

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

MARCH 2024 £5.75

AT THE HEART OF THE HOBBY

VOLUME 75 No 881

RAILWAY MODELLER

Eastfield

A mammoth recreation
of a Glasgow TMD in O



See it at

Model Rail Scotland

full details
inside

Gresley K4 Moguls

This class of LNER 2-6-0s
– drawn and described

Kirkby Stephen West

Echoes of the
Settle & Carlisle in OO

A modern take on a classic
West Highland station

Kettlewell

A pre-Grouping branch
in the Yorkshire Dales

Reviewed inside ...

GWR Steam Rail Motor from Kernow in OO
Ashover bogie coach for OO9 from Bachmann
Peco Victorian semi-detached house kits in 4mm

Rannoch

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RAILWAY MODELLER

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This gargantuan 70' x 40' recreation of Glasgow Eastfield diesel depot is due to make its exhibition debut at this year's Model Rail Scotland show. Graham Blount explains why Mick Worrall and the South Tyneside O Gauge Group embarked on the ambitious project.

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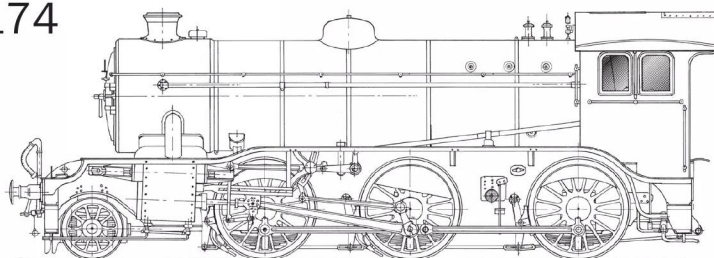
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The biggest and best guide to the exhibition scene.

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SSM318 - Modern Level Crossing	£28.60
SSM319 - Modern Level Crossing Road Bed	£29.60
SSM320 - Modern Level Crossing Relocatable Equipment Building	£6.80
SSM321 - Modern Level Crossing CCTV Posts	£5.40
SSM322 - Modern DPD Distribution Depot	£28.80
SSM323 - Modern Security Gate	£8.40

OO Builders Sheets

SSMP199 - Kit Builders Corner Fillets	£3.40
SSMP200 - Coarse Stone	£4.60
SSMP201 - Wood Planking	£4.60
SSMP202 - Dressed Stonework	£4.60
SSMP203 - Slate	£4.60
SSMP204 - Granite	£4.60
SSMP205 - Cobblestone Walling	£4.60
SSMP206 - Pantiles	£4.60
SSMP207 - Rounded Tiles	£4.60
SSMP208 - York Stone Paving	£4.60
SSMP209 - Waney Edge Boarding	£4.60
SSMP210 - Crazy Paving	£4.60
SSMP211 - Plain	£4.60
SSMP212 - Brickwork Plain Bond	£4.60
SSMP213 - Clapboarding	£4.60

OO Builders Sheets

SSMP214 - Cement Rendering	£4.60
SSMP215 - Limewashed Stone	£4.60
SSMP216 - Corrugated Iron	£4.60
SSMP217 - Fanny Tiles	£4.60
SSMP218 - Cobblestones	£4.60
SSMP219 - Corrugated Asbestos	£4.60
SSMP220 - Tongue & Groove Boarding	£4.60
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 Pavours	£4.60
SSMP234 - French Lozenge Tiles	£4.60
SSMP235 - Gabion Cage Walling	£4.60
SSMP236 - Herringbone Block Paving	£4.60

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
PO240 - Double Track Viaduct Red Brick	£15.30
PO241 - Double Track Viaduct Stone	£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	£11.05
PO254 - Village Shop & Café	£11.90
PO255 - Workers Cottage	£12.75
PO257 - Grange Cottage	£11.05
PO258 - Gardeners Cottage	£9.35
PO259 - Crofters Cottage	£8.50
PO261 - Red Brick Terraced Houses	£11.05
PO262 - Stone Terraced Houses	£11.05
PO263 - Red Brick Corner Shop	£11.90
PO264 - Stone Corner Shop	£11.90
PO267 - Town End Cottage	£12.75
PO271 - Low Relief Bank and Shops	£11.50
PO272 - Low Relief Shop Fronts Red	£12.75
PO273 - Low Relief Shop Fronts Stone	£12.75
PO274 - Low Relief Red Brick Terraced House	£11.05
PO275 - Low Relief Stone Terraced House	£11.05
PO276 - Low Relief Brick Terraced Houses	£11.05
PO277 - Low Relief Stone Terraced Houses	£11.05
PO279 - Low Relief Department Store	£13.60
PO281 - Service Station	£13.60
PO282 - Full or Low Relief Warehouse	£13.20
PO283 - Small Factory	£13.20
PO284 - Boiler House with Chimney and Factory Entrance	£13.20
PO285 - Industrial Unit	£11.50
PO286 - Ramshackle Workshop	£12.75
PO287 - Old Factory	£15.30
PO288 - Brewery	£16.15
PO289 - Fire Station	£16.60
PO292 - Warehse Office	£9.95
PO293 - Castle Curtain Walls	£10.20
PO294 - Castle Hall	£16.60
PO295 - Castle Stonework Sheets	£4.95
PO296 - Castle Bridge	£9.35
PO313 - Track Engine Shed	£21.25
PO321 - Mainline Station Booking Hall	£21.25
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 - Settle and Carlisle Railway Station	£21.25
PO334 - Settle & Carlisle Station Shelter	£9.80
PO335 - Settle & Carlisle Station Masters House	£12.75
PO336 - Settle & Carlisle Station Goods Shed	£21.25
PO337 - Settle & Carlisle Style Stone Engine Shed	£21.25
PO340 - Platform Canopy	£14.45
PO360 - Tower Block	£14.45
PO362 - Municipal Building	£15.30
PO373 - Low Relief Georgian Town House	£8.50
PO374 - Low Relief Shop Front	£8.95
PO375 - Hotel Wednesday	£14.05
PO380 - Railway Arches	£13.60
PO400 - Platform Underpass	£5.55
PO401 - Old Mill Chimney Stack	£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
PO502 - Platform Benches	£4.90
PO503 - Park Benches	£4.70
PO510 - Picnic Tables	£4.70
PO513 - Childrens Play Area	£5.55
PO514 - Greenhouse	£5.10
PO515 - Station Clocks	£4.70
PO517 - Platform Kiosk	£5.55
PO525 - Bus Shelter	£5.55
PO530 - Market Stalls	£5.55
PO540 - Goods Yard Crane	£5.95
PO541 - Water Wheel	£5.95
PO572 - Arcade Enhancement Kit	£5.55
PO580 - Signal Box Interior	£5.55

METCALFE

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

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	£3.30
ST235 - Fourth Radius Standard Curve	£2.70
ST238 - Special Curve (For Y Point)	£2.00
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

HORNEY

R8164 - 2024
Catalogue.....£10.99

OO Gauge Rocket Train Pack



R30090 - L&MR Stephenson's Rocket Train Pack.....£217.79

BRANCHLINE

Bachmann Spring 2024
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OO Gauge Class 20s - In Stock



35-127B - Class 20/3 20308 DRS Compass Original.....£191.21
35-127BSF - Class 20/3 20308 DRS Compass Original DCC Sound Fitted.....£276.21



35-127A - Class 20/3 20309 DRS Compass Original.....£191.21
35-127ASF - Class 20/3 20309 DRS Compass Original DCC Sound Fitted.....£276.21



35-354 - Class 20 20158 BR Blue Headcode Boxes.....£191.21
35-354SF - Class 20 20158 BR Blue Headcode Boxes DCC Sound Fitted.....£276.21



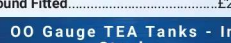
35-359 - Class 20 D8308 BR Blue Headcode Boxes.....£191.21
35-359SF - Class 20 D8308 BR Blue Headcode Boxes DCC Sound Fitted.....£276.21



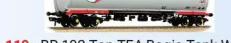
35-360 - Class 20 8156 BR Green Full Yellow Ends Headcode Boxes Weathered.....£191.21
35-360SF - Class 20 8156 BR Green Full Yellow Ends Headcode Boxes Weathered DCC Sound Fitted.....£276.21



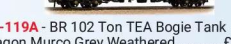
35-361 - Class 20 20088 BR Railfreight Sector Unbranded Disc Headcode.....£191.21
35-361SF - Class 20 20088 BR Railfreight Sector Unbranded Disc Headcode DCC Sound Fitted.....£276.21



OO Gauge TEA Tanks - In Stock



38-119 - BR 102 Ton TEA Bogie Tank Wagon Murco Grey.....£59.46



38-119A - BR 102 Ton TEA Bogie Tank Wagon Murco Grey Weathered.....£63.71

OXFORD

Selection of latest OO gauge releases & restocks

76AK018CC - Austin K8 Threeway Van Coca Cola	£7.45
76SFT005 - Standard Flying Twelve Pastel Green	£6.95
76RL004 - Bedford RL Bomb Disposal Broadbridge Heath	£16.45
76ND90002 - Land Rover Defender 90 Tasman Blue	£7.60
76RRS004 - Range Rover Sport SVR Fuji White	£6.95
76SCV001 - Showman's Caravan Maroon	£14.45
76SHP011 - Royal Mail Sherpa Van	£6.95
76TRAC004C - Coca Cola T Cab Box Trailer	£24.25
76TEA001 - Grey Ferguson TEA Tractor	£6.95
76TRAC001 - Fordson tractor Blue	£6.95
76TT002 - Audi TT Coupe Brilliant Black	£7.45
76VP004 - Volvo P1800 Teal Blue	£6.95
76WE009 - Scottish Dairy Farmers Milk Float	£6.95
76XF006 - Jaguar XF Crystal Blue	£6.95

HELJAN

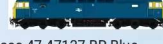
OO Gauge Class 47s - Due February/March



4710 - Class 47 D1526 BR Green Small Yellow Panels.....£212.46
47103 - Class 47 D1526 BR Green Small Yellow Panels DCC Sound Fitted.....£331.45



4711 - Class 47 D1969 BR Green Full Yellow Ends.....£212.46
47113 - Class 47 D1969 BR Green Full Yellow Ends DCC Sound Fitted.....£331.45



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HORNBY

Hornby 2024 Range

OO Gauge Steam Locomotives



R30124 - LNER W1 4-6-4 Hush Hush
10000 NE Black Streamlined...£229.49



R30346 - S&DR 0-4-0 'Locomotion
No. 1'...£152.99



R30348 - L&MR No. 58 'Tiger'...£125.99



R30349 - Hornby Dublo LNER A4 4-6-2
60016 'Silver King' BR Green Early
Crest...£287.99



R30350SS - LNER P2 2-8-2 2002 'Earl
Marischal' LNER Green With Steam
Generator...£265.49



R30351 - BR 9F 2-10-0 92203 'Black
Prince' BR Black Late Crest...£224.99



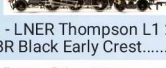
R30358 - LNER B1 4-6-0 61379
'Mayflower' BR Green British
Railways...£197.99



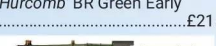
R30359 - LMS Princess Coronation
46243 'City of Lancaster' BR Blue Early
Crest...£215.99



R30360 - LNER Thompson L1 2-6-4T
E9011 LNER Green British
Railways...£161.99



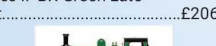
R30361 - LNER Thompson L1 2-6-4T
67735 BR Black Early Crest...£161.99



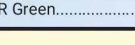
R30362 - BR Britannia 4-6-2 70001
'Lord Hurcomb' BR Green Early
Crest...£215.99



R30363 - GW King 4-6-0 6029 'King
Stephen' GW Green Great
Western...£206.99



R30364 - GW King 4-6-0 6009 'King
Charles II' BR Green Late
Crest...£206.99



R30378 - Railroad LNER J83 0-6-0T
8474 LNER Green...£71.99

HORNBY

Hornby 2024 Range

OO Gauge Diesel Locomotives



R30333 - Class 67 67007 'Queens
Jubilee' DB Cargo...£175.49



R30372 - Class 67 67027
GBRF...£175.49



R30343 - Class 43 HST Train Pack
43119 'Harrogate Spa' 43096 'Stirling
Castle' GNER...£323.99



R30368 - Class 08 0-6-0 Shunter
08570 Intercity...£170.99



R30369 - Class 09 0-6-0 Shunter
D4100 'Dick Hardy' BR Green Wasp
Stripes...£170.99



R30357 - Class 153 153361
FGW...£137.69



R30334 - Railroad Class 66 66705
'Golden Jubilee' GBRF...£89.99



R30353TXS - Railroad Class 66
66754 'Northampton Saints' GBRF TXS
Sound Fitted...£125.99



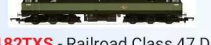
R30370 - Railroad Class 66 66012
DB (ex EWS)...£85.49



R30384 - Railroad GW Parcels Railcar
No. 34 GW Chocolate & Cream...£76.49



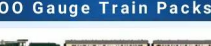
R30381 - Railroad Bagnall 0-4-0DH
'Florence' Saunders Oil Co Ltd...£31.49



R30182TXS - Railroad Class 47 D1683
BR Green Small Yellow Panels TXS
Sound Fitted...£107.99



R30382 - Railroad Class 47 47522
'Doncaster Enterprise' BR Parcels
Green...£85.49



R30376 - Train Pack GW County 4-6-0
1019 'County of Merioneth' & 2 GW
Coaches...£161.99



R30377 - Train Pack LMS 4P 4-4-0
Compound 1009 & 2 Midland
Clerestory Coaches...£161.99



R60244 - BR YGB Seacow EWS...£33.74

HORNBY

Hornby 2024 Range

70th Anniversary Of Hornby In Margate



R30337 - OO Gauge LMS Jinty 0-6-0
Rovex Scale Models Limited
1954 - 2024...£58.49



R30338 - OO Gauge 0-4-0 No. 6 'Connie'
Yellow...£44.99



R30339 - OO Gauge 0-4-0 No. 7 'Nellie'
Blue...£44.99



R30340 - OO Gauge 0-4-0 No. 9 'Polly'
Red...£44.99



R30341 - OO Gauge 0-4-0 25550
Red...£44.99



R60263 - OO Gauge 7 Plank Wagon
Rovex 1954 - 2024...£17.99

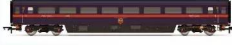


R7395 - OO Gauge Hornby's Office
Building...£39.59

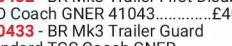


R7396 - OO Gauge Hornby's Factory
Building...£29.69

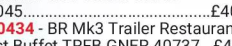
OO Gauge Coaches



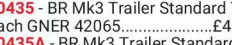
R40431 - BR Mk3 Trailer First TF
Coach GNER 41044...£40.49



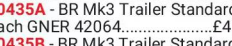
R40432 - BR Mk3 Trailer First Disabled
TFD Coach GNER 41043...£40.49



R40433 - BR Mk3 Trailer Guard
Standard TGS Coach GNER
44045...£40.49



R40434 - BR Mk3 Trailer Restaurant
First Buffet TRFB GNER 40737...£40.49



R40435 - BR Mk3 Trailer Standard TS
Coach GNER 42065...£40.49



R40435A - BR Mk3 Trailer Standard TS
Coach GNER 42064...£40.49



R40435B - BR Mk3 Trailer Standard TS
Coach GNER 42063...£40.49



R40435C - BR Mk3 Trailer Standard TS
Coach GNER 42340...£40.49

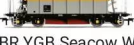


R40437 - L&MR No. 2 Queen Adelaide's
Saloon...£35.99



R40436 - L&MR Royal Mail
Coach...£35.99

OO Gauge Wagons



R60242 - BR YGB Seacow Wagon BR
Engineers Dutch Grey And
Yellow...£33.74



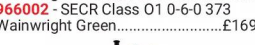
R60244 - BR YGB Seacow EWS...£33.74

RAPIDO
UK

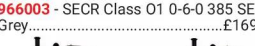
OO Gauge SE&CR 01 -
Delivery Date Unconfirmed



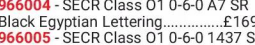
966001 - SECR Class 01 0-6-0 65
Wainwright Green Preserved...£169.96



966002 - SECR Class 01 0-6-0 373
Wainwright Green...£169.96



966003 - SECR Class 01 0-6-0 385 SECR
Grey...£169.96



966004 - SECR Class 01 0-6-0 A7 SR
Black Egyptian Lettering...£169.96



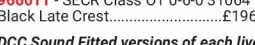
966005 - SECR Class 01 0-6-0 1437 SR
Lined Black Egyptian Lettering...£169.96



966006 - SECR Class 01 0-6-0 1046 SR
Bulleid Black...£169.96



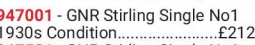
966007 - SECR Class 01 0-6-0 1379 SR
Black Sunshine Lettering...£169.96



966008 - SECR Class 01 0-6-0 100 East
Kent Railway Black...£169.96



966009 - SECR Class 01 0-6-0 s1065 BR
Black British Railways...£169.96



966011 - SECR Class 01 0-6-0 31064 BR
Black Late Crest...£196.96

DCC Sound Fitted versions of each livery available...£263.46

OO Gauge GNR Stirling
Single - Due 2025



947001 - GNR Stirling Single No1
1930s Condition...£212.46



947501 - GNR Stirling Single No1
1930s Condition DCC Sound
Fitted...£297.46

KATO

PREMIER RAILROAD MODELS

OO-9 Large England Locomotives -
Due 2024



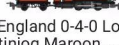
51-251C - Small England 0-4-0 Loco
'Palmerston' Ffestiniog Railway
Maroon...£153.00



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

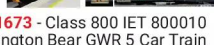


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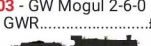
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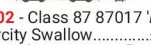
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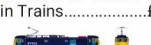
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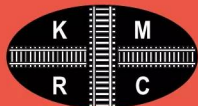
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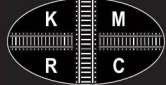
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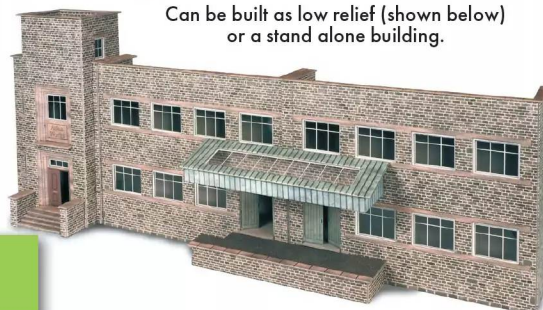
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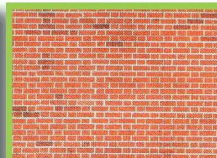
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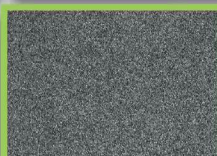


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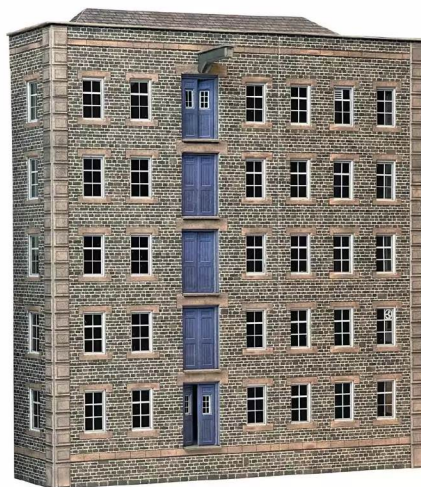
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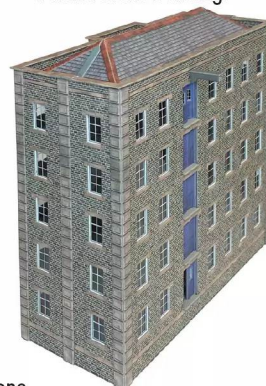
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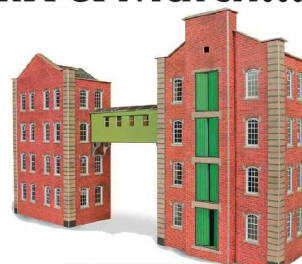
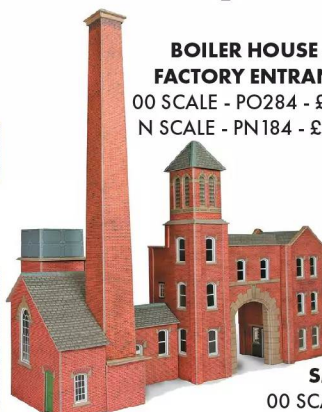


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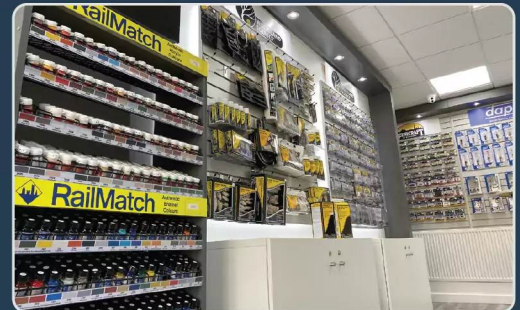
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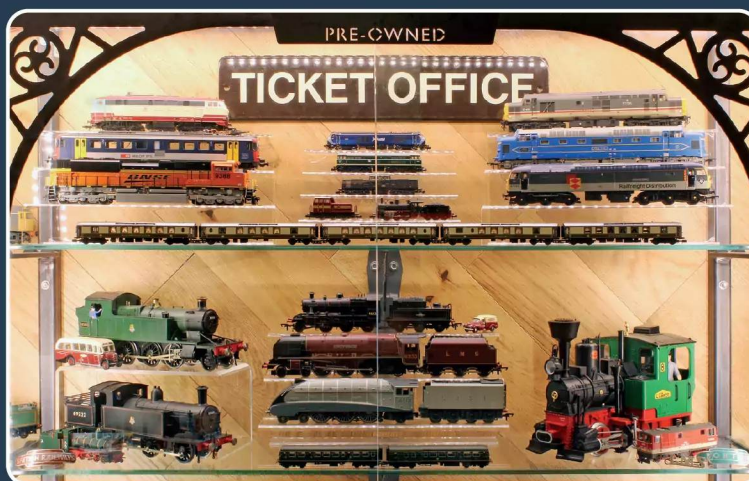
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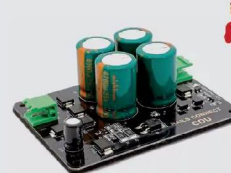
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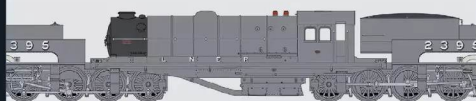
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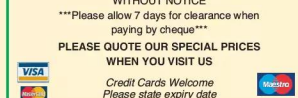
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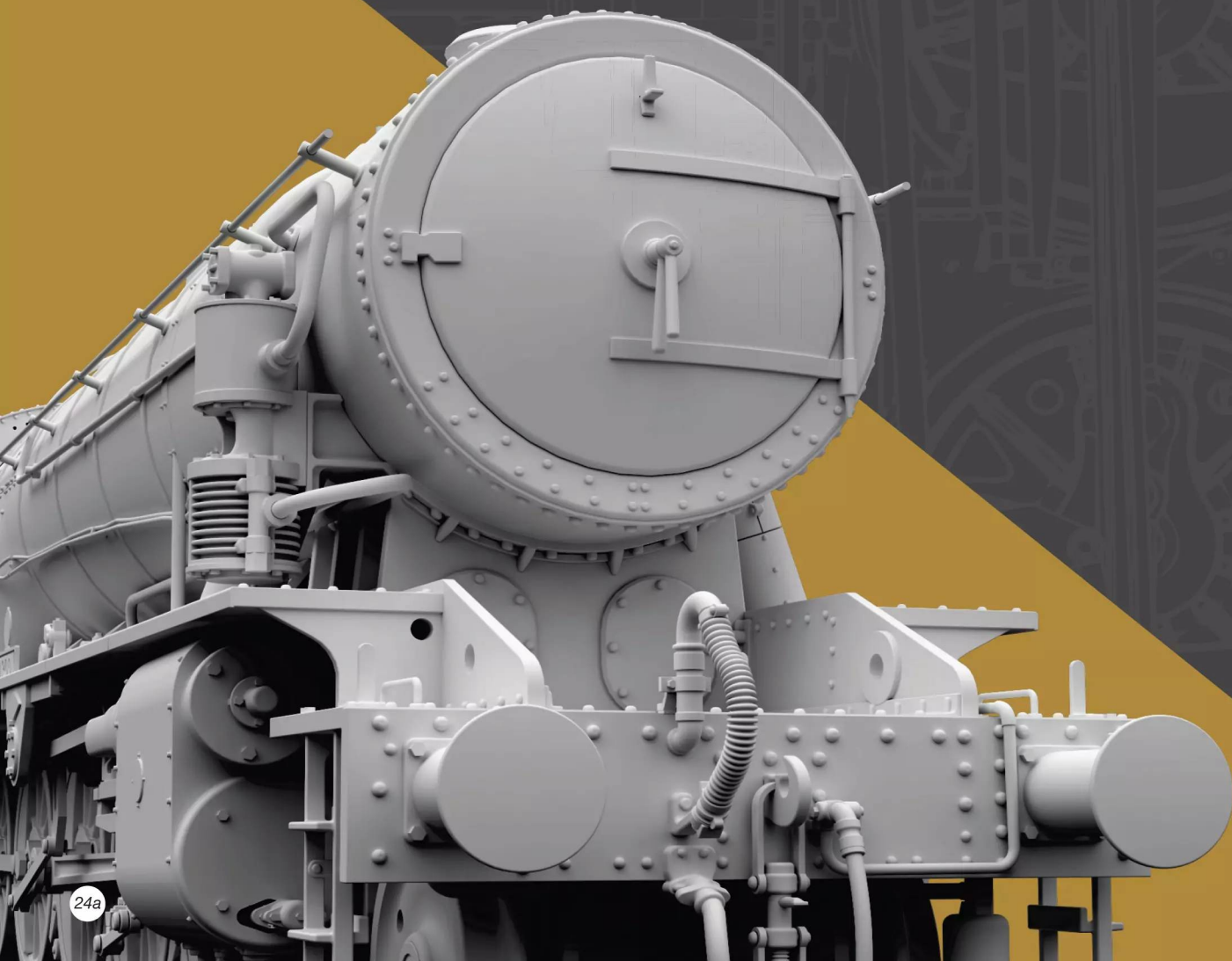
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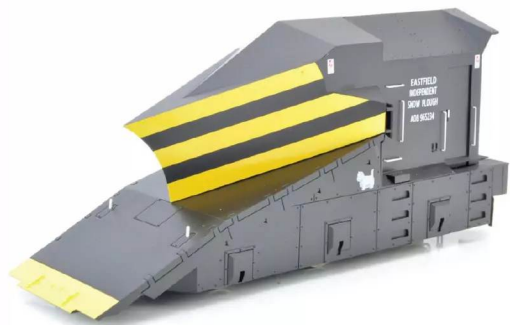
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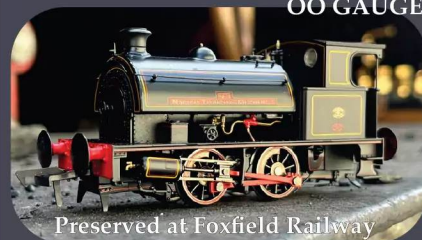
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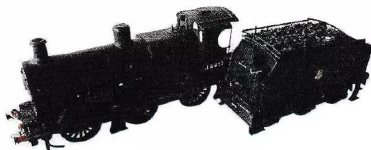
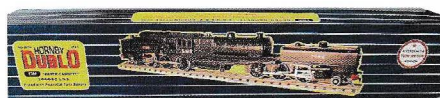
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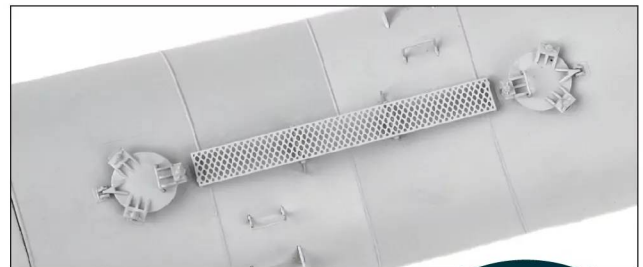
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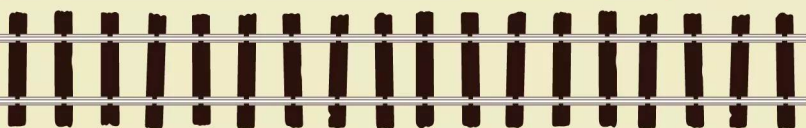
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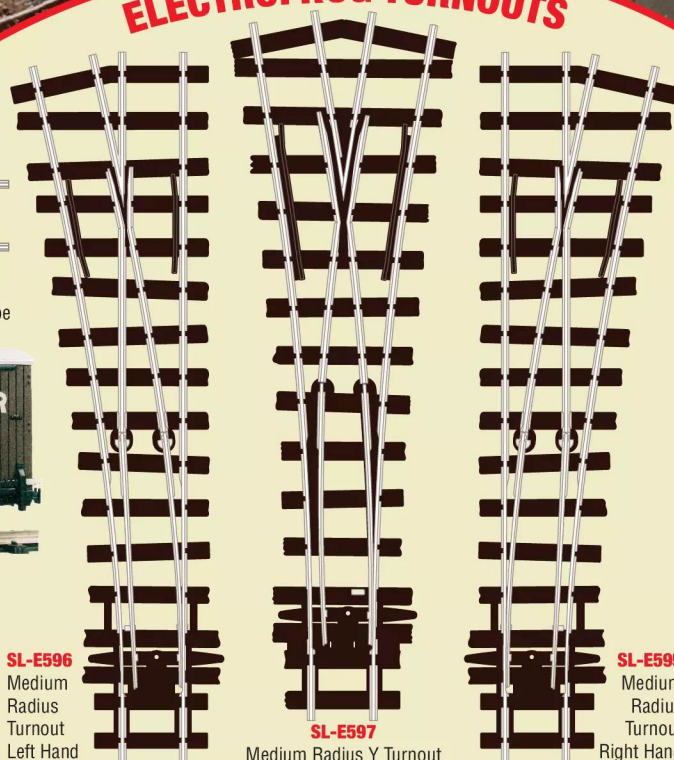


OR-41

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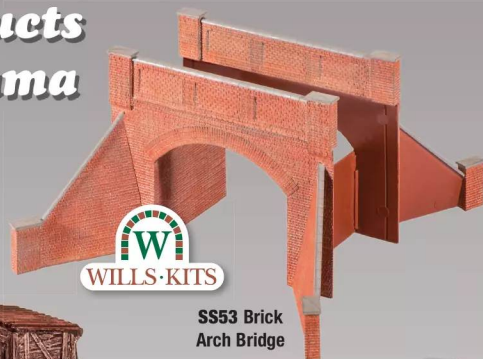
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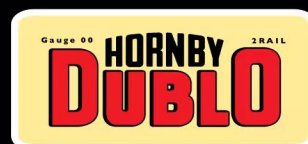
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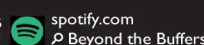
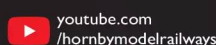
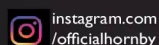
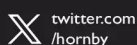
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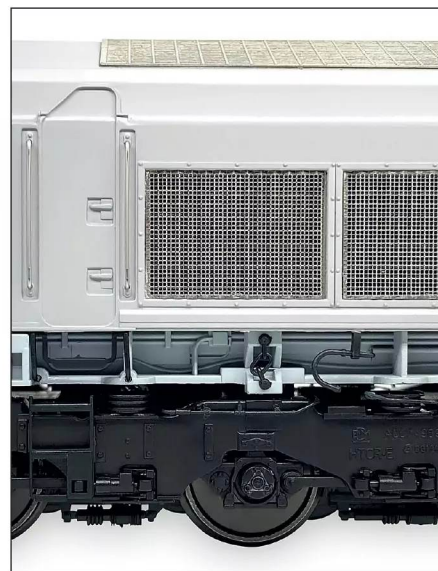
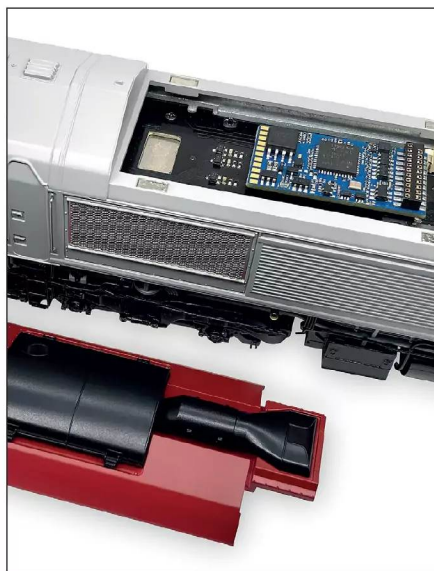


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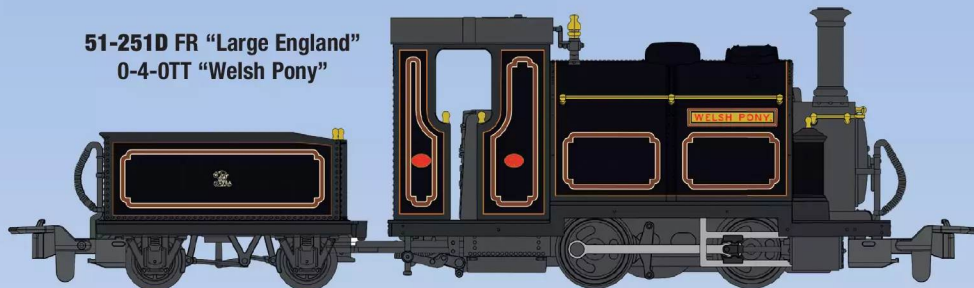
OO-9

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Will comfortably negotiate 9inch/229mm radius curves.

Fully decorated with fine lining and small details.

Separate moulding supplied for handrails, and other details.

Supplied fitted with standard PECO OO-9 coupling, Arnold N gauge couplings supplied separately.

Please note: DCC operation is technically possible but no provision has been made for this in the model due to limited available space.

PECO

Great Little Trains

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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.

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

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Welcome

Finding the positives

The new year was barely into its second week when the news broke that Hatton's Model Railways was to close its doors after 77 years of trading, this being followed just a few days later with Warley Model Railway Club announcing the end of its shows at the NEC (see news stories on p235).

The demise, almost simultaneously, of not just the UK's largest model railway retailer but also the UK's largest annual exhibition sent ripples across the hobby and soon attracted the attention of mainstream media outlets. Inevitably, much of the coverage on national TV and in newspapers chose to foretell the 'death of model railways', with opportunities for sensationalist headlines being seized upon in preference to any wider understanding of the circumstances that precipitated these two quite separate events.

The loss of these two pillars of the model railway community - which between them account for more than a century of involvement in the hobby - does represent the end of an era, but it is not a sign that our creative pastime is reaching the end of the line. Far from it in fact, with model railway retailers across the UK continuing to report healthy (and in many cases growing) levels of trade. And where the Warley NEC show is concerned, the 2023 event was an unequivocal success, it being attended by thousands of visitors over the two days and returning a profit for Warley MRC in the process.

Further signs of positivity can be found in the pages of RAILWAY MODELLER. Every month our reviews and news pages are full to bursting with details of the latest products from the hobby's numerous suppliers - clear evidence of a continuing demand for new locomotives, items of rolling stock, trackwork, scenic accessories, control systems and modelling tools. Similarly, our Societies & Clubs pages are always brimming with details of exhibitions, meetings and talks that are being held around the UK, presenting modellers with a huge array of events - large and small - to choose from throughout the year. There are even examples of past exhibitions that are preparing to make a triumphant return to the calendar, including the Chatham show in July.

The hobby does face challenges ahead, of that there is no doubt. Finding effective ways to foster greater interest amongst the younger generation is one such challenge, but there are already examples of successful initiatives that demonstrate how this can be achieved - such as the Young Model Railway Club outlined on p206.

If further proof is needed that our hobby is a thriving one with a bright future ahead, then look no further than this year's Model Rail Scotland event, which will be held in Glasgow on 23-25 February (see our preview on p178 for further details). Amongst the 50-plus exhibits in action at this three-day railway modelling extravaganza are three layouts featured in this issue, which as per tradition for our March edition has taken on a distinctly Scottish flavour. We kick things off overleaf with one of this trio - the mighty impressive O gauge layout *Eastfield*...



Eastfield will be one of more than 50 layouts in action at Model Rail Scotland. Photo: Karl Crowther



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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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Layout photography by Karl Crowther



Eastfield

With a footprint measuring a colossal 70' x 40', this 7mm scale recreation of a 1980s Motive Power Depot is sure to wow the crowds when it makes its exhibition debut at this year's Model Rail Scotland. **GRAHAM BLOUNT** takes up the story of what led Durham Trains of Stanley owner **MICK WORRALL** to embark on such an ambitious project.

It is only when you see it in the flesh, so to speak, that you can truly get a sense of the enormity of this project. The layout is an O gauge replica of the former Eastfield Motive Power Depot in Glasgow, which will be readily familiar to enthusiasts across Scotland and further afield. Known for its signature 'Scottie dog' motifs applied to the sides of diesel locomotives, this location has been faithfully replicated by Mick and his team of fellow modellers on a grand scale.

Mick, a lifelong railway enthusiast, started modelling railways when he was aged just four, and his passion has grown ever since. He started his first business in 1998 when he moved to County Durham after leaving EMA Model Supplies in London. He opened his current shop (Durham Trains of Stanley) in 2007 and has traded ever since, moving to a slightly bigger unit at the same location in 2011. But why did Mick, who comes from Chester, and who now lives and works a stone's throw from the Tyne Dock-Consett line, choose to build a Scottish depot?

Mick will confess that he has always had an interest in Scottish railways, ever since his days as a teenage shed 'basher'. Eastfield was one of his regular haunts in the early 1980s, so the choice of both location and time frame can be attributed to unashamed nostalgia!

