGFIELD, Kent
Organiser: Erith Model Railway Society.
Venue: The Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults (over 17) £9.00, accompanied children (5-16) £1.00.
Amenities: Arriva bus services 423 (from Dartford & Bluewater), 433 (from Bluewater, Sunday only) and 489 (from Gravesend), Go-Coach buses 474 and 475 (both from Bluewater). No Sunday services for the 423, 474 and 475 routes. Free shuttle bus from Longfield station.
Free parking, fully accessible venue, hot and cold food and drinks.
Features: *Ashenden Junction* (N), *Blindheim* (O), *Blitz 1940* (OO), *Brooks Bridge* (O-16.5), *Cato Cove* (OO), *Cedar Court Wagon Yard* (OO), *Daisyfield Traincare* (OO), *Depot de Camions* (N), *Downlands* (N), *Elbow Lane* (OO), *Hatch End* (N), *JohnGreg* (OO9), *Kingsnorth* (N), *Kinlochewe* (OO), *LB&L Line* (G), *Minnie Bridge* (OO), *Molehill Green* (OO9), *Newchapel Junction* (O), *N E Where* (N), *Plant City* (HO), *Plugstreet* (OO9), *Plumstead Arches* (OO), *Portwey – Wessex Trains* (OO), *Quarry Falls* (N), *Scarlington* (N), *Shillingstone* (N), *Southwark Bridge* (N), *St Peter's Square* (OO), *Tramlink* (OO), *Two Bridges Up Sidings* (OO), *Upton Lacey* (N), *Vine St Riverside* (HO), *Volks Electric Railway* (OO9), *Wandleford Junction* (OO), *West Foxley* (OO), *White Meadow Quarry* (N), *Wittenden* (O-16.5), trade and society stands, charity raffle.
Contact: Paul Plummer (Exhibition Manager), 07736 560956.
Email: erithmrs@gmail.com
Website: www.ukmodelshops.co.uk/erithmrs/index.html

Saturday 27 & Sunday 28 January
PONTEFRACT, West Yorkshire
Organiser: Normanton & Pontefract Railway Modellers Society.
Venue: NEW College, Park Lane, Pontefract WF8 4QR.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00, accompanied children under 16 free.
Amenities: disabled access, café.
Features: up to 20 layouts, club sales stand, trade stands, demonstrations.
Facebook: www.facebook.com/p/Normanton-and-Pontefract-RMS-100064793586427/

MEETINGS

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
Industrial Action by Geoff Plumb.
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, 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.

Tuesday 2 January – 1945
Gravesend Railway Enthusiasts Society
Railway video by Henry Harryman.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: Non-members welcome – entrance fee £1.00.
Website: www.gres.org.uk

Thursday 4 January – 1930
Bath Railway Society
Railway Signalling in Chippenham by Mark Glover.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Thursday 4 January – 1945
Nuneaton Railway Circle
Popping Back by Pete Waterman.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Monday 8 January – 1930
Lincoln Railway Society
Colorado Railroads by Graham Lightfoot
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085
grahamlightfoot1948@gmail.com

▲ ***Penmaenbach*, which featured in the December 2021 RAILWAY MODELLER, is due to attend the Weston-super-Mare exhibition on 14 January. *Photo: Ian Manderson***

Tuesday 9 January – 2000
The Enfield Transport Circle
Railways in the Edmonton Hundred by David Cockle.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.
Entry: £6.00.
Website: https://tetc.chessck.co.uk

Tuesday 9 January – 1445
Pewsey Vale Railway Society
AGM with refreshments followed by railway trivia quiz.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 9 January – 1930
Wells Railway Fraternity
Members' talks – Scratch that Etch by Robin Harding.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – admission £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 11 January – 1930
Locomotive Club of Great Britain
That Was The Year That Was: 1971 by Geoff Plumb.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Hertfordshire AL1 2PE.
Entry: donations appreciated.
Contact: 01442 247083.
www.lcgb.org.uk/branches/st-albans/

Thursday 11 January – 1930
South East Essex Railway Society
Test-track night – setting up from 1900 – 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 16 January – 1900
Railway Correspondence & Travel Society – Thames Valley branch
Rail Reminiscences by Phil Darlaston.
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00, non-members welcome.
Website: www.rcts.org.uk

Thursday 18 January – 1930
Gravesend Railway Enthusiasts Society
Social evening and quiz.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: Non-members welcome – entrance fee £1.00.
Website: www.gres.org.uk

Thursday 18 January – 1930
Marlow & District Railway Society
The Patriot Project – Update by Colin Hall.
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 18 January – 1945
Nuneaton Railway Circle
Kent Coal in the 1970s-1990s by David Hayes.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Thursday 25 January – 1930
South East Essex Railway Society
The Palace Theatre Westcliff by David Simpson.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website:
www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Friday 26 January – 2000
Gauge O Guild
Neil Armitage – Weathering the new Ellis Clark Trains 'Black Five'.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 December.

CLUB NEWS/NOTICES

Bedfordshire 16mm Narrow Gauge Modellers meet on the first Sunday of the month at Eaton Bray Village Hall, running 16mm live steam and electric locos, and would welcome some new members. If interested please come along, visit www.bag16mm.org.uk or email membership@bag16mm.org.uk

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 meets in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby YO8 6LX** at 1930 on the last Monday of each month. For more information email:
steve.grantham1@btinternet.com

Sidmouth Model Railway Group welcomes enthusiasts to any of its meetings and has a range of layouts in N, OO and O gauge, all work in progress for those wishing to become part of an active group. For more information visit www.sidmouthmrg.com or email:
sidmouthmrg@gmail.com

RAILWAY MODELLER

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH THE COLUMNS OF GREAT BRITAIN'S BEST SELLING MODEL RAILWAY MAGAZINE

See order form on page 44a for advertising rates and conditions

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar).* Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR Tel: 01492 518 709, keith@clwydmodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

SWANAGE MODEL RAILROADING CENTRE – N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm.
Other times by appointment please, call John on 07956 973 072.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. *1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.*

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. *More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 – afternoons only.*

NEW WEBSITE: *www.zetlandmodelrailways.co.uk* Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. *Email Bob@zetlandmodelrailways.co.uk*

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. *Tel: 01444 413723 email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk*

3D PRINTED MODELLING AIDS FOR 7mm SCALE - Magnetic Couplings for Gauge O Rolling Stock. *https://www.chris-draw.com*

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580*. Please see website for prices.

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone *01325 382 452* or write to: *DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 OTX.*

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. *See www.aardstorm-models.com*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957. Email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk*

BASEBOARDS BUILT IN TOP QUALITY PLYWOOD. Also Small Layouts Built. Average costs are 40% LESS than laser cut boards. Based in Hampshire. *Please phone Phil 07305 632546 for a quote.*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452. Email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. *Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262. Email: mjhtoys@aol.com*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786.*
Email: sjmodels@tiscali.co.uk
Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605.*
Email: Laurence@tri-angman.co.uk
www.tri-angman.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Tel: 01302 371 623. Mob: 07526 768 178. Email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email: footplate@btconnect.com*

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436.*
www.railsofsheffield.com

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to CLAIRE CLARKE: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclarke@aol.com Tel: 01691 772 969.*

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. *Tel: 07511 899314. Email: gambiacat@tiscali.co.uk*

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc. I am a retired, personal, hobbyist/dealer. *Contact Roger Tel: 01225 360 037, 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 Tel: 01297 443363.*

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

RENOVATED TEN DRAWER PLAN CHEST. Size 48" wide, 35" deep & 39" high. Undercoated and restored, castors with brakes fitted. Ideal for club use. Buyer to collect from Somerset. *E-mail Chuffking@yahoo.co.uk*

WRENN W4315 HORSE BOX ROYDEN STABLES WITH FOXHUNTER CHAMPIONSHIPS ADVERT. Private owned, original condition and box. Two available, £30 each plus delivery. *Contact jec1949@outlook.com*

MARKLIN 3 TRACK HO GAUGE TRAIN SET. Consisting of 4 engines (3 new), large amount of track, carriages and rolling stock. Excellent condition always maintained. *Stoke on Trent 01782 858 627.*

IAN ALLEN LOCOMOTIVES ILLUSTRATED NO'S 1-176, WITH BINDERS, COMPLETE – excellent condition. Offers. *Please apply to - Mr G.R Sherwood, 58 Doric Avenue, Lower Bredbury, Stockport SK6 2DQ.*

LARGE 12'x 12' BEAUTIFULLY LANDSCAPED 00 GAUGE RAILWAY. Electric points. Plus 15 hand-built coaches. £12k o.n.o *.Full details + photos Nick Hayward 07802 636 374 nickhayward@gmail.com*

Private Sales Books

DISPOSAL OF APPROXIMATELY 600+ MAGAZINES including Model Rail Constructer, Model Rail, Railway Modeller from 1950's to 2000's - reasonable offers, buyer collects. *Contact: 0151 291 8654.*

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: 356 890.*
Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. *Tel: 01302 371623. Email: sophiecull99@gmail.com*

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. *Email preferred Jamestant@yahoo.com or telephone 07769 335 772 leave a message and I will call you back.*

OO SOUTHERN RAILWAY REGION, PLASTIC UNMADE, PART MADE WAGON AND COACH KITS, also runners in any condition – all letters answered. *PUGH, First floor flat, 69a Dene Street, Dorking, Surrey, RH4 2DP.*

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers.
As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

December 2023

27 December every year - 10.30am to 3.30pm
LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £2.50, concessions £2.00, Accompanied Children £1.00. *Contact: Jim/Vicci Ricketts. Tel: 01492 517004. Email: vicci.rickettsltf@gmail.com proceeds to Llandudno Transport Festival.*

30 December (Sat) 10am-1pm
NORWICH – The Willow Centre, 1-13 Willowcroft Way, Cringleford, Norwich, NR4 7JJ. Admission £2, under 16 free, good parking, disabled access and refreshments. JOHN'S TOY FAIRS.
Tel: 07881 555 283.
Email: johnparsonage8@gmail.com

January 2024

1 January (Mon) 10am-2pm
EAST MIDLANDS (Newark), The Lady Eastwood Centre, The Showground, Newark, NG24 2NY.
Adults £5, Seniors £4.50. Accompanied Children Free. Catering and Free Parking. J & J Fairs
Tel: 01522 880 383 www.j-jwebbtoyfairs.com
jandjfairs@virginmedia.com

6 January (Sat) 10.30am-2pm
DEESIDE LEISURE CENTRE Chester Road, Queensferry, Deeside CH5 1SA. Admission £2.50, accompanied children under 16 free. Large cafe, free car parking. TONY OAKES FAIRS.
Tel: 01270 652 773.