The idea for the layout was in his mind for at least 30 years, originally being envisaged as a OO project, with N gauge also being considered. However, that changed following the visit of a customer to Mick's shop who happened to mention that his employer was looking for a tenant for the upper floor of their office block. With the opportunity to secure a huge space for a layout presented to him, the idea of Eastfield in 7mm was born, which led to the creation of the South Tyneside O Gauge Group (STOGG).

Making a start

At 70' in length and 40' wide, the project has been a huge undertaking. The starting point saw Mick embark upon the painstaking job of replicating the main shed building

Left

A pair of Class 37s are stabled between duties around the back of the MPD. The parked cars belonging to the locomotive crews are redolent of the 1980s era depicted.

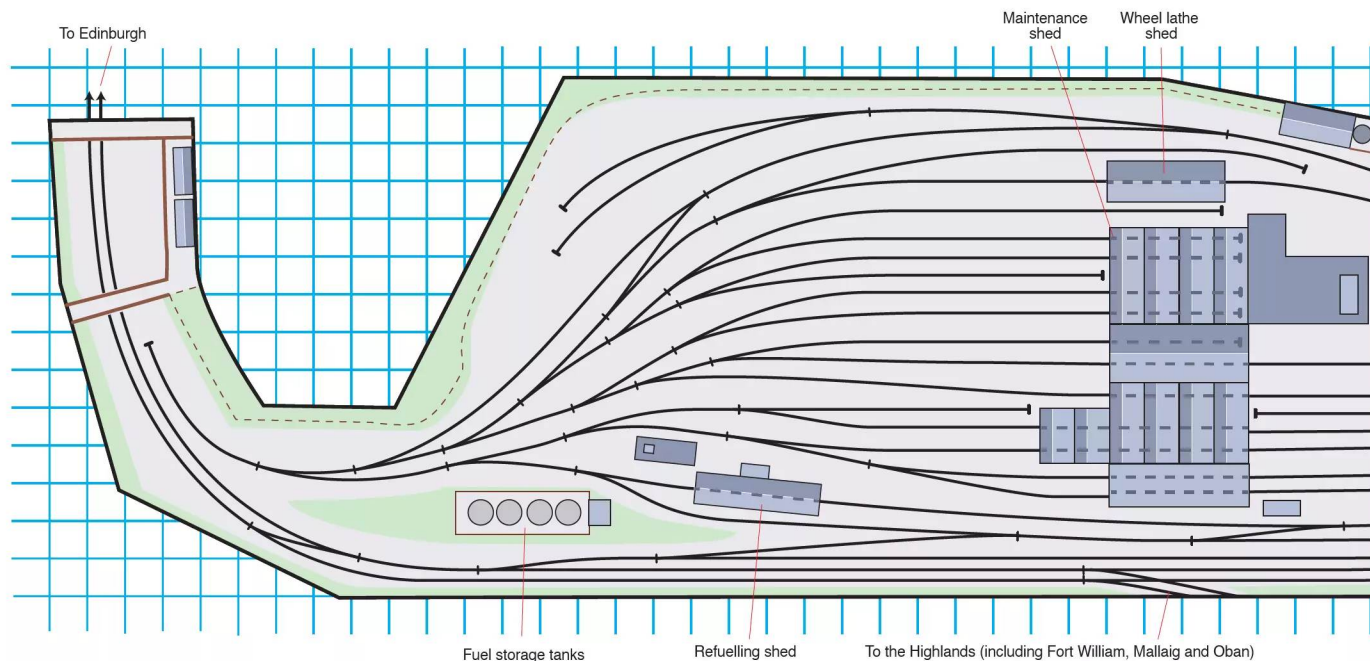
Right

Contrasting shades of blue with 37 408 *Loch Rannoch* sporting Eastfield's distinctive 'Scottie dog' motif.



Eastfield

Overall size of scenic section 70' x 20'.
Each grid square = 1' x 1'.



on the kitchen table at home – this representing a major exercise in structure modelling in its own right! The model progressed and soon outgrew the kitchen table, which prompted a move into the double garage (all with the support of Mick's wife Liz). But the acquisition of the large premises for the newly-formed group meant Mick could take the project up a gear and start producing the baseboards and laying track.

Five years on and the layout is ready to make its public exhibition debut at Model Rail Scotland in February 2024 (see panel).

Baseboards and electrics

The baseboards were constructed using a conventional 4" x 1" softwood timber frame, topped with 9mm birch ply. The layout was built up in 48 modules of varying proportions, all bolted together. The legs form part of the module joining construction, having plates that are designed to hold adjacent boards together with the fixing bolts going through the plates and the boards.

Baseboard edges are faced with 6mm ply, whilst the backscenes are made from braced 6mm ply.

Wired throughout for Digital Command Control and operated using the Roco Z21 system, the wiring loom itself is a major project. The layout is equipped with six boosters rated at 5 amps each, these being sourced from DCC Concepts.

Trackwork and signalling

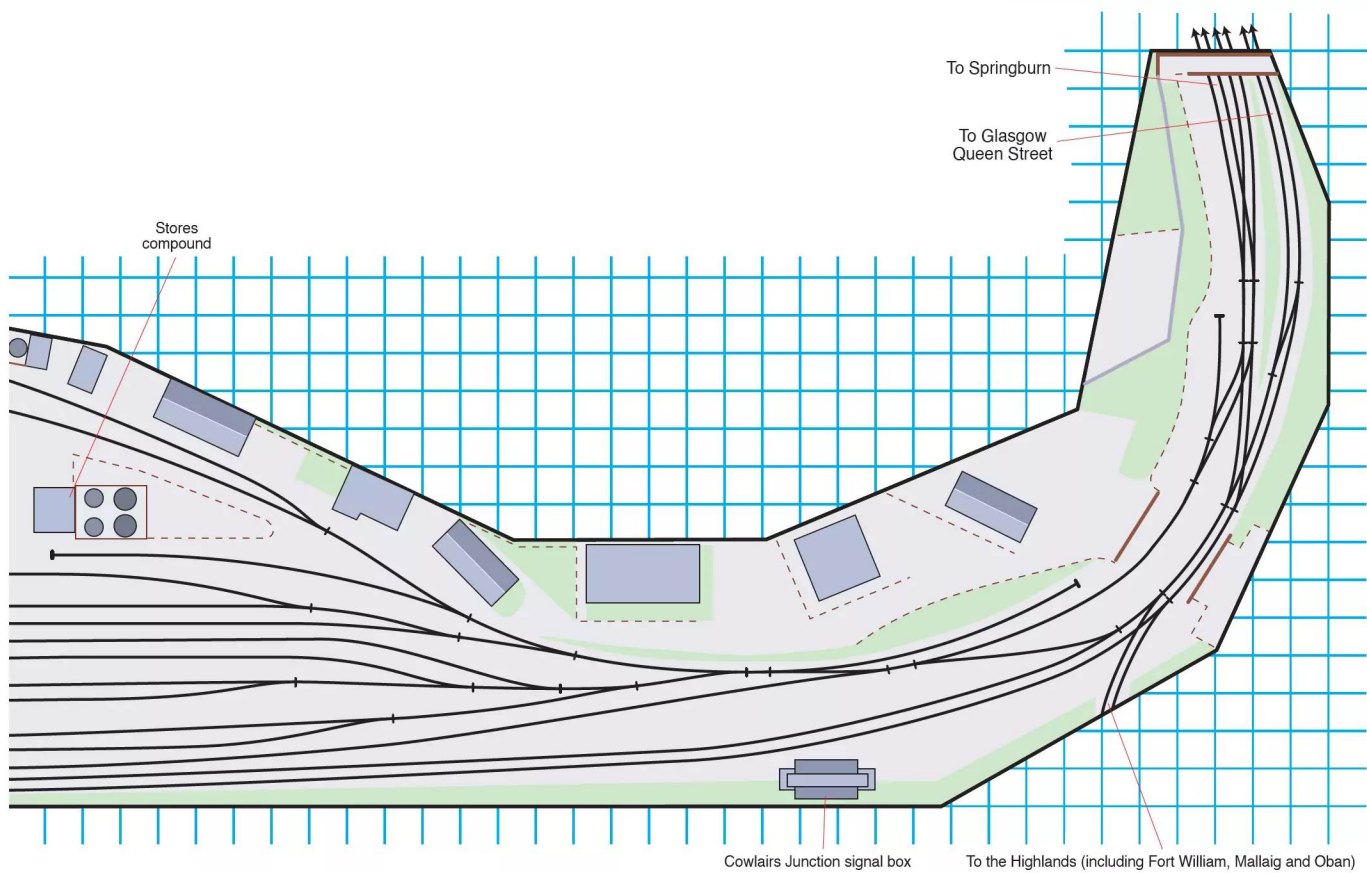
All the trackwork is Peco Streamline Code 143 flat-bottom rail with Electrofrog points, this being laid straight onto the baseboards. The point tiebars are operated remotely using Cobalt point motors from DCC Concepts.

The signals are bespoke items from Absolute Aspects, these being made to fit the specific locations. The

Below

The structures for the MPD, including the imposing running shed, were scratch-built by Mick Worrall largely from plasticard.





signals are fully interlocked as per the prototype using a mixture of Signal Driver Boards from MegaPoints Controllers, and banks of Arduino electronic circuit boards. The trackwork is fitted with occupancy sensors.

The fiddle yard at the rear has 12 roads, each capable of holding three full trains, together with three Diesel Multiple Unit roads and five independent through roads.

Scenery and buildings

Mick has scratch-built all the shed buildings and fuelling points, using a combination of plasticard and Evergreen styrene strip. Even the shed interiors have been modelled complete with lighting despite the fact that most of this detail cannot be seen by the viewing public!

The Cowlairst Junction signal box, together with the school, houses, and tenement blocks (the latter such a distinctive feature of the Glasgow skyline) were constructed by Rob and Michelle Anderson at Northumbrian Painting Services. (Painted figures were

also provided by this firm.) Every effort has been made to replicate as much of the real location as possible, with advice being taken from former depot staff to get as many small details included as possible.

The basic scenery is made up using offcuts of household insulation board, coated with plaster and then painted, with a top layer formed of various Woodland Scenics scatters and static grass fibres. Most of the road vehicles are die-cast with the odd kit as well, with most having been toned down and adapted to fit the era and location.

Locomotives and stock

All the locomotives that Mick owns are those allocated to Eastfield during the period depicted, with the remainder provided by other Group members and



Right

Members of the Eastfield staff are engaged in conversation before the start of their shift. A Volkswagen Golf and a Morris Marina are parked alongside.

Below

37 417 Highland Region MPD on the main line with a passenger working.

friends. There are occasional unusual visitors, such as preserved main line locomotives being serviced in between railtour duties, or as part of turning moves from other depots.

All the diesel locomotives are ready-to-run models by Heljan except for the Class 08 diesel shunters, which are by Dapol. They are all fitted with DCC sound, using decoders from suppliers including YouChoos, Legomanbiffo and Zimo. Many locomotive types can be seen including Class 20s, 26s, 27s, 37s and





Left
A model of Cowans Sheldon breakdown crane ADRC 96704. The full-size version of this 1962-built example is preserved by the Midland Railway Trust.

Bottom
The usual array of main line diesel types can be seen here, together with a number of more unusual vehicles including former Motor Parcels Van 975385 in the red & blue livery of the Railway Technical Centre. This car was used as a test-bed for hydrostatic drive, hence the name *Hydra* that it received.

47s. There is also a pair of Class 25s that represent the last remaining two Scottish examples that were operating during the time period modelled.

The rolling stock is a mix of ready-to-run products from manufacturers including Heljan and Dapol, together with a number of kit-built items.

The future

Having completed the basics for the layout, the question now is, what's next? Naturally, the model is slightly more difficult to transport to shows than the average exhibition layout, needing a 44-ton articulated lorry to convey this behemoth around the country, whilst a team



Right

Snowploughs were a common feature on locomotives operating on the Scottish network, as evidenced here by a pair of Class 20s and a 37 all so fitted.

Below right

26 025 in Railfreight livery keeps company with an Audi Quattro and a Volkswagen camper van. Pointwork within the MPD was operated manually – hence the levers that are clearly illustrated here.



of at least 10 helpers is needed to erect, operate and dismantle the layout.

Heljan has kindly sponsored the transporting of the layout to Glasgow, which is greatly appreciated. The physical size of *Eastfield* limits the exhibitions that it can attend, but it is planned to take it to other shows in the future.

As the saying goes, no layout is ever finished, and this certainly applies to *Eastfield*. Mick has plenty of ideas for what





Glasgow Eastfield MPD

Glasgow Eastfield shed was constructed by the North British Railway to the north of Cowlares West Junction and opened in September 1904, replacing the original Edinburgh & Glasgow Railway shed, which was part of Cowlares Works. The new depot was the largest on the NBR in terms of land area, with the 14-road brick-built through shed able to house 84 locomotives.

Disaster struck in June 1919 when the timber roof of the shed caught fire, with 19 locomotives inside being damaged when the coal in their tenders also ignited, but the shed was rebuilt and went on to house an allocation of around 200 engines.

Coded 65A under BR, Eastfield closed to steam in November 1966 but became a diesel depot, with the code ED from 1973 under the Total Operations Processing System (TOPS). It is well known for the 'Scottie dog' emblem applied to its locomotives, although being white, it actually depicts a 'Westie' terrier!

Eastfield was closed in 1993, with the buildings being demolished and the track lifted the following year. However, a new Diesel Multiple Unit depot was opened on the site in 2005 to relieve overcrowding at Edinburgh's Haymarket MPD.



Above

A view of Eastfield Motive Power Depot on 26 April 1989, with (from left to right) 37 380, a Class 107 DMU, 26 007, 26 006, 26 028, 47 518, 20 227 and an unidentified Class 47/7. Photo: Rail Photoprints

Above

An impressive line-up of motive power, assembled entirely using Heljan ready-to-run models – except for the BR Class 08 diesel shunter, which is a Dapol product.

Right

A ScotRail-liveried Driving Brake Second Open leads a push-pull set past 37 417 *Highland Region*, which carries large logo BR blue livery.



Above
Cowlairst Junction signal box was built by Rob and Michelle Anderson at Northumbria Painting Services. Signals are by Absolute Aspects.

else can be added to the layout in the future to keep it fresh and ensure that there is something new to see each time the layout is exhibited. In fact, there is a big surprise that will be revealed to visitors at Glasgow...

The layout would never have reached this stage without the assistance of others; Mick wishes to place

on record his thanks to the members of the South Tyneside O Gauge Group for their help, together with those firms that have kindly sponsored aspects of the project – Heljan, Ellis Clark Trains and Northumbrian Painting Services.





See it at Glasgow!

Model Rail Scotland

Eastfield will be one of at least 50 layouts in action at Model Rail Scotland 2024, which will be taking place in Hall 3 of Glasgow's Scottish Event Campus on 23, 24 & 25 February. See Societies & Clubs for further details, or go to:
www.modelrail-scotland.co.uk

Main photo

The trackwork on the scenic part of the layout – all of which is Peco Streamline – includes in excess of 50 points.

Inset

A shunter assists with the stabling of a Class 37/4 that has arrived on shed.



Gresley K4 2-6-0

Drawings from the late **IAN BEATTIE** archive, with accompanying words by **TOBY JENNINGS**.

For our traditional Scottish-themed issue this year, we feature scale drawings of one of the most quintessentially Scottish locomotive classes – one that was conceived and built south of the border, it is true, but designed specifically for one of Scotland's most famous routes: the London & North Eastern Railway K4 2-6-0, for the West Highland line to Fort William and the extension from there to Mallaig.

Forging its way across some of the wildest country ever served by a railway, the West Highland was a route to test the ingenuity of the finest locomotive engineers: steeply graded with sharp curves, and heavy trains in the tourist season, but with strict weight and axle loading limitations to restrict the dimensions of its engines. It was operated from the outset by the North British Railway, which provided a series of 4-4-0 designs for the

passenger traffic, culminating in the 'Glens' – the NBR K Class of 1913, designated Class D34 by the LNER following the Grouping a decade later.

While they proved highly successful on, and became synonymous with, the West Highland line, the 'Glens' had to be double-headed on the heaviest trains. The LNER did possess a 2-6-0 class with the power to work them single-handed – the Gresley K3 – but its high axle loading, which already barred it from many routes south of the border, ruled it out. The most suitable engines that could be found from the existing LNER stock were Chief Mechanical Engineer Sir Nigel Gresley's smaller K2 2-6-0s (originally Great Northern Railway Class H3); named after local lochs, these proved worthy successors to the 'Glens' and remained a part of the West Highland scene for over a quarter of a century.

Nonetheless, even the K2s did not provide all the solutions to the difficulties of the route: they were able to take many trains on their own, but still required the assistance of 'Glens' with the

heaviest formations. Something even stronger was needed – but how to do it within the railway's weight and axle loading restrictions?

Small but powerful

Gresley first considered a development of his Class O2 heavy freight 2-8-0, with larger 5' 2" driving wheels and a taper boiler – but Geoffrey Hughes records in *The Gresley Influence* that "it was soon discovered that the locomotive would have been too long for the turntables and too heavy for the bridges". Instead, the CME scaled down parts of two other LNER designs – shortening the boiler from the B17 4-6-0, and mounting it on what was in effect a smaller K3 chassis, sharing the same three cylinders and motion as the larger Mogul but retaining the 5' 2" driving wheel diameter proposed for the 2-8-0. The result, the K4, first saw the light of day in January 1937, when No.3441 emerged from

Darlington Works, carrying on

the tradition of its predecessors with the name *Loch Long*. Five more followed from Darlington during 1938, named after the chiefs of Scottish clans.

The K4 packed a mighty punch for its relatively small size: No.3441 originally had a boiler pressure of 180psi, giving a tractive effort of 32,940lbs – itself a major advance over the 23,400lbs of a K2 – and proved capable of hauling trains of up to 300 tons, or nine coaches, to Fort William unassisted. But with the boiler pressure soon increased to 200psi, the tractive effort nudged 36,600lbs – making the K4, on paper, more powerful than Gresley's iconic A4 4-6-2.

In service

For a brief but golden heyday, the K4s became the new mascots of the West Highland, much appreciated by their crews – though they were not without their faults. More powerful than A4s they may have been, but unlike the streamlined Pacifics, they

Preserved K4 No.3442 *The Great Marquess* passes Leigham Junction signal box, between Streatham Hill and West Norwood, bound for Brighton and Southampton with a tour by Locomotive Preservation (Sussex) Ltd on 12 March 1967. Photo: Mike Morant





▲ No.61995 *Cameron of Locheil* is turned at Fort William shed prior to the return leg of the SLS 'White Cockade' railtour on 18 June 1960. Note this engine's unique elbow-shaped left-hand steam pipe. Photo: Colour-Rail

definitely weren't built for speed: on the final leg of the journey over 22 miles of easier-graded main line between Craigendoran and Glasgow, their small driving wheels caused such vibration that, according to www.lner.info, "the middle big-end would require regular nut tightening" and "on one occasion, the middle connecting rod actually dropped off!"

The arrival of Thompson B1 4-6-0s on the West Highland in 1947 provided the opportunity to partially rectify this problem, by concentrating the K4s on the Mallaig Extension, where their undoubted hill-climbing abilities could still be put to good use but only the 13 miles of mainly straight and level track alongside Loch Eil remained to show up their weakness. However, with an influx of two-cylinder Peppercorn K1 2-6-0s for the Mallaig road, and London Midland & Scottish Railway 'Black Five' 4-6-0s on the main route, the K4s were all gathered at Glasgow's Eastfield shed for West Highland goods workings. One did return to the allocation

of Fort William shed in later years, but in a rather different form: No.3445 (BR No.61997) *MacCailin Mor* had been rebuilt with two cylinders by new CME Edward Thompson in 1945, forming the prototype for the successful K1s.

By the end of 1959, the rest of the K4s had been transferred to Thornton Junction shed to see out their days on Fife goods traffic, all being withdrawn during 1961 – though No.61995 *Cameron of Locheil* had made a nostalgic return to the West Highland the year before,

hauling a Stephenson Locomotive Society railtour.

Sole survivor

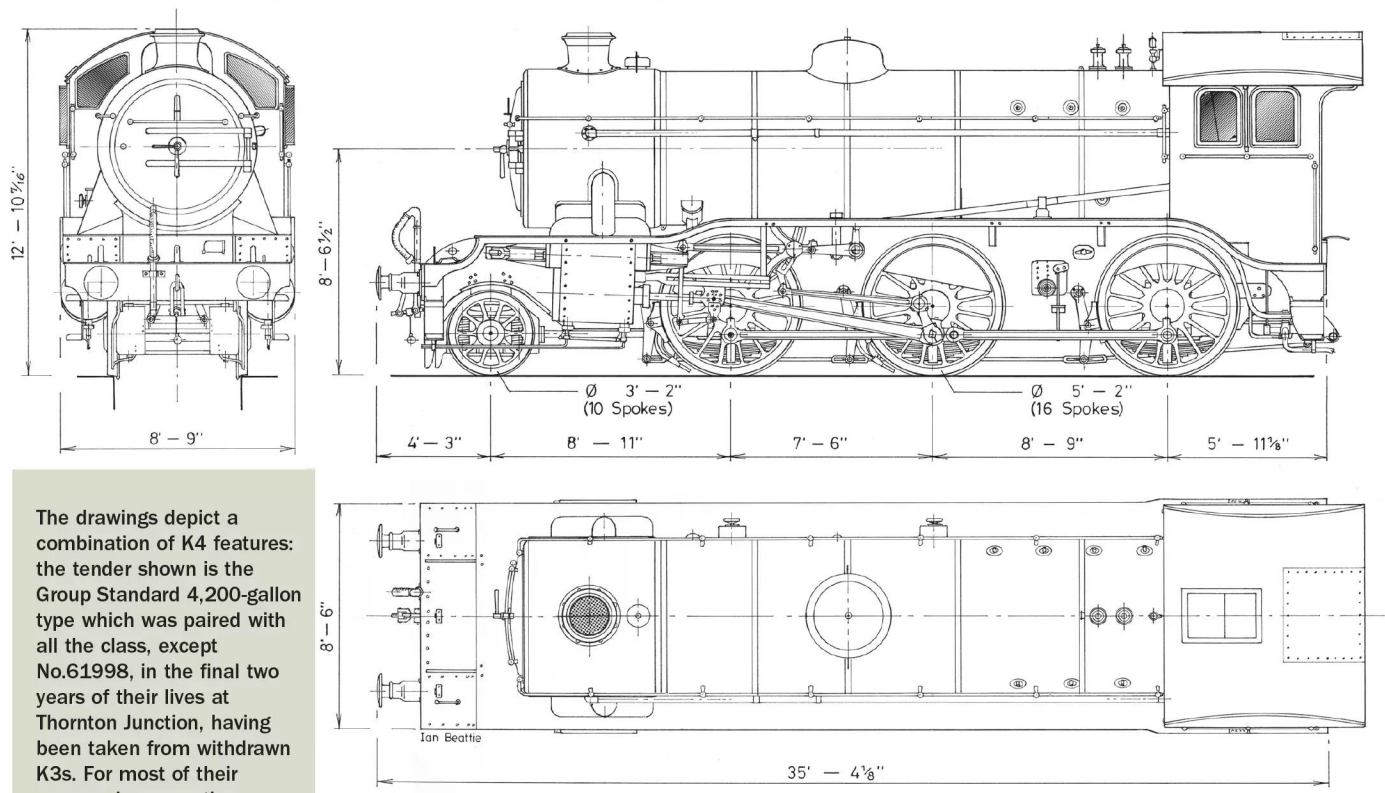
In a remarkable stroke of good fortune for such a small class, one survived into preservation – No.61994 *The Great Marquess*, which was purchased by Viscount Garnock (later the Earl of Lindsay) and restored to LNER Apple green livery as No.3442 at Cowlairs Works.

This engine is perhaps of most interest to modellers for its subsequent exploits: kept at Leeds Neville Hill depot from 1963 until 1972, it worked a series of railtours up to 1967, providing a welcome splash of pre-Nationalisation colour amid the grime of the final years of BR steam. As attractive a modelling proposition as the West Highland is, these railtours took No.3442 to locations as far

Class prototype No.3441 *Loch Long* calls at Rannoch, the subject of our Plan of the Month on page 196. Photo: Colour-Rail ▶



Notes on the drawings



The drawings depict a combination of K4 features: the tender shown is the Group Standard 4,200-gallon type which was paired with all the class, except No.61998, in the final two years of their lives at Thornton Junction, having been taken from withdrawn K3s. For most of their careers, however, the locomotives ran with 3,500-gallon tenders: the examples coupled to prototype No.3441 *Loch Long*, and to *The Great Marquess* in preservation, had a low front plate, while the others had a high front plate, easily distinguished by the side sheets which extended further forwards towards the cab. Drawing 349 from Isinglass Models (tel. 01635 925627, www.isinglass-models.co.uk) includes these tenders.

At the front end, the main steam pipes shown are accurate for all the class except *Loch Long*, on which the pipes were at a shallower angle, extending outwards almost to the edge of the running plate. In 1942, No.3443 *Cameron of Locheil* (BR No.61995) was fitted with the left-hand cylinder from No.3441, necessitating the provision of a new elbow-shaped steam pipe casing similar to those on the V1 2-6-2Ts (pictured on the previous page).

When built, all the engines had guard irons on both the front bufferbeam and pony truck as shown, but those on the bufferbeam were removed between 1949 and the early 1950s. The bufferbeams themselves were drilled between 1937 and 1940 to fit snowploughs, and No.3441 was also sometimes fitted with a wooden bench in this position for engineering inspections.

The cylinder drain pipes were cut back to the cylinders during the Second World War; also removed during the conflict were the Flaman speed recorders, for which the bracket was fitted under the running plate on the right-hand side near the cab (*Loch Long* having had it on the left-hand side between 1937 and 1939). The brackets themselves remained in place until the engines were withdrawn.

The other detail differences were on the smokebox door: the small knob on the engine's right-hand side was not always present as doors were swapped during overhauls. In BR days the top lamp bracket was moved higher up to make room for the numberplate. All the class were built with the Group Standard lamp bracket shown, but at least two (Nos.61996 *Lord of the Isles* and 61998 *MacLeod of MacLeod*) ran with a Great Northern Railway lamp bracket in the high position, attached with three bolts, having received replacement doors during overhauls at Cowlairs Works.

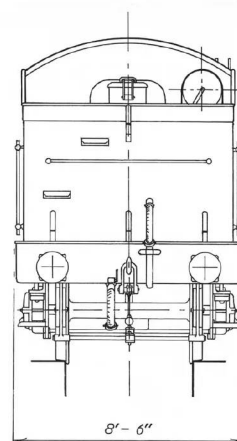
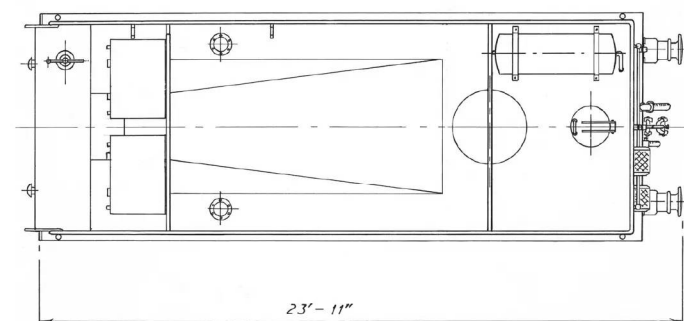
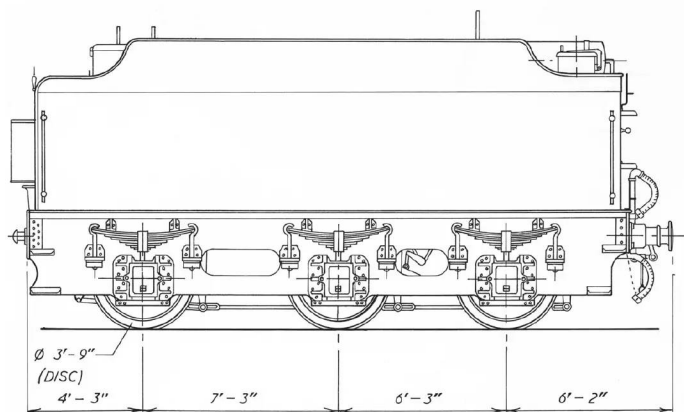
Drawings reproduced here at 4mm scale; first published in the March 2000 issue of RAILWAY MODELLER.

◀ No.61998 *MacLeod of MacLeod* in early BR Apple green, with a GNR lamp bracket atop the smokebox door. Photo: Colour-Rail

The *Great Marquess* leaves Worcester with an SLS railtour on 19 September 1965, contrasting with a grimy BR 4MT 4-6-0 and GWR Grange 4-6-0 on shed. Photo: Colour-Rail ▶



FT 0 1 2 3 4 5 6 7 8
Scale



farmer John Cameron, best known for owning A4 No.60009 *Union of South Africa*, who not only put the K4 back on the main line but again returned it to former haunts by basing it at Thornton Junction. However, with the K4 having last steamed in 2015 and the A4 in 2021, he has now retired both engines to museum display at his Fife farm.

Models

A 4mm scale whitemetal kit for a K4 was produced by Alexander Models, with a revamped version being announced in the February 2015 issue of *RAILWAY MODELLER* – but following the passing of the firm's proprietor

afield as Whitby, Worcester and Brighton, making it suitable for layouts set in many other areas in the popular modelling period of the 1960s.

The Great Marquess was subsequently moved to the Severn Valley Railway, where it

steamed briefly in the early 1970s and again between 1989 and 1997, being restored to main line standard and returning to its former Scottish stamping ground.

In 2003, it was purchased from the late Earl's family by Scottish

Dave Alexander in April 2020, this range no longer appears to be available. However, we did come across a 3D-printed K4 bodysell in OO, by 3D Rail Works, which can be found at www.myminifactory.com

In N gauge, Shapeways offers a body to fit the chassis from a Graham Farish N Class 2-6-0 (www.shapeways.com), and in O gauge, a brass kit can be purchased from ACE Products (www.aceproducts.org).

There are a couple of avenues for reasonably skilled modellers to produce a K4 in OO gauge without having to go to the lengths of full kit-building. As Paul D Smith detailed in the letters page of the June 2022 RM, the use of a shortened B17 boiler on the prototype, and the fact that the K4 design later evolved into the Peppercorn K1, mean that a good representation of the class can be created by fitting a cut-down Hornby B17 body to the same firm's K1 chassis, modified with some A4 parts.

A somewhat easier option is to combine a Hornby B17 boiler with a Bachmann K3 cab, running plate and chassis, with the 5' 8" driving wheels of the latter fitted with larger balance weights to create the illusion of the K4's smaller wheels. For anyone contemplating either route, here are 4mm scale drawings to assist...



What to see at Model Rail Scotland

The SEC in Glasgow – 23, 24 & 25 February 2024

Thousands of railway modellers will be making their way to Glasgow in February for what is set to be this year's biggest model railway exhibition in the UK.

Model Rail Scotland 2024, which will be getting under way on Friday 23 February – just over two weeks after this issue hits the shelves – will be held at the city's Scottish Event Campus venue with the three-day railway modelling festival being organised by the Association of Model Railway Societies in Scotland (AMRSS).

The event is being supported by Peco, Bachmann Europe Plc, Hornby Hobbies and Accurascale.

Show highlights

There will be more than 50 working layouts on display for visitors to enjoy, covering all the popular scales and gauges, and representing British and overseas

prototypes. See our event listing on p39a for full details of the layouts booked to attend.

The star attraction will undoubtedly be *Eastfield* (see p162), the huge O gauge model of a Glasgow diesel depot constructed by Mick Worrall and his team of modellers (under the South Tyneside O Gauge Group banner).

Many of the other layouts in action have featured in the pages of

RAILWAY MODELLER, including *Alston* (N – RM April 2021), *Law Junction* (N – RM August 2008), *Invernevis* (N – RM August 2019), *Dduallt* (OO9 – RM October 1996), *Lucas Bay* (OO – RM February 2019), *Wellpark* (OO – RM February 2024), *Tellindalloch* (OO – RM February 2024), *Weedram Distillery* (OO – see p180), *Kettlewell* (P4 – see p190) and *Raventhorpe* (RM November 2020).

Joining these – and making its first trip north of the border – is Andy Hudson's O gauge model *Borrington-by-the-Sea*, the construction of which has been described in recent issues (see RM September, November & December 2023).

Journeying across the water from Belfast will be a 4mm model of Donaghadee station by Gordon Hunt. Depicting this Northern Irish location as it appeared in 1950 just prior to closure, the layout portrays the harbour and station facilities which formed the Irish end of the rail and sea link from Scotland via Portpatrick.

The show will include a tribute to the late Iain Rice, with the



▲ Northern Ireland's Donaghadee station by Gordon Hunt. Photo: Colm Flanagan

display of his cameo layout *Trevice*, a P4 model of Cornish china clay traffic in the BR steam era.

David Coddington will be celebrating the 40th anniversary of displaying the products of Margate at Model Rail Scotland with a stand showing what was on offer to the modeller in the Hornby catalogue of 1985.

In addition to the presence of the four show supporters, the exhibition will include other leading model railway

▲ A parade of BR blue diesels outside Eastfield MPD in O gauge. Photo: Karl Crowther



Model Rail Scotland

manufacturers of ready-to-run models, including Cavalex Models, Ellis Clark Trains, Heljan, Kato, Rapido Trains UK and Revolution Trains.

Supporting these will be a large number of specialist trade stands, society displays and modelling demonstrations. Two stands that will be attending Model Rail Scotland for the first time this year are Absolute Aspects and The EM Gauge Society. Other society stands dedicated to the railways of Scotland will include the Caledonian Railway Association, the Friends of the West Highland Railway, the Great North of Scotland Railway Association and the Highland Railway Society.

With so many stands to see, many visitors will be keen to plan their time at the show in advance – accordingly the organisers have made a floor plan available to download via the website.

Early admission with advance tickets

Details of admission prices are given in the adjacent panel; tickets are available to purchase on arrival. It should be noted that multiple day tickets are not available. (The Scottish Event Campus is a cash free venue although the Model Rail Scotland ticket desk will accept cash as well as credit/debit card and Apple pay/Google pay cashless payments.)

Advance e-tickets can be purchased via the event website. Although the prices are the same, advance ticket holders will be able to enter the show 30 minutes earlier on each day.

Pre-printed advance tickets can also be purchased but for this option there is an additional booking charge per order.

Getting to the show

The position of the Scottish Event Campus on the edge of Glasgow city centre makes visiting Model Rail Scotland very convenient by rail, road – or even by air! The SEC has its own dedicated railway

Invernevis – an N gauge model of a fictional Scottish terminus by David Greenwood.
Photo: Andrew Burnham

station – Exhibition Centre – allowing easy access from the city centre (including train connections via Glasgow Central) and suburbs. Exhibition Centre station is a 5-10 minute walk from Hall 3.

In addition, Strathclyde Passenger Transport operates the Glasgow Subway, which provides connections from 15 points across the city (the St Enoch stop is a few minutes walk from Central Station for onward transfer to the SEC).

To further assist visitors the organisers will once again be providing a circular vintage bus service between the SEC, Glasgow Central and Queen Street stations in the city centre. (Full details of this service will be published on the Model Rail Scotland website prior to the show.)

For those travelling by car, the postcode is G3 8YW. The SEC is just off junction 19 of the M8, with multi-storey parking available. The car park is located less than 500m from Hall 3 and has designated disabled blue badge parking bays. The car park tariff is £11.00 for up to 12 hours.

For those travelling by car to the SEC via the city centre, note that there is now a Glasgow City Centre Low Emission Zone – motorists are advised to check their route and vehicle compliance beforehand.

Glasgow Airport is located eight miles west of the city and can be reached on domestic flights from airports around the United Kingdom.

For further details about travelling to the venue and public transport links, refer to the SEC website:
www.sec.co.uk



Key information – at a glance

Venue:

Hall 3 Scottish Event Campus,
Exhibition Way, Glasgow G3 8YW
www.sec.co.uk

Dates:

23-25 February 2024

Opening times:

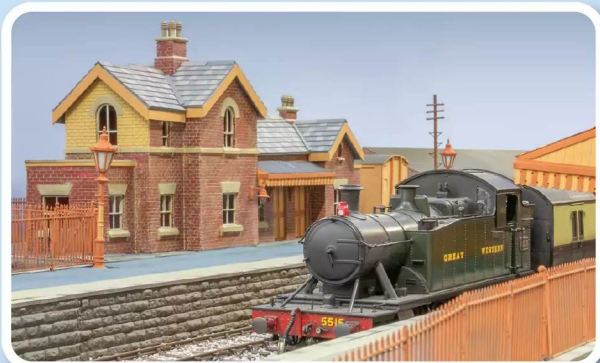
Friday 1030* – 1800
Saturday 1030* – 1800
Sunday 1030* – 1700
(*1000 for advance ticket holders)

Single day admission prices:

Adults **£15.00**
Children **£5.00**
(Ages 5-16 years, must be accompanied by an adult. Children aged under five are admitted free.)
Family **£35.00**
(Two adults and up to two children)

Keep up to date:

Website:
www.modelrail-scotland.co.uk
Facebook: @ModelRailScotland
Instagram: @modelrailscotland
Twitter: @ModelRailSEC



▲ **Borrrington-by-the-Sea** by Andy Hudson. Photo: Craig Tiley



▲ **Tellindalloch in OO** by Terry Tew. Photo: Ian Manderson



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Weedram Distillery

ALEX HALL presents this wee dram of a OO gauge layout, which was conceived as a straightforward project to 'get something running' whilst providing a good measure of operational interest.

Photography by the author



Whilst I had previously been involved in the building of the layout *Farkham* (see *RAILWAY MODELLER* April 2005) and had partially rebuilt another, *Ringburn Yard*, I had not built a 4mm layout myself from scratch. Layout planning and design is something of interest to me, but this can also have a downside as there are too many possibilities, ideas and subject matters to actually build – assuming I do not live to 170 years old!

Industrial railways have always been an interest of mine, something that comes from

my father, Victor Hall, who developed a keen interest in the subject in the 1960s. Whilst over time I had slowly been acquiring certain industrial locomotive kits, the release of ready-to-run examples in recent years gave more variety to what could be used on a layout. Among my potential future projects was one connected to a distillery. Therefore, if I modelled a distillery for this stop-gap layout, any stock would be available for the future project.

Although the layout is not based on one specific location, it draws inspiration from

▲ A general view of the layout with a Sentinel diesel shunter propelling wagons into the loading shed.

the distilleries found in Speyside, Scotland, along with other examples like Cameron Bridge in Fife. By the 1960s, the Speyside Line was being run down prior to closure with the distilleries' own railways succumbing to the same fate. The layout assumes that at Weedram the railway connection carried on into the 1970s, but the wagons used are still the traditional short wheelbase types. These

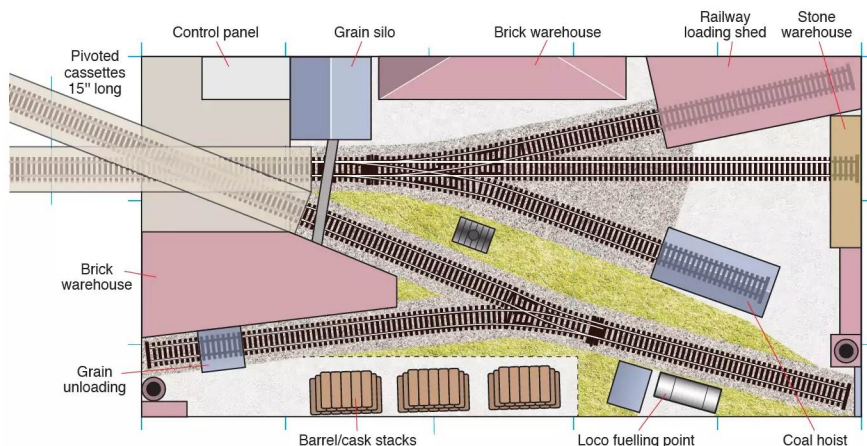
offer an obvious advantage on a smaller sized layout, as well as enabling a variety of examples to be shown.

The traffic portrayed is varied, but small in quantity. Incoming grain uses covered hoppers, while coal for the boilers is conveyed in open mineral or hopper wagons. Of course, the ultimate cargo is the outgoing finished 'liquid gold' with the whisky casks transported in vans or open wagons.

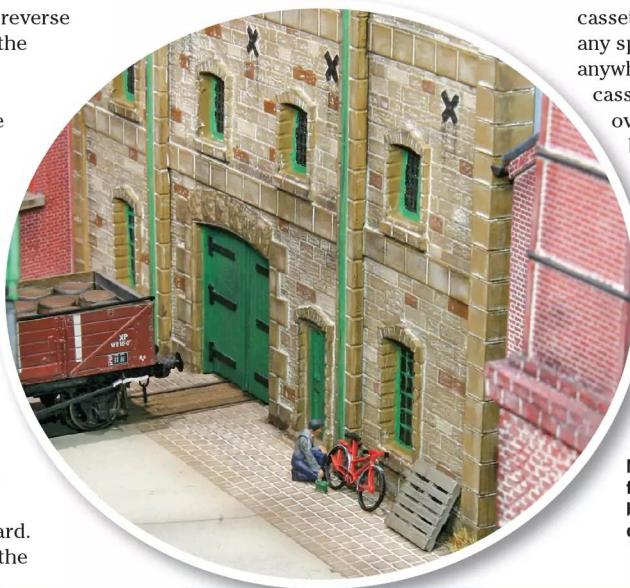
Construction begins

Because the reason for building the layout was to get something running quickly, the baseboard was constructed from leftover 3" x 1" softwood and a sheet of 6mm MDF. The existing size of the latter dictated the final dimensions of the layout – 32" x 16". Having a baseboard, the track plan could be decided. Although this is maybe the reverse way of designing a layout (normally the track plan coming first and then constructing the baseboard to fit) it fulfilled the objective in this instance of getting something completed quickly.

One issue that did present itself was the potential arrangement for the fiddle yard. I was determined the layout would be one baseboard, but allowing a large space for off-scene activities would compromise what could be achieved in terms of scenery. The answer was to use a cassette system and a length for these of 15" would be enough for a locomotive and up to three wagons. Even at this reduced size, the cassette would be almost half the length of the baseboard. This meant a train could be held on the



Weedram Distillery Overall layout size 32" x 16". Each grid square = 6" x 6".



cassette or on the layout, but there was not any space for points so it could not go anywhere! The solution was to move the cassette so that one end was suspended over the edge of the board, with a small bolt-on support, thereby gaining another 7" for the track plan. It was also decided to pivot the cassette, so it acted as a point, aligning with two tracks.

With a track plan finalised, the baseboard was covered with 4mm foam, sold for use under laminate flooring, as a sub-base prior to

One of the distillery's workers attends to his bike.

Newly arrived grain hoppers are positioned for unloading in the foreground, while behind, full casks of whisky leave the distillery.





▲ A Sentinel diesel shunter passes behind the permanent way hut, and its associated clutter, with some 21-ton coal hoppers.

installed, along with Peco accessory switches to remove the reliance on blade contact for passing the current.

Weedram is wired for 12V dc analogue operation and uses a Gaugemaster handheld controller – it seemed DCC was unnecessary on such a small layout. The section switches and studs, for point switching, are on a control panel on the rear edge. Two cassettes were made, using 3mm thick plastic, with a bolt through the centre to provide a pivot and a jack plug for power.

Structures and scenic details

Having a working layout, attention could turn to the buildings. Lack of space dictated most of the structures would be low- or half-relief and ideas for these were tested using simple boxes to prove if the concepts

worked. Whilst there would need to be a degree of scratch-building for the main structures, to save time, potential kits were also investigated. In the end a mixture was used, with some kit-built, but altered, Skytrex and Heljan products, and two scratch-built. The latter comprise the grain silo (based on one that used to be at the Balmenach Distillery in Cromdale) and the adjacent warehouse, which is based on the buildings that used to be at the Cameron Bridge Distillery.

Other structures, like the coal hoist, are partly scratch-built using kit parts. Scenic materials were from WWS, although there is not a lot of greenery on the layout!

Detailing is an area that I enjoy, so attention was paid to the addition of people, wildlife, clutter and other items – although I do not wish to paint any more barrels in the near future! Finally, a backscene and fascia, including lighting, were made and added to finish off the layout.



▲ The grain unloading facility.

laying the track. However, it was omitted from a small area in one corner where the cassette would locate so that the rail heights would match. I already had in stock some Peco code 75 flat-bottom points and track, acquired for future layouts, which dictated the trackwork to be used. The three-way and Y points were laid, followed by the plain line track, before Peco point motors were

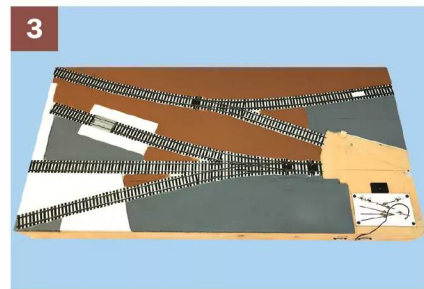
Building the layout



▲ With the baseboard completed and foam laid on the surface, the track plan is being trialled with boxes used to simulate the positions of buildings and structures.



▲ Trackwork is fixed in position with some of the part-built structures being placed temporarily. Note the overhanging sector plate on the left-hand side.



▲ Infilling is in progress around the track for some of the concrete areas and ground colours have been applied. Note the control panel with 'stud and probe' arrangement for the points.

Proprietary stock

The rolling stock, which is still being finished and weathered, consists mainly of ready-to-run products with the motive power being industrial locomotive models that have been released in recent years. For the layout's current time period, two Hornby 0-4-0 Sentinel diesel shunters – one chain and one rod-driven – and two Hornby 48DS diesel shunters are used.

There is a long-term plan to expand the timescales depicted on the layout to include steam locomotives and other diesel shunters. This will increase the interest for operators and viewers alike, the idea being to operate a sequence spanning from the 1950s through to the 1990s.

Up and running

Was the objective of 'getting something running' met? Yes, although possibly not quite in the 'quick' timescale that was envisaged at the outset.

I would like to thank Paul Spencer and Dave Roome, the other builders of *Farkham*, for their help, encouragement and 'constructive' criticism during the build of the layout. Friendships are as important a part of railway modelling as the hobby itself.



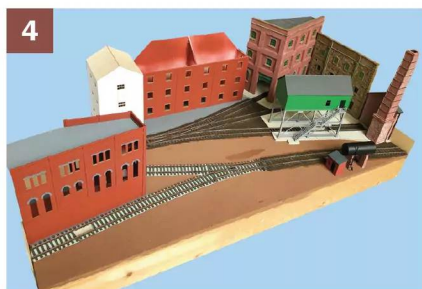
▲ A Ruston 48DS diesel shunter rests between duties near the refuelling facility. Behind is the coal hoist.

▲ One of the track gang passes the time of day with one of Weedram Distillery's coopers, while a Sentinel diesel shunter carries out its duties in the background.

See it at Glasgow!

Model Rail Scotland

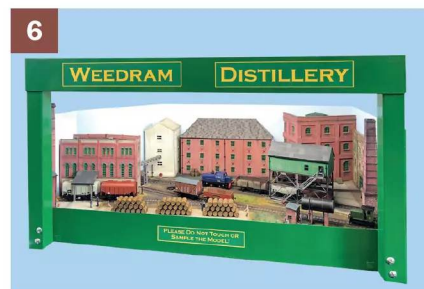
Weedram Distillery will be one of at least 50 layouts in action at Model Rail Scotland 2024, which will be taking place in Hall 3 of Glasgow's Scottish Event Campus on 23, 24 & 25 February. See Societies & Clubs for further details, or go to: www.modelrail-scotland.co.uk



▲ Ballasting of the track is partly completed, as work continues on the construction of the buildings. Pointwork comprises a three-way and a Y – both are Peco code 75 items.



▲ With the painting of the buildings all but complete, a backscene is added together with a front fascia and lighting gantry, this providing a proscenium arch style of presentation.



▲ The completed layout with painted fascia and signage added. The stock used comprises largely ready-to-run items, including examples of the Sentinel and 48DS diesels from Hornby.

A mammoth scratch-building project in 2mm

A dockside crane

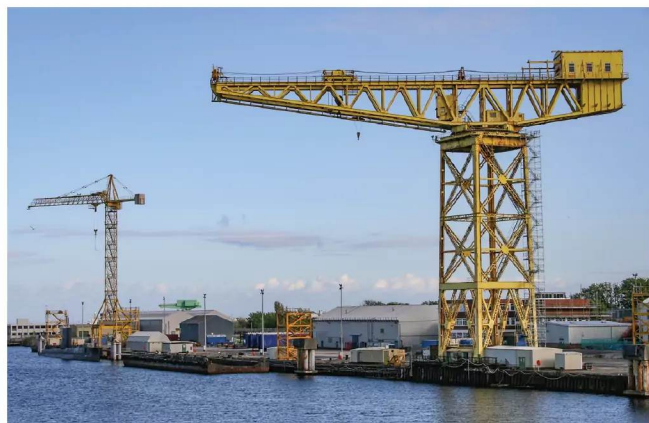
PETER OSBORNE set himself the challenge of constructing a working replica of the huge hammerhead crane that once stood at Buccleuch Dock in Barrow-in-Furness. The finished model will form the centrepiece of a rail-served dockside diorama in N gauge.

Model photography by the author

Following the construction of my compact O gauge layout *A Bodge Engineers Ltd.* (see RM February and March 2021) my thoughts turned to an altogether different modelling challenge – the construction of a working dockside crane in brass. Soldering is one of my favourite modelling processes and, with over 1,350 separate brass parts

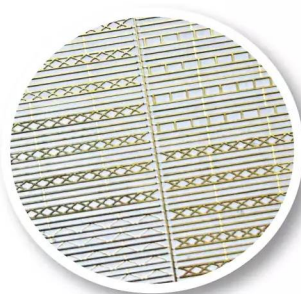
this model certainly fulfilled that part of the brief.

Although this is quite a specialist modelling project with a tenuous railway link, many of the processes described in this article are transferable to models of turntables, bridges, traversers and so on. The use of jigs for holding components was used extensively as two hands are never enough!



▲ Seen here in May 2009, the huge hammerhead crane at Buccleuch Dock was a Barrow landmark for more than six decades, until its demolition in 2011. Constructed in 1942, it replaced a similar crane that was destroyed the previous year during bombing of the shipyard. *Photo: Gary Steel*

▲ The completed crane built onto a simply detailed dockside scene. The static goods wagon and guard's van, road vehicle, warehouse building and lifebelts help reinforce the scale of this truly massive crane.



▲ Much of the latticework for the crane assembly was custom-etched using CAD artwork produced by Bob Dawson, based on the author's sketches.

Scale and subject

Consideration was first given to both the best material to use and the scale to work to.

I concluded that at 4mm scale the model would be both too unwieldy and far too expensive (in terms of the amount of raw material required), so 2mm was chosen (or approximately 1:150 scale).

This scale presented its own challenges with the delicacy of some parts and in fitting the six motor/gearbox combinations into the structure. I chose to adopt a common model railway scale with a view to eventually building a dockside diorama with a rail facility.

Researching a suitable prototype led me to the 'hammerhead' crane, demolished in 2011, at Barrow-in-Furness docks as it was in my own county of Cumbria and this



crane was finished in a striking yellow paint rather than the more common dull grey. The crane also had the added complexity of a secondary lighter crane rig below the main jib; I have a habit of making my



modelling projects difficult for myself!

Research

Online research led me to BAE Systems, the demolished crane's owners, and the Barrow Museum. Each recommended I contact the other but after pointing this out no more was heard. Enquiries through a former Barrow/BAE Systems employee also came to nought. Therefore I had only photographs to work from for

the construction. I calculated dimensions from various photos using known items such as doors and steps to estimate. Some departure from absolute authenticity was inevitable when it came to making the whole thing operate so I wasn't too critical with dimensions.

Construction

I am indebted to the help of Bob Jones, of *Fencehouses* fame, who developed my sketched designs for the brass etches into

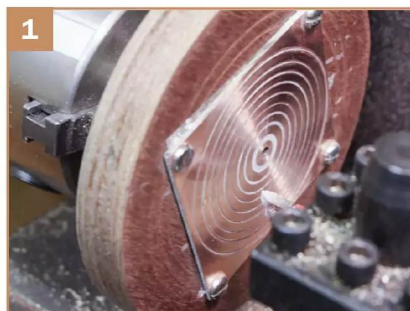
CAD drawings and commissioned their manufacture. These excellent etches were supplemented by commercial milled brass sections plus brass wire, plus my own stock of sheet brass, copper and spare brass etch.

All six drive motors are the Chinese N20 combination motor and gearbox rated at 6V and 60rpm at the output shaft. These have many uses from robotics to toys and car door locks, and at only a few pounds

each are extremely useful. They are available as N10, N20 and N30 in many configurations and output speeds. (Indeed, I used a similar motor to drive a Ruston 48DS diesel shunter on my O gauge layout.) These are controlled by a series of inexpensive 6V speed controllers from a supplier on an online auction site.

Soldering work was completed using two blowtorches: a culinary accessory on permanent loan from the

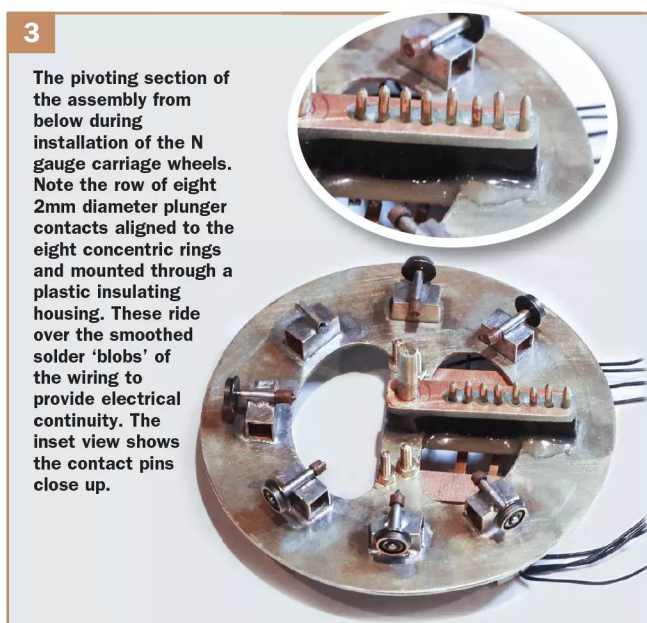
The pivot assembly



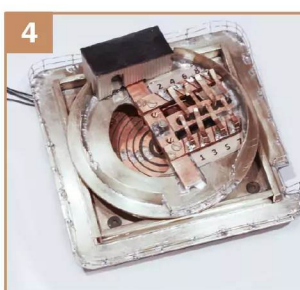
A sheet of copper-clad Paxolin was fixed to my home-made plywood face plate and turned on the lathe to form eight concentric rings of copper-clad. This would act with the eight plunger contacts to transfer current to the four jib motors.



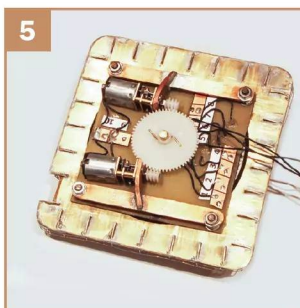
The contact plate installed in the brass plate to form the tower's top platform. The notch is for the ascending tower stairs. A length of code 100 rail formed to an exact circle was soldered to the perimeter of the copper-clad Paxolin to carry the N gauge carriage wheels of the moving jib. The visible solder 'blobs' are from the wires beneath, smoothed for the plunger contacts to ride over them.



The pivoting section of the assembly from below during installation of the N gauge carriage wheels. Note the row of eight 2mm diameter plunger contacts aligned to the eight concentric rings and mounted through a plastic insulating housing. These ride over the smoothed solder 'blobs' of the wiring to provide electrical continuity. The inset view shows the contact pins close up.



The combined assembly from above showing terminal strips and sprung contacts soldered to the contact pins. Later, to ensure more positive electrical continuity, a pad of foam was arranged to bear gently down on the pins. The 'building' has been added together with handrails from 0.4mm brass wire (posts) and 0.2mm gold-plated brass wire for the handrails.



The combined pivot assembly from below showing the two N20 motors/gearboxes and the equalized drive to the central 4mm shaft. Terminals are all numbered as all wiring had to be black rather than colour coded, being installed after painting the model. Motor brackets are copper strip.

The tower



A simple jig was used to hold parts for soldering. After checking everything was square the heavier joints were soldered with either the needle-point blowlamp (shown) or the culinary gas blowlamp – on permanent loan from the kitchen! Illustrated (right) is a close-up of a soldered joint. The main post channel sections (as per the prototype) had to be kept clear for the electrical wiring.





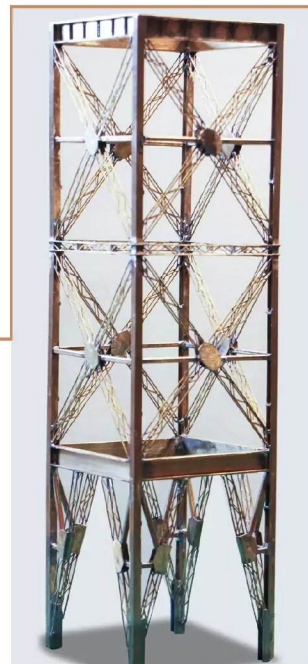
The tower takes shape on the workbench. Note the rough wooden stand with heatproof covering to hold everything steady during construction. Regular checking ensures all is kept exactly square. The tower is almost ready for the etched sections to be added.

8 An additional jig was used to hold the five components of each of the eight 'leg braces'. This method also ensured each of the assemblies is dimensionally consistent. Having only the usual allocation of two hands it would have been impossible to hold so many components in the correct position by other means.



9 Each leg brace was then soldered in position. The legs are 4mm channel section and the 'hollow' sides of these required three extra infill plates to accept the brace. Quick work with the 80W iron was needed to avoid releasing the adjacent solder joints.

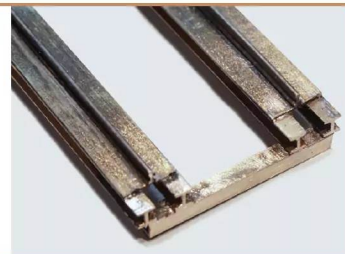
10 The completed tower main structure with all the etched components in place. The intricate stairs are still to add as is the pivot section which fits at the top. Central to each 'X' brace is a flat plate cut from 0.5mm sheet brass.



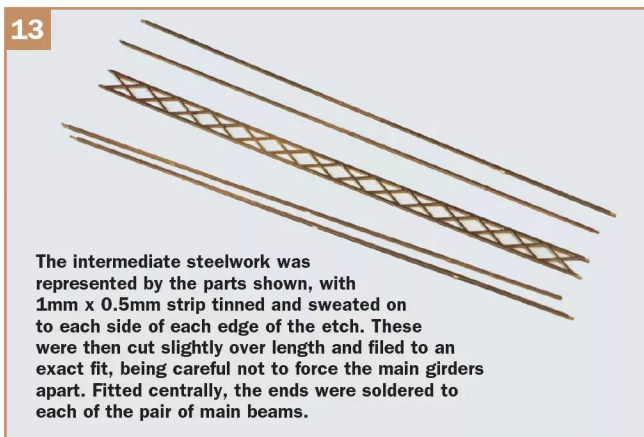
The jib



The jib was built upside down on four 500mm lengths of 4mm square H-section milled brass strip. Brass sheet was added to the top surface before fixing to the jig. Code 100 rail forms the running track for the main moving lifting trolley. Shown (left) is the top section ready for attachment to the jig.



On the workbench, showing the main structure almost complete with the sloping lower members in place; all securely fixed to the jig to keep everything square.



The intermediate steelwork was represented by the parts shown, with 1mm x 0.5mm strip tinned and sweated on to each side of each edge of the etch. These were then cut slightly over length and filed to an exact fit, being careful not to force the main girders apart. Fitted centrally, the ends were soldered to each of the pair of main beams.



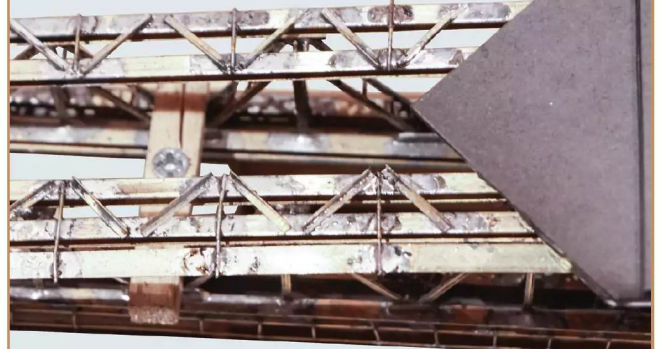
Released from the jig, and with a small 'holding jig' attached, the jib is turned the right way up. The main structure is almost complete but remembering to place the (as yet loose) control room between the main beams before the last etched beam is fitted as this is wider than the space between the main beams.

15



Once the etched sections were fitted (note the two different patterns) the connecting webs were cut from sheet brass and used to anchor the etches to the main beams. Note the code 100 lifting trolley rails above the top sheet.

16



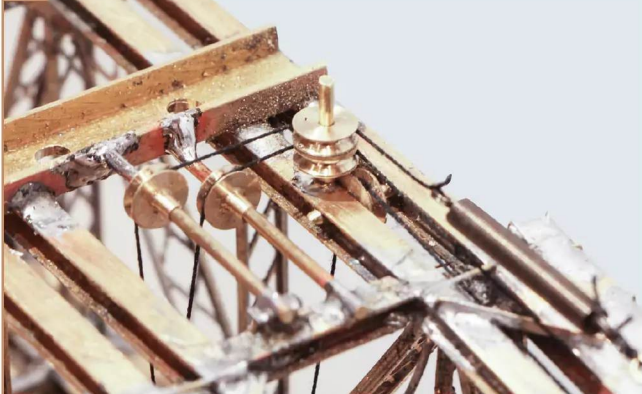
The undersides of the main beams have numerous angle iron cross-ties which were fitted using a card guide to aid positioning. The footway for maintenance access to the auxiliary lighter load crane is also attached.

17



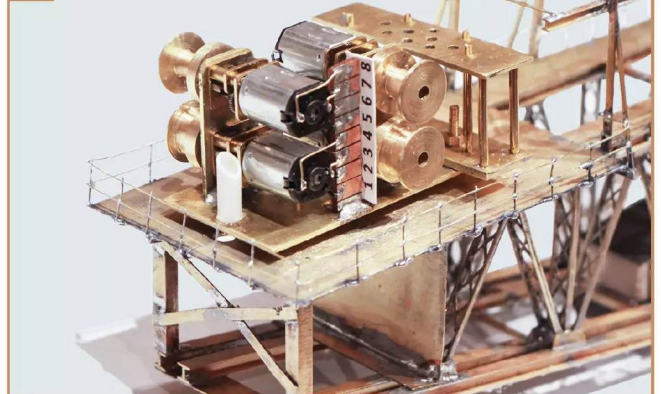
Still working on the underside, the auxiliary crane track comprises a sliding hook mechanism (holding the pulley) comprising 2mm brass channel. The main pivot 'I' section has also been added together with other internal bracing to the centre section of the jib. Yet another jig protects the top handrails and allows handling.

18



In cruel close-up, and after turning some 30 x 6mm diameter pulleys on the lathe, these are test fitted on 1.5mm axles and temporarily threaded with black cotton to prove the cable routing and operation. The main trolley and auxiliary slide mechanisms run on a continuous loop of thread tensioned by springs. I omitted the central stair/ladder section as this would be fitted after the rigging, which would be after painting.

19



The four N20 motors were mounted on a chassis and fitted with lathe turned winding drums for the two continuous loop lifting trolley mechanisms and the two hook cables. Here the motor wiring contact strip and platform handrails have been added. The brass frame ahead of the motors holds 12 pulleys which direct the six cables to the cable rig on the jib.

kitchen(!) and a needle-point propane burner. Also 80W, 25W and 12W soldering irons were used with sparing use of a paste flux and multicore solder.

The 'buildings' on the crane are simply constructed from

Ratio N gauge corrugated sheet (ref.312) and plasticard, flush glazed to disguise the over-scale thickness of the corrugated sheet.

The final part of the build was the fitting of the ladder and

stairs. Again Bob Jones provided the etches for these, and this task proved very much a tricky operation as the sections, complete with fitted handrails and landings, had to be manipulated into the centre of

the main tower before being soldered into position.

Painting and assembly

Painting was carried out to the three main sections (tower, swivel mechanism and jib)



Here the jib has had the top detail added plus handrails and the internal control room has been permanently fitted. Note the auxiliary lower crane track, the main lifting trolley and the various ladders, gantries and details.



before final assembly. Firstly, a thin waft of Halfords grey etching primer was applied. Secondly, several coats of Precision Paints 'warning yellow' were airbrushed. This did not fully cover the primer but the subsequent weathering would take care of that.

The next stage was to assemble the crane and set up the rigging for the working parts. The hooks were threaded with strong cotton but this was too 'hairy' for the continuous

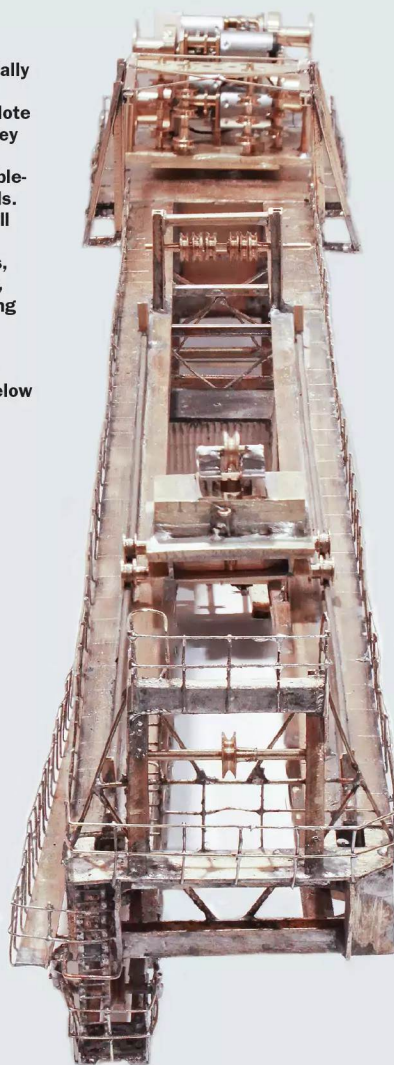
loop rigging for the trolleys, and it slipped on the winding drums. A dig in the 'thread' box revealed some 0.35mm filament (fishing line I think) which proved just right when given several turns round the winding drums and tensioned with a spring. The electrical wiring was also completed at this stage threading the many wires into the channel section of the milled brass sections to conceal them.

Back to the painting and the rust was dry-brushed followed

The 'sea' was painted using acrylic paints, whilst the harbour wall was fabricated using headless matches and coffee stirrers.



The substantially complete jib from above. Note the main trolley has 4mm diameter double-flanged wheels. The model still requires the internal stairs, final cleaning, painting, wiring and rigging. Balancing weights have been fitted below the motor chassis.



by a very light waft of dirt colour using an airbrush. The stair section in the centre of the jib had to be fitted after painting and rigging due to the close clearances between stairs and rigging. This was then glued into position and brush painted.

The control panel comprises a 6V accumulator, the aforementioned five inexpensive electronic speed controllers (probably not continuously rated) each fitted with a Double Pole Double Throw sprung-to-centre-off reversing switch.

The make-or-break element of the build was the pivot

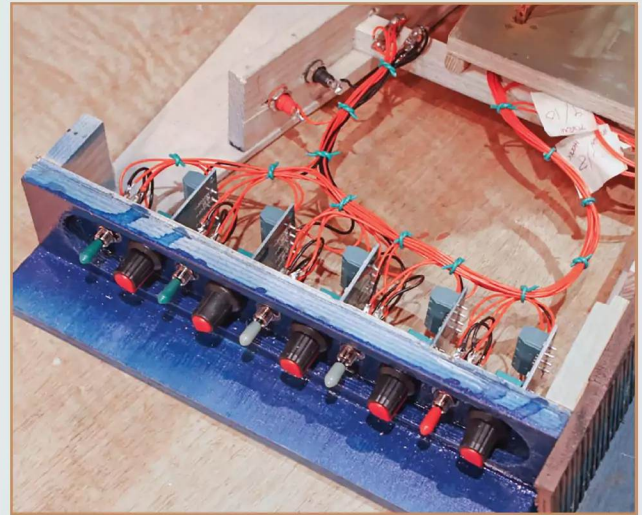
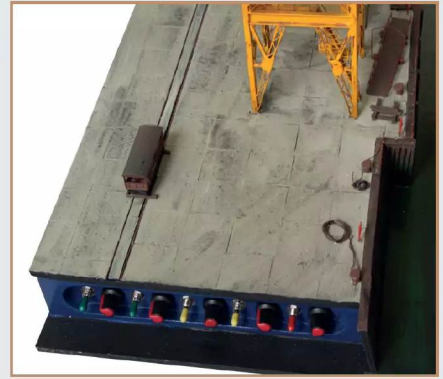
mechanism, which also had to provide electrical continuity for no fewer than eight wires. Therefore work started here after a few sketch designs because failure here would have meant a radical re-think! Following the pivot assembly, attention was turned to the tower, then the jib, and finally the dockside diorama.

The build is described in detail in the photograph captions. To give an idea of the size of the crane, the finished model stands around 500mm high and the tower is around 80mm square.

The diorama

The crane controls are located at one end of the diorama...

...seen with the dockside surface removed: each motor, or pair of motors in the case of the swivel mechanism, has a speed controller and DPDT reversing switch.



22



The diorama for the completed crane (now painted and weathered) was built as a simple plywood box, initially with an open top to facilitate wiring from above, avoiding the obvious difficulty in turning the model upside down. Power is supplied by a 6V rechargeable accumulator plugged into the rear of the diorama.



A pre-Grouping scene in 4mm

Kettlewell

JOHN STOCKS describes this 'might have been' country branch line terminus set in the Yorkshire Dales, which he constructed to the Scalefour Society's P4 track and wheel standards.

Photography by Steve Flint

My passion for model railways was first ignited by a circular OO gauge layout that I received one Christmas aged about five, this interest being strengthened through trips to my grandmother's where I was able to watch steam locomotives shunting Lockwood goods yard.

Once an adult, I had two abortive attempts at small OO gauge layouts. The first was while living in Sheffield around 1980, which succumbed to pressures of career, family and space. However, this project did leave a legacy in the form of an admiration for the fidelity of kit-built locomotives, together with several kit-built Midland Railway wagons that spent the next 25 years in a biscuit tin.

The second attempt was in the mid-2000s once the family had flown the nest; this progressed well until I set about building an etched brass locomotive kit. I struggled to achieve satisfactory running with this model, which I attributed to the large tolerances of OO, so I decided to adopt P4 (18.83mm gauge) standards with scale wheels on scale rails. I had soon built a P4 shunting plank and a new chassis for the 1P 0-4-4T, which

ran much better – it has proven to be a dependable runner ever since.

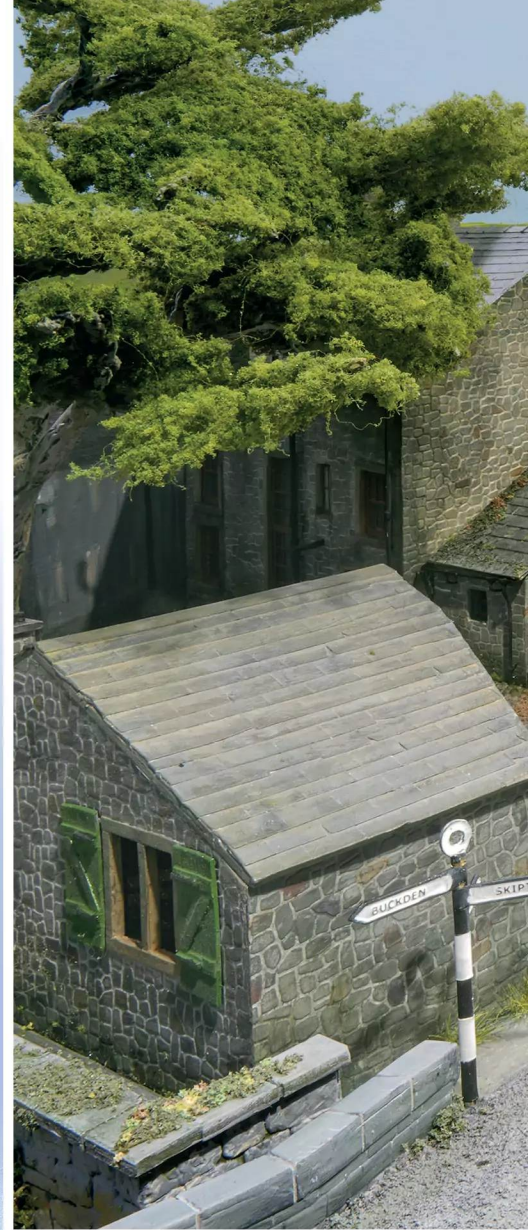
Historical background

By 2009 I was searching for a suitable subject for a Midland Railway country branch line terminus, but scale models or even truncated ones of real locations required more space than I had available.

The eureka moment occurred when I discovered that Kettlewell, a village in upper Wharfedale 12 miles north of Skipton, was the subject of the 1881 Skipton to Kettlewell Railway Act. The promoters eyed the lucrative trade of transporting coal from the North East to Lancashire and the following year applied for amendments to extend the proposal northwards to connect with the North Eastern Railway in Wensleydale. Parliament rejected the amendment and the original Act later lapsed. No matter, I had the perfect excuse to create a 'what might have been' layout in a real location.

Designing the railway

From the outset my intention was that *Kettlewell* would be an exhibition layout: it had to provide operating interest for both





▲ One of my favourite views of the layout, showing how the station has been integrated into this scene of the village where the B6265 crosses Cam Beck on its way to Buckden and Wensleydale. This part of the scenic section beyond the end of the station was a later addition to the layout following its 2013 debut.

the public and operators, and yet be small enough to be set up at home and travel in my car. This led to a design process using an A3 drawing board and graph paper (for the track plan) that involved thinking through how I wanted the layout to operate, designing a track plan, creating baseboard outlines and checking how it would fit in the car. I repeated this process several times and the result is a layout where the station and goods yard areas can be operated independently, tapered baseboards, and a double-decker shipping frame.

◀ Originally built by Johnson this '1738' class 4-4-0 is shown in its Deeley form, coupled to a pair of Clayton bogie coaches (built from 51L kits). With scale 7' drivers this model will reward incautious driving with slipping wheels!

Part of the plan was a 'traverse and turn' fiddle yard which allows 'minimal touch' operation of trains. Normally an arriving train will be turned round at the next fiddle yard turn to be ready for its next service. The benefit of this facility in offering smooth running with minimal interruption to the public's entertainment cannot be underestimated.

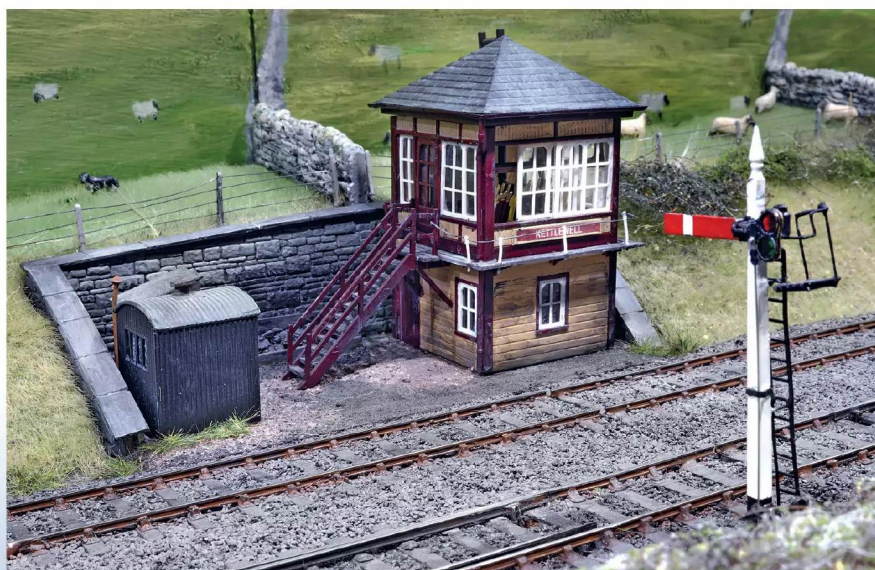
Creating the scene

As first exhibited (in 2013), the scenic section of the layout ended about 50mm beyond the buffer stops; it did not feel as though the trains had a destination. The answer was to add a short scenic baseboard that features the bridge and buildings in that part of Kettlewell village behind the fields where I imagined the station might have been built.