7 January (Sun) 10am-2pm
CORNWALL-LOSTWITHIEL Community Centre PL22 0HE. More 2024 dates will be confirmed then.
Tel: Graham – 01726 667 30.
Email: geedee45@yahoo.co.uk

7 January (Sun) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

9 January (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.

13 January (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS.
Tel: 01522 880 383.
Email: jandjfairs@virginmedia.com
www.j-jwebbtoyfairs.com

14 January (Sun)9.45am-1.15pm
DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012.
www.srptoyfairs1.co.uk

14 January (Sun) 10am-3pm
IVANHOE MODEL RAILWAY SOCIETY Diecast, toy, and train fair. The Mountsorrel Memorial Centre, 105 Leicester Road, Mountsorrel, Leicestershire, LE12 7DB.
50+ tables. Accessible venue. Light refreshments and free parking available. Admission £2.
www.ivanhoe-mrs.co.uk

14 January (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

21 January (Sun) 10.30am-3pm
BUXTON – 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

21 January (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

21 January (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

21 January (Sun) 10.00am - 2.00pm
WICKHAM - Community Centre, Mill Lane, PO17 5AL. Relocation of the Eastleigh fair to this popular centre. Just off the M27 and handy for both Portsmouth and Southampton. Light refreshments and free parking.
Tel: 07732 330 305.

28 January (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

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for March 2024 issue is 11th December.
Please insert the following advertisement under the section headed: .....

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).
Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 35p, Swapmeets 65p.
Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE
All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £.....
(made payable to Peco Publications).
It is unwise to send coins or banknotes either in payment for the advertisement or goods.

Name .....
Address .....
.....
.....
..... Post code .....

Please send this completed form and remittance to:

Classifieds Department
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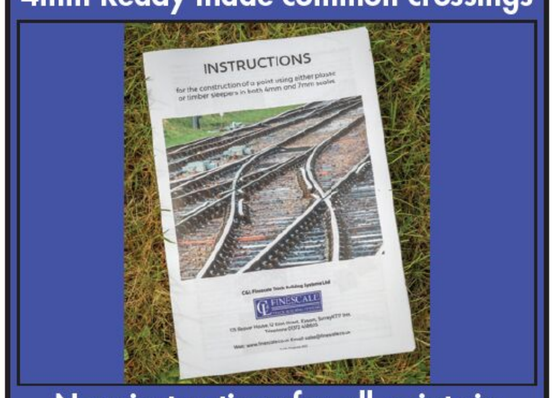

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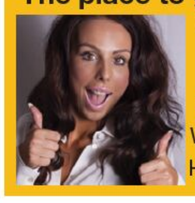

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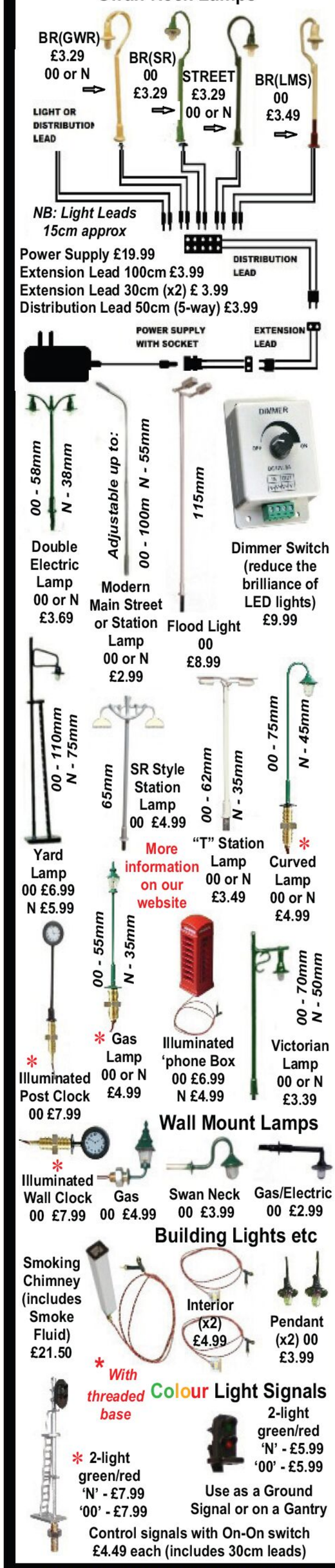

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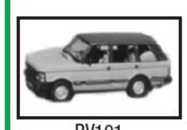
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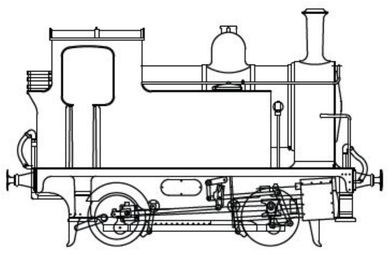

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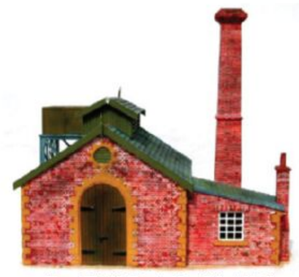

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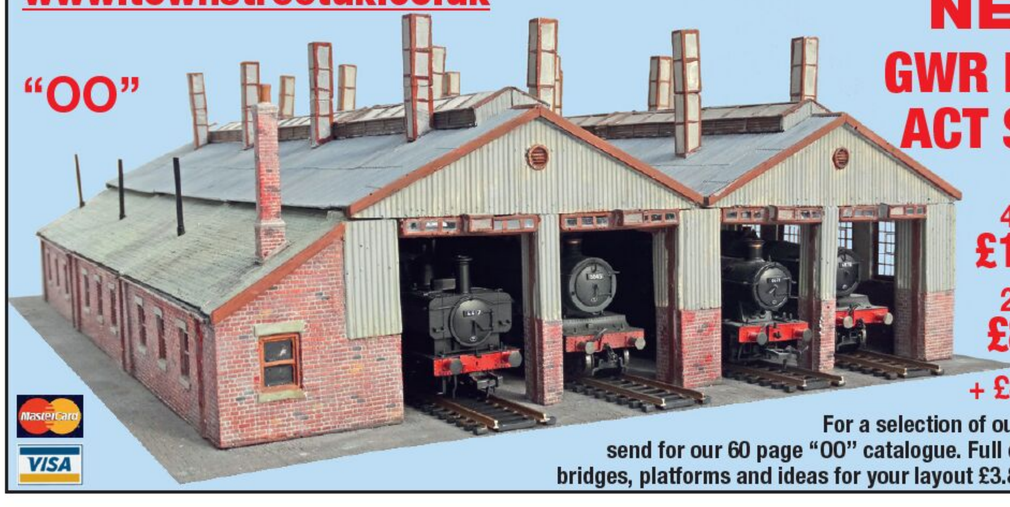

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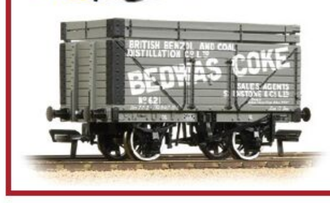

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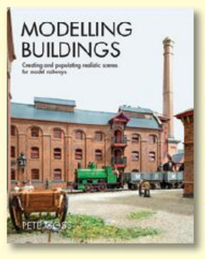

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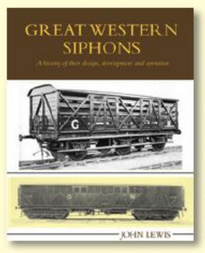

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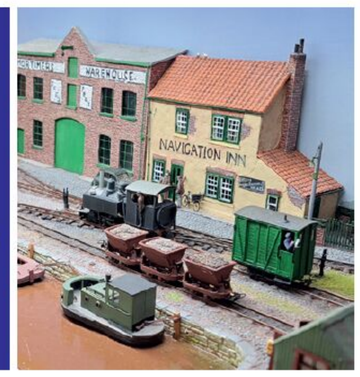

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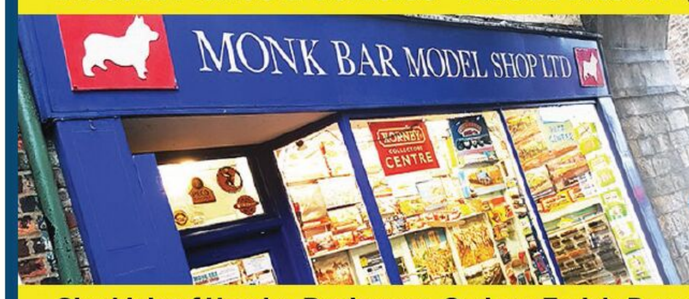

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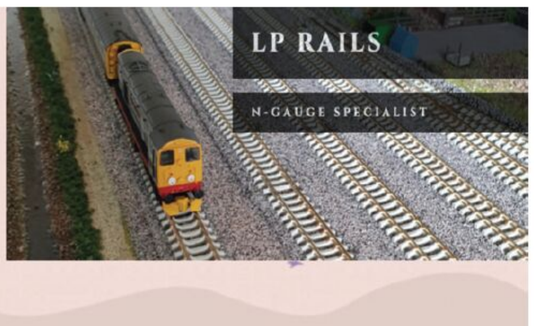

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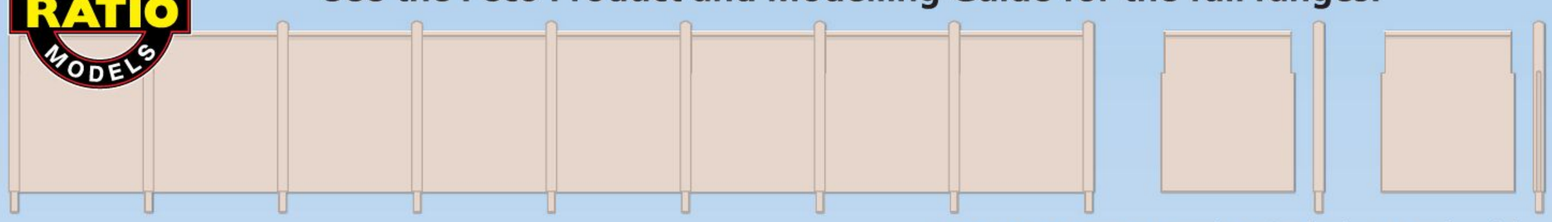
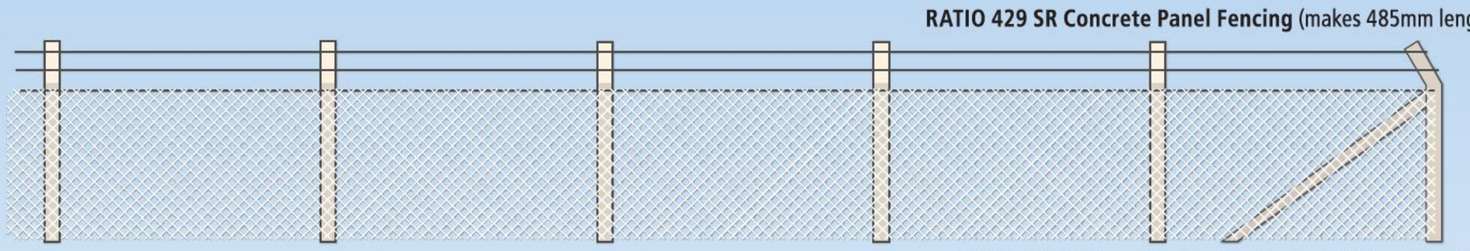


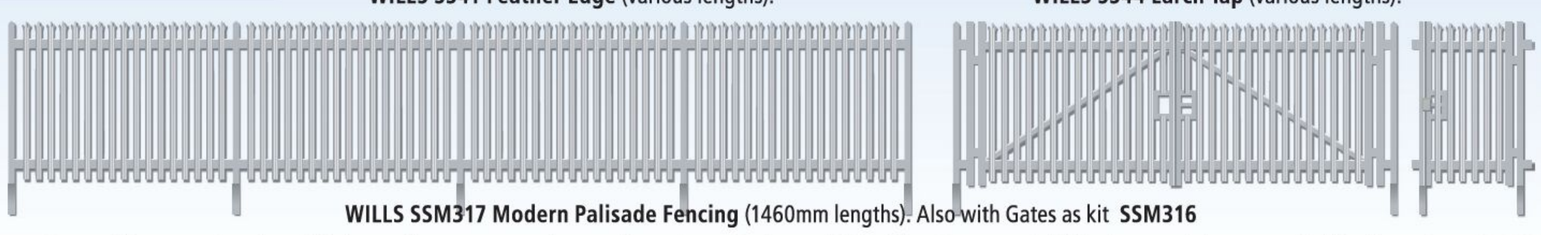
RATIO 429 SR Concrete Panel Fencing (makes 485mm lengths).