Subsequently, models of Oxenhope station on the Keighley & Worth Valley Railway and the reproduction Midland Railway water tower built at Appleby have all been added to the Midland atmosphere I have tried to



▲ The traverse and turn fiddle yard being operated. The benefit is that it has the maximum number of storage roads within the space available, but trains can be turned ready for their next service without the need to touch or lift them. This minimises the number of derailment issues and contributes to the smooth running of the layout.



▲ The signal box, a Ratio kit carefully halved to produce an appropriate 10' example. The Midland pattern signal was scratch-built from photos taken at Embsay using Model Signal Engineering components.

create. A recent addition is the weighbridge cabin, based on an example tucked away in a corner at Embsay station.

An important feature of the layout is the backscene; painted from photographs of Upper Wharfedale by my wife and scenic specialist Linda which gives a faithful portrayal of the local scene.

Signalling

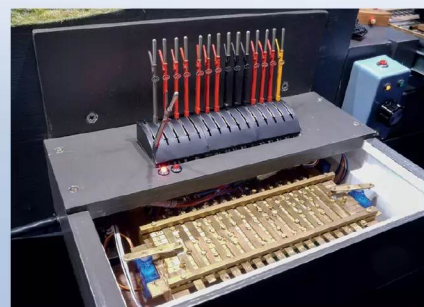
My time as a steelwork electrical engineer working on complex relay and

programmable logic-controller schemes gave me an admiration for those past engineers who designed mechanical interlocking schemes. This led to an interest in how Victorian railway signalling worked and a desire to have a go at replicating this.

By 2015 *Kettlewell* featured a signal box with prototypical mechanical interlocking. Such interlockings are designed to ensure the safe movement of trains; this is achieved by a grid of tappets on one axis crossed by lockbars on the other with a network of notches on the tappets and pegs on the lockbars that prevent 'pulling off' levers that would otherwise set and signal two or more conflicting routes. This means, for *Kettlewell*, that the signaller can only set and signal one of the six possible routes on or off the layout



▲ The lever frame; black levers for points, red for signals, yellow for distant signals and, incorrectly, brown for the ground frame releases. The signaller has pulled off the left-hand lever which releases the goods yard ground frame. The illuminated LED indicates that the shunter has taken control, and the lever is now locked.

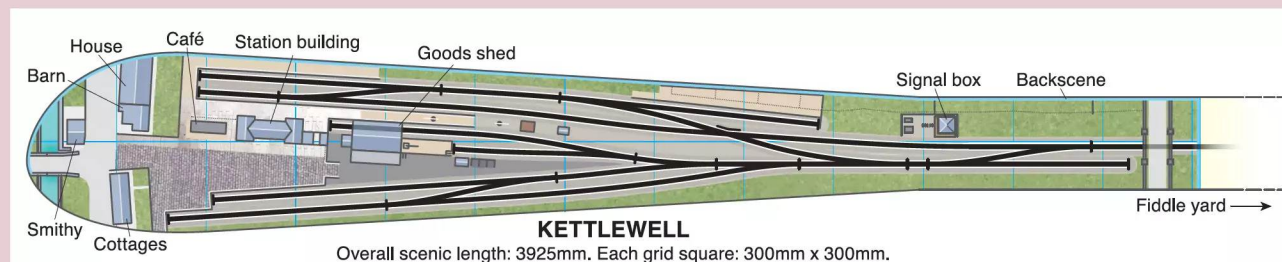


▲ The locking frame; tappets are directly connected to the levers and move front to back, while the lockbars move from side to side. The two outermost tappets are operated by the ground frame feedback servos and lock the relevant ground frame release lever in the pulled-off position. The pegs are 8BA cheesehead screws.

A survivor from the second OO layout is this Townstreet goods shed. To my knowledge this is not a model of a Midland prototype, but it looks appropriate for the setting and company.



Layout technical details



Baseboards

The baseboards are constructed from plywood; with 18mm for the end boards, 9mm for the tops and 6mm for the sides. Softwood was used as a glue-block to join the baseboards to the sides and provide cross-braces.

Adjacent baseboards are joined using pairs of bullet connectors for alignment with coach bolts to hold them firmly together. Legs and cross braces are integral to the baseboards; the fiddle yard has a leg at each end to provide a stable base and the scenic boards 'piggyback' on the previous one with a single leg at the remote end.

The boards were primed and painted immediately after being built to ensure they didn't absorb any moisture that could cause distortion.

Recent projects have seen me aim for lighter baseboards; a recent new lightweight fiddle yard saw me adopt 15, 6, and 4mm plywood thicknesses respectively and reduce the overall height by 30%, this halving the weight from 22 to 11kg. Having already delivered problem-free operation at two exhibitions it appears just as robust as the previous one.

Trackwork

The pointwork is all hand-built using the C&L system of plastic sleepers and chairs, whilst the plain track is C&L Flexitrack. As this was my first venture into track building, I used the C&L type common crossing, which provides the appropriate angled vee and the two wing rails in a prefabricated unit, although I chose to file my own switch blades.

The trackwork has worked very well – for a beginner the common crossing decision has been a good one. However, as I strive to eliminate the few derailments that do occur, I have

discovered that I had made the planed length of some switch blades longer than the design, which in turn caused me to distort the geometry of the trackwork to get them to sit tightly against the stock rail. I have successfully rebuilt more than one switch, with a correctly filed switch blade and joggles replacing rebates in both the straight and diverging stock rails with good results.

The decision to use the C&L system for a first attempt was a good one but now, with 10 years' experience, I choose to fully hand-build trackwork using ply and rivet construction.

Electrics

As an electrical engineer with some knowledge but little experience or enthusiasm for electronics, it goes without saying that the electrics are relay-based and more complex than they need to be! The relay network that provides the track-sectioning sequence initiated by the signalling has proved to be an important feature; the track sections are switched automatically to suit the particular move, giving interruption-free operations.

The layout controls are 12V dc, with Tortoise motors for the points and servos for the signals, driven by MERG Servo 4 controllers. So far this has proved reliable with very few problems, and I have had little call to use the spares my experience in plant maintenance tells me I need to carry.

Traction control is conventional 12V dc using hand-built controllers to a basic design available to MERG members. These initially proved somewhat unreliable but various modifications over the years have improved matters, with perhaps one of the more significant upgrades being the shortening of the flexible lead so they don't hit the floor when dropped! Needing three controllers but always having four has meant that, despite some failures, we have always managed to keep going.

at any one time. This principle extends to the releases for the goods yard and station area ground frames, which are interlocked with the main locking to prevent any other trains being signalled into the area whilst shunting is in progress.

Points and signals are electrically operated, using micro switches within the lever frame that operate when the corresponding lever has been pulled off. The output from these switches is also used to operate a relay sequence that automates the track-sectioning to ensure the correct track sections are 'live' for each route set.

Buildings

While, because of space constraints I have a 'what might have been' railway, I have sought to ensure that the setting it runs through is as true a representation of the real place as possible. This has involved modelling actual buildings that are appropriate for either the locality or railway. They are all built from plasticard with brass

etches for the windows and doors. As regards construction methods, these are little different from those outlined in the excellent article by Ian Nuttall describing his build of Mallerstang goods shed in the November 2023 edition of RAILWAY MODELLER. One difference between us is the roof, where I have used a card base and strips of cartridge paper with a series of cuts to represent the visible part of each individual

tile. The cartridge paper absorbs acrylic paints and as the layers of paint build up it

A scratch-built model of Oxenhope station building. This model required me to embark on designing and procuring bespoke etched brass components to copy the unique windows. Fortunately, I had taken some photographs in 1976 which allowed me to model the no longer extant Victorian outside toilets!





▲ A Johnson 3F 0-6-0T, constructed from an Alan Gibson kit with a High Level chassis. These powerful little engines could be seen on Lickey banking duties and were the forerunner of the ubiquitous Fowler 'Jinty' 0-6-0T.

starts to give a pleasing slightly uneven texture.

Locomotives and rolling stock

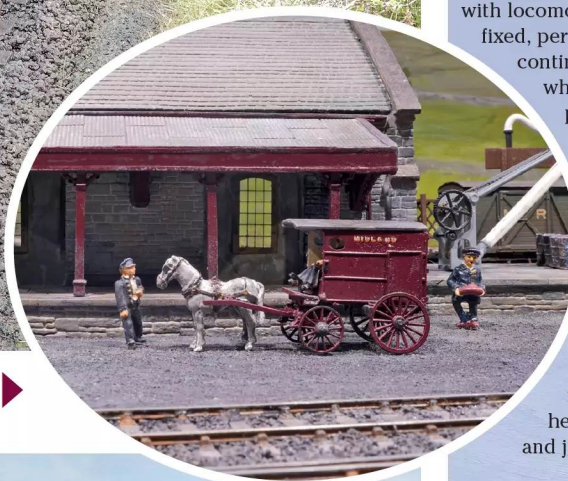
Initially *Kettlewell* was operated in the late 1950s BR era using an eclectic mix of rolling stock provided by my West Scotland 4mm Group colleagues. However, from 2015 the focus was on building a full set of pre-Grouping rolling stock. Virtually all my rolling stock has been kit-built, by me, and has either compensated or sprung chassis. I have tried both and my firm preference is for compensation; it is a simple balancing method that only requires the pivots to move freely to work well. By contrast, setting springs to provide the same few grammes pressure on each wheel is a much trickier proposition.

Building rolling stock takes me a long time, approaching a year to produce a brass etched locomotive and two coaches. By 2020 I had got there, and I could run a full timetable with my own Midland stock, but it was only just enough. A couple of incidents with locomotives at a show, whilst quickly fixed, persuaded me that some contingency would be a good idea, which I sought to rectify during the pandemic.

Operations

My colleagues in the West Scotland 4mm Group help me exhibit *Kettlewell* with teams of three operators controlling: signal box and fiddle yard, station area, and goods yard.

The signal box with its interlocking frame sits at the heart of the layout's operations, and just like the real railway the



▲ A Midland Railway horse-drawn goods delivery cart is in the process of being loaded in the station goods yard. The figures are whitmetal castings.



▲ A busy scene at Stocks & Son, Coal Merchants. In the background is a model of the Midland-style reproduction water tower at Appleby station on the Settle & Carlisle route.



signaller is in charge regulating operations and maintaining the timetable – no trains enter or leave the layout without the signaller setting and signalling a route. Operating in this way ensures that the sequence of trains embedded within the timetable is maintained, with trains arriving at Kettlewell and departing back to the fiddle yard in a pre-determined order, whilst strategically timed turns of the fiddle yard mean there is always a train ready for departure to Kettlewell.

The layout is run to a three-day timetable, this providing a variety of services such as: livestock trains associated with the Friday market at Skipton; the early morning businessmen's club coach to Ilkley and onwards to Bradford – this reproducing a service that ran from Grassington prior to WWI; whilst on Saturday the 'Manchester Rambler' excursion arrives and the engineering department visits for trackwork maintenance in the goods yard.

An enjoyable journey

In the last 15 years I have enjoyed the *Kettlewell* phase of my railway modelling journey and achieved far more than I ever aspired to. Creating the layout has both stretched and stimulated me, whilst I have also made many new friends and enjoyed many very sociable weekends exhibiting it and other club layouts.

I am pleased I adopted P4; the fidelity of the trackwork and the quality of the running both contribute to the overall plausibility of the scene I sought to create. The challenge of getting to grips with the detail was often one that I relished, but I recognise that this is not everybody's cup of tea. However, if you have the patience for the attention to detail that P4 demands then the rewards of greater fidelity are there for the taking.



▲ '1698' class 2F 0-6-0 No.3130 in its original 1885 form, built from a London Road Models kit. Some observers really admire the very heavy weathering on this model, while others say the Midland Railway would have never sent such a scruffy locomotive off shed!

I have enjoyed the journey to such an extent that I have recently embarked on a new project – a layout called Conistone. With this I intend to show how single track passing loops are signalled and operated. It is an ambitious plan and the target date for completion is 2026.

A little changed scene you will see today as you enter the village from Grassington. The village scene comprises scratch-built models of four buildings, the road bridge and a substantial tree made by my wife Linda.

See it at Glasgow!

Model Rail Scotland

Kettlewell will be one of at least 50 layouts in action at Model Rail Scotland 2024, which will be taking place in Hall 3 of Glasgow's Scottish Event Campus on 23, 24 & 25 February. See Societies & Clubs for further details, or go to: www.modelrail-scotland.co.uk



Rannoch revisited

CRAIG TILEY suggests a modern depiction of this remote West Highland outpost in OO, which utilises the laser-cut kits of the station building and signal box that were recently released by Peco.

Photography by the author or as credited



I can heartily recommend the station tea room at Rannoch. However, stopping by this pleasant eatery for a pot of tea and a bacon roll, or perhaps some smoked kippers, isn't something that can be undertaken on a whim.

By car, this former North British station is situated at the end (quite literally) of a long and winding B road, which runs for just over 30 miles on a westwards trajectory from a turning off the main road out of Pitlochry – this town being the nearest significant area of population, save for the occasional lochside hamlet.

By rail, the station is located on the West Highland Main Line that runs from Glasgow to Fort William; it is a two-hour and 60-plus-mile journey north from the former, or a little over one hour and just over 35 miles south from the latter. And you are likely to have quite a wait before the next train arrives to take you back...

Therefore, describing Rannoch as 'remote' would be understating it, although it is in fact Corroir – the next northbound station – that is widely considered to be the most remote stopping point on Britain's rail network.

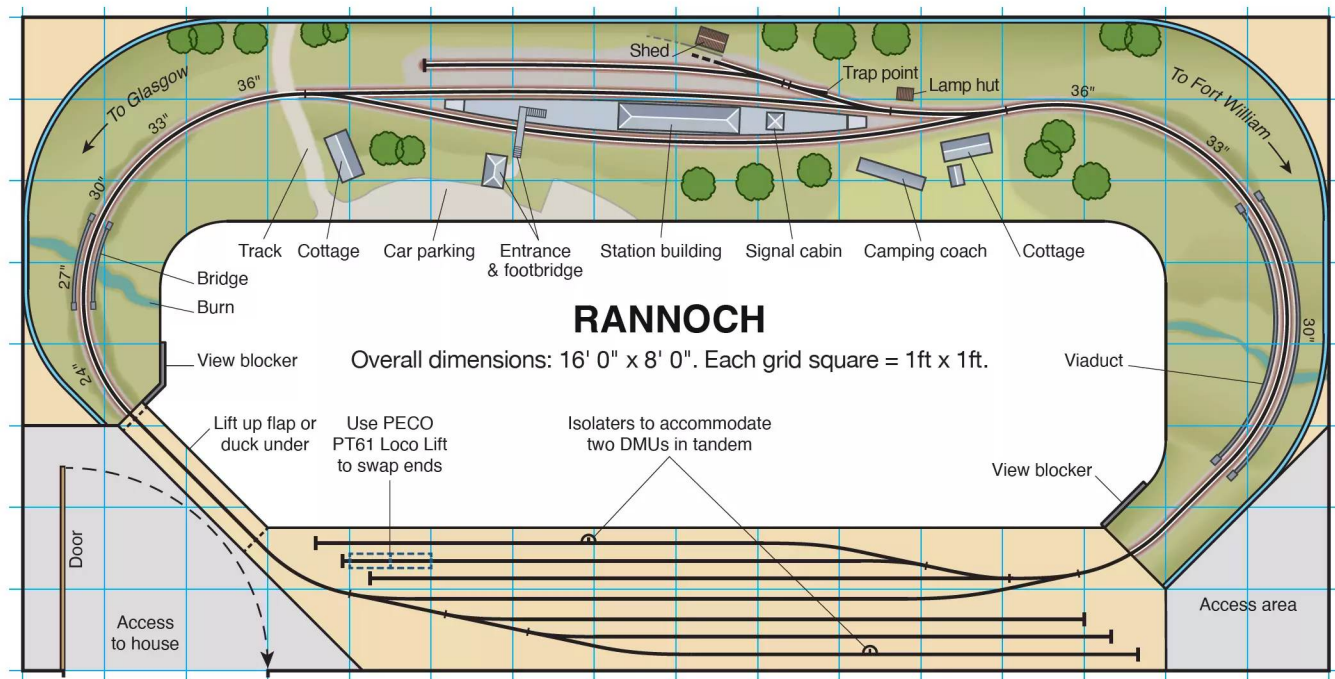
▲ Class 156 DMUs are currently used on ScotRail passenger services between Glasgow (or Crianlarich) and Mallaig, with three trains a day in each direction. Viewed looking northwards from the footbridge, 156 457 is seen with an Up service crossing with the Down sleeper; note how southbound trains use the line on the west side of the island platform, whilst northbound trains use the east side. (All prototype photos taken on 7 August 2021 unless otherwise stated.)

A popular subject

Much has been written previously about the West Highland Main Line. The spectacular scenery through which it runs has no doubt served to fuel the unabating affection shown for it by enthusiasts and modellers alike.

Rannoch itself has been modelled many times, including an N gauge depiction built by

Mike Harries (see RM December 1990 and July 2021) and more recently a OO gauge version by Mark Darragh (RM August 2015). In addition, numerous prototype features describing West Highland stations – including Rannoch – have been published in *RAILWAY MODELLER* over the years, many of these being penned by Ian Futers, a leading exponent of recreating



Scotland's railways in miniature (see RM November 2003).

Building a 4mm version of Rannoch is a task that has been made slightly easier in recent months following the release by Peco of laser-cut kits for the distinctive Swiss-style chalet station building and platform-mounted signal box. Hence the layout scheme suggested here represents a timely return to this popular location.

The plan described

The accompanying track plan has been drawn for a typical UK single garage space measuring 16' x 8'. It assumes that the

The footbridge is accessed from the car park through this entrance shelter. The structure would represent a fairly straightforward scratch-building exercise using styrene sheet.

garage is not used for vehicle storage, this enabling the layout to be built around the four walls, including across the main vehicle access door (although the opening of the door itself would not be impeded).

Garages usually have an access point at the other end and this plan assumes that such a door opens from the side wall, with a lift up flap or 'duck under' arrangement suggested



A model of Rannoch station in OO, constructed using the Peco laser-cut kits for the station building (ref.LK-215) and signal box (ref.LK-216). The diorama will be on display on the Peco stand at this year's Model Rail Scotland event. Photo: Steve Croucher



GBRfliveried 66 740 Sarah pilots an unidentified Class 73/9 with the northbound Caledonian Sleeper service on the approach to Rannoch station. This view gives a sense of the expansive nature of the surrounding landscape and remoteness of the station's location. The difficulties with the terrain that the line's builders faced in the 19th century are well documented.

to provide access to the central operating well.

The layout is intended for end-to-end running, with the fiddle yard composed of train storage sidings to represent 'Glasgow' and 'Fort William'. (Peco ref.PT61 loco lifts are suggested for the remarshalling of loco-hauled trains.) However, a central through line has been provided in the fiddle yard to allow for continuous running, should this be desired.

The island platform as drawn is only slightly shorter than the prototype; a significant reduction of the platform length was avoided because this would have created a visual imbalance between it and the scale-length Peco station building.

Where significant compression has occurred is with the loop length; at each end the point has been brought much closer to the platform ramp (hence the resultant repositioning of the lamp hut at the north end of the platform).



The platform-mounted signal box was taken out of use in 1985 but the structure survives, complete with the original lever frame still inside. Just visible at the end of the platform is the 'Renton Stone'; a carving depicting the West Highland Railway director James Hall Renton.

Points are drawn to Peco large radius geometry. Most of the station trackwork has flat-bottom rail but sections of





chaired bullhead track do remain and are visible in the accompanying photos (in the yard and along part of the Up platform line for example).

Flexible Peco Streamline will be required for the sections of plain track. This is necessary to achieve the gentle curves through the platforms, and also the curves at each end of the layout, which taper from 36" down to smaller radii as they approach the exits to the fiddle yard. The smallest radii on the layout is 24" – this at the point where the track leaves the scenic section at the Glasgow end.

The biggest scenic challenge that a modeller would have to address is tackling the curving lattice girder viaduct north of Rannoch station. This has the potential to form the centrepiece of the layout, but would have to be scratch-built. However, the suggested length of the viaduct as drawn is much less than the 684' of the real thing, which would scale out at exactly 9' long in 4mm!

The west side of the station building, which is currently painted green and white. Note the tactile platform surfacing and chaired bullhead track.

Looking south with the sole remaining siding on the right – note the trap point that protects the Down running line. The modern signage and platform lighting are evidence of this being a contemporary view.

Operational details

An important aspect to note about the operation at Rannoch station is that since 1987 the

Immediately to the east of the railway at the north end of the station is this former LNWR Dia.266 seven-compartment corridor third dating from 1915, which at one time was used as part of an ambulance train. The vehicle has been on this site since the 1950s, having arrived from Glasgow's St Rollox Works by rail for use by an angling club. Heavily adapted from its original condition, it now appears to serve as static accommodation. Its position on an isolated section of track is close to where a turntable was once located at the station.



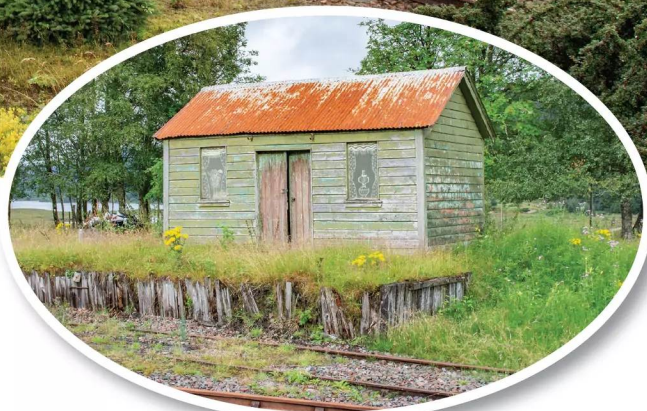


▲ Looking northwards and a view that illustrates how the point at this end of the loop is some distance from the platform. The corrugated lamp hut is original and seemingly still in use. Note the ground frame for the yard, which is now only used occasionally for permanent way traffic.

The ornate lattice footbridge is a West Highland design, but is not original to Rannoch, it having stood originally at Corroon station. It was erected here in the 1980s, passenger access to the station having previously been by means of a track crossing at the south end of the island platform. A close approximation of the footbridge could be achieved using parts from the Hornby ref.R076 plastic kit.



▼ This view was taken from the occupation crossing at the south end of the station. Clearly illustrated is the higher level of the car park relative to the platform.



crossing loop has been configured for right-hand running, such that southbound trains use the west side of the platform and vice versa. With the points at each end of the loop being sprung, this arrangement simplifies access to the siding on the rare occasions that this is required.

Semaphore signalling at the station was removed in 1985 (synchronous with the closure of the signal box) in preparation for the introduction of Radio Electronic Token Block (RETB) working. This was

▲ The timber-faced loading bank is still extant, although most of the siding that served it has been lifted – except for a short section visible here. The original purpose of the timber shed with corrugated roof is unclear.

commissioned between Upper Tyndrum and Fort William Junction in 1988, with the RETB controlled from a signalling centre at Banavie station.

Locomotives and stock

What it lacks in traffic frequency, Rannoch makes up for in variety. Normal passenger

Further reading

The West Highland Railway
by John Thomas
Published by David & Charles (1965)
ISBN 0 946537 14 3

66 740 Sarah is seen again, this time with the North Blyth-Fort William loaded alumina tanks on 22 July 2021 as it heads across the viaduct situated just north of the station.
Photo: Andy Hoare

services run thrice daily in each direction between Glasgow Queen Street or Crianlarich and Mallaig (reversing at Fort William). Class 156 DMUs handle these workings, which can be modelled using the Realtrack model (as reviewed in RM October 2017).

The Caledonian Sleeper runs once daily in each direction; northbound in the morning, southbound in the evening. This service currently operates using Mk.V stock (as produced by Accurascale, see Reviews, RM May 2023) with motive power in the form of two Class 73/9s (not currently available ready-to-run in any scale), or a single 73/9 piloted by a GBRf Class 66. Train lengths for the Caledonian Sleeper vary through the year, with the shorter four-coach 'winter' formation (six is typical in the summer) being suited to the compressed loop length of the proposed plan.

Whilst there is no longer any timber traffic on the route, there is a regular freight flow in the form of Alcan alumina tankers that run between North Blyth and Fort William, for the Lochaber aluminium smelter. Hauled usually by Class 66 locomotives, PCA four-wheel tank wagons are used, which are being produced ready-to-run by Revolution Trains.

Other special workings could include permanent way and engineering trains; the Network Rail Measurement Train; and light engine and/or empty coaching stock workings associated with 'The Jacobite' services that run between Fort William and Mallaig in the spring and summer. Preserved main line registered locomotives for the latter have in recent years included Class 37s in West Coast Railway Company maroon,



Peppercorn K1 No.62005 and Stanier 'Black Fives' Nos.44871, 45212 and 45407 – all of which can be represented with ready-to-run models (although renumbering may be required to suit).

Enduring appeal

The allure of Rannoch as a modelling subject will doubtless continue to tempt modellers for years to come. Although published information and photographic reference is plentiful, a site visit is always worth considering, including of

course – in the interests of thorough research – sampling the station tea room. For those

so inclined, don't be fooled by its remote location: booking a table in advance is advised!

Useful links

A PecoTV video showing the step-by-step construction of the Peco laser-cut kits for Rannoch station building and signal box:
www.youtube.com/@PECOrailwaymodeller

More information about the history of Rannoch station:
www.railscot.co.uk

Rannoch Station Tea Room:
www.rannochstationtearoom.co.uk

Part 2 – The locomotive body

A Princess Royal for Camden and Kilsby

JOHN COOPER-SMITH completes the construction of a Stanier Princess Royal Class 4-6-2 for his EM gauge layout Camden and Kilsby, featured as Railway of the Month in our May 2023 issue.

Model photography by the author

In the previous part of this article, last issue, I described the construction of the chassis, using a Comet kit, Portescap motor and Ultrascap wheels, for Princess Royal Class Pacific No.46211 *Queen Maud*. In this part, I will describe the construction and painting of the locomotive body and tender.

Construction of the tender was straightforward, using the Comet Princess Royal tender kit,



▲ The completed model of Princess Royal No.46211 *Queen Maud* after final painting and weathering.



▲ No.46211 outside Crewe Works on 15 March 1959, in the condition and livery modelled, with speedometer and Automatic Warning System equipment. Photo: Colour-Rail

which is well designed for easy and accurate assembly using solder.

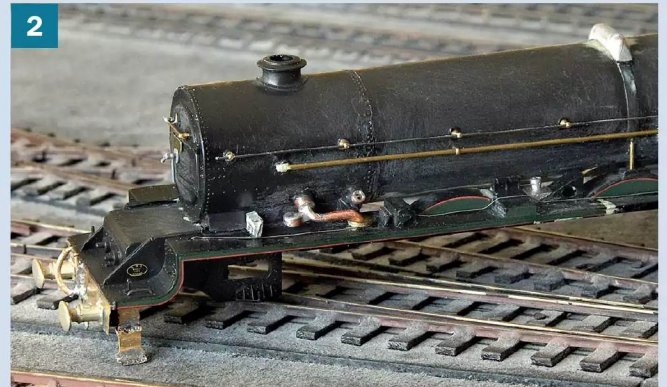
The locomotive body I used was from one of the Hornby c.1990s short firebox Princesses. These were basically OK apart from the front footplating and leading splasher position, so I excised the incorrect section and grafted on the front footplate from one of the improved Hornby 2000s-vintage long firebox Princess bodies, which had the correct driving

wheel spacing. After doing so, I filled any gaps with Milliput epoxy putty.

I also removed some inaccurate details such as the external steam pipes and boiler mountings, replacing these with whitmetal and brass items. I added a plastic boiler bottom to fill what was otherwise an unsightly gap. The Automatic Warning System conduit which runs along the top of the footplate was made from 5 amp fuse wire.



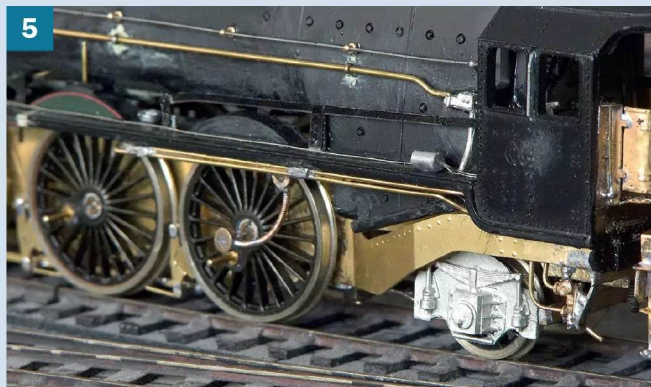
1 ▲ The assembled Comet Models tender kit for a Stanier 10-ton 4,000-gallon design (ref.TK8) prior to separation of the chassis from the body for painting. The kit comprises etched brass frets with cast brass, nickel silver and whitmetal detailing parts.



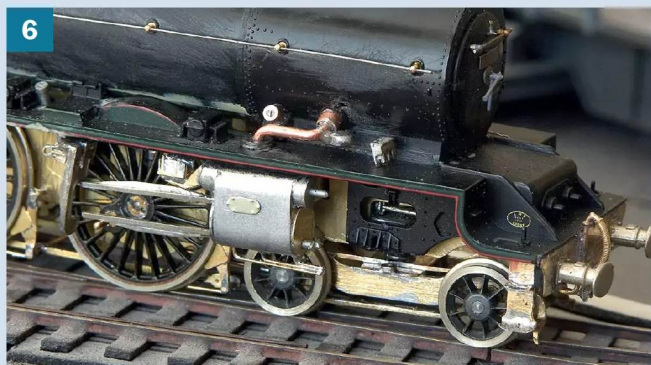
2 ▲ A view showing the grafted-on front end of the running plate, with the replacement parts fitted.



▲ Having upgraded the body, I fitted two bolts for affixing the chassis. I then filled the boiler and firebox with lead flashing, leaving just enough room for the Portescap motor. During these jobs, I checked the fit of the chassis and fitted extra spacers to it for engagement of the two bolts. This view shows the underside of the body after these jobs were completed.

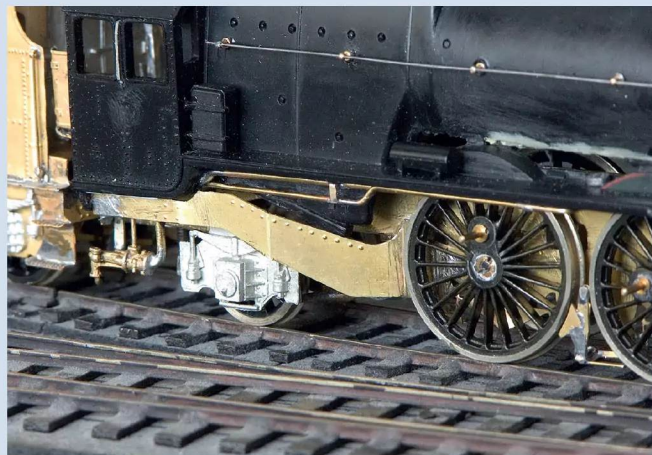


▲ For the speedometer, I used a piece of guitar G-string bent to shape and stripped of the outer coil at the ends with a Romford wheel nut soldered to each end. The proximal end was glued into a drilled hole in the footplate with Araldite. The distal end of the speedometer is aligned with the wheel centre but not physically attached to the speedometer return crank, so that body and chassis remain separable. This provides a very robust yet simple arrangement.



▲ I modelled only the visible parts of the inside cylinders, using square section nickel silver for the slidebars and a couple of spare crosshead and connecting rod assemblies. These are free to move in case it ever becomes feasible to fit inside cranks to the front axle as per the prototype.

...then a coat of satin black. This, and the primer, were from rattle cans.



▲ At this stage, the various structures dependent on the exact fit of body to chassis were added – the outside and inside cylinders to the chassis, and to the body the pipework below the footplate, the speedometer and AWS gear.



▲ Everything was thoroughly cleaned by dunking the items in white spirit followed by a scrub with washing-up liquid until squeaky clean. Once dry, the main paint job began. First was a coat of grey primer...

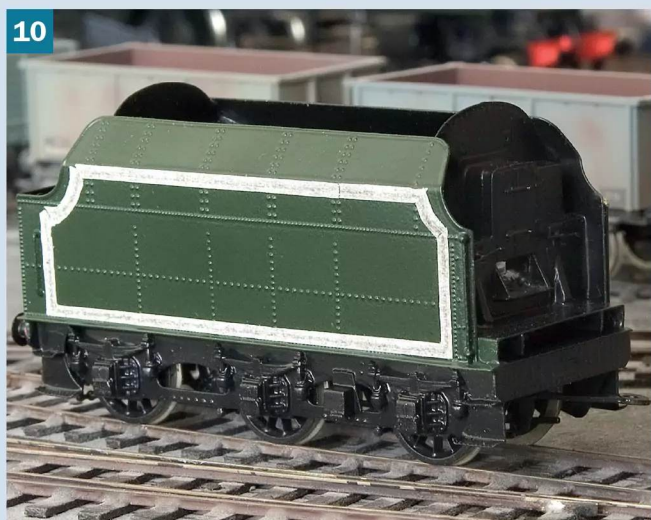


9



▲ When thoroughly dry, the next stage was to brush-paint the main livery colour of BR loco green into the various places where sprays tend not to reach, followed by masking of the larger black areas and airbrushing the majority with BR green. I use a gloss paint so that the various transfers adhere properly. Black areas oversprayed with green were subsequently brush-painted in black, as were the red bufferbeams.

10



▲ For my EM gauge locos, I used HMRS Pressfix lining with Methfix numbers and crests, these being the best transfers available at the time I built them (in the case of No.46211, circa 2009). The biggest problem I had with the Pressfix transfers was the 'goo', which tends to impede drying of applied varnish and predisposes to movement of the transfer on handling. The solution was multiple coats of varnish, applied after thorough drying between each coat. To obtain the correct shade of lining orange, I used a thin gouache mix of varnish and crimson paint to eliminate the yellow tinge in the colour used by HMRS. These pictures show the sequence of the lining process on the tender.



Because of the propensity of Pressfix transfers to move on handling, I used boiler band lining (i.e. double orange lines) on the loco valances as these are the places most likely to be handled. Shapes not provided for on the transfer sheet were dealt with by brushed paint, making one edge at a time.

Once the applied orange paint was dry, I did likewise for the green.



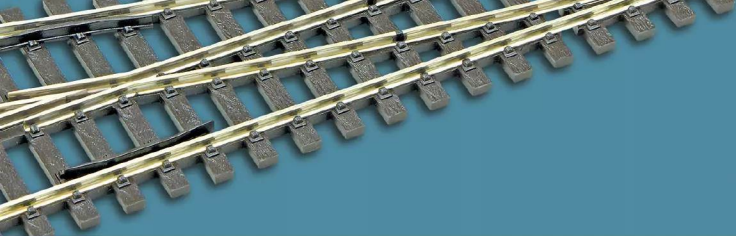
For the side rods and valve gear, after applying primer, I used a mix of Humbrol No.85 black and the same firm's Metalcote brass to give that oily look. While the paint was drying, I kept running the chassis to ensure that the paint could not seize up the motion.

After lining out, I applied the cabside numbers and tender crests. I cannot over-emphasise the importance of positioning these items correctly, using a photograph of the real thing. So many good models are ruined by incorrectly positioned transfers. The plates are by CGW Nameplates.

Once the main paint job was dry, I applied a coat of Precision satin varnish by airbrush, followed by a light weathering to give an in-service but well cared for look.

No.46211 was now ready for service – here it is on the Up Slow passing a classmate and Camden shed.





Talking Points

Topical issues from the world of model railways

Who says young people aren't interested in model railways?

Carole Bevis-Smith explains how the Model Railway Club has established a successful scheme to encourage young budding modellers and help safeguard the future of our hobby.

Photographs by Carole Bevis-Smith and Tom Cunnington

The end of the line for model railways? That was the headline in one of the top national newspapers on 14 January 2024, laying the blame squarely on the lack of young people interested in the hobby.

It was sad to read of the demise of the Warley National Model Railway Exhibition at the NEC in Birmingham due to the time and commitment needed to run such an event by a volunteer pool which is ageing and diminishing [Ed. See news item on p235]. The reasons given by Warley Model Railway Club members will probably resonate with many.

Whilst there do seem to be fewer exhibitions since the pandemic, and model shops are fewer than they were, paradoxically there is now more access to the hobby than there ever has been – due to online sales, forums, and the popularity of recent TV shows such as *The Great Model Railway Challenge*, *Hornby: A Model World* and *Little Trains & Big Names with Pete Waterman* – as well as the breadth of programmes featuring railway prototypes and history. It appears that railways have never been more popular.

Youngsters are still interested in model railways

Anyone who has been operating a layout at an exhibition, attended a club open day or chatted with an interested child over a demonstration stand knows that young people can be very enthusiastic and knowledgeable about model railways. Unfortunately, some will lose interest as they grow and find new outlets, whilst many, not so much lose interest from their early teens, but find that their hobby is eclipsed by the pressures of exams, career and family, coming back into the hobby when there is more time to be able to enjoy it.