RATIO 436 SR Security Fencing (makes 1600mm lengths).

WILLS SS41 Feather Edge (various lengths).

WILLS SS44 Larch-lap (various lengths).



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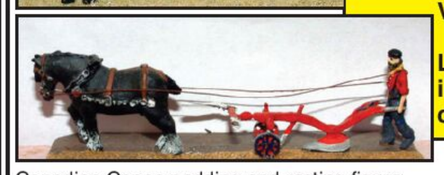

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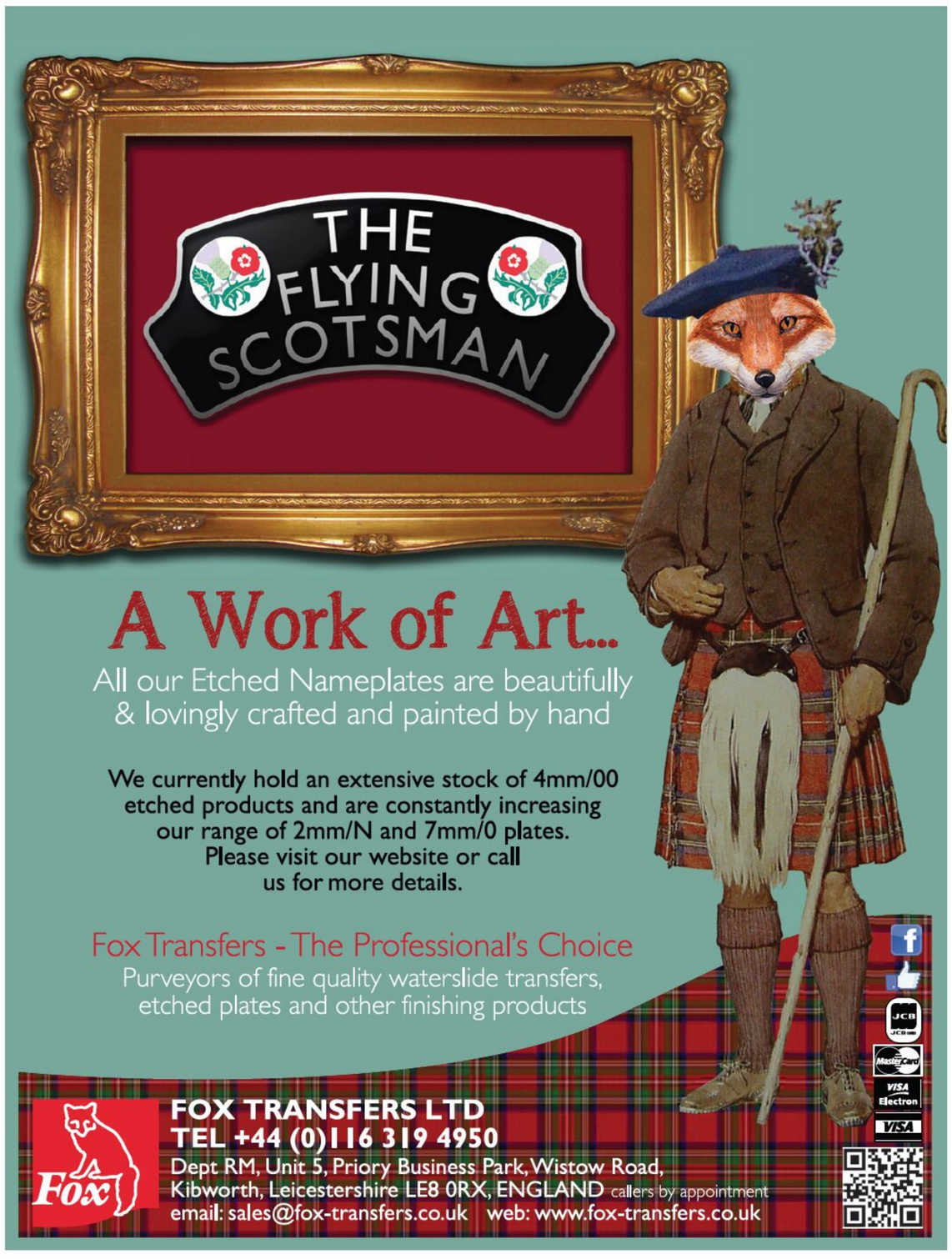

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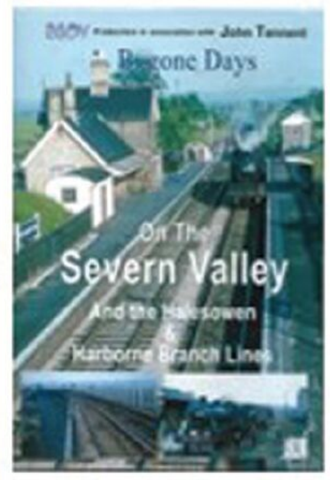

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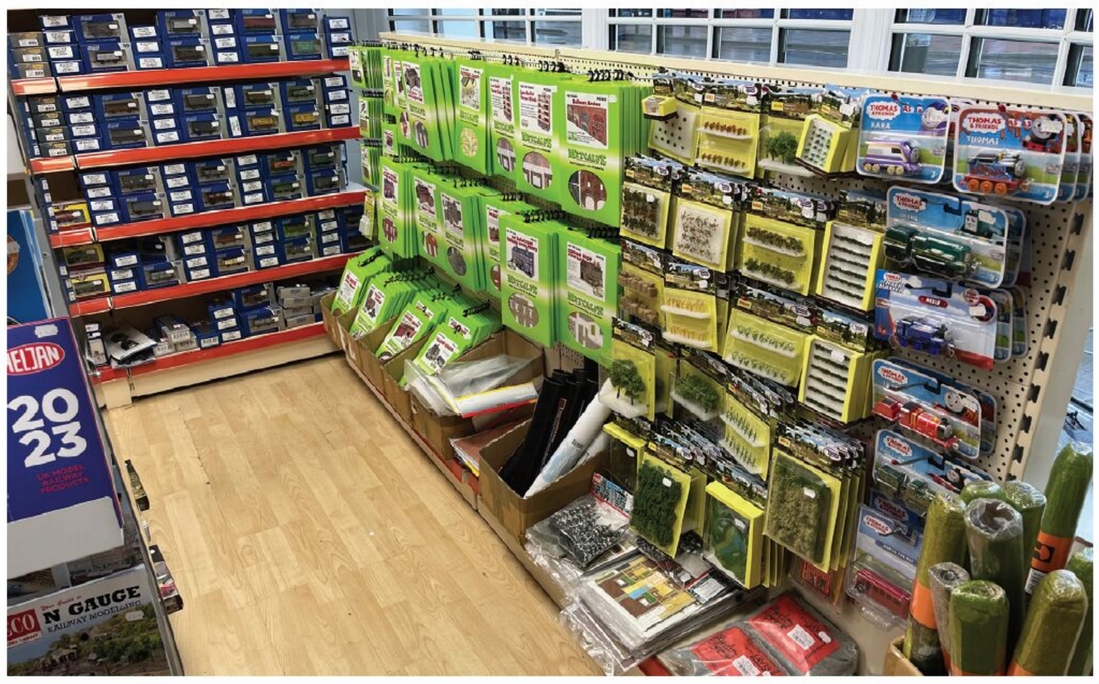

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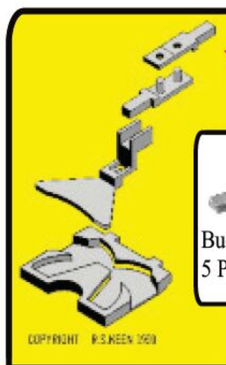

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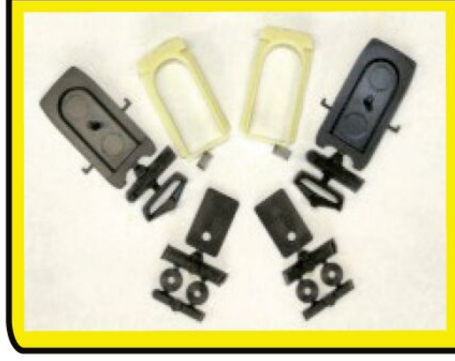

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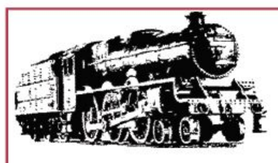

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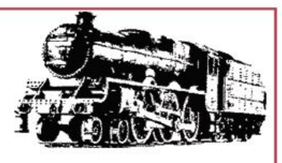

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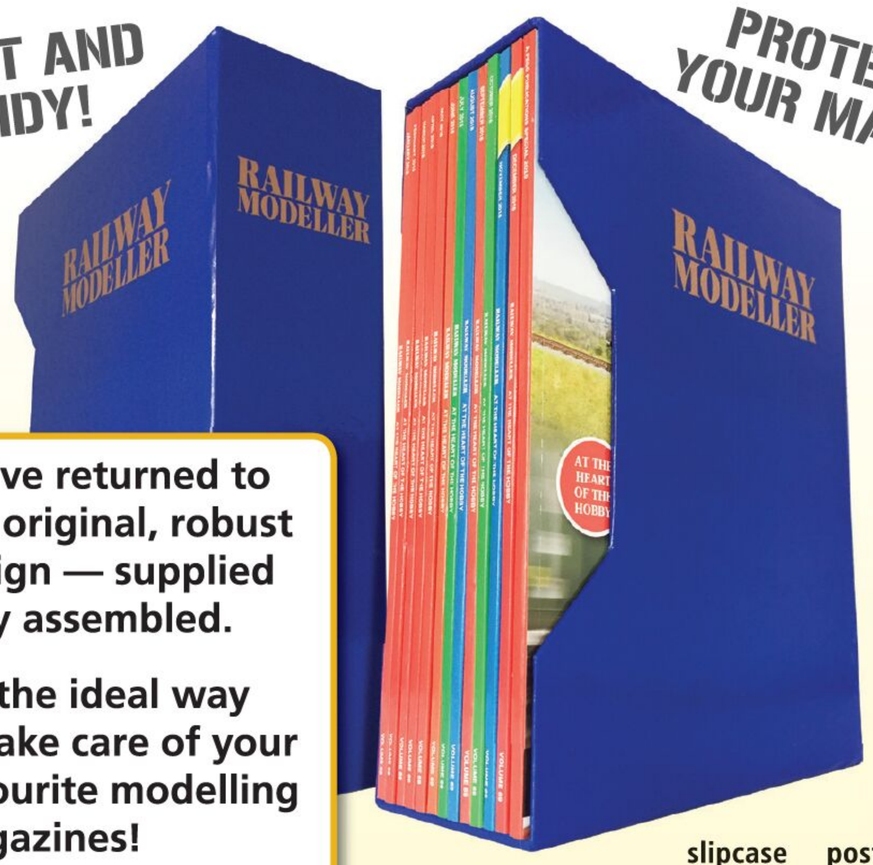