So how can model railway clubs and societies help to prevent this exodus of young people in their teens and keep that initial enthusiasm going throughout their life? As I see it the answer is by helping parents to understand the benefits of modelling for mental and emotional wellbeing, together with the educational value and the transferable skills that are learned whilst enjoying this particular creative outlet.

Not everyone is fortunate to have a parent or grandparent who they can look to for help and advice to advance their interest. Parents



▲ Working in different scales and materials.

themselves may not have the necessary skills to be able to help, as secondary education has tended to focus more on academic excellence than traditional practical skills. Model railway clubs can help to bridge that gap and offer their considerable wealth of experience, talent and knowledge to channel that enthusiasm and help make the leap from playing with a train set to becoming a railway modeller.

The Young Model Railway Club

For many years the Model Railway Club has had a modelling area for young people at its annual London Festival of Railway Modelling exhibition at Alexandra Palace, letting youngsters loose with scissors, glue and card kits (and more recently with plastic kits, scalpels and liquid glue). However, the Club had nothing to offer as a follow-on until six years ago when two sons of MRC committee members



▲ The multi-gauge test tracks are well used on YMRC Saturdays.



▲ A new building destined for Oakworth or their home layout.

'persuaded' their fathers to start a group for their age range, and the Young Model Railway Club (YMRC) was formed.

Boys and girls meet one Saturday a month to spend two hours revelling in the world of model railways. Some bring their own trains to run on the Club's test tracks, whilst others are assembling and detailing kits of buildings and rolling stock. Cardboard boxes are sculptured into mini dioramas to give practical experience of building scenery. Over time, the young people, with initial help, have built their own layout, which is taken to the annual show at Alexandra Palace, giving them valuable experience of operating and being part of a major exhibition, whilst encouraging other children into the hobby. There are two two-hour sessions on each of the Saturdays, bookable through the Model Railway Club website. The sessions are now so popular that they are always over-subscribed, with a limit of 20 youngsters per session and a waiting list for cancellations.

As the age range of the group is from 8 to 14 some come with a few skills whilst others have none at all. We use a series of modelling progressions – from simple card kits on to plastic models – developing skills and learning about the properties of different materials, adhesives and paints as they go. The children will also be shown the correct ways of using substances and tools to keep themselves safe and prevent injury.

One morning we needed to strip an old baseboard of its ballast residue and everyone wanted to help. After finding as many chisels as we could and giving instruction on the correct way to hold and use these tools, the baseboard was stripped in no time and valuable lessons were learned in the process.

Railway modelling is both practical and educational. Many aspects of the National Curriculum can be used in our hobby and the skills developed are transferable into many other roles. Other benefits that the children may not realise they are developing are improving patience, problem solving, better concentration, working as a team and building self-confidence and resilience.

Parental involvement

A surprising consequence of our YMRC Saturday sessions is the effect they have on the parents, grandparents or carers who accompany the children. In most cases it reawakens their dormant creativity. Some come the first couple of times with a book or laptop, but it is not long before they become involved with either their child's project or take on one of their own. When parents realise how modelling benefits their own relaxation and well-being, they are more likely to encourage their children in their chosen hobby.

The sessions are usually run by a team of four; there mainly to help with setting up, putting away, keeping supplies updated and showing new attendees how things run and where items are kept. After a couple of sessions participants know the format and effectively manage themselves unless there is a specific enquiry or advice is being sought.

A popular visitor is 'The Train Doctor' who offers a locomotive repair service and advice on maintenance to children and parents;



▲ Learning to operate YMRC's own layout Oakworth.



▲ Perfecting scenery techniques.



▲ Beginning the construction of a box-file diorama.

especially useful when locos have been purchased second-hand. As the initial cohort of children have outgrown the YMRC, some have gone on to join the Model Railway Club in their own right as Junior members and have their own group meeting on the same afternoon where they are developing a modular layout.

Model clubs have hesitated to start such groups due to worries of children and safeguarding concerns. All clubs should already have a robust Safeguarding Policy which is reviewed regularly as part of their operational mandate. As children are not allowed to attend unless they are accompanied by an adult who is responsible for their welfare at all times whilst on the premises, DBS (Disclosure and Barring Service) checks for adult Club members who are helpers are advisable, but not mandatory. A Code of Conduct for members of the group should be drawn up and those attending agree to abide by it. Helpers should remember to be appropriate, vigilant and use their common sense to not place themselves in a situation that could be misconstrued by the child, their responsible carer or another adult, and always involve the parent/carers when instructing on the use of tools or materials that could be hazardous or cause injury if wrongly used.

Sharing our hobby for the future

As members of our own model railway clubs and societies we appreciate the value of sharing our hobby with other like-minded people. The youngsters who come to the YMRC feel exactly the same. One YMRC member, who moved to a new secondary school just over a year ago, has persuaded a teacher to resurrect the school's model railway club and the previously defunct layout. There are now at least 12 other young people at the school who share his interest.

Could your model railway club or society run a similar scheme for its young enthusiasts and encourage them in the hobby? It is, initially, a leap of faith and can be noisy, messy and exhausting – but it will grow into its own community whilst being enormous fun and massively fulfilling. It could just help to future-proof our hobby for generations to come...

Further information

The Young Model Railway Club is the monthly Saturday morning club for younger railway modellers, aged from 8 to 14, which is held from 10:00-12:00 and 13:00-15:00 at Keen House – normally on the second Saturday of each month. For further details:

The Model Railway Club
Keen House, 4 Calshot Street, London N1 9DA
www.themodelrailwayclub.org



Through the Railway Room Door

Kirkby Stephen West

Having nurtured a passion for the Settle & Carlisle line from a young age, **MALCOLM ROCHFORD** has recreated one of its principal stations in OO gauge.

Photography by Karl Crowther

Having been brought up in Manchester, in the 1950s, I have been extremely interested in railways for as long as I can remember. Surrounded by ex-London Midland & Scottish Railway motive power, I grew to love the engines and after receiving a Hornby Dublo railway set for a Christmas present, aged seven, I was well and truly hooked.

As a family, we always travelled by train and after several holiday visits to Whitby, via York, I developed a real passion for ex-London & North Eastern Railway Pacifics. Initially subscribing to RAILWAY MODELLER whilst a teenager, I was captivated by the Settle & Carlisle articles by David Jenkinson. Also, having read his book *Rails in the Fells*, the pictures of steam engines working over the scenic Settle & Carlisle line in the early 1960s made a lasting impression on my young self; the die was cast for a layout

'sometime in the future'! An initial project was commenced in the 1980s, in a small terraced house attic. However, it was never completed, as a major diversion into Austrian railways of the 1980s occurred, with the resultant construction of five ÖBB layouts, over a 25-year period, all appearing in CONTINENTAL MODELLER.

Of course, I never lost my interest in the Settle & Carlisle line and the availability of a larger space at home (and an improvement in the standard of British locomotives and

A general view of the station as an 8F climbs steadily to the summit at Ais Gill. A load of timber arrives in the yard.





▲ Stanier Pacific No.46238 City of Carlisle trying to make up time due to a diversion off the West Coast Main Line.



rolling stock) resulted in a resurrection of my plan for a British layout, based on the station at Kirkby Stephen West, in the 1960s.

Design & baseboards

This particular station was selected to model because:

(1) Although set in a rural location, it possessed a larger station building than other stations on the line, and it had a cattle dock, a goods shed and sidings, giving more varied operating potential.

(2) The line from Appleby up to the summit at Ais Gill has to cross broken ground to gain height, before reaching the Mallerstang Valley, so the midway station area at Kirkby Stephen West includes a series of cuttings and embankments, making it scenically very interesting.

To accommodate the topography, an 'open drawer' principle of construction using 6mm ply and 2" x 1" battens was utilised. The trackbed was set at 51" from the floor level, as I prefer to look into the scene rather than down on it. In order to get the surrounding landforms in proportion, battens, planks and boxes were placed appropriately to determine the relative heights of embankments and cuttings.

The main station and yard area were built on three 4' x 3' baseboards, the two outside ones tapering to match the two end boards (4' x 2'), which were placed at right angles to continue the scenery around the corner.

It was fortunate that the central 4' x 3' board contained the goods yard and most of the points, and so was built as a flat-topped board with the cutting embankments on

▼ The Crab 2-6-0s performed sterling work on the Settle & Carlisle line; No.42942 passes with a fast freight.





▲ Local coal merchants at work loading sacks as a northbound fitted freight passes in the background.

4F No.44044 waits for a clear road with the Skipton pick-up freight while a Britannia heads the northbound 'Thames-Clyde Express'.

each side. The backscene was built as an integral part of the baseboards to 14" above track level.

Where the trackbed crosses a farm track to the south of the station and the A685 Tebay to Kirkby Stephen road to the north, the two bridges were constructed in plasticard and Wills stone sheet. (This was

completed at an early stage with the landforms built around them later.)

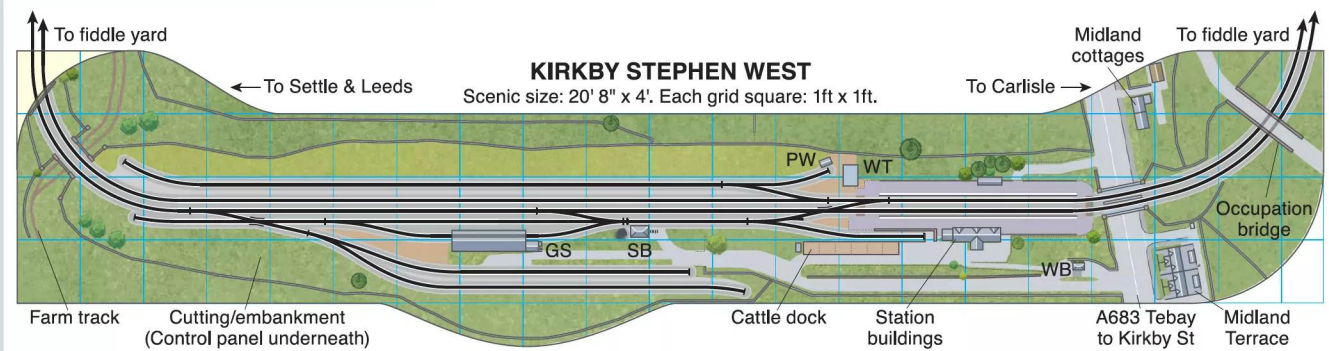
Track was laid using Peco code 100 for the fiddle yard and code 75 for the scenic area. The code 75 points are operated by Tortoise slow acting motors and the whole layout is run by analogue 12V dc controllers.



“ – pictures of steam engines working over the scenic Settle & Carlisle line in the early 1960s made a lasting impression on my young self – ”

Malcolm Rochford





Scenery

Once the track had been laid, the full contours and slopes were completed by shaping layers of polystyrene insulation boards before covering them with plaster bandage. This was then painted to provide a base colour.

The positions for the buildings were also marked out and the two overbridges were built. The three-arched, brick-built occupation bridge, at the northern end, was constructed from mounting card, overlaid with Metcalfe brick papers. The bridge at the other end, disguising the exit through the backscene, was made from Wills Coarse Stone sheets (ref.SSMP200). The grassed areas were initially covered with static grass sheets, cut into 'jigsaw' shapes to avoid creasing and fixed down by wallpaper paste which, after allowing time to soak in, becomes very flexible and easy to mould.

A further coat of static grass, of various colours, shades and lengths, also assisted in hiding any joins. The hand-painted backscene was created by my good friend and talented artist, Adrian Rigby. It depicts

the local Pennine scene perfectly and really enhances the overall effect of the layout.

One of my biggest apprehensions, on starting this project, was how to recreate the dry-stone walls, so typical of the

Kirkby Stephen West

Kirkby Stephen is one of the principal stations, serving the three main market towns of Settle, Kirkby Stephen and Appleby, on the celebrated Settle & Carlisle line. Opened in 1876, the S&C was built by the Midland Railway to provide an express route to the north, in response to the rival London & North Western Railway's obstruction of its traffic via the previous route of the Ingleton branch and Low Gill on the West Coast Main Line.

The S&C had a remarkably consistent style of architecture in its 72 miles, with station buildings of similar design but in three sizes: Kirkby Stephen, along with Settle and Appleby, had the largest type. Houses for railway staff were also provided nearby. The large goods yard, shed and cattle dock reflected the location's relative importance – although the requirement to keep the line's ruling gradient to 1 in 100, coupled with the local topography, meant that the station had to be sited two miles from the town and over 150' above it. As a result, David Jenkinson records in *Rails in the Fells*, neither its passenger nor freight traffic was as extensive as might have been expected, save for livestock.

The town was also served by the North Eastern Railway station of Kirkby Stephen East on the Penrith-Darlington Stainmore route, which was much closer to the town. To avoid confusion, the Midland station was renamed Kirkby Stephen & Ravenstonedale in 1900, then in 1953 to Kirkby Stephen West. Following the closure of the Stainmore line in 1962, it reverted to simply Kirkby Stephen in 1968.

Along with all other stations on the S&C except Settle and Appleby, Kirkby Stephen closed in 1970, but it was reopened in 1986. The station ceased to handle goods traffic in 1964, but the goods shed is still standing and in private commercial use.



▲ Pictured from the occupation bridge at the north end of the station, 'Black Five' No.45253 hauls a southbound Class H freight through Kirkby Stephen West. The photograph is believed to have been taken in December 1966. Photo: *The Transport Treasury*



▲ **'Black Five' No.44666 assists Jubilee No.45691 Orion with a late running 'Waverley'.**

limestone area on the Yorkshire/Cumbrian border. None of the commercially available products, to my mind, seemed 'just right' and to build each wall from individual stones would have been extremely time-consuming.

My problem was solved during a visit to my local model shop (West End Models of Colne), where I spotted some very convincing dry-stone walls, cast from a variety of moulds in casting plaster. These were the ones for me!

The casting plaster was easily shaped, with a file, enabling the walls to fit over the undulations of the land. Painting was simple: a basic coat of grey primer, with a dark wash and occasional highlighted colours, recreated the local limestone exactly. The

Rebuilt Royal Scot No.46109 Royal Engineer climbing strongly with the up 'Thames-Clyde Express'.

base of the walling was set in various flock foliage and scatters to complete the realistic effect.

Buildings & signals

The main buildings (station buildings, goods shed, Midland Terrace and track workers' bungalows) were scratch-built by Bob Dawson of A.C.O.M.B. Model Makers. The Midland signal box was adapted from a Ratio kit with a Scalescenics nameboard.

The unique water tower was constructed in plasticard; similarly the cattle dock from plasticard strips on a template (an extremely time-consuming task!).



The Ribble bus service from Sedbergh to Penrith via Kirkby Stephen slows for the bus stop. 'Peak' D67 *The Royal Artilleryman* crosses the bridge with the southbound 'Thames-Clyde Express'.



The signals (four home signals and four shunt signals) were built by Steve Hewitt of Blackburn Model Railway Club and are a prominent feature of the layout with their lighting and 'bounce action'. Dummy point

rodding was fabricated from Wills kits, superglued together (as polystyrene cement melted the finer parts).

Scalescenics brought out its Midland diagonal station fencing at a very timely

moment for use on the layout (what a relief!). The station area was completed by bespoke BR signs and notices, manufactured by Sankey Scenics, this firm also producing the carriage destination boards for the

Ivatt 4MT 2-6-0 No.43106 waits in the lay-by siding while English Electric Type 4 D325 passes with a Birmingham-Glasgow express, diverted due to bridge repairs in the Penrith area.





(Class 40) and BR 'Peak' diesel locomotives around this time, they are also included.

To give further diversity, it is assumed that bridge renewals are taking place in the Penrith area and some West Coast services have been diverted over the Settle & Carlisle, bringing an even wider selection of motive power in the form of 'Duchesses' and Patriots!

Acknowledgements

In order for the layout to be accommodated, in the dimensions of the available room, a few compromises have been necessary. However, the finished layout does, I feel, compare favourably with the historic photographs and is a fair representation of one of the most attractive stations on the legendary Settle & Carlisle line.

I must thank several people for assisting me in bringing this long-planned project to fruition: Bob Dawson for the superb buildings; Adrian Rigby for the stunning backscene, which really enhances the layout; Steve Hewitt for the realistic signals; Sankey Scenics for the signage; and Howard at West End Model Shop for supplying the walling.

A general view of the south end of the station as a WD 2-8-0 clanks through with a coal train.

▲ Activity at the weighbridge.

'Waverley' and 'Thames-Clyde Express' rakes of coaches.

Locomotives & rolling stock

An extensive fiddle yard contains five express passenger rakes, two local passenger trains, two Diesel Multiple Units, seven assorted freight rakes and two

parcels/milk rakes; all historically accurate for the Settle & Carlisle line in this era.

Locomotives are dominated by ex-LMS classes, which had a long association with the line. In addition, BR Standard Britannia and 9F classes feature. Some ex-LNER A3 Pacifics were allocated to Leeds Holbeck shed in the early 1960s and make appearances on the line. With the introduction of English Electric Type 4





RAILWAY MODELLING *Explored*



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

THIS MONTH • Tombridge Junction • Using static grass • Coach lighting for 009

Tombridge Junction

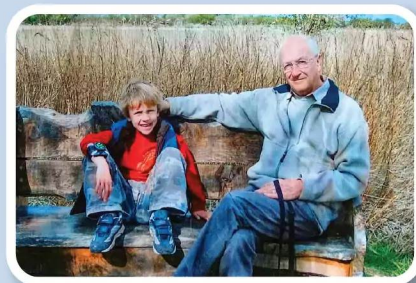
GRAHAM WHITELEY tells how he built an N gauge layout in memory of his grandson Tom, who passed away in 2010. *Photography by the author*

In 1972 my family moved into our present home in Daventry. Not long after I began building a continental-based N gauge layout in the loft. Within two to three years, due to an ever-expanding workload at our optical practice, family commitments, and helping out our elderly parents, I decided to mothball this layout.

It finally re-emerged in late 2009 when my eight-year-old grandson Tom showed interest in seeing his father's old layout in the loft. It was in a sorry state as all the foam ballast had turned to brown powder, although the electrics still functioned.

Unfortunately in March 2010, Tom was diagnosed with a very malignant brain tumour, needing an urgent operation at Addenbrookes Hospital, Cambridge. It was therefore all hands to the help of my son's family for the next few months whilst Tom underwent his operation and subsequent bouts of radio and chemotherapy. Although the treatment was technically successful, and Tom was back at school, the tumour soon returned and he passed away on 8 November 2010.

At that point I decided to sell the track and stock, but my wife said that our front

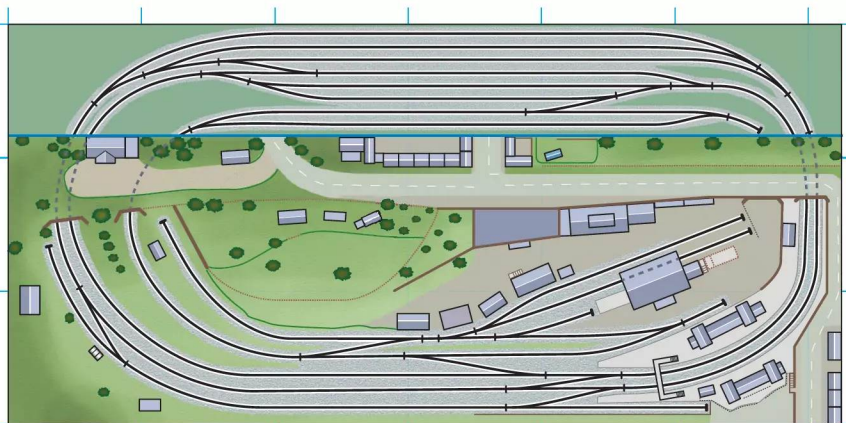


▲ Graham Whiteley pictured with his late grandson Tom.

bedroom was little used, so why not build a new layout in memory of Tom? So in 2012 a new British-style N gauge layout was born –



▲ The layout occupies an overall footprint of just 6' 3" x 3' (including fiddle yard). The majority of the buildings are card kits from the Metcalfe Models range, whilst locomotives and rolling stock are all ready-to-run items.



Tombridge Junction & St. Faith's Branch
Overall layout size 6' 3" x 3'. Each grid square = 1' x 1'.



▲ The fiddle yard comprises eight loops; three for each of the main line circuits and two for the branch. Train lengths of up to five coaches can be accommodated.

Planning and preparation

The planned layout was to be 6' 3" x 3' so as to fit in the back of my Chrysler 300 estate. To help catch up on 30 missing years of modelling, I read RAILWAY MODELLER, browsed the internet and joined Daventry Model Railway Club. This proved to be a great help in many ways, resulting in this layout and a new circle of friends and exhibitions. How Tom would have enjoyed all of that!



Tombridge Junction. St. Faith's branch line is named after Tom's school who were marvellous to my son and daughter-in-law (Andrew and Debbie), helping them in setting up a charity in Tom's name (see panel opposite).

▼ Stanier 8F 2-8-0 No.48608 rolls through on the outer main line circuit with a short timber train.

▶ Two riders from Manor Farm Riding School are seen returning from their morning hack.



Drawing track plans and salvaging what I could from the old loft layout, I also purchased a small number of used British steam locomotives, coaches and goods wagons at local shows and exhibitions. This was helped by two fellow club members, Terry and Dale, who had opened their own shop in the club premises at monthly intervals whilst looking for full-time premises.

Finally in 2012 *Tombridge Junction*, with its two main line platforms and two bays plus a small goods yard to service St. Faith's, emerged.

Construction

The base of the layout is a 6' 3" x 3' frame of 2" x 1" timbers with a 5mm surface of MDF, having four removable reinforced legs, and four shorter 9" legs for resting on whilst in transit in my estate car or various other vehicles used to travel further afield. Four rope handles are fitted (two each end) for my wife and I to carry the layout downstairs to whatever vehicle we were using at the time.

The trackwork is wired for analogue 12V dc operation using Peco N gauge track and Insulfrog points, mostly saved from the old loft layout on the grounds of economy. The old point motors still worked for well over 35 years, but those that failed at over 40 years have slowly been replaced with new Peco ones. There are 14 electrically operated points over the five sections of trackwork controlled by a 50-year-old Codar controller, still performing as well as ever. The Peco points in the fiddle yard are manually operated, insulating tracks as required. All scenic sections are laid on Gaugemaster impregnated foam, as are the points, whereas the fiddle yard is on a plain black foam track base from the same source. This shows no sign of wear after 11 years of use. The grass areas were cut from one 8' x 4' wargaming sheet and stuck down to the foam, after the card roads were laid in place throughout the village and station area.

The buildings are mainly from Metcalfe kits, including a couple of station kits donated by them when they heard about Tom's death; others were from the old loft layout. In addition several suppliers gave us discounts or refused to charge for the same reason. There are a lot of very kind people about!

Travelling to various exhibitions and visiting other layouts, my wife and I were amazed at how many lacked model people. We decided to populate Tombridge village and the



station with workers and travellers including our own window cleaner, up his ladder cleaning the windows of the Queen Vic pub.

Locomotives and stock

Over the last 20 years there has been a massive change in the quality of N gauge locos and stock from all manufacturers. So many are ready-to-run, that us 80-plus year old modellers have no need to make our own, even if we had the time left to do it. On joining Daventry Model Railway Club, I had time to help Dave, our N gauge specialist at the time, with his own layout so that we had two layouts to work on.

For sale in a good cause

In the meantime, Debbie continued to raise funds for Tomtrust.org, with the help of her team and various charity events. By the end of this year, the total raised will be over £3 million which has employed five clinical psychologists in Addenbrookes Hospital,

▲ The main street in Tombridge with the corner pub having its windows cleaned. Note the camp site on the right-hand side.

Cambridge, three in Newcastle-on-Tyne and recently three more at Alder Hey in Liverpool, all looking after children from three months to 13 years old with brain tumours like Tom.

I think readers will agree that is a massive achievement. I also think that this is a good time, sadly, to sell *Tombridge Junction* so as to add more cash to this worthwhile cause. Enquiries can be made by contacting me via email (graham.whiteley@talktalk.net) or by phone (01327 703847).

Thanks to all who helped us create this memorial to Tom, particularly Mike, Dave, Trevor, Terry, Dale and Jim from Daventry Model Railway Club.

▲ A view looking across the railway to Manor Farm, with Tombridge village beyond. The grass areas were cut from wargaming sheet.



Tom's Trust

To find out more about the work of Tom's Trust, a charity dedicated to providing psychological support for children with brain tumours and their families, or to make a donation, go to: www.tomstrust.org.uk

The layout was displayed at Tom's former school (St. Faith's in Cambridge) for a Christmas fair in 2016. ►



Applying static grass – the basics

Following the creation of his Ffestiniog Railway Gwyndy Bank diorama that was featured in the November 2023 issue, **CALLUM WILLCOX** explains how he used various static grasses, scatters and scrubs to achieve a wild, natural-looking Welsh landscape.

When it comes to modelling grass or foliage there are many options available to the modeller – from scatter materials and pre-coloured mats to teddy bear fur. Many consider that static grass offers the best of these options, the fibres providing the freedom of traditional scatters that facilitate coverage in hard-to-reach places, whilst standing upright – just like real blades of grass.

Peco offers a comprehensive range of static grass products as part of its Peco Scene range, comprising fibres in various colours and lengths (2mm, 4mm and 6mm), adhesives and static applicators – everything a modeller needs to get started.

In this step-by-step article I demonstrate the basic aspects of using static grass, including preparing your surface, creating a bespoke blend of fibres suited to your scene and application – utilising the firm's ref.PSG-1 and new ref.PSG-4 applicators – for a varied, natural look. Further enhancements, such as the addition of scatter materials and self-adhesive shrubs to replicate low-lying vegetation, are also covered here.



▲ Materials used were sourced from the Peco, K&M and Footpath Scene ranges.



▲ The finished areas of grass cover on the author's 009 diorama.

The Peco PSG-1 (left) and PSG-4 (right) applicators.



Before applying static grass your chosen surface must be prepared. As with a number of my projects, Celotex sheets (a material widely used in the building industry that is lightweight and easy to shape) were used to create the landforms; these were covered with DAS modelling clay to create a hard and smooth outer shell. Once hardened, AMMO by Mig No.2101 Dry Earth Ground textured acrylic paint was applied for ground cover – fine earth scatter material (you could use real dried dirt if you're feeling adventurous) or brown paint are also suitable for this process.



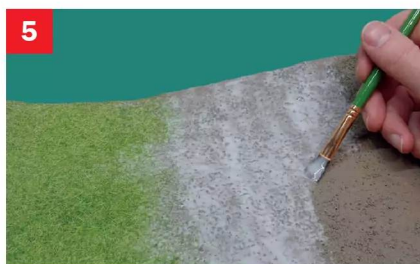
Peco offers an extensive range of static grass fibres in a wide array of colours, shades and lengths. Whilst a single blend can be used to good effect, a combination of various lengths and shades can produce a more natural look. Using photographs of the real location as reference, I determined which fibres would be best suited for a spring/summer scene – settling on a blend of Spring Grass, Straw and Wild Meadow. Two batches were created; one using a mix of 4mm & 6mm fibres, the other 2mm & 4mm, with the fibres dispensed in various quantities into a lidded container and thoroughly mixed. (It's worth writing down the ratios of the fibres used to allow for further batches to be created.)



A metal earthing point (such as a pin or screw) was inserted into the area of scenery to be covered, onto which the crocodile clip connected to the applicators can be attached (*inset*). The surface was then given a generous coating of Peco Scene Basing Glue (ref.PSG-10). This dries relatively quickly, so tackling a small area at a time is key. This was hand-brushed onto the landforms, ensuring the surface was completely covered with no gaps.



Quantities of the longer grass mixture were loaded into the hopper of the Peco ref.PSG-1 Pro Grass Micro Applicator; this shouldn't be overfilled – leave plenty of room for the fibres to circulate (*photo A*). With the crocodile clip attached, the applicator was switched on for the first pass, gently shaking, allowing the fibres to fall onto the glue-covered surface (*photo B*). The earthing point helps to polarise the device, creating an electrical field which encourages the fibres to land vertically on the scenery. Once the hopper was emptied, the process was repeated with the short blend until an even coverage was achieved.



When applying the grass fibres, care was taken to stop just short of the edge of the glue-covered area. This ensures that when the basing glue for the adjacent area of scenery is applied, it does not contaminate the fibres already in place. If done correctly, even the largest area of coverage can appear seamless. The main covering of static fibres was then left overnight to cure, before collecting any excess fibres by gently brushing these onto a newspaper and returning them to a container for future use.



Peco Scene Layering Spray (ref.PSG-11) aerosol adhesive was used to add further layers of fibres (*A*). Here, 2mm Dead Grass fibres were applied in small patches using the new Peco ref.PSG-4 Detailer Applicator, adding further natural accents to the coverage (*B*). The detailer features two interchangeable hopper tools, with the fine tool ideal for getting into those hard to reach places – such as along the bases of walls or rock faces.



Further accents – in the form of low-lying shrubs and weeds – were created using a selection of green scatters from the K&M range. These were sprinkled directly on top of the static grass fibres (which had first been primed with layering spray), focusing on areas where I planned to add further foliage – such as trees and bushes. Once happy with the desired effect, any excess material was carefully vacuumed away, before sealing the entire scene with a quick misting of Humbrol Acrylic No.49 Matt Varnish spray.



Nettles and shrubs are a prominent feature of any natural landscape, with the land around Gwyndy Bank being no exception. Green and Olive Green self-adhesive shrubs – produced by Footpath Scenes – were applied to areas previously treated with the scatter material. These were arranged in such a way as to give the effect of trampled vegetation, perhaps created by passing wildlife – or even railway enthusiasts trying to get to their next photographic vantage point...

Adding LED lighting to coaches in 009

ANDREW BURNHAM shows how battery-powered lighting can be fitted quickly and easily to the interiors of Peco narrow gauge 'bug boxes' in 4mm scale.

Photography by the author except where stated

Although LED strips for internal lighting of coaches are now quite common, powered either from the track or batteries, most have a minimum length and number of lights so may not be suitable for short four-wheel vehicles, especially those of narrow gauge outline.

Tramfabriek (a specialist UK model railway supplier owned by Sven van der Hart) is now offering an ingenious self-contained single LED circuit which runs on (almost literally) a CR927 type 3V lithium button cell battery. This ensures the light is of constant brightness and flicker-free. As the LED draws very little current the battery should last a long time.

There is no need to modify the vehicle with wiring or pick-ups (so no increased load on the loco), and the unit can be installed temporarily, simply using double-sided tape, a sticky fixer, or 'black tack'.

The MagnoLED unit measures just 11mm diameter and 5mm deep (including the battery), so should fit under the roof inside most vehicles.

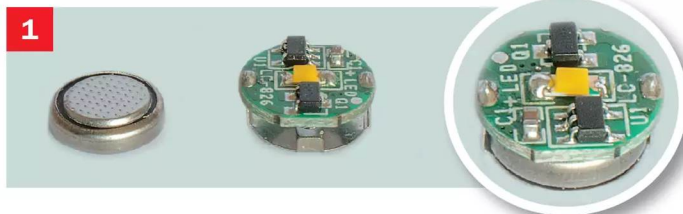
The light can be switched on and off using a magnetic switch: a small magnet 4.5mm square and c.1mm thick (supplied in the starter pack) can be mounted on the end of a suitable 'wand'.

It should be noted that the proximity effect is limited – the magnet will affect the unit

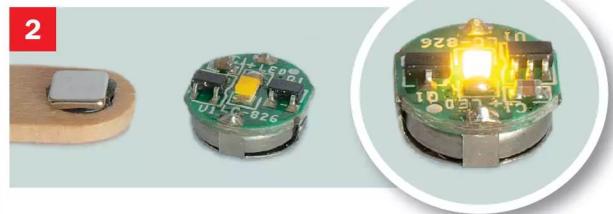
through a plastic coach roof but the presence of a lamp top may be too much distance.

The accompanying step-by-step images show one of these LED circuits being fitted to a Peco OO9 Festiniog Railway 'bug box'. (Note the central partition frame had to be removed.) These neat little units could of course be used to provide internal lighting on a wide variety of other models.

The MagnoLED is available as a starter pack with three units and a magnet included, or as a pack of three units on their own. All packs include batteries and 'black tack' fixer. Refer to the Tramfabriek website for price information and postage costs.



The compact MagnoLED unit is pictured with a CR927 type 3V lithium button cell battery alongside and (inset) with the battery fitted in place. The MagnoLED unit measures just 11mm in diameter and 5mm deep, making it ideal for small models.



The MagnoLED starter pack includes a small magnet. This can be attached to a wooden stick using some of the 'black tack' fixer supplied to create a wand: waving this in close proximity to the MagnoLED switches the light on (inset) and off.



It is very easy to access the interior of the Peco OO9 Festiniog Railway 'bug boxes'; the roof can be simply unclipped. (The central partition also needs to be removed and this can be pulled out easily.) The MagnoLED can then be attached to the underside of the roof using some more of the 'black tack' fixer, or Blu Tack as here.



With the roof reattached to the body the model is ready for service. The warm white LED is perfect for simulating period oil, gas, or low voltage electric lights.

Supplier information

Tramfabriek, 2 Locken Cottages,
The Walk, Eton Wick, SL4 6LN.
www.tramfabriek.co.uk



▲ A rake of Peco Festiniog Railway 'bug boxes' equipped with MagnoLEDs. The locomotive is a Peco/Kato Small England 0-4-0ST+T. Photo: Callum Willcox

Ian Allen



The case for continuing virtual events post-Covid

In light of the return to live shows in 2022 following the suspension of these events during the pandemic, there were discussions within the Gauge O Guild regarding the continued viability or interest in online virtual shows. Similar conversations probably took place within other societies and associations as well. So how do we as an organisation (the Guild) see the future of virtual shows? Our conclusions have been informed by studying the analytics data provided by YouTube; by using this information we were able to break the data down and find trends across a number of differing categories, not only providing us with an overall picture, but also showing comparisons across the four shows the Guild has hosted to date.

To start, we looked at the viewing figures for the 'opening' day of Virtual Shows the Guild has run: 31 October 2020 – 5,633 views; 6 March 2021 – 9,780 views; 6 November 2021 – 3,039 views; 5 November 2022 – 4,389 views.

There was a higher figure for the March 2021 show because more people had become accustomed to using online services to enjoy a show during the pandemic, and it also had more content, from layouts on view and traders' pages. However, it was encouraging to see that our 2022 show resulted in higher figures than November 2021, especially since live events had returned by this point.

A conscious decision was also made to have the shows available in their virtual format for four weeks, and extrapolating data for that timeframe, we were presented with the following figures: October 2020 – 17,280

views; March 2021 – 30,547 views; November 2021 – 20,917 views; November 2022 – 18,580 views; November 2023 – 10,865 views.

Interestingly, the first two shows returned figures roughly three times that of the first day's figure, whereas the 2021 show was almost seven times that and the 2022 show just over four times. This highlights that people were realising that they didn't necessarily have to attend on the first day, and could drop in and out during the four-week period. Thereafter the video content stays on our YouTube Channel. Additionally, of course, it led to them watching other videos on our YouTube channel not wholly part of the event.

However, 2023 saw a fall in the overall views across the four-week period. One reason for this reduction is that over the first two days of the event, the videos were unlisted on YouTube, which meant they could only be accessed via the Guild virtual show page.

Although this was corrected, it did have an obvious impact and it is something we have learned a lesson from.

In respect of the long-term viability of virtual events, we have been encouraged by the positive feedback from our overseas members: the events allow them to feel more involved with the Guild, not only in being able to see layouts from across the UK, but also in sharing their layouts and demonstrations with other members across the globe. Australia, Germany and the United States consistently appeared in the top three overseas nations for viewing figures, and across the channel as a whole, but views also appeared in the data from Kazakhstan, Czech Republic, Saudi Arabia, Chile and India, where we have no Guild members.

The first show was pretty much put together to provide events during the pandemic (see articles in RM October 2020 and January 2021) and we were reliant on members submitting videos of their layouts, most of which were hosted with only minimal

editing. Many contributors can provide great footage for us to enjoy but we did not want others missing out, and this highlights the commitment the Guild has in continuing to host such events for the benefit of not only members in the UK and overseas, but for anyone who wishes to join in and see what Guild members are doing.

The viewing figures may seem relatively low compared to other scales, but we are confident it will grow, as will the continuation of the Virtual Shows, and virtual activities such as 'An Evening With...' seminars (which we host on the 26th of every month except December). Looking at

the data for a number of these seminars reveals that, although the attendance on the evening is lower than when first started, viewing figures for the recordings maintain a healthy reach. For example, Nick Dunhill's session in June 2021 attracted 133 booked places, and the video

recording has had 1,137 views. My first session about Templot had 75 people booked, and the video has been viewed 893 times. This bears out our commitment to allow those unable to attend 'live' to be able to watch the content at a time that is convenient for them. However, each live session still attracts between 40 and 70 people on the night, and from across the globe, with members from New Zealand, Germany and the USA being regular attendees.

Despite the return to live shows and exhibitions, we have not seen a decline in the interest in Virtual Shows from our members. They benefit those who are unable to get to face-to-face shows for whatever reason, and also allow members around the world to join in and be part of the larger community. Therefore we expect virtual events to remain a key part of the Guild's activities for many years to come.

...Despite the return to live shows and exhibitions, we have not seen a decline in the interest in Virtual Shows from our members....

Ian Allen is a member of the Gauge O Guild and the organisation's Virtual Events Team



▲ Past Gauge O Guild 'An Evening With...' seminars have included (from left to right) Ian Young of Sanspareil Investment Casting Services on producing lost wax brass castings; Neil Armitage of Ellis Clark Trains on weathering ready-to-run rolling stock; and John Gay of Digitrains on using Digital Command Control. To view details of future seminars, refer to the Guild website.

Useful links

The Gauge O Guild
www.gaugeoguild.com

Guild YouTube Channel
www.youtube.com/@TheGaugeOGuild



Readers' Letters

More on Hayling Island operations



I read with great interest the article about Ray Newman's Hayling Island model in the December issue and the letter from Dianne Turner in the February issue. I write to clarify a couple of operational aspects that may be of use to anyone considering building a layout based on Hayling Island.

I travelled daily there and back as part of my journey to/from school in Petersfield between 1958 and 1963 when the line was closed. We had to attend school on Saturday mornings as well as on weekdays.

There were in fact three locomotives in steam on Saturday after 10am and all day on Sunday. At any one time there was one engine taking a train up or down the line, another at Havant taking on water (there was no water at Hayling Island) and a third engine at Hayling taking on coal and then running round its carriages and taking them from the main platform to the bay.

The engine at Havant would fill up with water and then stand on the loop until the train arrived from Hayling. It would then be coupled to the end of the train that had just arrived before taking it south to Hayling. There was a five-minute interval between arrival and departure times at Havant and a two-minute interval at Hayling.

These movements allowed sufficient time for short rests for the three crews.

▲ **Stroudley A1X 0-6-0T No.32670 leaving Havant with the three-coach 3.05pm Havant-Hayling Island service on 27 July 1963.**

Photo: Rail Photoprints

A train assigned to the fast (10-minute) service had four coaches at busy times and three when less busy (typically September) while the stopping (13-minute) service had two or three coaches. A couple of spare coaches were parked at Hayling to add the fourth and third respectively, if not already attached. Sometimes a so-called 'Pram Van' was attached to carry the extra baggage. Most arriving passengers were on their way to one of the island's several holiday camps and caravan parks.

Apart from the two spare coaches typically stored at Hayling, the other coaches were kept at Fratton and brought in each day. Full details of the operations are described in the excellent book *Branch Line to Hayling* published by Middleton Press.

Thank you for publishing the article – as a modeller of the line myself (currently a work in progress) it is always good to read of what other people are doing and especially interesting to hear of people's experiences of the line when in operation.

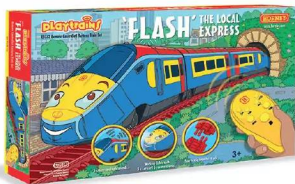
ROY FULKER

In support of Hornby Playtrains range

The news in the February issue that Hornby is to discontinue its Playtrains range for young children is very disappointing.

I gave a Playtrains set to my grandson when he was four years old and it has been a huge success and equally enjoyed by his sister, who is two years older.

The battery-powered operation and hand-held control has instant appeal to digital-age youngsters. They have had



lots of fun with new track layouts and what young children love – creating accidents and collisions. And all safely on the floor.

It is the ideal introduction to model trains to get youngsters hooked on our hobby. Hornby – please think again.

MARTIN EDWARDS

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.

Modelling No.6200 *The Princess Royal* in original form



After purchasing the February edition of RM and seeing the scale drawings and article about the LMS Princess Royal Class locomotives, I was reminded of the time a few years ago when I decided I wanted to convert a Hornby loco-drive version of the later production batch to one of the first two class members.

I knew that Hornby's previous tender-drive version had modelled the non-domed boiler with the short firebox that was correct for the first two locos, so I considered the idea of marrying the older boiler/firebox to the later version running plate and cab.

I looked for a scale drawing but all I could find was the same drawing of the production series that had first been published in the RM in 1990 – not much use for my project. However, I then came across a beautiful coloured side elevation of No.6200 *The Princess Royal* in *Loco Profile 37: LMS Pacifics* (published in 1974) so I photocopied this and scaled it down to 4mm. This helped greatly when replacing the slidebars with modified parts from a Hornby King.

The engine was also illustrated with the original Fowler-style tender; I'd never seen one modelled, so I thought why not give it a go? The 10-ton tender tank was cut off just below the curved top, with a section then cut from a spare tender and glued to it (making sure that the rivet detail lined up). Two



▲ **The OO gauge version of No.6200 *The Princess Royal* that was created by Geoff Allen by combining parts from different Hornby models. The inset view shows the interchangeable Stanier nine-ton tender. Photos: Geoff Allen**

further photocopies of the tender sides were cut to shape and attached using a glue stick onto the sides so that I could file the parts back to the correct profile before I added the beading. The rear tank filler and coal space bulkhead was cut out and a new replacement was fabricated and fitted (using a clear rear three-quarter prototype view as reference).

I had decided that as Hornby had produced its 8F model with the Stanier nine-ton tender, I would buy a spare 8F tender and repaint and line both tenders and the locomotive at the same time. The two tenders can be interchanged easily with their (pre-DCC) loco-tender couplings.

GEOFF ALLEN

Spotting days at Tiverton Junction

The feature on *Tiverton Junction* in the January issue of RAILWAY MODELLER brought back memories from the summer of 1960, when my friends and I would often cycle from our homes in Tiverton in the early evening to the station. We would 'cop' the passing – mainly steam-hauled – trains but would wait for one train in particular. This was the Paddington-Plymouth 'Mayflower', which was invariably hauled by one of the then recently-introduced Warship diesel-hydraulic locomotives. It would fly past with its train of chocolate & cream coaches and then was gone – the shape of things to come! Incidentally, 1960 was the year I began buying RAILWAY MODELLER!

TONY KIRK



▲ **Warship D831 *Monarch* heads another named train composed largely of Western Region chocolate & cream stock – the 'Devonlan' – through Tiverton Junction in 1962. Photo: Colour-Rail**

The future of the hobby – challenging times ahead?

We have just had two very concerning announcements: the imminent closure of Hatton's, arguably one of our leading suppliers, and the loss of the Warley National Exhibition. Both these events are unprecedented and even shocking for the hobby as a whole. I sincerely hope this is not symptomatic of a more widespread malaise. So, what is going on?

Linked to the above, and coinciding in timescale, is my own recent decision to dismantle *Langdon Beck* (Railway of the Month – RM April 2018) and allow my modelling interests to diversify into models other than purely railway-oriented projects. (Coincidentally, I very recently sold all my OO rolling stock to Hatton's.)

Part of my reasoning is that, being a builder rather than a runner of trains, I had reached the stage where an open space made available for new projects had greater appeal than the status quo. No doubt I will start a new railway modelling project before too long; OO9 has its appeal now that I have the proverbial blank canvas of a cleared-out railway room.

However, taking a long hard look at both my own reasoning behind these changes and the wider railway modelling picture, several relevant thoughts have occurred to me.

Firstly, the railway modelling industry has produced, in recent years, an unprecedented range of new models, sometimes of obscure prototypes and often one-offs. Added to this, manufacturing methods have developed to the extent that we see an unprecedented degree of detail in the models offered. Often this detail can only be fully appreciated with a magnifying glass. All this comes at a high cost; no railway modeller will have failed to notice the spiralling cost of new rolling stock and especially locomotives.

At the same time, there seem to be a declining number of modellers

scratch-building; few have the patience or skills to get anywhere near the standard of the ready-to-run products now on offer. This comes at a time when our disposable income for any hobby activity is under a pressure not seen for many years. Have our manufacturers unwittingly shot themselves in the foot by over-developing their capabilities to a level beyond which the present-day market can sustain?

Secondly, we live in an age where, in the 12"ft realm of railways, train cancellations and late running are routine. Passenger numbers have not recovered to pre-pandemic levels as people either work from home or use more reliable (and less environmentally friendly) modes of transport, whilst HS2 appears to be a huge white elephant with spiralling costs but is too far developed to abort now. None of this is conducive to developing a new generation of rail enthusiasts! We therefore have an ageing army of modellers with diminishing levels of energy and reduced funds.

PETER OSBORNE

The email I received on 8 January from Hatton's of Liverpool informing me of the firm's imminent closure came as a shock. I imagine many others felt the same on receiving their email too.

During the first years of my retirement, 2009 to 2018, with more time to devote to my lifetime hobby of railway modelling and a move to the model railway shop bereft Highlands of Scotland, Hatton's became my go-to supplier. An easy to use website, competitive prices, good stock levels, and a standard delivery service that saw my purchases delivered within 48 hours of placing the order, added up to a 'Why go anywhere else?' experience. Back in those days prices seemed good value for money

and the standard of models from the OO gauge proprietary manufacturers was perfectly acceptable.

However, by 2019 I was beginning to feel that prices were too high. It was not necessarily a case of 'Do I have enough money in the bank?' It was more a case of whether I was prepared to spend that much money on products that were becoming retail consumables. I, for one, cannot find it in me to pay £250 for an OO gauge locomotive (and £100 more than that for one that is sound-fitted) that I cannot fix if it goes wrong. There is often no replacement model available in that situation either, with production batches having been sold out on pre-order.

Furthermore, are there now too many manufacturers, or should I say commissioners of manufacturing in China, that are using the pre-order/buy direct from the website method of marketing and cutting out the model shop? The declining customer numbers at Hatton's could well be partly the loss of those who buy directly from such companies. The locomotive, wagon, or whatever, that the customer takes from the box when it arrives has only ever been touched by the hands that assembled it in China. The model railway trade as it used to be has been entirely bypassed and receives not a penny.

Hatton's cannot be the only retailer trying to weather these challenging conditions.

COLIN TANNER

I have bought items from Hatton's in the past and, while the service provided has always been good, I used them because of the lack of any local alternative.

To me it would seem unlikely that the firm is the only retailer of model railways suffering from trading problems. And when we find local model

shops being followed by larger online retailers onto the endangered species list we should be seriously concerned for the future of the hobby.

In my view the staggering increases in the cost of models in recent years must be one of the major causes for the demise of model shops and now other, larger, traders. When a small tank engine can cost well in excess of £200 then something is wrong.

Today's models may be highly detailed, but they are also very fragile and in far too many cases, the mechanisms are unreliable. The prices of spares, particularly replacement motors, sought by some manufacturers and traders seem vastly in excess of manufacturing costs.

Compare that with the durability of models from the past such as Hornby Dublo, Wrenn, Tri-ang and early Hornby; locomotives for which the mechanisms were robust and easily serviced or repaired. Granted, they did not carry the fine details of today's models, but as models on a layout are usually viewed from several feet away does that really matter to most people? Most of all, however, they were widely affordable and could be purchased for children as a way into the hobby.

Unless manufacturers recognise that they are retailing products which are too detailed and thus too expensive and too often unreliable, they will not have a market large enough to pay for the costs of producing the product.

With fewer people prepared to pay the exorbitant costs of new models, there will be knock-on effects on the pre-owned market and so the downward spiral continues.

The hobby flourished when it was affordable. It is not, anymore.

DAVID HACKETT

Model pricing and inflation

I write with reference to Harvey Creber's letter in the January 2024 issue and others who have commented regarding affordability. I am old enough to have read *Meccano Magazine* in the 1950s until grammar school and homework intervened. I also recall towards the end of the decade, the Hornby Dublo model of *Bristol Castle* and a French electric from the then Hornby Acho range – both were launched with a price of about £5. Have their contemporaries kept pace with the RPI (Retail Prices Index) or exceeded it? Or have improvements to model specifications over the years



"The Bristolian"
fastest regular train in the country...

now in a new Hornby-Dublo set

Here's a fine new model. This latest Hornby-Dublo electric train set is a splendid representation of "The Bristolian" pulled by one of the famous "Castle" class locomotives. "Bristol Castle" is in true Western Region colours with all the detail you could wish for... copper-plated chimney, correctly tapered boiler, wire wheels, brass loadings and a host of other details that will please you, all true to the original. You'll be proud to own this superb Hornby-Dublo model. Available during November – see it at your dealer, or write for the latest colour folder or Book, R.M.C., Meccano Limited, Birn Road, Liverpool 12, or to the London Showrooms at 23 Beckett Square, W.1.

HORNBY DUBLO
ELECTRIC TRAINS

MECCANO LIMITED,
BIRN ROAD,
LIVERPOOL 12.

SEND NO MONEY NOW! THE RAILWAY MAGAZINE WILL FORWARD TO ADVERTISERS

justified modellers paying more? To put current prices into perspective, £5 in the late 1950s was about half a week's pay. (Incidentally, I wonder what happened to Acho and the factory, which I think was in Calais?)

WESLEY PAXTON

[Ed. The Hornby Dublo model of *Bristol Castle* was reviewed in the December 1957 issue of *RAILWAY MODELLER* with a price quoted of £4/1/- . Using the Bank of England inflation calculator, that is the equivalent to roughly £81.00 in 2023.]

A Hornby Dublo advert published in a late 1950s edition of RAILWAY MODELLER featuring the manufacturer's model of No. 7013 Bristol Castle.

Remembering Derek Reeve

I was very sorry to read in the February edition of the death of Derek Reeve. He bridged the gap between the generations with his wonderful layouts *Nonsuch* and *Wendsleydale*. The modelling was always of the highest standard in all respects, particularly the buildings on *Nonsuch* and the clever animation on both layouts. It was however the sense of fun that appealed to the young generation.

Living in the east of England I regularly visited exhibitions in the area and saw Derek regularly. My young daughter Eleanor loved his layouts and would spend hours watching them, with her mother, while I was trekking around the rest of the exhibition. I would regularly come back to find her at the controls, with Derek's guidance. At the time she had a distinctive yellow coat made by a friend. On one of our visits Derek presented Eleanor with a *Wendsleydale/Nonsuch*-style 'Eleanor



mouse', wearing the yellow coat (pictured). He also gifted two other mice to Eleanor on our visits. They are still treasured possessions today occupying pride of place in her room.

Unfortunately the pandemic intervened meaning we had not seen Derek for a few years. I would like to express our sincere condolences to Derek's family and loved ones, and to all at Sudbury Model Railway Club. He touched our hearts with his generosity. He will be sorely missed.

ANDY SINCLAIR

NEW PRODUCT REVIEWS

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

GWR Steam Rail Motor in OO

New from Kernow Model Rail Centre



Kernow Model Rail Centre has delivered its latest OO locomotive project – the Great Western Railway Steam Rail Motor – plans for which were first detailed in our January 2015 issue. The production of these models has been undertaken by the Cornish retailer working independently with a manufacturing facility in China, with their release having been eagerly anticipated.

Available DCC ready or DCC sound-fitted, the tooling caters for both the Diagram O and Diagram R type steam Rail Motors, with five versions forming the initial release: ref.K2301 Diagram R No.93 in GWR lined crimson lake as preserved; ref.K2302 Diagram R No.97 in simplified GWR chocolate & cream (circa late 1920s onwards); ref.K2303 Diagram O No.63 in GWR lined brown (c.1908-1912); ref.K2304 Diagram R No.85 in GWR lined crimson lake (c.1912-1922); and ref.K2305 Diagram O No.61 in GWR fully lined chocolate & cream (c.1903-1908).

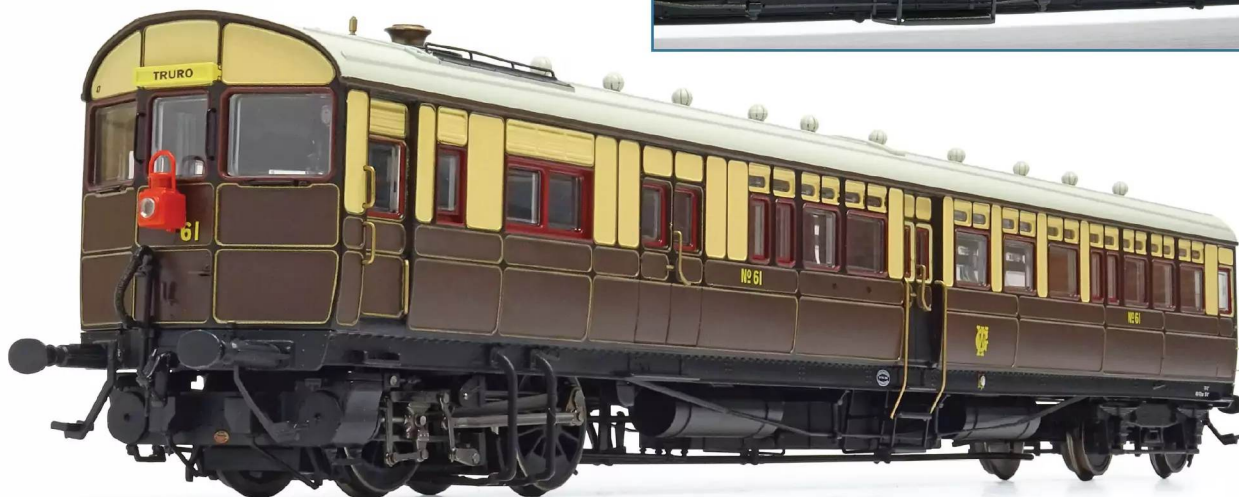
Our sample in detail

For review, we received a sample of Diagram O No.61 (ref.K2305) presented in fully lined chocolate & cream with GW 'prize' monograms. The real 'Motor' entered service in March 1906, with (according to the book *Great Western Steam Rail Motors and their services* by John Lewis) its first recorded allocation being Southall in October 1907. During its service career it was based at numerous sheds in Cornwall, Devon, Somerset, Gloucester and Wales, before being converted to Diagram A29 auto-trailer No.150 in 1927. No.61 was pictured when new in this colour scheme (presumably around March 1906).

The model is supplied with a selection of Cornish destination boards – stations including Plymouth, Saltash, Truro, Redruth, Camborne and Newquay. These combined with the livery squarely date the model to around 1909, when it was recorded being based at Truro and Penzance.

The model comes presented in a stylish Kernow Model Rail Centre exclusive branded card box, with the model cradled in plastic 'ice-cube' style packaging within a foam insert, along with operation and maintenance paperwork.

The model itself tips the scales at 278g – most of this weight being localised around the 'engine' end – requiring some caution when releasing from the packaging. Measuring 298mm in length over buffers, construction





comprises largely plastic mouldings bristling with separately fitted plastic and etched metal components. There are fine representations of the door grab handles and handrails – each stand proud of the body, formed from brass wire. The driving and trailing ends are adorned with fine wire metal grabrails and etched footsteps – all separately fitted – while the gas lamps and roof furniture are particularly well depicted. Other factory-fitted details include lamp irons, vacuum pipe stanchions, and turned metal whistle, in addition to fine depictions of the bufferbeam and folding side access steps. Buffer heads are metal and sprung.

Below the frames there are fine depictions of the truss rodding, braking apparatus (including brake pipes, cylinders and pull rods) and water tank – the associated pipework complete with renditions of the Lambert valves. The trailing 9' 'Fishbelly' type bogie – a feature of the Kerr, Stuart-built 70' cars – is crisply moulded, complete with fine representations of the leaf

springs, axlebox covers, and brake shoes; the latter correctly in line with the wheel treads of the Mansell-pattern metal wheelsets.

Undoubtedly one of the stand-out features has to be the 'power unit', which encompasses the 'power bogie' – consisting of the wheels, cylinders and motion – and vertical boiler, construction of which is largely of die-cast metal. One remarkable detail is the depiction of the swing link suspension (on which the prototype's coach body was suspended). The springs – mounted to the frames of the bogie – are separate to the scroll irons on the coach chassis, allowing the power unit to pivot freely and negotiate second radius curves, whilst making for a convincing 'un-broken' appearance when parked on straight track.

True to the prototype, the boiler rotates with the bogie within the motor compartment. Whilst the glazing does afford a view of this unique feature, the level of detail to which Kernow has gone can only truly be appreciated



Each model comes with a set of appropriate destination boards – in the case of No.61, Plymouth and locations in Cornwall.



PROTOTYPE VIEW GWR Rail Motor



▲ Diagram O Rail Motor No.63 in 1908 all-over brown, another of the number and livery options available from Kernow; the location is believed to be Oxford. Built by Kerr, Stuart & Hurst Nelson in April 1906, No.63 was allocated to Oxford in 1910 and 1911, withdrawn in September 1927 and converted to auto-trailer No.151. Photo: Mike Morant collection

Prototype information

Designs for single passenger vehicles with their own steam traction units were adopted early on during the development of Britain's railways. The first recorded example of a Rail Motor was built by William Bridges Adams for the Bristol & Exeter Railway in 1848. However, it wasn't until the turn of the 20th century that the Great Western Railway saw the potential of the Rail Motor to provide improved local services on rural routes at reduced costs, in the face of increasing demand for convenient travel and the competitive threat posed by urban tramways.

Of the various types employed on the Great Western, the Standard 70' 'branch' Diagram O and Diagram R were the most numerous, with 35 examples constructed between September 1905 and February 1908. These were built in four lots – three by Swindon Works and one by Kerr, Stuart & Hurst Nelson; principal differences between builders being wide single vestibule doors, with 9' coil spring or 'American' bogies (Swindon Works) and double vestibule doors with 9' 'Fishbelly' type bogies (Kerr, Stuart).

By the late 1920s many had had their steam power units removed in favour of auto-trains, with the coach bodies converted to auto-trailers. However, some examples remained in traffic well into the mid-1930s, with the final operational members being withdrawn in October 1935.

In 1970, Diagram A26 trailer No.212 (formerly Diagram R Rail Motor No.93) was acquired by the Great Western Society, and after an extensive restoration programme – including the construction of an all-new power unit – returned to traffic once again as a Steam Rail Motor in 2011.

The GWR 'prize' monogram was the winning entry in a competition in the company magazine, but was very short-lived.

pack having been produced by ModelU (see review, page 226).

A slimline tension-lock coupling is fitted as standard at the trailing end, mounted in a sprung NEM pocket independent of the bogie. A mount for a coupling has been omitted from the 'engine' end – no doubt to allow for a more detailed rendition of the front of the power bogie, such as the front sanders and small brass builder's plate, which reads 'G.W.R. SWINDON MAR. 1906'.

Separate bufferbeam details supplied for the modeller to fit include decorative screw-link couplings and a steam heat pipe – all of which have been fitted here for photography. Two additional suspension scroll irons are also supplied; these have a wider armature than those fitted, allowing the model to operate through tighter radius curves if required. The painted etched destination boards slot neatly into two discreet openings above the centre driving window – with Truro and Newquay boards being illustrated here.

once the body is removed – with details such as boiler fittings and cab controls all present. This space, along with the coach interior, is just calling to be populated with suitable period figures; a bespoke passengers and crew

The smooth satin paintwork gives the model a pleasing wooden appearance, with the chocolate & cream livery exhibiting a richness in colour. The decorative lining neatly conforms to the panels of the coach body, with the running numbers and lettering crisply

The model includes interior lighting and (pictured, bottom) working head and tail lamps.



applied; particularly impressive is the short-lived yellow GW 'prize' monogram. Window frames and door drop-lights are presented in a mahogany red-brown, whilst the solebar-mounted works plates are both fully legible, reading 'KERR, STUART & CO. LTD NO.1100 1906 LONDON & STOKE'.

Lighting functions

The Rail Motor is equipped with operating oil lamps and interior lighting. As supplied, the model is fitted with two head/tail lamps, mounted on the top bracket at each end. These illuminate in the direction of travel on 12V dc operation – with the leading lamp showing a white aspect and the tail lamp showing red. The passenger compartment incorporates an LED light bar which illuminates when power is

applied to the track or constantly when on Digital Command Control. DCC users can toggle the directional lamps on and off following the installation of a suitable decoder using Function 0, with Function 6 extinguishing the interior lights.

Mechanism and performance

The model is equipped with a flywheel fitted coreless motor, positioned vertically and concealed within the boiler of the power bogie. Current is collected from all wheels, through a combination of wiper contacts behind each driving wheel – all of which feature brass bearings – and axle point pick-ups on the

trailing bogie. Provision for digital control is provided by a Plux22 decoder interface located atop the printed circuit board above the passenger saloon; this is complemented by a factory-fitted 28mm round speaker situated within the guard's compartment.

Access to the decoder and interior requires the removal of the coach body. This is achieved by first removing the chimney (which is a simple push fit), followed by unclipping the lower portion of the passenger door handles from the footstep. The body itself is held in place by eight evenly spaced retaining clips (four each side); care must be taken not to damage the vacuum pipes and door handles.

On test the model was found to be extremely smooth and quiet in operation, with outstanding slow speed performance; the gearing very much suited for the prototype. The compact Walschaerts valve gear – with functional radius rod and piston valve stem – is quite simply mesmerising to watch in motion. It was able to comfortably haul nine Pullman carriages on the 1 in 48 gradients and 3' radius curves of the

Pecorama loft layout – the real machines having been known on occasions to haul two trailing vehicles.

Patience is a virtue...

Kernow Model Rail Centre deserves to be applauded for persisting with this ambitious project, with the resulting model having certainly been well worth the wait; one which is sure to delight many Great Western and preserved era modellers. No doubt there will be calls for accompanying trailer vehicles to follow...

Sample supplied by

KERNOW MODEL RAIL CENTRE,
98a Trelowarren Street,
Camborne, Cornwall TR14 8AN.
www.kernowmodelrailcentre.com

PRICES
£189.99 DCC ready
£299.99 DCC sound-fitted



Bespoke Rail Motor Crew/Passenger packs from ModelU

4mm

ModelU – manufacturer of 3D-printed figures and accessories in scales from 1:148 (N gauge) through to 1:48 (Gauge O) – has produced a pair of bespoke crew/passenger figure packs for the Kernow Model Rail Centre GWR Steam Rail Motor.

First up, we have the GWR Rail Motor crew pack (ref.12203-076) – comprising a driver, fireman and guard figure – priced £10.80. The driver and fireman have been suitably posed to align with the Rail Motor's cab/boiler controls; the driver figure being perfectly suited to either cab end.

The GWR Rail Motor passenger pack (ref.12204-076) features five seated figures in period dress. Priced £18.00,

the printing of these figures is commendably fine, with items of clothing such as dresses, jackets and hats faithfully capturing the fashions of the day; most impressive is the fine rendi-

tion of the floral bonnet worn by one of the ladies.

All figures are supplied unpainted in a grey-coloured material and require painting. The full range of ModelU

3D-printed figures and accessories can be seen on the firm's website, together with details of how to order. A custom scanning service is also available by prior arrangement.



Samples supplied by

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

PRICE See text

New from Hornby is the TTA four-wheel Class A tanker in OO, plans for which were first announced in our February 2023 issue.

The TTAs were developed in the 1960s and continued in production through into the 1970s. Originally built to haul petrochemical products across the country, many wagons were repurposed later in life to carry a variety of other products, including caustic soda and calcium carbonate slurry.

The introduction of larger bogie vehicles – such as the TEA – led to the subsequent decline in TTA numbers, but many remained in regular traffic well into the early 2000s.

Numerous examples still exist in various forms, with a rake of 11 preserved on the Dean Forest Railway in the care of the National Wagon Preservation Group.

Produced from all-new tooling, three versions of the TTA form the initial release – covering examples operated by petroleum companies Shell, BP, and Esso. Examples of the model in grey with Shell branding (ref.R60207) and BP green & yellow (ref.R60209) are illustrated here.



Weighing in at 49g, the frame-mounted tank and chassis components are moulded in plastic, with various separately fitted details formed from metal wire and etched brass; most notably the fine mesh walkway atop the tank bodies and tank ladders – all of which exhibit a high level of fidelity. Buffer heads are metal and sprung.

The models are equipped with slim-line tension-lock couplings in dovetail NEM pockets mounted to the underside of the chassis. Brake pipes and a decorative tail lamp are provided in a

small pack for the purchaser to install, and have been fitted here for photography. The lamps slot neatly over the bufferbeam-mounted lamp irons and can be secured with a dab of PVA or black tac.

Below the frames the tank outlets and brake rigging are depicted; particularly worthy of note are the fine renditions of the brake pull rods and safety loops. The wagons run on free-rolling three-hole disc metal wheelsets, with brake shoes correctly in line with the wheel treads.

Livery application has been completed to a high standard across both versions. Separation between colours for the most part is very good, particularly around details such as the ladders and buffer shanks. Printed details including lettering and data markings are all crisply applied and fully legible under a glass. Note the separately fitted orange Hazchem panels on the Shell example.

TTA for TT:120

These are exceptionally well appointed models, which are sure to be a hit, particularly with those modelling the latter part of the 20th century. In addition to the OO release, Hornby is also developing models of the TTA in TT:120 scale, which we hope to take a closer look at in due course.

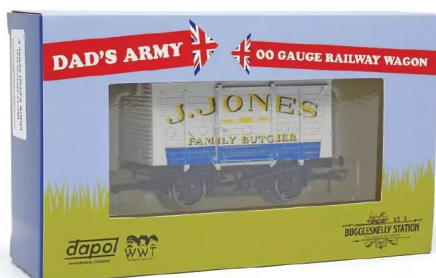


Samples supplied by

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

PRICE
£34.99 each

Dad's Army Butcher's Van from Buggleskelly Station



Tom Marshall of Buggleskelly Station has commissioned from Dapol an exclusive limited edition wagon in OO, which takes inspiration from the classic BBC TV series *Dad's Army*.

Produced fully under licence, this official *Dad's Army* product depicts a four-wheel ventilated van lettered in the white and blue colour scheme of J.Jones Family Butcher, Walmington-on-Sea – based on the same livery carried by Lance Corporal Jack Jones'

butcher's van as seen in the show. The package is presented in a decorative card sleeve, complete with *Dad's Army* branding.

The paintwork of the model has been purposely aged to give it some wartime 'character', while the ornate return marking reads 'RETURN TO EASTBOURNE SR'. Most amusing are the depictions of the hidden rifle ports along each side! "Open-two-three. Out-two-three. Bang-two-three. Bang-two-

three. Bang-two-three. In-two-three. Shut!"

The van is also one of the first models in the Dapol range to feature the firm's re-engineered coupling system, with removable dovetail NEM pockets mounted to the underside of the chassis.

For further details and to explore the full Buggleskelly Station store of classic film, TV and literature inspired products – including 3D-printed figures,

buildings, accessories and rolling stock – see the retailer's website.

Samples loaned by

BUGGLESKELLY STATION
www.buggleskellystation.com

PRICE
£25.00 each

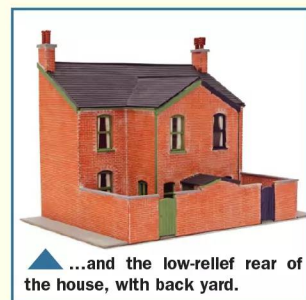
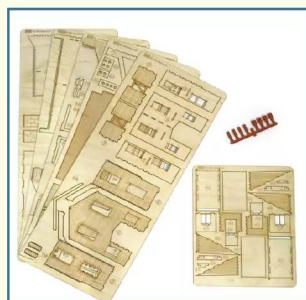
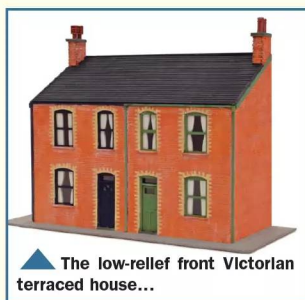
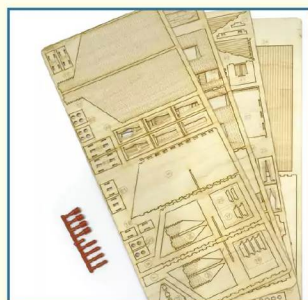
Laser-cut Victorian semi-detached house kits in 00

Peco has delivered to retailers its latest selection of new laser-cut wooden structure kits in 4mm. The trio of kits are based on a typical semi-detached

brick house typical of the Victorian period in Britain – a staple of many industrial towns and cities to this day.

Manufactured largely in laser-cut wood, these comprise two low-relief designs: (ref.LK-206) Victorian house semi-detached (low-relief front)

with a footprint measuring 158mm x 63mm; and (ref.LK-207) Victorian house semi-detached (low-relief rear) measuring 158mm x 99mm; as well



New lineside details in O

Peco has introduced a new range of ready-to-place lineside accessories in 7mm. Designed and produced in Edinburgh for Peco by Jim Burns, all castings have been painted and sympathetically weathered to suit various lineside applications, such as goods yards, farms or industrial sites of various kinds.

Firstly, there are two packs of oil drums, (ref.LK-770) oil drums on side – each featuring a chamfered edge allowing them to be positioned on their sides without rolling – and (ref.LK-771) oil drums which stand upright. Each pack comprises three drums, decorated in red, blue and green – priced £17.25 each.

There is also a suite of assorted wooden barrels, ideal for a brewery or distillery scene. Five packs are available: (ref.LK-772) large and (ref.LK-773) medium barrels – each containing two barrels – priced at £11.95; (ref.LK-774) small barrels (standing); (ref.LK-775) small barrels on side – comprising three barrels – priced £14.95; and (ref.LK-776) half barrels, priced £14.25.

Finally, there are the (ref.LK-777) hay bales – consisting of two rolled bales suitable for a farmyard, field or even as a trailer load – priced £15.50; and (ref.LK-778) pile of tyres – which will be ideal for detailing a garage scene – priced at £11.00.



Sample supplied by

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

PRICES
See text

All-new BR 16-ton mineral in N

Peco has recently delivered the first stocks of its BR 16-ton mineral wagon developed from new tooling in N. This latest release from the Devon-based manufacturer follows the BR-built 27-ton iron ore tippler wagon, which was reviewed in the pages of our previous issue.

The Peco tooling focuses on examples built to Dia.1/108 with fabricated end door, double unfitted independent Morton pattern brake gear and welded body without side top-flap doors. The shape of the body has been well captured with defined vertical pillars and top lip – complete with discernible representations of diagonal supports – and crisp renditions of the end doors.

Weathered Newton Chambers car transporter from Heljan

00

Following our initial review in the November 2023 issue, Heljan has delivered further versions of its Newton Chambers car transporter triple packs in OO, with a sample of BR Motorail pack 3 (ref.9625) – comprising NVV Nos.E96288E, E96289E and E96293E presented in British Rail blue & grey with weathered finish – received for review.

The models are packed in an attractive cardboard presentation box, finished in the same BR blue & grey colour scheme complete with double arrows and Motorail branding.

The factory weathering emulates the look of the vehicles as often seen in service, with a substantial build-up of track grime around the lower body sides and ends (all that's missing is a bit of buffer grease).



▲ A coating of grime recreates the BR blue era of the 1970s.

Details such as the brake wheels (picked out in white) appear to show some attempt at cleaning, replicating where dirt would naturally be rubbed off during day-to-day operation.

As with our previous sample, details supplied separately for the user to fit include decorative screw couplings, vac-

uum, steam-heat and air pipes; however these appear to have missed the weathering treatment.

These vehicles will doubtless prove very popular with Eastern Region modelers or those depicting Motorail services further afield in later years, paired with a suitable rake of passenger stock.

Sample supplied by

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

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

PRICE
Ref.9625 – £259.00

as a full-relief (ref.LK-208) Victorian house semi-detached with a footprint of 158mm x 162mm.

Each kit can be combined to form a terrace of houses, by simply omitting the end bargeboards and pavements, and utilising the supplied double-width

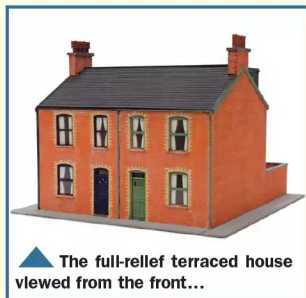
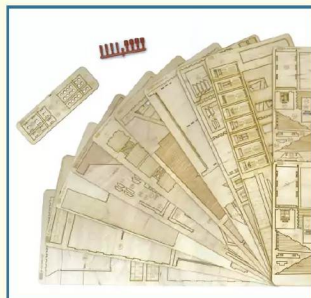
chimney capping stone – allowing for the creation of a full street.

Optional details such as bay windows (front and full-relief only), additional dormers and pavement sections allow for each building to be customised further.

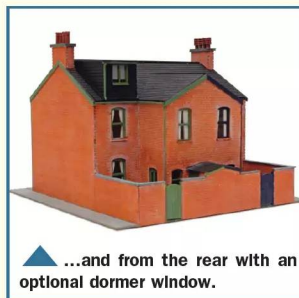
Supplied with illustrated step-by-step instructions, components are cut into 0.8mm laser ply – with details such as brickwork, roof tiles, doors and window frames finely engraved during the laser-cutting process. Chimney pots are moulded in plastic, whilst

the recyclable plastic packaging (made using recycled Post Consumer Waste recovered from beaches and river banks) is to be used for glazing.

These dwellings are sure to make an ideal centrepiece or backdrop for any town scene.



▲ The full-relief terraced house viewed from the front...



▲ ...and from the rear with an optional dormer window.

Sample supplied by

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

PRICES

Ref.LK-206 – £14.50

Ref.LK-207 – £15.95

Ref.LK-208 – £27.95

As with the iron ore tippler, the chassis is representative of the standard BR steel-framed 9' wheelbase design, with the solebar detail formed as part of the body tooling. V-hangers and brake levers are separately fitted, while the BR standard two-part square axleboxes and leaf springs are finely moulded; tooling catering for fitted examples has also been produced.

Predominantly an injection-moulded plastic assembly, the models tip the scales at just 5g. The three-hole disc wheelsets comprise plastic centres and axles with metal tyres, while Peco NEM knuckle couplings are fitted as standard, mounted in pockets which are part of the chassis moulding.

Our two examples illustrated here are both finished in BR unfitted grey: ref.NR-1000B presented as B93309 with pre-TOPS COAL 16 data panels and ref.NR-1001B as B89616 with MCO TOPS code.

Application of the BR grey colour scheme is top-notch with excellent printing of the data panels and white end discharge markings – all of which has been applied using UV printing.

Upon comparing the models to images of the prototypes found on Paul Bartlett's website of wagon photographs, it was observed that B93309 was fitted with side top-flap doors (not present currently in the tooling suite), while B89616 was equipped



▲ The three-hole disc wheelsets have metal tyres.



with Morton two-shoe brake gear on one side only (this is also debatable for B93309); however, the latter can be easily removed from one side with a sharp modelling knife if desired. Door springs are also absent.

These ubiquitous and long-lived mineral wagons are sure to be a hit. With numbers built ranging into the hundreds of thousands, there's certainly no shortage of future running numbers.

Sample supplied by

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

PRICE
£17.50 each

3D-printed platform accessories by West Hill Wagon Works

4mm

West Hill Wagon Works has expanded its extensive range of 3D-printed lineside accessories with the addition of a pair of modern image platform items in 4mm scale.

First up, we have a pair of GRP end of platform steps. Supplied in a pack of two, each pair of steps comes fully assembled, finished in a metallic steel grey, complete with yellow highlighted hand-rails – priced £13.95.