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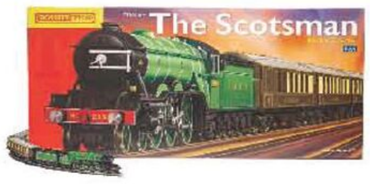

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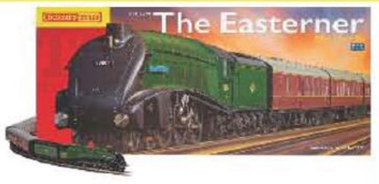

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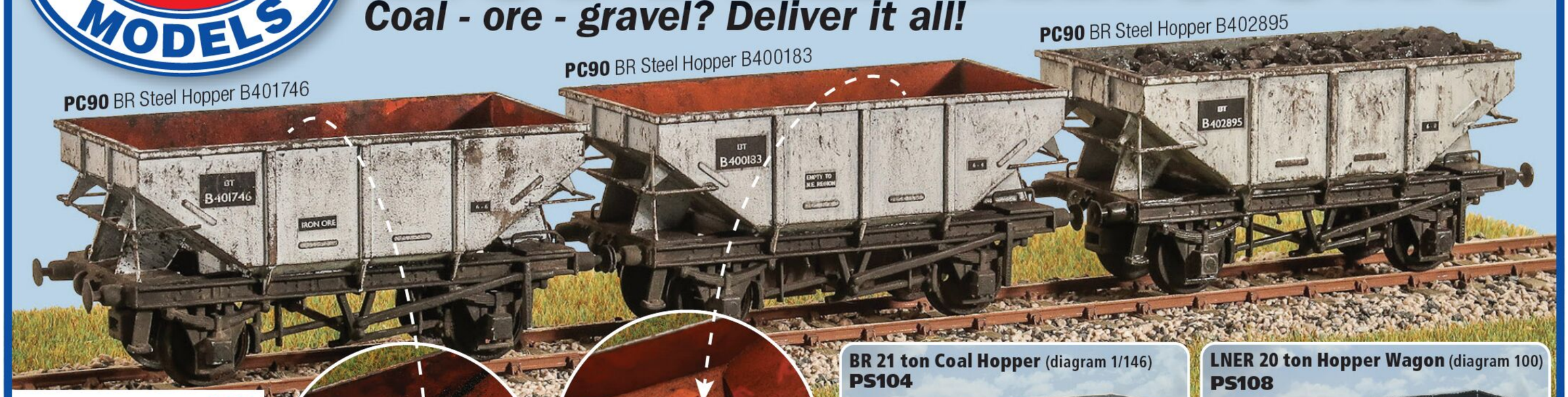

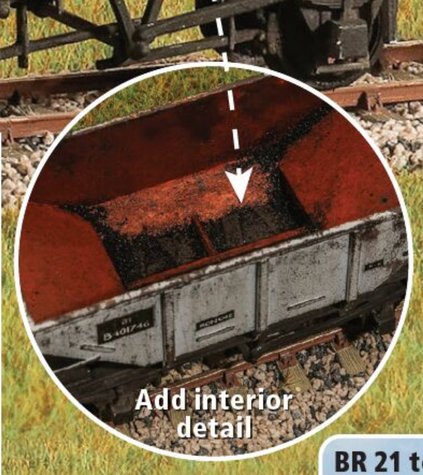

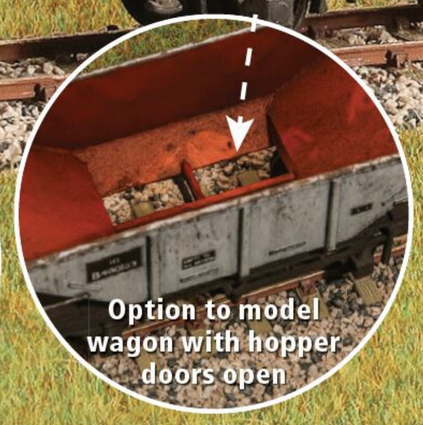

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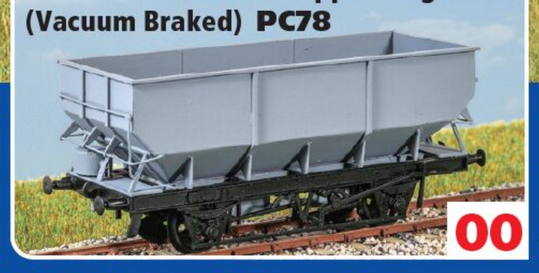

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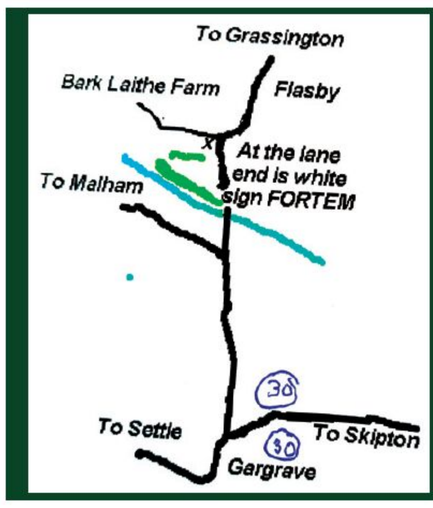

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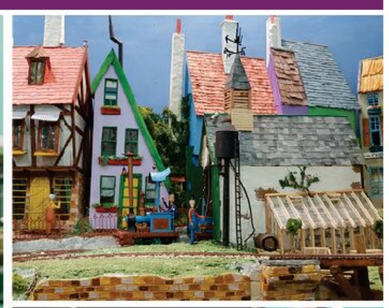

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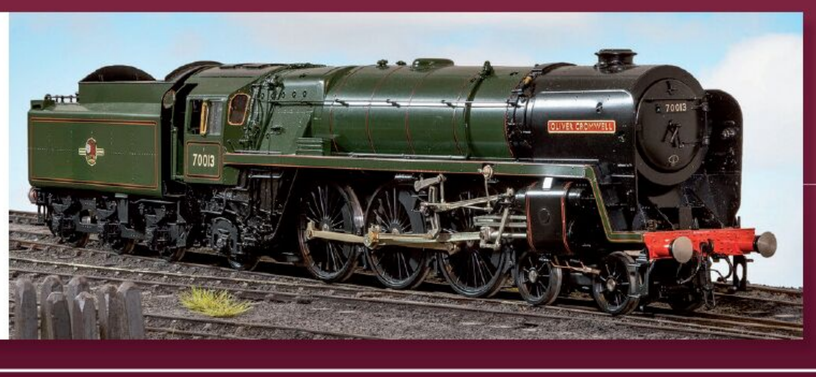

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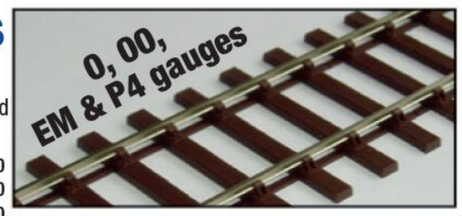

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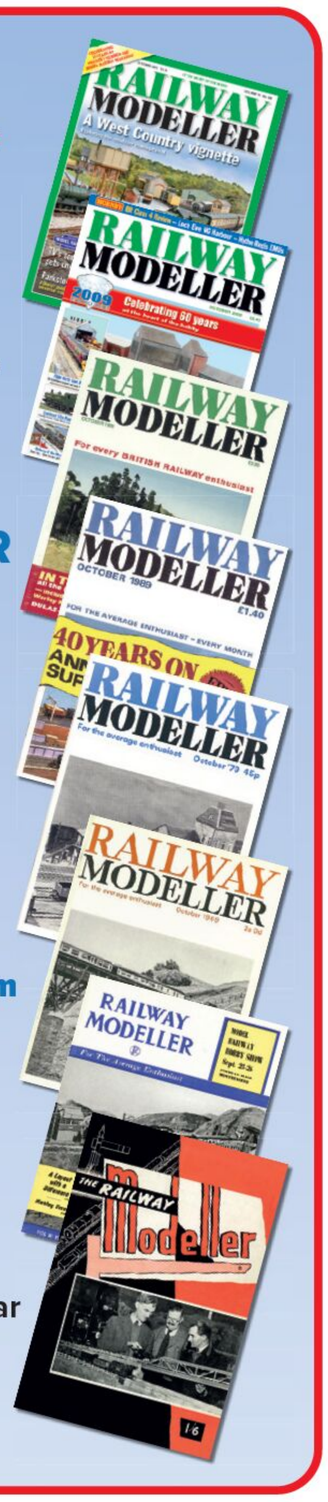