Also illustrated here is a set of four modern image platform seats. Finished in metallic grey with blue armrests, these benches will make an ideal addition to any modern image platform, bus shelter or town/city scene – priced £13.95. Unpainted versions are also avail-



▲ The pair of GRP platform end steps and modern platform seats.

able in N – also supplied in a pack of four – priced £3.95. For the full range of West Hill Wagon Works accessories, see the firm's website.

Sample supplied by

WEST HILL WAGON WORKS LTD
Unit 3b,
New Line Road,
Kirkby in Ashfield,
Nottinghamshire
NG17 8JQ

Tel: 01623 759939

Website:
www.westhillwagonworks.co.uk

PRICES
See text

Post-1976 BR Class 55 Deltic from Heljan

The models depict 55 007 *Pinza* (left) and 55 022 *Royal Scots Grey* just prior to withdrawal in 1981 and 1982.



Heljan has released its latest ready-to-run diesel locomotive in O gauge – the British Rail Class 55 Deltic – plans for which were first outlined in our February 2022 issue. This new model is a different beast to that reviewed in our November 2011 issue, encompassing a reshaped body and the firm's 'plug and play' interface.

Tooling caters for details specific to the class during the 1976-82 period – such as Electric Train Heating equipment, cast bogies, plated quarterlight windows, plated or glazed headcodes, and single windscreen wipers – and post-preservation examples with high

intensity headlights and fabricated bogies.

Seven 'in-service' examples form the initial release: 55 007 *Pinza* in BR blue; 55015 *Tulyar* in BR blue with white cab surrounds; 55 002 *The King's Own Yorkshire Light Infantry* in BR green with full yellow ends; 55 022/D9000 *Royal Scots Grey* in BR railtour blue with silver trim; and 55011 *The Royal Northumberland Fusiliers* in BR blue with weathered finish. Two un-numbered examples in BR blue (with or without white cabs) complete the line-up. Three models in post-1998 preserved main line condition have also

been produced: D9000 *Royal Scots Grey* in BR green with small yellow panels; 55 019 *Royal Highland Fusilier* in BR blue; and un-numbered BR blue with white cab surrounds.

Our samples in detail

We received a pair of models for review, the first (ref.5520) presented as 55 007 *Pinza* in BR blue with plated headcode boxes. According to the website www.napier-chronicles.co.uk the locomotive gained its plated headcode whilst at Finsbury Park during 1979. Around the same time it received white window surrounds, which were later

painted over when transferred to York Traction Maintenance Depot in June 1981. This squarely dates the model between this date and 31 December the same year, when the locomotive was withdrawn from traffic.

The second model (ref.5525) is finished as 55 022/D9000 *Royal Scots Grey* in BR railtour blue with silver trim and 'domino' headcode. The aforementioned website indicates that the locomotive carried this livery between October 1981 and January 1982.

Both colour schemes exhibit a very good standard of finish, with clean breaks between the blue body and yellow nose ends. The BR double arrows have been applied crisply, along with legible data panels and overhead warning flashes, whilst the printed renditions of the nameplates exhibit a convincing metallic finish. No etched plates are provided. 55 022 is further enhanced by its railtour finery, which includes white wheel rims and silver embellished bufferbeam pipework, buffer heads, springs, fuel tanks, window frames and grilles.

As per most O gauge releases from the manufacturer, the model is supplied mounted on a wooden plinth, factory fitted with full bufferbeam pipework and working screw couplings at both ends. Due to the position of the securing points on the display plinth, the outer bogie stretcher frames are supplied separately for the modeller to fit; these details having been fitted for photography.



Network SouthEast Class 73/1 from Heljan

Heljan has also delivered further versions of its Southern Region English Electric/British Rail Class 73/1 electro-diesels in O, with a sample of 73 126 *Kent & East Sussex Railway* in

Network SouthEast red, white & blue (ref.7306) received here for review. In all major respects, including mechanism and provision for Digital Command Control, the model is identical to the version that was reviewed in the November 2023 issue.

Constructed at English Electric Vulcan Foundry, the real locomotive entered service during June 1966 as E6033, becoming 73 126 under the Total Operations Processing System.



It received the name sported by the model on 23 May 1991 at Northiam station on the Kent & East Sussex Railway, carrying it until 30 September 1997. After withdrawal from service the locomotive was stripped down, with the empty shell used for emergency training at the Fire Service College, Moreton-in-



Marsh, before finally being scrapped by Booth of Rotherham in August 2009. The model sports Network SouthEast

The plastic body mouldings bristle with separately fitted metal and plastic details, including metal wire grabrails, lamp irons, and fine mesh grilles which afford a clear view of the functional red engine fans inside. The underframe fuel tanks are adorned with a wealth of separately fitted pipework, all of which is neatly picked out in appropriate colours. The buffer heads are plastic, but sprung.

The overall profile of the body has been much improved over the initial releases, and sits commendably flush with the top of the bogies. However, as with the previous Heljan release, some minor discrepancies were observed, the most notable of these being the footsteps below the cab doors – which stand prouder than those on the prototypes – and the cab interiors, which have been substantially compromised due to the mechanisms being positioned centrally on each bogie.

On the subject of the bogies, these take the form of plastic mouldings and exhibit an impressive level of depth and detail. Steps, speedometer drive and brake cylinders are separately fitted, together with delicate etched brake chains, which connect to actuator arms mounted on the lower edges of the locomotive body (chassis). Mouldings of the suspension and axleboxes are clean and crisp; the latter are each complete with the maker stamp 'BR TIMKEN'.



Mechanism and performance

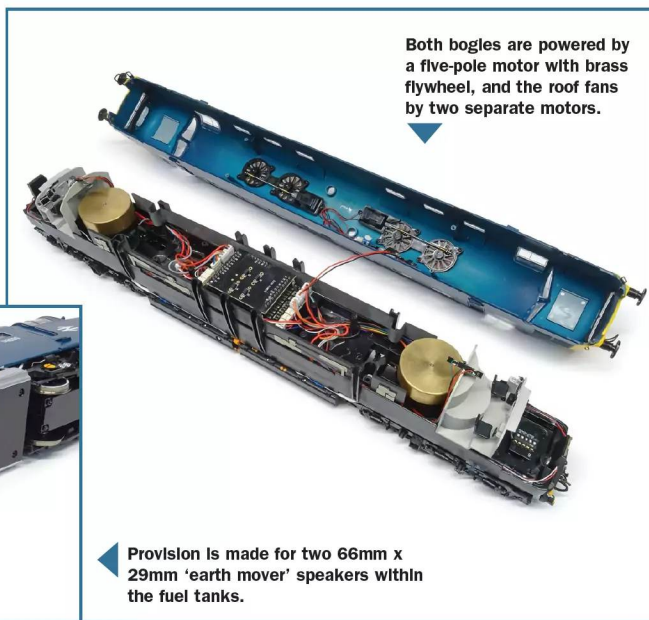
Removal of the body is straightforward, requiring the removal of four screws, two behind each bogie. However, care is needed when lifting the bodysheet clear of the chassis to avoid damaging the wires that connect to the fan assemblies.

The chassis itself comprises a substantial metal casting, with the overall model tipping the scale at an impressive 2,416g. Atop each bogie is a vertically mounted five-pole motor – each equipped with large brass flywheel – providing drive to the outer axles on each bogie. Brass bearings are present on all axles, while current is collected from the driven wheels only via wiper pick-ups.

A printed circuit board sits atop the chassis casting and is equipped with an ESU XL pin decoder 'plug and play' interface – which is compatible with the ESU LokSound V5 XL decod-



er (ref.58515). Whilst this installation sounds simple on paper, two pins must be removed prior to fitting; details



Both bogies are powered by a five-pole motor with brass flywheel, and the roof fans by two separate motors.

Provision is made for two 66mm x 29mm 'earth mover' speakers within the fuel tanks.

of this process can be found in the model's instruction manual. Provision is made for two 66mm x 29mm 'earth mover' speakers within the fuel tanks, while mounting points for two ESU (ref.54678) smoke units are located within the main body.

The model is equipped with directional, cab and engine room lighting; these can be controlled under 12V dc operation via a bank of five on/off switches located within the nose at the No.2 end – access to which requires the removal of the bodysheet.

The model was found to be a smooth runner on analogue control. The mechanism was audible but not obtrusively so, even when, at a higher voltage, the four roof fans had kicked in; these are powered by two separate motors, which can be independently controlled under Digital Command Control operation. Unfortunately we were not able to evaluate the haulage potential of the model. Recommended minimum radius is 1,524mm.

Revitalised racehorse

Whilst just stopping short of a full re-tool, these models are sure to be a hit with fans of these imposing East Coast main line racehorses. Could a revamp of as built/pre-1975 examples be on the cards?

Sample supplied by

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

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

PRICE
Ref.5520 – £729.00
Ref.5525 – £729.00



(revised) blue & white with grey & red stripes, and National Radio Network aerials, placing the model around 1994 when the locomotive was fitted with this system.

The striking lines of the NSE colour scheme have been applied to a very high standard, with clean breaks between these primary colours and the black roof. A fine orange cantrail stripe

neatly runs the circumference of the roofline, while renditions of the running numbers, depot code, data markings and NSE branding are crisp and clear. The printed nameplates, motif and coat of arms shield exhibit a pleasing metallic finish. No etched plates are provided.

The model is equipped with full bufferbeam pipework (with the excep-

tion of the vacuum pipes) and working screw couplings at both ends.

Separate details supplied for the modeller to fit include red and white headcode blanks, vacuum pipes, bufferbeam wedges, cab telephones and bogie arc shields; all with the exception of the bufferbeam wedges appear to have been fitted to 73 126 in the condition depicted.

This is sure to be a popular item with Network SouthEast modellers, and will look the part at the head of a rake of forthcoming Mk.II stock in the same livery, or appropriate departmental stock.

Sample supplied by

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

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

PRICE
Ref.7306 – £779.00

Gloucester narrow gauge bogie coaches from Bachmann

The Gloucester coach in the crimson & cream livery initially used at the Lincolnshire Coast Light Railway.



Four of these coaches were built for the Ashover Light Railway by the Gloucester Railway Carriage & Wagon Company and delivered in January 1925. They used bogies from former War Department wagons which the ALR had obtained in some quantity. The ride must have been interesting, even at relatively low speeds!

At 30' long, 6' wide, and 9' 4 1/8" high from the rail (120mm x 24mm x 37.3mm in 1:76) they were relatively large for 2' gauge vehicles, with a tare weight of 5t 10c 2q.

The body had an enclosed vestibule at either end with sliding doors and was divided into two unequal compartments. Two electric lights were fitted in the small compartment and three in the large, all run off a battery under one of the end corner seats in the large compartment.

One of the end droplights went lower to allow access to the hand-brake wheel. The vehicles were also

equipped with vacuum brakes; a gauge and emergency applicator was located in one vestibule. These are not visible on the model, but the extra fold-down seats are represented.

Two of the coaches were later fitted with steam heating; traffic levels did not require all to be used in winter.

The lower steps were moved out soon after delivery by the simple expedient of bending the supports, and the model replicates this.

Two lamp brackets were added, one at the top right corner of each side on the end upright; these are not present on the model.

Although the ALR was built to serve the Clay Cross works, at holiday times there was heavy excursion traffic and all four coaches (and others) would be well loaded. Ordinary services required just one or two vehicles and often ran as mixed trains.

Regular passenger services ceased in 1936; the coaches were used once more for the Ashover Show in 1937. During the war, they provided temporary accommodation in Clay Cross works – Nos.1 and 2 as store sheds, No.3 as a canteen.

In 1952 Nos.1 to 3 were used as 'stands' at the new Clay Cross works sports field. In 1960 they were repositioned but one had deteriorated so much it had to be scrapped. In 1961 the two survivors (Nos.1 and 2) were sold to the Lincolnshire Coast Light Railway for use at Humberstone, near Cleethorpes; one entered service in April 1962, the other in November 1963. Although the railway has since been relocated, both coaches still exist and have carried various liveries – at first for just a short time crimson &



The blue & cream livery that was applied next at the Lincolnshire Coast Light Railway.

HRA bogie hopper wagons from Bachmann



Comparison of the Bachmann HRA hoppers in OO and N gauge.

Bachmann Europe has received stocks of its latest ready-to-run wagon in both OO and N gauge – the HRA bogie hopper, plans for which were confirmed as part of the firm's winter 2023 announcements, reported in our January 2024 issue. Four versions presented in DB Cargo red form the initial release, with running numbers mirrored in both

scales; examples in both OO and N are illustrated here.

With the decline in coal traffic due to the phasing out of coal-fired power stations, DB Cargo set about repurposing redundant HTAs for the transport of aggregate. Due to stone being far denser than coal, the vehicles would not be able to be fully loaded before surpass-

ing the maximum permitted weight. This was overcome by removing one of the hopper bays – reducing the length of the wagons by nearly 3.5 metres – before welding the two ends back together; the modification allowing for the same payload to be carried, whilst increasing the potential payload tonnage over a train of similar length comprising un-modified vehicles.

Consisting largely of plastic mouldings, the models – like the prototype – appear to share a number of common components with the firm's previously released HTA hoppers in OO and N, such as the hopper mechanisms and

NACO swing motion bogies, which are fitted with chemically blackened pin-point metal wheelsets. The outer ends of the hopper bays are formed from metal castings, which provide weight directly above the bogies; the OO model tipping the scales at 143g, the N gauge model at 21g.

Detail specifications include fine depictions of pipe runs, handwheels and hopper mechanisms; it is worth noting that some of these features are moulded on the N gauge example. Lamp irons are also present on both samples, though these are rather chunky compared to other recent releases from the



cream, then blue & cream, and No.2 since 2016 maroon. No.1 is presently being restored.

The fourth coach was initially stored in the carriage shed and then from 1953 used as a pavilion at the bowling green; in 2007 it was acquired by the Golden Valley Light Railway and has been fully restored, with replica WD bogies, returning to service in 2014.

The new model is accurate according to published drawings and dimensions. The paint finish is good and even, with clear distinction between the main colours. The door handles and handrails are picked out in black, and the maker's plate is printed in white on the centre of the solebar.

The roof features separately-fitted ventilators and finely moulded rain strips. The sides have planked walls with recessed windows, whilst the doors are also recessed and have separate metal handrails on either side. The interior is fully modelled and painted, with two compartments and vestibules at each end. The seats run underneath the windows along either side. The floorboards are among many intricate details, as are the supports and boards that make up the ceiling.

The steps under the doors are commendably thin but note that the ends can be easily bent.

The body is held by four small screws, in each corner of the chassis; it lifts off easily leaving the floor and seats in place which make it simple to add passengers.

Underneath the body, the die-cast metal chassis includes the brake cylinder and pipes along the full length of the coach, with the brake rigging along the centre added. The queen posts and truss rods are formed as part of the solebars. The bogies are the same as used on the existing wagons. They are retained by press studs and equipped with free-rolling metal wheels with pin-point bearings on plastic tube axles. They have brake shoes in line with the

wheel treads and NEM coupling pockets in which are regular 009 couplers.

The ends of the bogie frames carry the brake pillars – one ready fitted and one supplied as an accessory, the only extra. The Ashover versions have brake pillars fitted at both ends.

The minimum radius is not quoted but the coach easily negotiated 9" (first radius) curves.

The Ashover Light Railway lined maroon livery.



The following versions are available so far:

Ref.394-025 Ashover Light Railway crimson with a white roof, with gold lining. It carries both the name of the railway and the number 1.

Ref.394-025A ALR crimson No.4.
Ref.394-026 Lincolnshire Coast Light Railway blue & cream with brown doors and dark grey roof.

Ref.394-027 LCLR crimson & cream (sample).

Ref.394-028 LCLR maroon.

These are useful vehicles which we expect will appear on many narrow gauge layouts.

Sample supplied by

BACHMANN EUROPE plc,
Moat Way, Barwell, Leicester
LE9 8EY.
www.bachmann.co.uk

PRICE
All versions – £59.95.

00 & N

firm, and would certainly look better as etched fittings.

The 'cut and shut' nature of the prototype has been well captured – a distinguishing feature being the off-set weld straps midway along the hopper body. As with the HTAs, the HRA fleet operate in semi-permanent rakes, featuring 'outer' wagons fitted with conventional drawgear and buffers at one end and 'inner' wagons equipped with buckeye auto-couplers. Both models are supplied in 'inner' configuration, with buffers provided as optional fittings to facilitate the creation of an 'outer' vehicle.

The 00 models are fitted as standard with functional buckeye couplings, while N gauge examples are equipped with NEM knuckle couplings; the former attached to the underside of the floor, independent from the bogies; the latter housed within bogie-mounted kinematic sockets. Standard NEM slimline tension-lock couplings in dovetail pockets are also supplied with the 00 example, these fitting directly to the bogies; it



Each model is supplied with optional buffers and slimline tension-lock couplings.

should be noted that the installation of these requires the removal of the aforementioned buckeyes, which are held in place by a single screw, accessed by removing the bogie.

The DB Cargo livery is well replicated across both versions. The upper por-



All but the smallest markings are fully legible to the naked eye or under a glass.

tion of each vehicle (including solebar) is finished in the operator's vibrant red colour scheme, adorned with crisp depictions of the DB branding. The demarcation between this and the matt black finish of the hopper interior is clean and sharp, while details such as

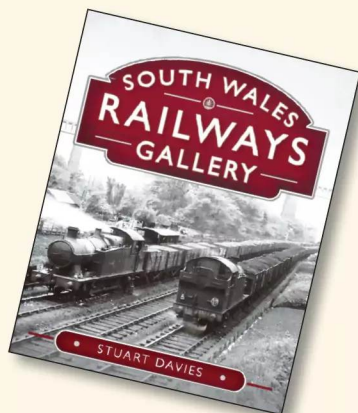
handwheels, door latches and lamp irons are picked out neatly in white. The printing of the lettering and data panels is particularly impressive; much of it is barely discernible to the naked eye, but fully legible under a glass – even on the N gauge examples, with the exception of a few of the smaller markings.

In short, the HRAs are sure to be welcomed by those with an interest in modelling the current rail scene.

Sample supplied by

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

PRICES
Ref.37-865C (00) – £69.95
Ref.373-865 (N) – £46.95



South Wales Railways Gallery

Stuart Davies

Even though this publication is definitely your reviewer's type of thing, its presentation didn't quite convince, certainly to begin with anyway. Let me explain: the layout is odd in that there really isn't one. After a short four-page introduction which quickly explains the complexities of the area and a couple of basic line maps, we move straight into photos... and then we reach the end. There is no attempt to form categories or chapters, say into constituent companies or geographical area, or even buildings and locomotives. Nor is there any effort to separate black & white and colour images. Instead, the book proceeds at a leisurely manner through around 300 photos presented seemingly randomly, supplemented with a few reproductions of local rail posters.

However, if you can cope with this loose presentation then this really is an excellent book on the subject. The one or two images per page are accompanied by short to medium length captions that are concise and full of just enough information without getting bogged down. The subject matter naturally leans toward the industrial and there is a very gritty feel – no 'chocolate box' images here. This is the GWR/BR(WR) in dirty workaday mode and it certainly ain't South Devon!

Talking of companies, this is very much a Great Western (and constituents) book. The Midland and London & North Western did make minor inroads into the area and there are a handful of references to them, but in the main we are very much in grimy Pannier and 0-6-2T territory. The photo subjects do of course drift into industrial scenes – it would be hard not to – but there are some odd scenic shots which are puzzling: an aerial view of Caerphilly Castle (the building not the locomotive) jars somewhat.

Would I recommend it? Absolutely, yes. Despite the early misgivings there is a wealth of detailed information of the area in here for the modeller or, on the flip side, more than a few photos that could inspire and catapult you into modelling the South Wales coalfields, even if you had no prior interest. There is also probably enough information within the book for a convincing model to be built without any other references; you just need to sort through it. Despite my initial impression, this is a book I would consider adding to my collection.

CF

Pen & Sword Books Ltd
47 Church Street, Barnsley,
South Yorkshire S70 2AS
Tel. 01226 734 222
www.pen-and-sword.co.uk

287mm x 222mm, 144pp
Hardback, £30.00
ISBN 978 1 52677 601 3

The Acquired Wagons of British Railways Volume 5: Open Goods Wagons – including Medium Goods, High Goods, Hybars, Shocks and PW Opens

David Larkin

The fact that published information on wagons has increased significantly over the last couple of decades is not only good news in terms of balance across railway titles, but also means that we are now blessed with more reference material than we could ever have dreamed of. One of the chief drivers of this has been the author of this book, who has published numerous books over the years covering this particular topic.

This latest title is the fifth in a series of volumes covering wagon designs that were absorbed into the British Railways fleet upon Nationalisation. These fall roughly into three historical groups: wagons designed by pre-Grouping companies; wagons designed by Big Four companies (these often allied); and those built by BR to the same designs. Here the subject is general merchandise vehicles with a section on similar wagons designed for use (or ending up) in departmental traffic.

The book opens with a general introduction and looks at the fleet composition before moving swiftly on to medium goods vehicles i.e. sub four-plank. Most of these are based around London Midland & Scottish designs and all but a couple are wooden-bodied. Chapter three adds the extra plank and shifts to what was the most common open wagon after coal – the High Goods five-plank and its 1940s successor in steel from the London & North Eastern Railway. This moves through the LMS equivalents in chapter four, followed by the Southern Railway, Private Owners and the GWR in chapters five and six. Shock-absorbing wagons are then covered, followed by an extensive final section on Permanent Way ballast vehicles from all of the Big Four.

All the photos are in black & white and range from one to four per page, and are reproduced to the high quality expected from this publisher. Each chapter runs roughly chronologically and is broken down into diagram sub-sections which include a yellow panel containing number ranges for the diagram discussed. The text consists of a short introduction followed by extended captions for each photo.

It should be noted that the contents are not designed to be a totally comprehensive list of the wagons in the groups, but more a very detailed selected overview as obviously not every wagon was photographed, and the fine details, even within a diagram batch, were endless. Nevertheless, from a modeller's point of view, there are more examples and enough detail and information in this volume alone for a lifetime's reproduction in model form using the raft of kits and bits that are available. For the wagon buffs like your reviewer, this really is a book that should be on your modelling shelf.

CF

Crécy Publishing
1A Ringway Trading Estate, Shadowmoss Road,
Manchester M22 5LH
www.crecy.co.uk
Tel. 0161 499 0024

280mm x 210mm, 114pp
Hardback, £25.00
ISBN 9781800352711

Signals Passed at Danger – Railway Power and Politics in Britain

Richard Faulkner & Christopher Austin

This is another book of a few reviewed recently that has a slightly misleading title and it is only the sub-heading which gives a true indication of the content. For this is indeed more a book on the workings of Government departments and, as it is unashamed to say, the almost centuries of meddling and mistakes and why, compared to other similarly developed countries, Britain has never quite cracked an efficient rail system for passengers and freight alike.

The first two short chapters are introductory in nature, but set the scene perfectly for what is about to come with the initial involvement of Government in what, in early times, could have become a very 'Wild West' environment. The first nugget being the surprising fact that this reached back to the first railway built under an Act of Parliament in 1758! This being the Middleton Railway in Leeds.

The following chapters outline how this involvement accelerated, to the point of board members becoming MPs and the influence that this consequently enabled. This is further expanded into chapters which examine the whys and wherefores of some of the pivotal points in British railway history, such as the First World War, the Grouping, and Nationalisation.

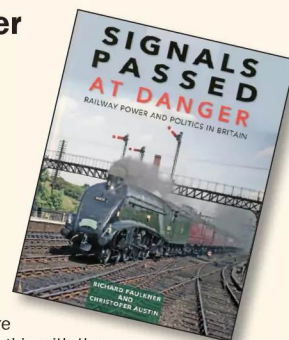
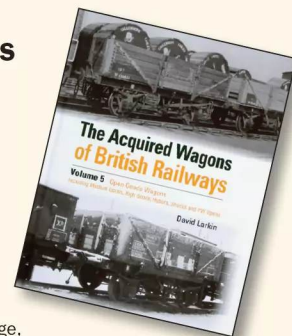
There are full chapters on how the nationalised railway was organised from a Government perspective and how this (and the endless and destructive changes) were presented to the public – often to the detriment of them and the railway. Dr Beeching is the obvious pull-out here and was not a one man/one department cutting tool, but very much a reaction to pressure on the Government from the road haulage associations; something which looks both quaint and ridiculous in hindsight.

The early 1990s Privatisation roll-out is covered comprehensively, diving into what a disaster it was and how things are only now being recalculated in a more logical and fair way – this with the understanding that the rail network needs to have some sort of interconnected organisation and cannot be treated as manoeuvrable small entities. This is a fascinating book and is both well presented and well written. It is lightly illustrated but a surprisingly easy read, considering that it would be all too easy to drown in the minutiae of Government machinations. These are treated with an even hand as there were villains on both sides of the political divide, with the rail system largely unable to defend itself. There is much here for the enthusiast and historian as we often trot out the dates and changes without really understanding the deeper reasoning behind why things happened. This book busts a few of the myths. Recommended.

CF

Crécy Publishing
1A Ringway Trading Estate, Shadowmoss Road,
Manchester M22 5LH
www.crecy.co.uk
Tel. 0161 499 0024

280mm x 215mm, 200pp
Hardback, £25.00
ISBN 9781800352568



Hatton's Model Railways closes after 77 years

One of the biggest and oldest names in the hobby is disappearing with the demise of Hatton's Model Railways after 77 years of operation.

The Widnes-based retailer and mail order business announced on 8 January that it was to close, blaming several factors including changes in the market and a decline in customer numbers.

Founded in 1946, Hatton's had become a cornerstone in the hobby and a trusted name among modellers and enthusiasts

for its customer service, wide range of stock and extensive knowledge.

The firm stated: "The decision to close was not made lightly and follows a thorough assessment of the current business landscape and retail trends. Despite the company's best efforts to adapt to changing market conditions, it has become clear that continuing operations is no longer sustainable.

"The company is NOT insolvent. The company is being wound down in an

orderly fashion, leaving no outstanding debts.

"Increased cost of compliance has become a large factor. Brexit, GST [Goods and Services Tax] and other operational costs of running an international business have all increased dramatically over the past few years."

The company had recently expanded its overseas business with the acquisition of M B Klein, an American mail order model railway retailer.

A closing-down sale is now under way, with a precise date for the closure still to be confirmed. The firm will no longer be purchasing second-hand items, nor fulfilling pre-orders except for some of its Hattons Originals range of OO gauge models.

Of these, the second batch of Genesis coaches (detailed in the November and December 2023 issues of RAILWAY MODELLER) and the re-run of the Warwell wagons (see the December 2023 RM) will go ahead as planned. A decision is still to be made regarding the re-runs of the P Class 0-6-0T and Andrew Barclay 0-4-OSTs, while the third batch of Genesis coaches and the re-run of the Beilhack snowplough will not be produced.

Hatton's said: "Richard Davies, Christine Hatton and the entire management team at Hatton's extends a



▲ One of Hatton's original shops on Smithdown Road, Liverpool. Photo: Hatton's



▲ Hatton's had established itself as a leading mail-order retailer with extensive warehouse facilities. Photo: Steve Flint

heartfelt thanks to everyone who has been a part of this incredible journey. While the business may be closing, the memories and connections forged within the model railway community will endure."

For more details of the closure and sale, contact:

Hatton's Model Railways

17 Montague Road

Widnes WA8 8FZ

Tel: 0151 733 3655

www.hattons.co.uk

[Ed. On behalf of all of us at Peco, we express our thanks to the staff at Hatton's for their long service to the hobby and wish them all well for the future.]

Warley Model Railway Club announces end of exhibitions at NEC

Another institution of the hobby appears to have ended with the news that the 2023 Warley National Model Railway Exhibition was the last.

Although the 2023 show was a success – and a repeat in 2024 would have marked the 30th occasion of the event being held at the National Exhibition Centre in Birmingham – Warley Model Railway Club announced on 11 January that it would not be continuing with the show because of its ageing organisers.

The club stated: "The Warley exhibition is different to many other major shows. It is run by a team of volunteers from within the club, some of whom have organised and delivered the show for over 30 years. The members have considered the present market conditions and their ability to deliver what is a complex undertaking, and have concluded that the time has come to cease holding an exhibition at the NEC for the foreseeable future."

Nigel Smith, formerly the Exhibition Manager, commented: "This will be disappointing to many people including visitors and exhibitors alike. However, we are an ageing membership, and we have to be realistic about what we can deliver in the future. Many of our existing



team have been involved for over 30 years and would like to retire gracefully."

Alan Turner, the interim Club Chairman, said: "When our club decided to create the Warley National exhibition it was primarily to create a showcase for our wonderful hobby. I believe we succeeded in doing that. We are amazed that it has remained the premier exhibition in the country for 30 very successful years. Many of the organising team have been

▲ The final Warley National Railway Exhibition at the NEC in November 2023, with Great Western Railway 2-6-2T No.5164 as the full-size centrepiece. Photo: Craig Tilley

part of that team since the very beginning. We thank all of those who have supported this exhibition over the years whether as organisers, stewards, exhibitors, traders or visitors; we couldn't have done it without you. Warley club is in very good health and has plenty of exciting plans for the future."

[Ed. On behalf of all of us at Peco, we express our gratitude to Warley Model Railway Club for organising such a wonderful showcase of railway modelling at the NEC over the past three decades. We will be very sorry not to be able to attend this extremely well run and friendly exhibition in the future.]

Last-minute layout change for Model Rail Scotland

Model Rail Scotland

A late change to the layout line-up for Model Rail Scotland has seen *Eyemouth* in N gauge replaced by another 2mm scale model, *Alston*.

When John Spence, owner of *Eyemouth*, discovered that he would be unable to attend the show at the Scottish Event Campus on 23, 24 & 25 February, Exhibition Manager Ian Porteous found an equivalent-sized N gauge branch terminus in the form of *Alston*, built by Peter Brown and Railway of the Month in the April 2021 issue of RAILWAY MODELLER.

Two other new exhibitors added to the show are the model signal manufacturer Absolute Aspects and the EM Gauge Society.

Making its exhibition debut at the event will be the Railway of the Month in this issue – *Eastfield*, a vast O gauge depiction of the Glasgow diesel depot as it was in the 1980s. Also among the 50-plus layouts on display will be

P4 Midland Railway branch terminus *Kettlewell*, featured on pages 190-195 of this issue; *Weedram Distillery*, the OO gauge Micro Marvel on pages 180-183; *Wellpark*, an OO gauge model of a Glasgow suburban station that was the Railway of the Month in the previous issue; and *Tellindalloch*, an OO Scottish branch terminus also featured last issue.

The show will also host eight demonstrations, 17 society stands and 59 traders; for a full layout list, see Societies & Clubs (page 39a), and for further details, see our preview on pages 178-179 or visit:

www.modelrail-scotland.co.uk

Replacing *Eyemouth* at Model Rail Scotland is this N gauge layout, *Alston*. A Gresley J39 0-6-0 runs round its train after arriving from Haltwhistle.

Photo: Peter Brown



Somerset & Dorset Trust wagon commissions in OO & O



▲ The four OO wagons, comprising five-plank (front) and seven-plank (rear) types.

The Somerset & Dorset Railway Trust has commissioned a quartet of limited edition Somerset & Dorset Joint Railway open wagons from Dapol, all of which are available in a choice of 4mm and 7mm scales.

There are two five-plank wagons, these being presented in the liveries of Champion Brothers of Glastonbury, and J&CH Spurrell Brothers Coal Merchants, Bath. Two seven-plank wagons complete the line-up; the first based on an S&DJR Loco Coal wagon – sporting S&DJR grey – with the second finished in the dark grey colour scheme of The Co-operative Society, Twerdon, Bath.

Each model is strictly limited, with OO examples priced at £15.00 each (plus £3.80 P&P) and O gauge versions priced £44.00 (plus £3.80 P&P) with profits going to the Trust. They can be obtained, while stocks last, from the Trust's website: www.sdrft.org



▲ An O gauge version of the Champion Brothers five-plank wagon.

Nine-car Class 800 unit from Kato in N

Kato is to produce a nine-car version of its Class 800 Intercity Express Programme bi-mode multiple unit in N gauge.

The Japanese manufacturer had already released the model in five-car formation in 2021, in the liveries of train operators Great Western Railway and London North Eastern Railway. The nine-car train will be available in LNER Azuma guise as 800 113, in Digital Command Control ready form (priced £399.95), with DCC fitted (£429.95) or with DCC sound fitted (£499.95).

Also newly announced are a DCC sound-fitted version of the five-car unit, 800 209 in LNER colours (£329.95), and a five-car set in GWR livery as 800 010 *Paddington Bear* (DCC ready £249.95, DCC fitted £279.95 and DCC sound-fitted £349.95).

All can be ordered from Gaugemaster, the UK trade distributor for Kato:

Gaugemaster, Tel: 01903 884488, www.gaugemasterretail.com

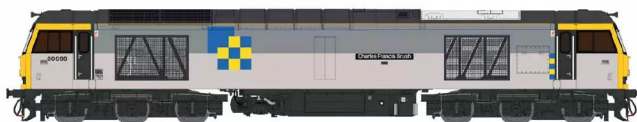


Cavalex Class 60 for Railway Icons range

Cavalex Models is to produce an exclusive version of its forthcoming OO gauge Class 60 for the Locomotion Models/Rails of Sheffield 'Railway Icons' range.

The model will depict Railfreight grey 60 098 *Charles Francis Brush* with Construction Sector branding. The Cavalex 60, which is currently in tooling, was announced in the April 2023 RAILWAY MODELLER, with a list of the planned liveries and numbers in the July 2023 issue – for more details, see the firm's website.

The model of 60 098 can be pre-ordered with a £30.00 deposit from



Locomotion Models or Rails of Sheffield (see right) – the full price is £194.95 for DCC ready versions or £294.95 with DCC sound fitted.

Rails of Sheffield is offering two further exclusive Cavalex 60s – 60 062 in

DB Cargo 'Steel on Steel – Sonia' livery, and 60 081 *Isambard Kingdom Brunel* in Great Western Railway green. The latter is at the same price as the model of 60 098, while the price for the 60 062 model is to be confirmed.

Locomotion Models
Locomotion, Shildon
County Durham
DL4 2RE
Tel: 01904 685785
www.locomotionmodels.com

Rails of Sheffield
21-29 Chesterfield Rd,
Heeley,
Sheffield S8 0RL
Tel: 0114 255 1436
www.railsofshffield.com

www.cavalexmodels.com

More mineral wagons in N gauge...

Peco has released two new liveries on its BR 27-ton iron ore tippler wagon, as well as a BR 16-ton mineral wagon from new tooling.

The iron ore tippler – reviewed in the previous issue, in BR grey – is now also available in the bauxite colour scheme applied to vacuum brake fitted examples (ref.NR-1502B), and the grey & yellow 'Dutch' livery used by the BR Civil Engineering department in the 1980s (ref.NR-1503B).

The 16-ton mineral wagon is available in BR unfitted grey livery (ref.NR-1000B and NR-1001B) or in the fitted bauxite colour scheme (ref.NR-1021B). For details and pictures, see the review on pages 228-229.

Peco, Underleys, Beer, Seaton, Devon EX12 3NA
Tel: 01297 626204, www.peco-uk.com



▲ Peco N gauge iron ore tipplers in BR bauxite and 'Dutch' liveries.

...and new DB Cargo livery for china clay hopper

To mark the demise of CDA china clay hopper wagons in service last year, Peco is to offer a new livery on its N gauge model.

Already produced in original English China Clays blue and English Welsh & Scottish Railway maroon, the model is now being produced in the final livery with DB branding. The ECC and EWS guises will also be reintroduced to the range later this year, and the model is now fitted with metal-tired wheels as standard. The recommended retail price will be £22.25.

Converted from HAA coal hoppers in the late 1980s, the last of the CDAs were withdrawn from service in August 2023. Peco also offers HAA models in N gauge at £19.95 each.

www.peco-uk.com

Peco N gauge CDA china clay hopper in DB Cargo livery.



Engineering prototype of Minerva O gauge '5600' arrives

Minerva Model Railways has received the first engineering prototype of its forthcoming Great Western Railway '5600' 0-6-2T in O gauge.

Announced in the June 2023 RAILWAY MODELLER, the locomotive is mainly of injection-moulded plastic with a die-cast running plate and over 250 individual components. Only one change is required to the engineering prototype, and it is

hoped to begin production this summer once decorated samples have been approved.

The model will only be available direct from the manufacturer or from its stand at selected shows.

Minerva Model Railways Ltd
PO Box 244, Penarth, CF64 9FJ
Tel: 02920 531246
www.minervamodelrailways.co.uk



Revolution Trains donates over £3,000 to Railway Children charity

Model manufacturer Revolution Trains has donated £3,480 to the Railway Children charity.

The Railway Children works to help vulnerable children on the rail network, by training staff and police to identify and assist them, as well as providing 'safe spaces' for them to shelter in major stations.

Revolution raised the money with a raffle last year, in which the prizes included an N gauge Class 92, a pack of four car carriers and a Class 321 Electric Multiple Unit, and every participant received a container.

Train operator Avanti West Coast – which also took part in a five-a-side football tournament along with Revolution to raise funds – invited members of Revolution staff to Crewe station to present the cheque.

Cath Gresty from Railway Children said: "We are fortunate to have some very generous supporters in the rail industry, but receiving a donation from those who manufacture miniature scale models of trains is a new experience, and we are very grateful to all those model enthusiasts who entered the prize raffle and helped raise this money, which we will put to good use helping vulnerable children on the rail network."



▲ From left to right: Avanti West Coast Crewe Customer service assistant Ant Stanley and station manager Taryn Banks help as Cath Gresty from Railway Children receives a cheque from Revolution Trains directors Ben Ando and Mike Hale.