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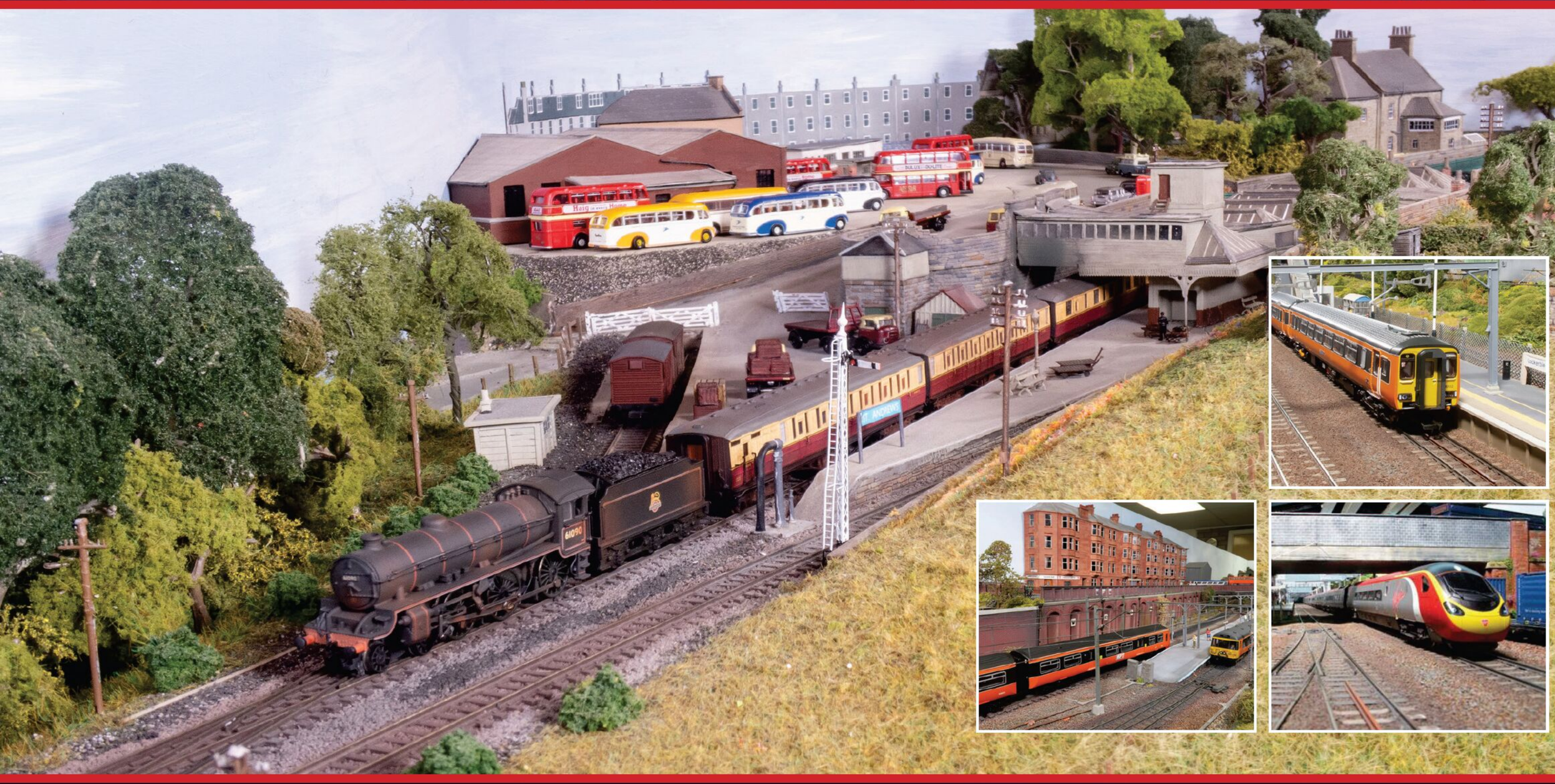

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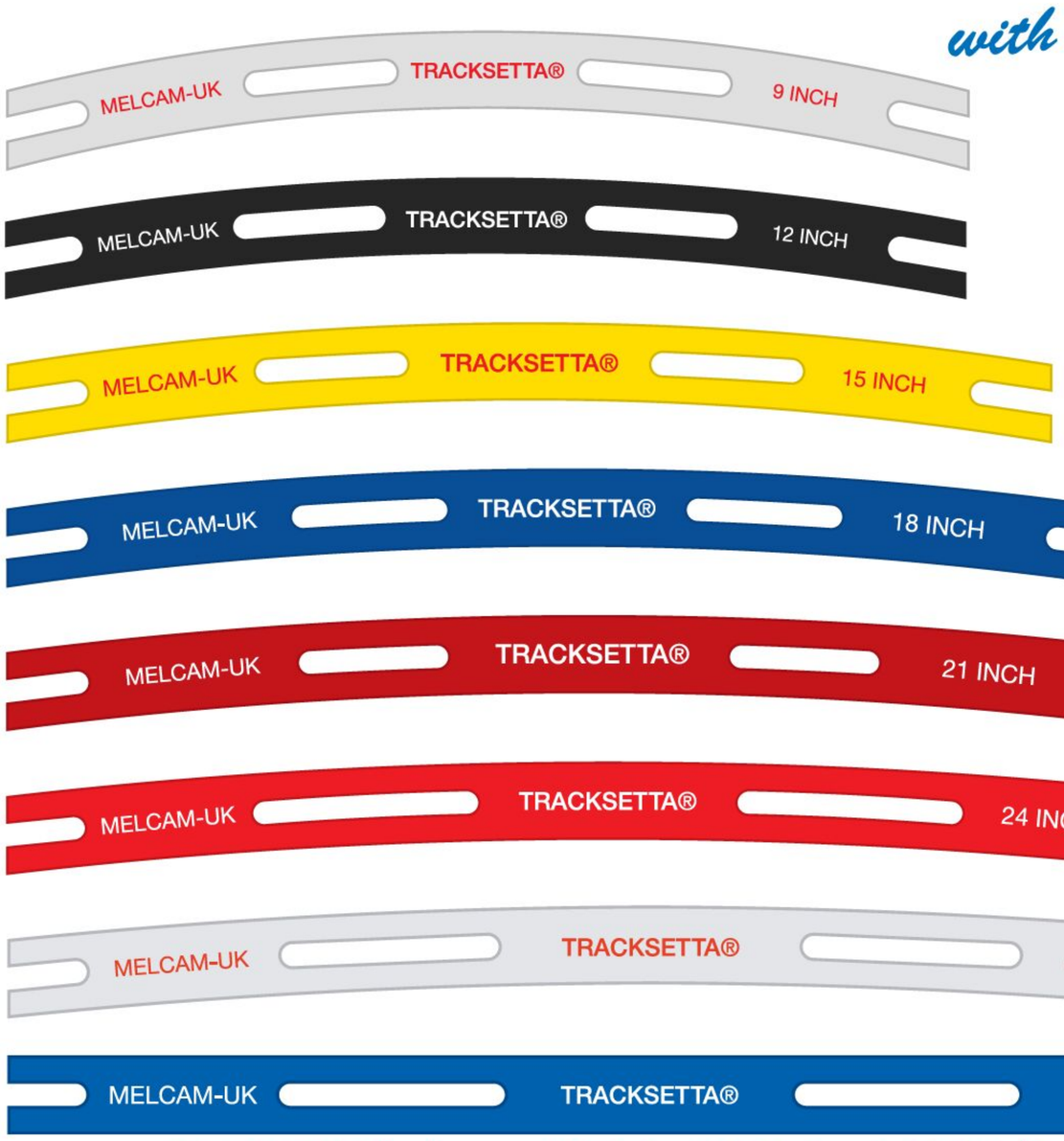

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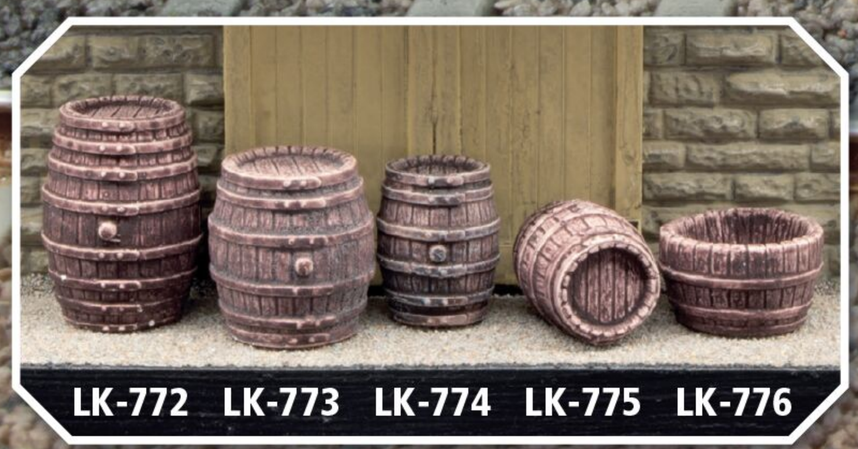

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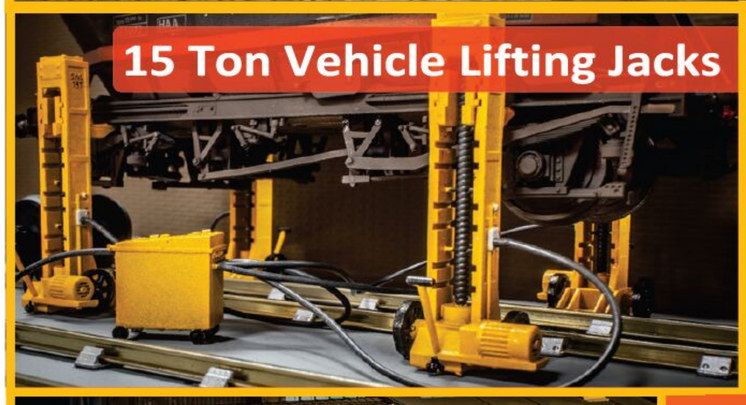
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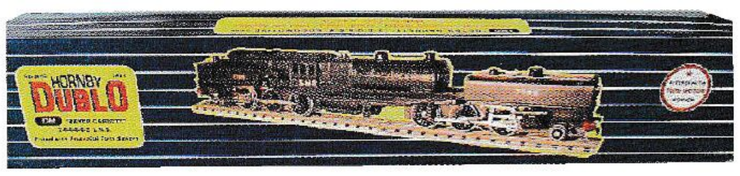

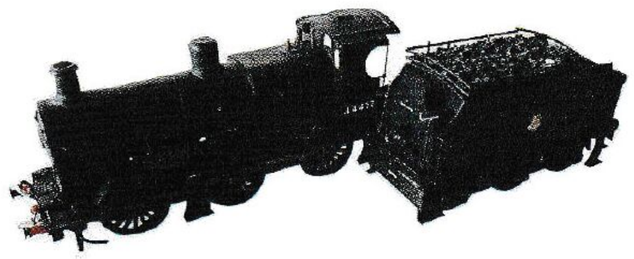

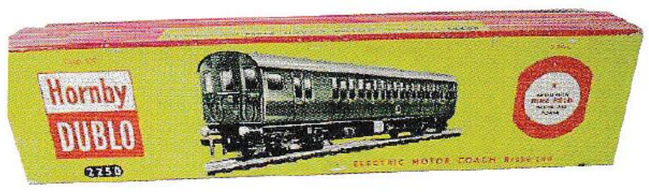

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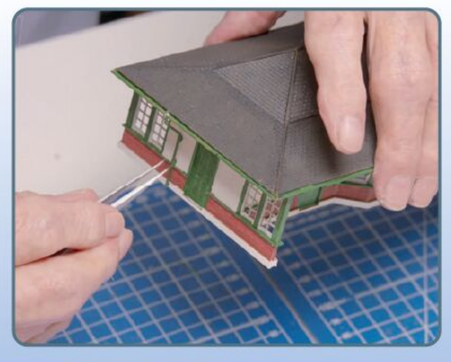

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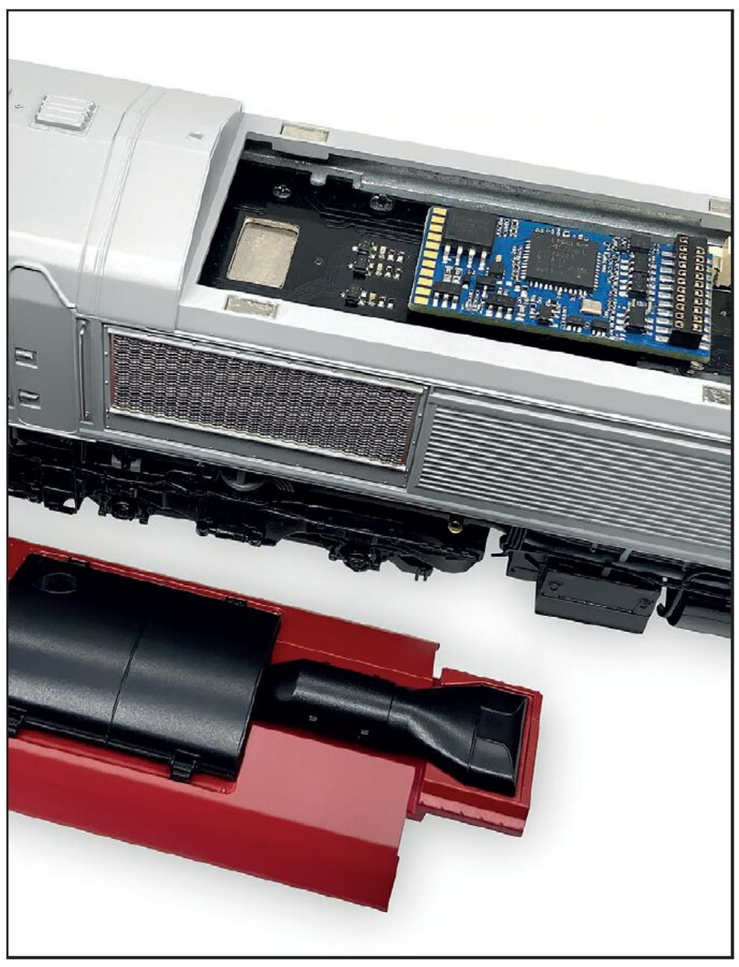

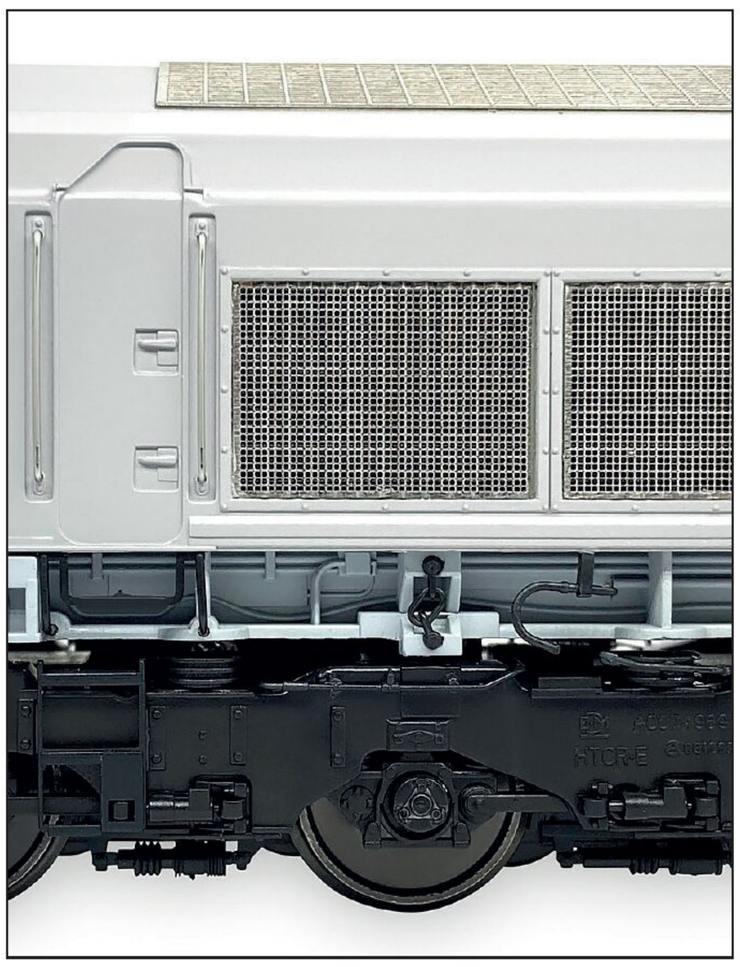

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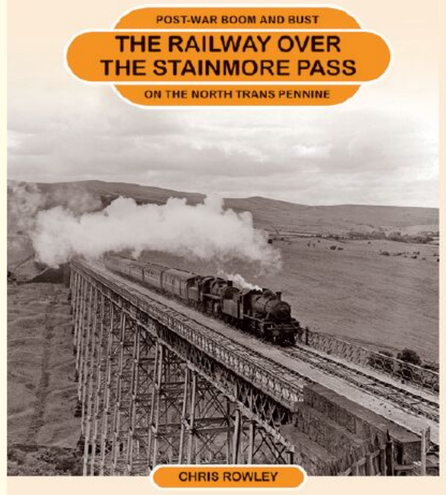

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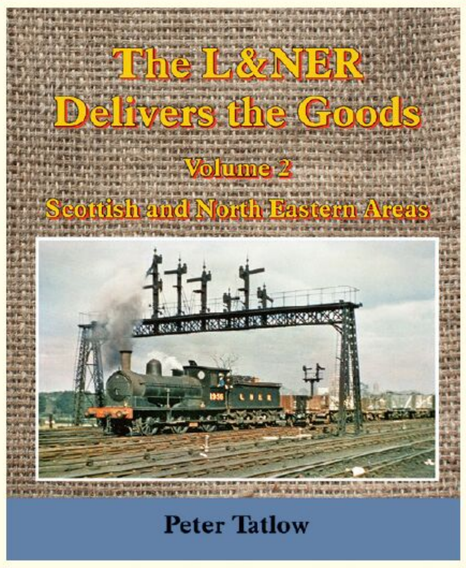

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Volume 2: Scottish and North Eastern Areas Peter Tatlow

It may not be generally recognised, but the L&NER derived almost two-thirds of its total income from the conveyance of mundane goods traffic, compared with only one third from the more glamorous carrying of passengers and their luggage. This work, by well-known author Peter Tatlow, sets the record straight by describing how the L&NER served the nation delivering the goods and minerals entrusted to it. In this volume, the second of three, attention is directed towards the description of goods activities in the L&NER during its existence (1923-1949) in the Scottish and North Eastern areas. This was an era before motorways, HGVs loaded with ISO containers and centrally generated electricity, or oil and gas from the North Sea, resulted in the demise of numerous humble steam-hauled goods trains.

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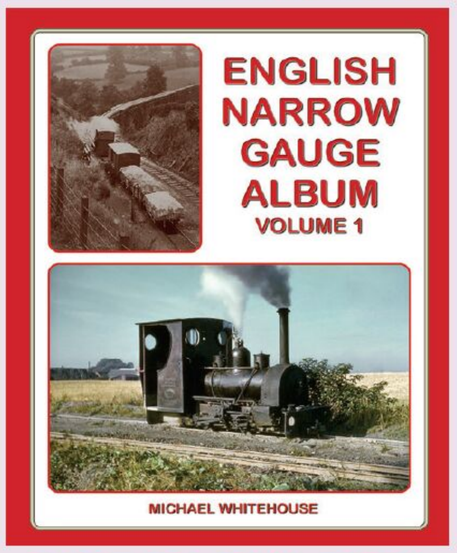

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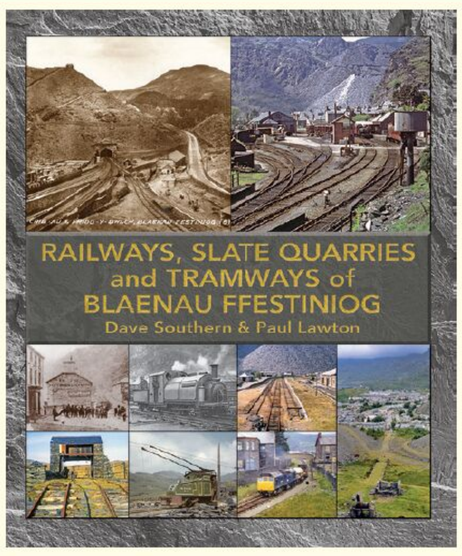

RAILWAYS, SLATE QUARRIES and TRAMWAYS of BLAENAU FFESTINIOG

Dave Southern and Paul Lawton

Written by two authors with extensive knowledge of slate quarries and the Blaenau Ffestiniog area, this book surveys the network of railways and tramways that were built to extract the slate and then to transport it onwards to its markets, where it 'roofed the world'. Slate created Blaenau Ffestiniog, turning it into one of the most important towns in North Wales and though the industry has largely gone, its legacy lives on, not only in the slate tips that dominate the skyline but also in the surviving railways that add to the town's prosperity today. The book goes beyond the geographical confines of Blaenau Ffestiniog, allowing the authors to devote separate sections to each of the major quarries that had a significant tramway system. The tramways, and what remained of them in later years, together with the three major railways that slate attracted to the town are fully illustrated, with pictures that for the most part are previously unpublished.

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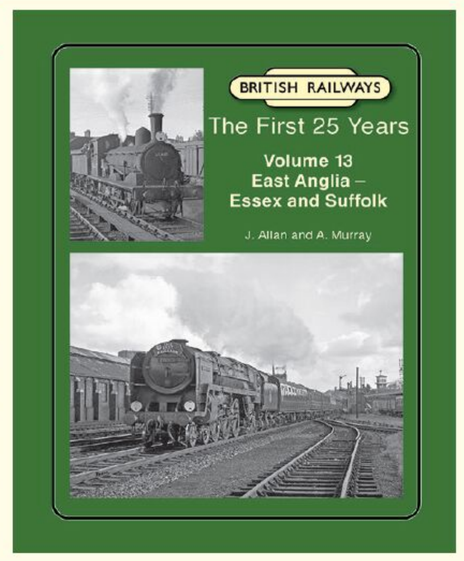

British Railways The First 25 Years

J. Allan & A. Murray

Volume 13: East Anglia – Essex and Suffolk

This volume covers the former GER lines in the southern half of East Anglia, concentrating on Essex and Suffolk, with short incursions over the border into Norfolk and Cambridgeshire to complete the routes. Starting out from Romford, places visited include Shenfield, Southend, Colchester, Witham, Maldon, Braintree, Kelvedon, Tollesbury, Clacton-on-Sea, Walton-on-the-Naze, Brightlingsea, Manningtree, Parkeston Quay, Harwich, Ipswich (including the shed and docks), Felixstowe, Beccles, Lowestoft, Yarmouth, Saxmundham, Leiston, Aldeburgh, Cambridge, Stowmarket, Bury St. Edmunds, Newmarket, Marks Tey, Haverhill, Bartlow, Saffron Walden, Audley End and Mildenhall branch back into Suffolk. Pre-nationalisation motive power continued into the early 1950s with ex-GER and L&NER designs predominating, although a few intruders appeared in the shape of the NER 'G5' 0-4-4Ts and GNR 'C12' 4-4-2Ts. However, the 'E4' 2-4-0s, the 'F4', 'F5' and 'F6' 2-4-2Ts and the 'J15' 0-6-0s were predominant on the secondary and branch lines until the mid-1950s and 'B12', 'D16' and 'B1' 4-6-0s were the main support for the 'Britannia's on the main lines. Railbuses and Lightweight DMUs were introduced in a pre-Beeching attempt to reduce costs and, by the mid-1960s, Brush Type '2', English Electric Type '3' diesel-electrics and later Class '47's would become common.

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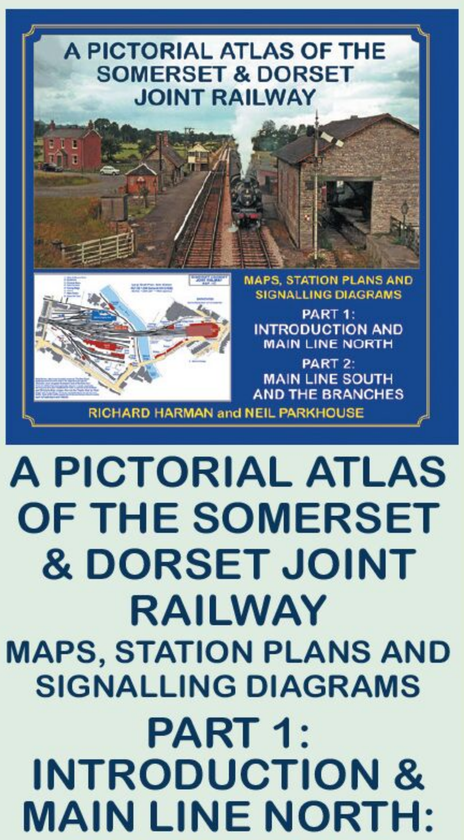

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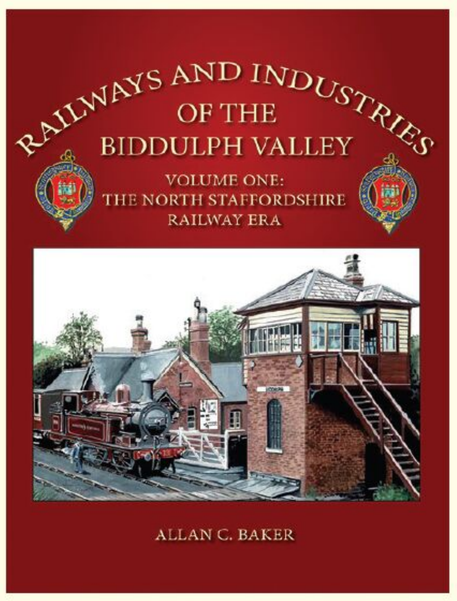

RAILWAYS AND INDUSTRIES OF THE BIDDULPH VALLEY

VOL. ONE: THE NORTH STAFFORDSHIRE RAILWAY ERA ALLAN C. BAKER

This book, the first of a trilogy, forms a detailed study of one of the North Staffordshire Railway's first branch lines, along the Biddulph Valley from Stoke to the Cheshire town of Congleton, dating from 1860. It also covers the branch from Milton to the Staffordshire Moorland market town of Leek, which opened in 1867, along with the fascinating four-mile Longton, Adderley Green & Bucknall line of 1875, which was originally independent but was absorbed by the NSR in 1895. A wealth of illustrations, maps and plans document earlier railway and canal schemes planned to serve the area, many of which were aborted. This volume takes the reader on a journey from inception to the end of the NSR's existence with the 1923 Grouping of the railways. Subsequent volumes will cover the history of the lines in LMSR, and later BR days, detailing the numerous industries the railways served which were, by and large, their raison d'être. The book is profusely illustrated with photographs, many of which have never appeared in print before, old documents, timetables, maps and plans and gradient profiles.

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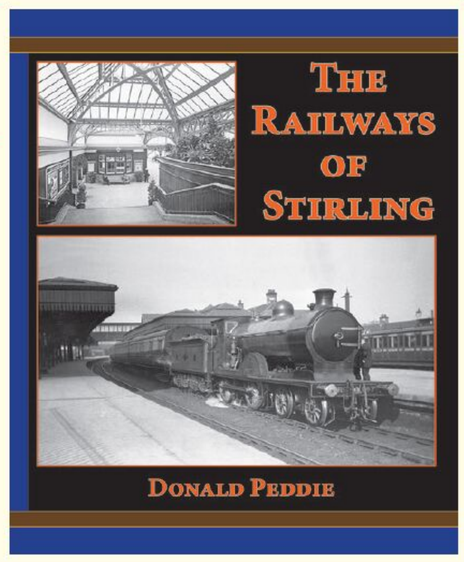

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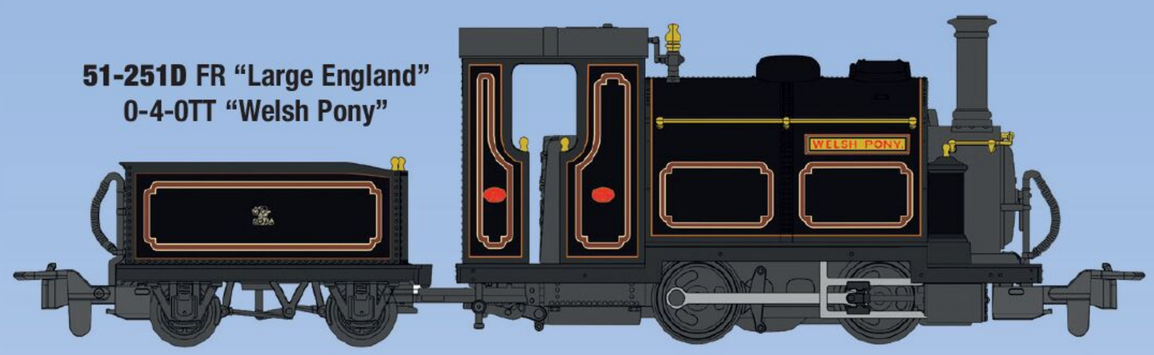

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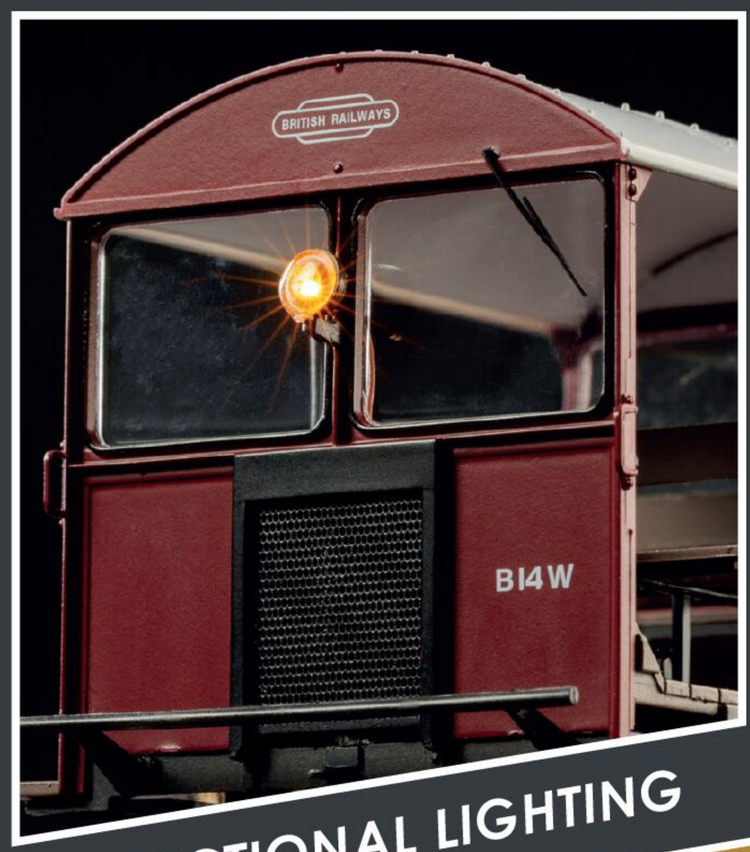

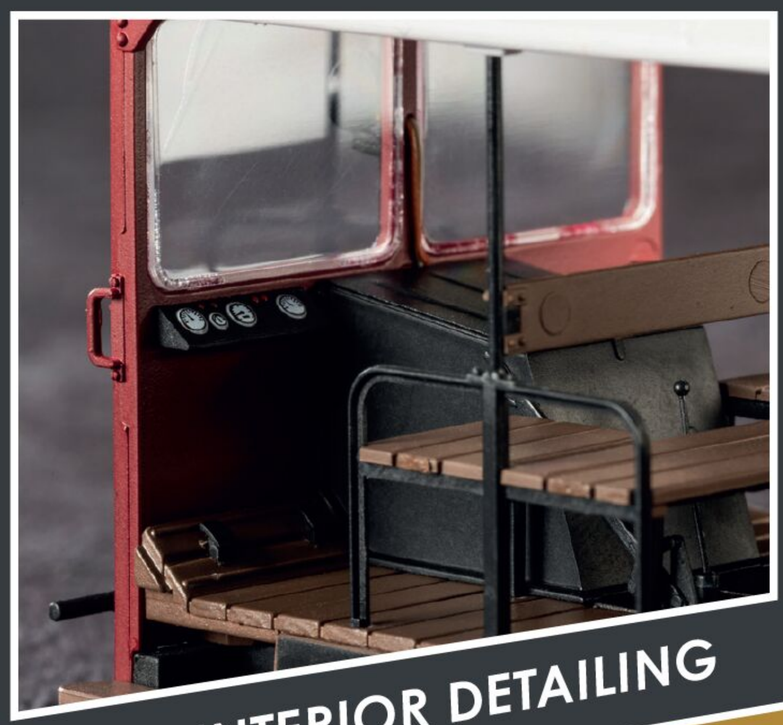

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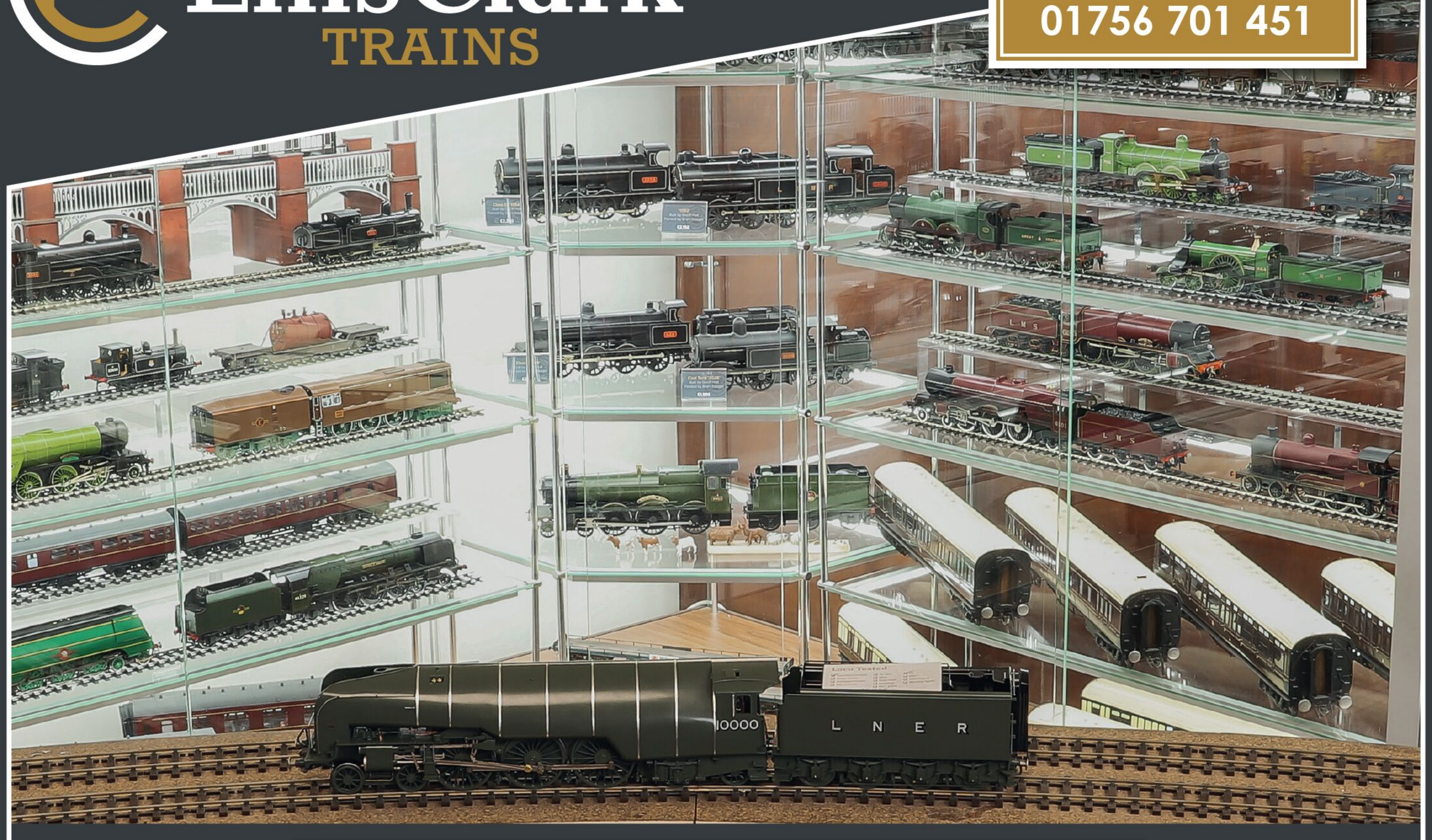

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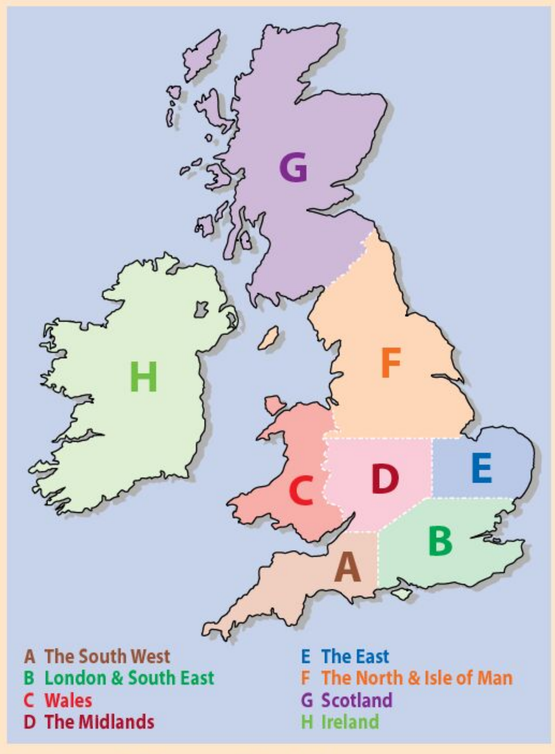

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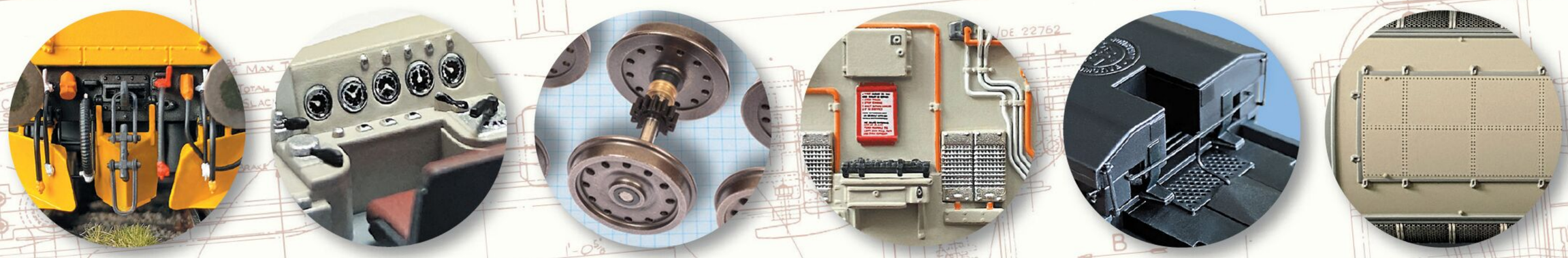

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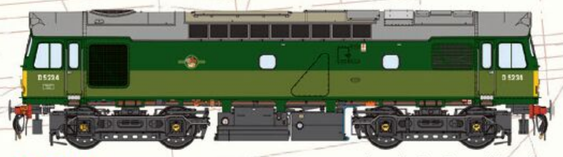
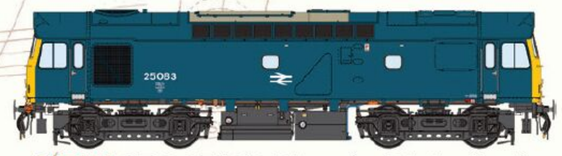
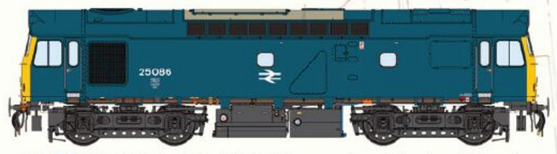


NEW D 5234 BR Green (with boiler)



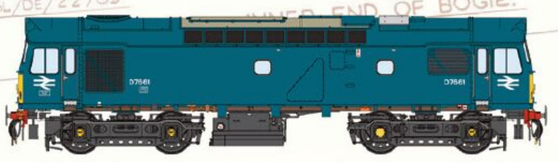
NEW 25 083 BR Blue (with boiler)



NEW 25 086 BR Blue (with boiler)

NEW 25 904 British Rail Blue (25/9)

D 7552 BR Green (full yellow ends)



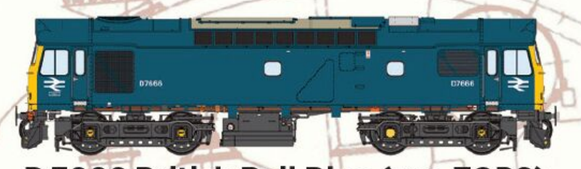
D 7661 Experimental Blue (pre-TOPS)

D 7672 *Tamworth Castle*

25 322 'Ice Cream Van'

25 260 BR Green (full yellow ends)

97 252 *ETHEL 3* Blue/Grey



D 7666 British Rail Blue (pre-TOPS)

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GAUGEMASTER
Prodigy Digital Control (DCC)

The Gaugemaster DCC range contains everything you need to operate your digital model railway. The philosophy of the Prodigy range is 'simplicity without compromise' and these systems can grow with your layout, allowing you to operate your model railway exactly how you want to. All Prodigy Walkaround Controllers now have backlit displays as standard.

Prodigy Express Starter Systems

BEST FOR
Locomotive Control

Prodigy Express is an ideal entry point for a newcomer. Think of these systems as locomotive controllers - controlling and programming all aspects of your locomotives.

DCC01
Prodigy Express Starter Package

Most Suitable For: OO, HO, and N Scale
Our best selling entry level system; this package offers the users a 2A output, controls up to 28 functions, 14, 28, or 128 speed steps, separate programming track output and double heading function.

DCC06
Prodigy Express Wifi Starter Package

Most Suitable For: OO, HO, and N Scale
This package offers all the features of the **DCC01** and the **DCC05** combined. Switch between handset or app control, or add a **DCC71** adapter to allow use of both at once.

WiFi Module

BEST FOR
Adding App Control

This unit allows you to run your Prodigy from your Android or IOS phone or tablet.

DCC05
Prodigy Wifi Module

Most Suitable For: Adding app control to a Prodigy
The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps and allows users to interface these apps with their Prodigy systems. Can be added to either Express or Advance systems.

Prodigy Advance Starter Systems

BEST FOR
Full Layout Control

If the Express systems are locomotive controllers, the Advance are layout controllers. With a 3.5A power supply and backlit display, these systems will control, activate, and program all your locomotives, points and accessories - in fact every digital model railway component you can think of.

DCC02
Prodigy Advance Starter Package

Most Suitable For: O, OO, HO, and N Scale
The big brother to the express, the Advance offers the same functions as the express with a higher 3.5A power supply, control of all accessory functions, route settings and direct connection of up to 3 handsets (or up to 99 with additional **DCC71** adapters).

DCC07
Prodigy Advance Wifi Starter Package

Most Suitable For: O, OO, HO, and N Scale
This package offers all the features of the **DCC02** and the **DCC05** combined. For the first time in the range, this pack offers two simultaneous control methods. Combining the handset and Wifi module, this pack offers users a host of options for controlling and programming their layouts.

DCC04
Prodigy Advance Wireless Starter Package

Most Suitable For: O, OO, HO, and N Scale
If Wifi control is not your thing, but you still want to walk around a large layout without being tethered, then the Prodigy Wireless package is the perfect solution. This unit comes with a wireless handset as standard and offers all the functionality of the **DCC02**.

Also Available in the Gaugemaster Digital Range

Handsets and Modules

DCC11	Prodigy Handset Extension Plate
DCC13	Prodigy Advance Wireless Walkaround
DCC14	Prodigy Advance Walkaround
DCC40	Auto Reverse Loop Module
DCC51	Prodigy Wireless Conversion Set
DCC52	Prodigy Wireless Receiver
DCC55	Prodigy Wired Computer Interface
DCC71	Prodigy DC Adaptor Plate and Decoder Tester
DCC77	Prodigy Handset Adapter
DCC80	DCC Autofrog
BPDCC80	3x **DCC80** Autofrog

Accessories

DCC49	Prodigy 8A Booster
DCC60	Prodigy Spare Plug
DCC62	Prodigy Universal Lead

Accessory Decoders

DCC31	Single Standard Decoder for Kato Unitrack
DCC32	4 Way Point Motor Decoder
DCC33	2x **DCC32** 4 Way Point Motor Decoder
DCC81	Single Standard Point Motor Decoder
BPDCC81	3x Single Standard Point Motor Decoder

OMNI Decoders

DCC18	Next18 Decoder - 4 function
BPDCC18	5x **DCC18** Next18 Decoder - 4 function

Ruby Decoders

DCC90	8 Pin Standard Decoder - 2 Function
DCC91	21 Pin Standard Decoder - 2 Function
DCC92	8 Pin Small Decoder - 2 Function
DCC93	6 Pin Small Decoder - 2 Function
DCC94	8 Pin Pro Decoder - 6 Function
DCC95	21 Pin Pre Decoder - 6 Function
DCC99	Powerpal for **DCC90/91/94/95**

MAIN LINES GM
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