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**

New Hornby 08 shunter in TT:120

Hornby has announced another new livery for its Class 08 diesel shunter in the new TT:120 scale: D3986 in late British Railways condition for Era 5 (1956-1968). A full review of the model appeared in the September 2023 issue of RAILWAY MODELLER. www.hornby.com

Pendon young modellers' events

Pendon Museum is holding more of its Junior Modelling events (detailed in Talking Points in the last issue of RAILWAY MODELLER) during the Easter half-term week on 3 and 10 April; further dates are to be confirmed. The museum's historic *Madder Valley Railway* layout will also be in operation on Good Friday, 29 March, again with further dates to be announced. For details, contact: **Pendon Museum, Long Wittenham, Abingdon, Oxfordshire OX14 4QD Tel: 01865 407365 www.pendonmuseum.com**

Midlands garden railway show

The annual Midlands Garden Rail Show is to be held at the Warwickshire Event Centre near Leamington Spa on 2 & 3 March, with layouts in larger scales including O, G, 1 and 16mm, and over 30 traders. For details, see Societies & Clubs (page 40a) or visit the website: www.midlandsgardenrailshow.co.uk

Belper model railway exhibition

Belper Model Railway Group is holding an exhibition from 10:00-16:00 on Saturday 23 March, at Strutt's Centre, A6 Derby Road, Belper DE56 1UU. A variety of layouts and traders will be in attendance and refreshments will be available. Entry prices are £4.00 for adults and £2.00 for children. For more information, visit the group's website: www.bmrgrg.co.uk

Manchester Metrolink tram in HO by Halling

Austrian manufacturer Halling has released a new version of its Manchester Metrolink tram in HO scale.

Depicting the Manchester tramway's Alstom M5000 trams, the model was originally introduced in 2009 to coincide with the entry of the first real examples into traffic. The new model has been produced to commemorate the delivery of the last M5000 in 2022.

It is available with the running numbers 3101 and 3015, but decal packs are also available with 10 alternative numbers and various destinations. Measuring 338mm with two motors, four powered and four pick-up axles, the two-car unit has working couplings and is capable of negotiating a 360mm radius curve.

It is priced at £240.00 including postage and packing, and an unmotorised version is available at £206.00 including P&P to form a four-car set. Members of the Tramway and Light Railway Society

are entitled to a 10% discount – to join the society and place an order, visit the society website:

www.tlrs.info

Halling website: www.halling.at



London Transport Ford Transit minibus in N from Replitek

3D-printing firm Replitek has produced a 2mm scale model of the Ford Transit minibuses used by London Transport.

Acquired new by LT in the 1970s and 1980s, the buses had either Strachan or Dormobile bodies (the model depicting the former) and were designated 'FS'. One example, FS 8, is thought to survive.

The model has separately fitted mirrors and the internal seating forms part of its construction. It can be ordered at £7.50 from:

www.replitek.co.uk



New home sought for layout of Wolverhampton Low Level



Three views of the 4mm scale model, which has been brought close to completion by its current owner.

A OO gauge model based on the former West Midlands city station of Wolverhampton Low Level is in need of a new home.

Construction of the 1960s-set BR Western Region model, which measures 30' x 12', has reached an advanced stage but ill health has prevented its builder, Ken Ryder, from being able to bring the project to completion.

It is hoped that an individual, or group of modellers, will be able to recover the layout from its current location (a purpose-built outbuilding at Ken's home in the Yorkshire town of Driffield) and finish the model as he intended.

Designed for Digital Command Control operation, the layout is being offered complete with all electrical

equipment and buildings, which have been made from scratch. There are more than 80 points, all fitted with Cobalt motors, and a large number of semaphore signals. In addition there are 30 locomotives, together with carriages and wagons.

For further information, Ken can be contacted via email at: kenandpat234@gmail.com

Nigel Mann

We were shocked and saddened to hear that Nigel Mann passed away in late December following a heart attack at the age of only 62.

He will have been known to many in the hobby through his work booking layouts for the Fareham and Bristol exhibitions, and his enthusiastic involvement with the clockwork *Tendring Hundreds* which was regularly set up for running sessions at Stubbington Community Centre.

His other interests included the OO *Trenance* (BR(W)/SR) and (under construction) *Glasgow Queen Street* in N, and he

was a competent operator on several other exhibition layouts, most recently assisting on *Beijiao* at the Warley NEC show and *The Andeer Line* at Manchester.

Not only a man of many modelling interests, he was also a signalman and guard on the West Somerset Railway – as a change from his 'day job' as a controller on Network Rail in the south east! (His involvement with the WSR was described in the September 2014 issue of RM.)

Our sincere sympathies and condolences to his family and many friends.

EXHIBITION FOCUS

Two Abingdon layouts for 50th Abingdon exhibition

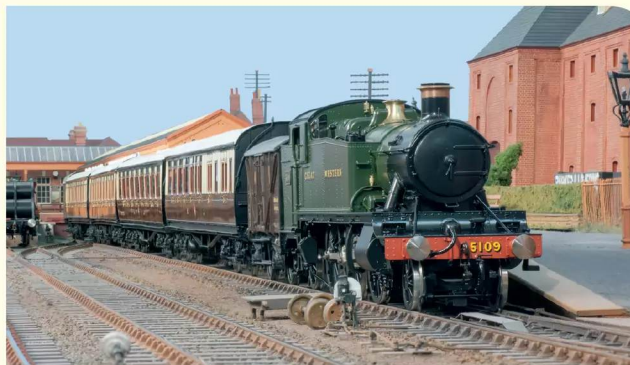
Two models of Abingdon station will be among the stars of the 'Abrail' exhibition to celebrate the 50th anniversary of Abingdon & District Model Railway Club.

Extended from one day to two for the golden jubilee, the show will be held on 2 & 3 March at Abingdon & Witney College, Wootton Rd, Abingdon OX14 1GG.

Among approximately 40 layouts expected to attend are models in OO and O gauge depicting the Great Western Railway branch terminus at Abingdon, closed to passengers in 1963 and to goods in 1984. The 7mm finescale layout, which was built by

the late David Yule and Railway of the Month in the October 2001 RAILWAY MODELLER (also featuring in the May 2018 edition) will be making a rare exhibition appearance.

Other layouts will include York, the 2mm finescale layout which was the Railway of the Month in the April 2023 RM; Redbridge Wharf in OO, featured in the June and July 2021 issues; further local interest in the form of N gauge modern image layouts of Banbury and the nearby Hinksey Yard; and the club's recently constructed OO gauge layout depicting Carlisle Canal shed in London & North Eastern Railway days.



For full details and a layout list, see Societies & Clubs on pages 39a-40a or visit the club's website below.

▲ This O gauge model of Abingdon by the late David Yule will be one of the highlights of the Abingdon exhibition on 2 & 3 March. Photo: Steve Flint

50 years of modelling

Abingdon & District Model Railway Club has grown from a few individuals to a club with an active membership of 35, ranging from ages eight to 80.

In 2017 the club was granted charitable status with a mantra of 'everybody welcome' along with a mission statement 'To bring the

history of railways and railway modelling to all'. It has fully accessible buildings which are open daily, and facilities ranging from a well-stocked workshop to a large reference library. For more details or to contact the group, visit the website: www.admrc.org.uk

Modern Image O Gauge show at Crewe Heritage Centre

The Modern Image O Gauge Group is again holding its annual exhibition in the heart of one of Britain's most famous railway towns, at Crewe Heritage Centre.

Eight layouts are confirmed for the event on Saturday 23 & Sunday 24 March, including *Netherwood Sidings* (Railway of the Month in the January 2016 issue of RAILWAY MODELLER), *Norman Colliery* (which featured in the July 2022 RM) and *Hillport Goods* (RM June 2023).

Manufacturers Ellis Clark Trains, Heljan and Footplate Models will be in attendance, along with 18 confirmed traders and three railway societies, including main line operator Locomotive Services Ltd. Subject to availability, the latter will be providing a full-size locomotive for display, its exhibit last year having been 47 712 *Lady Diana Spencer*.

The ticket price of £10.00 for adults and £5.00 for unaccompanied children (under-15s are free with an adult) includes admission to the Heritage Centre and its exhibits, most notably the preserved Advanced Passenger Train and three signal boxes.

With only limited disabled parking on the site (although car parks are available nearby) a free shuttle bus service will be operated from Crewe station.

For more details, including a layout list, see Societies & Clubs on pages 40a-41a or visit:

www.modernimageogauge.co.uk



▲ *Netherwood Sidings* recreates the much-missed Woodhead Route in 7mm scale. Photo: Steve Flint

Awdry layout to star in Preston exhibition

A historic Thomas the Tank Engine layout built by creator the Reverend Wilbert Awdry will be among the highlights of the Preston model railway exhibition on 2 & 3 March.

Organised by Preston & District Model Railway Society, the show will be held at Preston College Fulwood Campus, St Vincents Road, Preston PR2 8UR. Among the 20 layouts in operation will be *The Farquhar Branch*, featured as Railway of the Month in the December 1959 RAILWAY MODELLER and rebuilt in 1968 by the Rev. Awdry.

The Island of Sodor layout is normally displayed in the Narrow Gauge Railway Museum at the Tallylyn Railway, where the Rev. Awdry was a volunteer; he bequeathed the layout to the line when he died in 1997. It is operated with rolling stock dating from between 1928 and 1982, much of it produced by the Rev. Awdry himself,

and including models of the Thomas locomotives – the first ever made, and which were even used for reference by the illustrators of the Thomas books.

Among the other layouts, in gauges from N to O, are *Alderford* in OO by Carl Bowden (featured in the April 2014 RAILWAY MODELLER, but now a through station); *Arun Quay* in 7mm by Gordon and Maggie Gravett (RM April 2019); *Axebridge* in OO9 by Paul Windle (RM October 2020); and *Lily Lane* in N by Lily Rayton and Les Nehrlich (RM June 2021).

There will also be demonstrations by Tony Wright (locomotive clinic), signal operation and locomotive building by Les Green & Co, wagon construction by Steve Roberts and O gauge rolling stock modelling by North Turton O gauge group, in addition to 16 traders, four society stands and the Preston & District MRS second-hand stand.



▲ A model of Thomas the Tank Engine, built by the late Reverend Wilbert Awdry, on his *Farquhar Branch* layout. Photo: Luke Ryan

For more details, including a full layout list, see Societies & Clubs on page 40a. For further details, contact: Tel: 07776 438933

Email: exhibition@prestonanddistrictmrs.org.uk
Website: www.prestonanddistrictmrs.org.uk

Coming next month

April 2024

Out Thursday 14 Mar.

Grantham
The 1930s LNER in OO

Railway of the Month

Great Deltan
A modern scene in N

Lynnbach
Welsh narrow gauge in 009

inside ...

• **MELTON MOWBRAY NORTH**
Bringing the story up to date with this RM Cup winning N gauge layout

• **TANK WAGONS FOR DENTDALE**
More 4mm rolling stock additions on Ian Nuttall's S&C-inspired empire

• **A WATFORD TANK IN GAUGE 1**
A large scale scratch-building project

plus all the regular features

Andrew Mullins

We were sad to learn that Branchlines founder Andrew Mullins died in December, aged 75.

After school in Nottinghamshire and graduating from York in 1970 with a degree in biochemistry, he worked in London as a research assistant at Imperial College and later Guys Hospital. He then retrained as a careers officer and moved to Exeter to work in schools and colleges in East Devon.

He started Branchlines in the late 1980s, based on an interest in railways dating back to his school days, first part time and then, with its success, full time. His ingenuity and design skills both for complete kits and small accessories, in various scales, not to mention the speed with which he could turn an idea into a product, were remarkable. And you could be sure that the parts would fit and the mechanisms would work!

Among many other things, he designed and supplied high quality chassis kits to suit the Peco range of whitmetal narrow gauge locomotive body kits in O-16.5.

When he became ill with lymphoma in 2007, he sold the business and retired but continued to do some modelling in O gauge.

Our sincere sympathies and condolences to his family and many friends.

Ellis Clark Trains receives first stocks of 'Black Fives' in O gauge

Ellis Clark Trains has received the first batch of its ready-to-run Stanier 'Black Five' 4-6-0s in O gauge.

The initial releases comprise preserved No.45337 in plain BR black livery (illustrated), No.5241 and preserved No.5428 *Eric Treacy* in LMS lined black, and un-numbered,

un-lettered models in each of these guises, all with sound-fitted options; there are also welded and riveted tender options on the un-numbered engines.

A sample was delivered to the RM office as this issue went to press; a review will appear next issue. For more information, contact:

Ellis Clark Trains

Tel: 01756 701451

www.ellisclarktrains.co.uk



Ancient and modern in latest Osborn's Models releases

Osborn's Models caters for modern image and steam-era modellers with its latest releases: packs of present-day police officer figures in OO, and an Austin K2 ambulance in N.

The three police officer packs each contain two fully painted figures, with

male and female officers in various poses, including 'walking the beat' and talking on radios. Reference numbers are OSBF141-143, all priced at £9.99.

The Austin K2 (ref.A3D149), part of the retailer's British Commercial Classics range, is also fully finished and ready to place on a layout, priced £10.00.

Produced throughout the Second World War, the Austin K2/Y ambulance remained in service into the 1950s, with an example famously taking a starring role in the 1958 film *Ice Cold in Alex*.

Male and female police officers in 4mm scale, standing and talking on a radio.



▲ Austin K2 ambulance in 2mm scale.

Osborn's Models,
7 Honestone Street, Bideford,
North Devon EX39 2DL
Tel: 01237 423453
www.osbornsmodels.com

Peter's Spares to distribute coreless motor upgrade for Lima models

Peter's Spares has been appointed as the UK stockist and distributor for Micrometer.eu products – soon to include a coreless motor upgrade for Lima models.

H3D-Art, under the brand name of Micrometer.eu, offers a complete range of coreless motors, flywheels, worm gears and shaft adapters for N, HOe, TT and HO. Shortly to be released are 12V coreless upgrades for Lima ringfield motors, as well as Märklin and Fleischmann models.

Peter's Spares Model Railways Ltd
2H 2J 2K Brighthouse Business Village,
Riverside Park,
Middlesbrough
TS2 1RT
Tel: 01642 909794
www.petersspares.com

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 via email to clubs@railwaymodeller.co.uk are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

MAY 2024 issue deadline: March 1st

LIVE EVENTS

Friday 9 & Saturday 10 February SOUTH SHIELDS, Tyne & Wear

Organiser: The Salvation Army.
Venue: Community & Worship Centre, Wawn Street, South Shields NE33 4EB.
Open: Friday 1300-2000
Saturday 1000-1700
Admission: adults £5.00, under-16s free with paying adult.
Amenities: level access, refreshments.
Features: layouts in various scales, battery-powered layout for children, traders.
Contact: John Mitchell, 07805 562649.

Saturday 10 & Sunday 11 February CANFORD MAGNA, Dorset

Organiser: Bournemouth Model Railway Exhibition.
Venue: The Hamworthy Club, Magna Road, Canford Magna BH21 3AL.
Open: from 1000 both days.
Admission: £8.00, accompanied children free.
Amenities: free parking, disabled access except for steps to squash courts and stage, hot and cold refreshments.
Features: over 20 layouts, trade stands.
Contact: 07970 641493.
Website: www.bmrre.org.uk

Saturday 10 & Sunday 11 February TEMPLECOMBE, Somerset

Organisers: Cale Rail & Gartell Light Railway.
Venue: Gartell Light Railway, Common Lane, Yenston, nr Templecombe, BA8 0NB.
Open: 1000-1600 both days.
Admission: adults £6.00, children £1.00.
Amenities: parking, disabled access, refreshments.
Features: 18th annual exhibition with over 10 layouts and three trade stands. Train service on 2' gauge GLR (additional charge and subject to availability).
Contact: 07970 113270.

Saturday 10 & Sunday 11 February TENTERDEN, Kent

Organiser: Ashford Model Railway Club.
Venue: Homewood School, Ashford Road, Tenterden, Kent TN30 6LT.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, concessions £5.00, children £3.00, family (2+2) £15.00.
Amenities: free parking, disabled access, lunches and refreshments.
Features: two halls of layouts, demonstrations and trade stands.
Email: info@ashfordmrc.co.uk
Website: www.ashfordmrc.co.uk

Saturday 17 February BIGGLESWADE, Bedfordshire

Organiser: East Beds Model Railway Society.
Venue: Stratton School, Eagle Farm Road, Biggleswade, Beds SG18 8JB.
Open: 1000-1630
Admission: adults £7.00, concessions £6.00, children £3.00, family (2+2) £17.00 (cash only for entry).
Amenities: free parking, wheelchair access to all areas except stage, light refreshments.
Features: over 10 layouts plus trade and society stands.
Website: www.ebmrs.org

Saturday 17 February READING, Berkshire

Organiser: Kenavon Railway Society in support of the Cholsay & Wallingford Railway.
Venue: The Warehouse, 1a Cumberland Road, Reading RG1 3LB (behind Mr Cod).
Open: 1000-1630
Admission: adults £4.50, seniors £4.00, children £2.50, families (2+2) £10.00.
Amenities: local buses stop nearby. Limited parking in church car park off Norwood Road, full disabled access.
Features: 18 layouts plus traders.
Contact: Richard Standing, 0776 0285 383.
Email: standing_richard@yahoo.co.uk

Saturday 17 February TONBRIDGE, Kent

Organiser: Tonbridge Model Railway Club.
Venue: The Angel Centre, Angel Lane, Tonbridge TN9 1SF.
Open: 1000-1700
Admission: adults £7.00, children (10-16) £1.00, children under 10 free.
Amenities: venue just off High Street, public car parks, local bus routes and five minutes from railway station, light refreshments.
Features: 24 layouts in N, OO9, HO, OO, EM, P4 and O, demonstration, traders.
Contact: 01959 523840.
Email: tonbridgemrc@yahoo.co.uk
Website: www.tonbridgemrc.com

Saturday 17 & Sunday 18 February HIGHBRIDGE, Somerset

Organiser: Sedgemoor Gauge O Group.
Venue: The King Alfred School & Academy, Burnham Road, Highbridge, Somerset TA9 3EE.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £6.00, accompanied under-14s free.
Amenities: free car parking, level site, refreshments available.
Features: over eight layouts in various scales, trade stands.
Contact: Paul Cox, 07813 014722.

Saturday 17 & Sunday 18 February YORK

Organiser: Ebor Group of Railway Modellers.
Venue: Holy Trinity Church Hall, Melrosegate, Heworth, York YO31 0RP.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £4.00, children £1.00, under 5s free.
Amenities: on-street parking nearby, limited disabled access, toilets, vilities by York Against Cancer team.
Features: 10 layouts in various gauges, demonstrations including layout design by Paul Lunn, trade stands, Ebor Group shop.
Email: saltyseadog2984u@hotmail.com
Website: <https://yorkeborgroup.sindif.com>
Facebook: www.facebook.com/groups/700974833267966/

Sunday 18 February OLDBURY, West Midlands

Organiser: Warley Model Railway Club.
Venue: The Clubrooms, Unit 1F, Pearsall Drive, Oldbury, West Midlands B69 2RA.
Open: 1100-1600
Admission: free, but donations welcome.
Amenities: annual winter open day featuring working layouts in all the popular scales, layouts under construction, the Club library,

and members' bring and buy stand.
Website: www.warley-mrc.org.uk

Friday 23, Saturday 24 & Sunday 25 February

MODEL RAIL SCOTLAND, Glasgow

Organiser: AMRSS Ltd.
Venue: Hall 3, Scottish Event Campus, Glasgow G3 8YW.
Open: Friday & Saturday 1030-1800
Sunday 1030-1700
Admission: adults £15.00, children £5.00, family (2+2) £35.00.
Amenities: parking (see www.sec.co.uk), vintage bus service from Central and Queen Street stations, disabled access.
Features: Castlebridge, Alston, Law Junction, Glen Farist, Canal Way, Levenbank, Inverkeithing, Invernevis (all N), Nove Mesto na Nedostatku (TT), Twelvemill Bridge (TT:120), New Westminster, Dalgie Hill, Williamson River, Balornock Goods (all HO), Neuburg 1913-2013 (HOm), Trenches, Ddualit (both OO9), Bridgewater, Dalziel North, Clucas Bay, Woodston, Gresty Bridge, Port Robert, Yett's O Muckhart, Glenkiln Road, Depot 254, Almond Bridge, North Road, Wardlaw, Wellpark, Tulloch Bridge, Tellindalloch, Clayton End Signalman, Effingham Street, Brunswick Yard, Donaghadee, Reevy Road West, Weedram Distillery, Fountainhill TMD (all OO), Trerice, High House Colliery, Kettlewell, Rohenden (P4), Eastfield, Borington by the Sea, Harviestoun, Ravensthorpe (O), Reeth (S7), A Journey in Switzerland (G), Hornby Catalogue 1985, Lego layout, The Quarry (OO), demonstrations, traders, societies.
Website: www.modelrail-scotland.co.uk

Saturday 24 February COMPTON DUNDON, Somerset

Organiser: Glastonbury & Street Lions Club.
Venue: Meadway Hall, Compton Dundon, near Street, TA11 6PQ (signposted off B3151 between Street and Somerton).
Open: 1000-1530
Admission: adults £5.00, children (5-16) £1.00, family (2+2) £10.00.
Amenities: refreshments including home-made cakes.
Features: model railway show in memory of the late organiser Howard Martin, with approximately 30 layouts and demonstrations.

Saturday 24 & Sunday 25 February CHAPEL-EN-LE-FRITH, Derbyshire

Organiser: New Mills and District Railway Modellers.
Venue: Chapel-en-le-Frith Leisure Centre, Derbyshire SK23 0TQ.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: £7.00, accompanied children under 16 free.
Amenities: ½ mile from Chapel-en-le-Frith station (Manchester-Buxton line) free parking, disabled access, refreshments.
Features: 48th annual exhibition with 22 layouts, seven demonstrations, seven traders, four societies.
Email: exhibition@nmdrm.co.uk
Website: www.nmdrm.co.uk

Saturday 24 & Sunday 25 February FISKERTON, Lincolnshire

Organiser: Lincoln & District MRC.
Venue: Fiskerton Village Hall, LN3 4HW.
Open: 1000-1500
Admission: adults £4.00, children £1.00.
Amenities: parking, disabled access, refreshments.
Features: seven layouts, demonstrations, trade stands.
Email: sean.exhmanager.ldmrc@outlook.com

Sunday 25 February HEANOR, Derbyshire

Organiser: Ilkeston (Woodside) MRC.
Venue: Heanor Miners Welfare, Ilkeston Road, Heanor, Derbyshire DE75 7DT.
Open: 1000-1600
Admission: £5.00, accompanied children under 16 free.
Amenities: free parking, disabled access,

refreshments available in café.
Features: 21st annual exhibition with quality layouts, self-drive Thomas layout, club stall, trade stands, free model magazines.
Contact: 07930 909571.

Saturday 2 March

DEREHAM, Norfolk

Organiser: Mid-Norfolk Railway Preservation Trust.
Venue: Dereham Memorial Hall, 62a Norwich Street, Dereham, Norfolk NR19 1AD.
Open: 1000-1600
Admission: adults £6.00, concessions £5.00, accompanied children free.
Amenities: free parking at Dereham station (five-minute walk), refreshments available.
Features: layouts in various scales, model engineering displays and modelling demonstrations, trade and society stands. Full-size trains from Dereham station (extra charge).
Email: james.oakley@mnrr.org.uk
Website: www.midnorfolkrailway.co.uk

Saturday 2 March

KETTERING, Northamptonshire

Organiser: Gauge O Guild.
Venue: Kettering Leisure Village, Thurston Drive, NN15 6PB.
Open: 1000-1600 (0930 entry for advance ticket holders).
Admission: members £10.00, non-members £15.00 (advance), members £12.00, non-members £17.00 (on the door) – admits purchaser, partner and children.
Amenities: shuttle bus from Kettering station (or 15-minute walk), parking.
Features: O gauge layouts, demonstrations, society and trade stands.
Website: www.gaugeoguild.com

Saturday 2 March SWINDON, Wiltshire

Organiser: Swindon Model Railway Club.
Venue: STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY (located next to the Great Western Designer Outlet and 10 minutes walk from the bus & railway station; there are a number of buses serving the Designer Outlet).
Open: 1000-1630
Admission: adults £7.00, accompanied under-16s free (admission to museum not included, but discounted for show visitors).
Amenities: parking at Designer Outlet, disabled access, refreshments.
Features: over 14 layouts in N, OO and O including British, Continental and narrow gauge, Hornby Dublo drive-it-yourself layout, demonstrators, traders.
Contact: Ian Burbidge, 07880 654755.
Email: imburbidge@btinternet.com
Website: www.swindonmodelrailwayclub.com

Saturday 2 & Sunday 3 March ABINGDON, Oxfordshire

Organiser: Abingdon & District MRC.
Venue: Abingdon & Witney College, Wootton Road, Abingdon OX14 1GG.
Open: Saturday 1030-1700
Sunday 1030-1630
(advance booking entry 1000 both days.)
Admission: £9.00 (pre-booked), £12.00 (on the day), two accompanied children free.
Amenities: regular bus services from Didcot and Oxford, free parking, disabled access, refreshments.

Features: 50th anniversary show with OO and O layouts of Abingdon, Bodmin (P4), Burdock (N), Carlisle Canal (OO), Clarendon & Scrubbs Lane (P4), Corwenna (OO), Drws-y-Nant (2mm FS), Hungerford (EM), James Street (N), Lintor Town (OO), Moors View (N), Old Parrock (OO), Overlord (OO), The Parlour Railway (O), Pencader (EM), Portsea (TT3), Redbridge Wharf (OO), York (2mm FS), Banbury (N), Bottom Works Sidings (OO), City Basin Goods (N), Collingwood (OO), Elbow Lane (OO), Hinksey Yard (N), Kings Park (N), Leigh St George (N), Museum of Transport (OO), Pwllhell (P4), Whiteacres (OO), Beiljiao (HO), Bergeller Bahn (HOm), Broadford (HO & EM), Cessy-en-Bois (HO), Hauteluche (Z), Königshafen (N), Los Tanimals (N), Norge – A Taste of

Norway (HO), *Zeedijk* (HO), societies, traders.
Website: www.admrc.org.uk
Advance tickets: www.ticketsource.co.uk/abingdon-district-model-railway-club

Saturday 2 & Sunday 3 March

BIRTLEY, GATESHEAD, Tyne & Wear
Organiser: Birtley Model Railway Engineers.
Venue: Birtley Community Centre, Ravensworth Road, Birtley, Gateshead, Tyne and Wear DH3 1EN.
Open: 1000-1600 both days.
Admission: adults £6.00, accompanied children free.
Amenities: full disabled access to ground floor, stair lift to first floor, refreshments.
Features: layouts and displays, trade stands.
Contact: Michael Hedley, 07806 323860.
Email: michaelnhedley@gmail.com

Saturday 2 & Sunday 3 March

LEAMINGTON SPA, Warwickshire
Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, near Leamington Spa, CV31 1XN (on the junction of the A425/B4455; visitor car park entrance off Southam Road B4455, CV31 1FE).
Open: 1000-1600 both days.
Admission: adults £11.50, seniors £11.00, children (5-14) £5.00.
Amenities: free parking, disabled facilities, restaurant and coffee shop.
Features: Midlands Garden Rail Show with layouts including 16mm Association modular layout, *Blackgang* (Gauge 3), *Catney Barnes* (G), *Common Road* (O), G Scale Society Publicity Layout, Gauge 1 Vintage Tintplate Trains Group, *Hampton End* (G), *Loft City Central Railway* (G), *Lough Motive Power Depot* (O), *Midsummer Norton* (Gauge 1), *Pen-Y-Bont* (32mm), *Thomas Trackway* (G), other societies, nearly 40 suppliers.
Website: www.meridienneexhibitions.co.uk
Facebook: www.facebook.com/MeridienneEX/

Saturday 2 & Sunday 3 March

MANSFIELD, Nottinghamshire
Organiser: Mansfield Model Railway.
Venue: St Peter's Church Centre, Church Side, Mansfield NG18 1AP.
Open: Saturday 1000-1700
Sunday 1000-1500
Admission: adults £5.00, children free (proceeds to church and local Scouts).
Features: layouts in various gauges, steam and diesel, trade stands.
Website: www.mansfieldmodelrailway.co.uk

Saturday 2 & Sunday 3 March

PRESTON, Lancashire
Organiser: Preston & District MRS.
Venue: Preston College Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, accompanied children under 15 free, wheelchair/scooter users £4.00, carers free.
Amenities: easy access from M6, M55 and A6, free parking, full wheelchair access, refreshments.
Features: *Lewis Lake* (On30), *Headingley* (N), *Hillport Goods* (O), *Auswiss* (HO), *Axebridge* (OO9), *Laurencekirk* (OO), *Alderford* (OO), *Franklin Falls* (HO), *St Seeb* (OO), *Arun Quay* (7mm), *Stanley Junction* (N), *Glenfies* (Oon3), *Lily Lane* (N), *Glenug* (O), *Bryony Lane* (OO), *Farquhar Branch* (OO), *Scarlington* (N), *Sparkel* (HO), *Parrot Hall* (OO), *Milhouises* (N), demonstrations, trade and society stands.
Contact: 07776 438933.
Email: exhibition@prestonanddistrictmrs.org.uk
Website: www.prestonanddistrictmrs.org.uk

Saturday 2 & Sunday 3 March

REDDITCH, Worcestershire
Organiser: Redditch Model Railway Club.
Venue: Trinity High School, Grove Street, Redditch town centre, B98 8DS.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: £6.00, accompanied children under 16 free.

Amenities: 15-minute walk from railway and bus stations (map on club website, half-hourly trains from Birmingham New Street), free parking, full disabled access, refreshments.
Features: at least 15 layouts in popular scales, demonstrations, sales stands.
Contact: 01527 540289.
Email: enquiry@redditch-mrc.com
Website: www.redditch-mrc.com

Sunday 3 March

LONG MELFORD, Suffolk
Organiser: Sudbury Model Railway Club/1st Chadbrook Guides.
Venue: Long Melford Village Hall, Hall Street, Long Melford, Suffolk CO10 9JQ.
Open: 1000-1600
Admission: adults £3.00, children £1.00.
Amenities: on-site parking, nearby free car park, disabled access & toilet, refreshments.
Features: layouts including *Long Melford Junction*, weathering demonstration by Model Behaviour, Sudbury Model Railways stand.
Email: SMRCAlancox@outlook.com
Website: www.sudburymrc.org.uk

Saturday 9 March

DRIFFIELD, East Yorkshire
Organiser: Yorkshire Wolds Railway.
Venue: The Rix Pavilion, Driffield Showground, Driffield YO25 9DN.
Open: 1000-1600
Admission: adults £7.00, children under 16 £4.00, YWR members £4.00.
Features: model railway show.
Contact: 01377 338053.
Website: www.yorkshirewoldsrailway.org.uk

Saturday 9 March

MARCH, Cambridgeshire
Organiser: March & District MRC.
Venue: Westwood Community School, Maple Grove, March, Cambs PE15 8JT.
Open: 1000-1630
Admission: adults £6.00, accompanied children under 16 free.
Amenities: free courtesy bus from March railway station, free & disabled parking, refreshments.
Features: 21 layouts in N, O09, HO, O0, 7mm narrow gauge, O, Gn15, 32mm and outdoor ride-on railway (small charge). Two demonstrations, five societies, 11 traders, club stand & sales.
Email: manddmrc@gmail.com
Website: www.mdmrc.net

Saturday 9 March

PUDSEY, Leeds
Organiser: Narrow Gauge North.
Venue: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA.
Open: 1030-1630
Admission: adults £10.00, accompanied children under 16 £1.00. From 1330, family ticket £15.00 (2 adults & children).
Amenities: five minutes walk from Pudsey station, free car park, disabled access except to stage, hot and cold refreshments.
Features: narrow gauge exhibition to raise funds for Sue Ryder Care Wheatfields Hospice, Leeds.
Website: www.narrowgaugenorth.org.uk

Saturday 9 March

YATE, North Bristol
Organiser: Sudbury Vale Model Railway Club.
Venue: Yate Community Hall, Yate Parish Hall and Yate Y.M.C.A., Station Road, Yate, Bristol BS37 4PQ.
Open: 1000-1630 (from 0930 for Blue Badge and disabled access).
Admission: adults £5.00, accompanied children under 16 free.
Amenities: on main bus route, close to Yate station and Park & Ride, disabled parking and access, refreshments.
Features: over 20 layouts, demonstrations, societies, heritage railways, trade stands.
Website: www.sodburyvalemrc.co.uk

Saturday 9 & Sunday 10 March

BASINGSTOKE, Hampshire
Organiser: Basingstoke & North Hants MRS.
Venue: Aldworth School, Western Way,

Basingstoke RG22 6HQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £8.00, accompanied children free.
Amenities: free parking, refreshments.
Features: model railway show.
Website: www.basingstokemrs.org

Saturday 9 & Sunday 10 March

MOUNTSOREL, Leicestershire
Organiser: Ivanhoe Model Railway Society.
Venue: Mountsorrel Memorial Centre, 105 Leicester Road, Mountsorrel, Leicestershire LE12 7DB.
Open: 1000-1600 both days.
Admission: adults £6.00, children £3.00, family £5.00.
Amenities: free parking, wheelchair-friendly, refreshments.
Features: model railway exhibition.
Website: www.ivanhoe-mrs.co.uk

Sunday 10 March

STEYNING, West Sussex
Organiser: Wealden Railway Group.
Venue: The Steyning Centre, Fletcher's Croft, Steyning BN44 3XZ.
Open: 1000-1630
Admission: £5.00, accompanied children free.
Amenities: parking, disabled access, refreshments.
Features: layouts from O to N including British, European and US, club sales.
Contact: Andrew Knights (Show Manager) 07714 101015.
Website: www.thewealdenrailwayclub

Saturday 16 March

BURY ST EDMUNDS, Suffolk
Organiser: Bury St Edmunds MRC.
Venue: Guildhall, Guildhall Street, Bury St Edmunds IP33 1NX.
Open: 1000-1630
Admission: £6.00, accompanied children under 14 free.
Amenities: parking, refreshments nearby.
Features: 20 layouts, demonstrations and traders, free access to the last remaining WWII Fighter Command plotting room in its original premises.
Website: www.burystedmundsmrc.com

Saturday 16 March

FALMOUTH, Cornwall
Organiser: Falmouth Society of Railway Modellers.
Venue: St Mary's Catholic Church Hall, Killigrew Street, Falmouth, Cornwall TR11 3PR.
Open: 1000-1600
Admission: free.
Amenities: free parking, disabled access, refreshments.
Features: open day with six layouts in various gauges, society sales stand.
Contact: 01326 319922.
Email: tedschofield@talktalk.net
Website: www.fsrn.weebly.com

Saturday 16 March

LEICESTER
Organiser: Train Collectors Society.
Venue: Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD.
Open: 1000-1600
Admission: adults £4.00, early bird £5.00, accompanied children under 16 free.
Amenities: public transport from city centre, easy access from M1 Jcn 21, free street parking, all on one floor with ramp into building and disabled toilet, cafeteria with hot and cold food.
Features: around 10 vintage toy train displays in various gauges running and around 10 traders plus a club 'bring and buy' stand.
Contact: Bryan Pentland, 07801 818764.
Email: bryanpentland@hotmail.co.uk
Website: www.traincollector.co.uk

Saturday 16 March

TADWORTH, Surrey
Organiser: North Downs Model Railway Circle.
Venue: Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE.
Open: 1000-1700
Admission: adults £6.00, under-16s £3.00,

seniors/disabled £5.00 (profits to church).
Amenities: free parking, refreshments.
Features: 25 layouts in all major scales, trade stands.
Contact: Stuart Robinson, 07758 458827.
Email: stuart.robinson27@ntlworld.com
Website: <http://www.ndmrc.info/Home/Tadworth.htm>

Saturday 16 March

WORKSOP, Nottinghamshire
Organiser: Model Bus Federation and The Crossing Church.
Venue: The Crossing Church, Newcastle Street, Worksop S80 2AT.
Open: 1000-1600
Admission: adults £5.00, children £1.00.
Amenities: disabled access, refreshments.
Features: around 20 model railway, bus and tram exhibits, sales stands.
Email: busbob64@gmail.com

Saturday 16 & Sunday 17 March

ALEXANDRA PALACE, London
Organiser: The Model Railway Club.
Venue: Alexandra Palace, Alexandra Palace Way, London N22 7AY.
Open: Saturday 1000-1700
Sunday 1000-1630
(0930 admission with pre-booked tickets.)
Admission: adults £16.00 (£15.00 in advance), children (5-16) £8.00, family £40.00, under 5s free.
Amenities: shuttle bus from Alexandra Palace station and Wood Green tube station, full disabled access, catering.
Features: London Festival of Railway Modelling with 38 layouts, societies, traders.
Website: www.world-of-railways.co.uk/information/the-london-festival-of-railway-modelling

Saturday 16 & Sunday 17 March

EAST GRINSTEAD, West Sussex
Organiser: East Grinstead MRC.
Venue: Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, concessions, 60 and over £4.00, children (15 and under) free.
Amenities: free parking, wheelchair access, refreshments.
Features: layouts in all gauges, trade stands.
Contact: Malcolm Bonnell (Exhibition Manager), 01342 346172.
Email: exhibitions@egmrc.org.uk
Website: www.egmrc.org.uk

Saturday 23 March

NEWTON AYCLIFFE, County Durham
Organiser: Rotary Great Aycliffe and Shildon Model Railway Club.
Venue: Newton Aycliffe Youth & Community Centre, Burn Lane, Newton Aycliffe DL5 4HT (opposite Tesco).
Open: 1000-1700
Admission: adults £6.00, concessions £5.00, wheelchair users and accompanied children up to 16 free.
Amenities: free parking, level access, all day catering.
Features: up to 20 layouts, 10 traders.
Contact: John Burrows, 07870 210269.
Email: jandeburrows@gmail.com
Website: www.rotarygreataycliffe.org
Facebook: www.facebook.com/groups/211260291820036

Saturday 23 & Sunday 24 March

CREWE, Cheshire
Organiser: Modern Image O Gauge.
Venue: Crewe Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB.
Open: Saturday 1000-1630
Sunday 1000-1530
Admission: adults £10.00, unaccompanied children £5.00, accompanied children free.
Amenities: free shuttle bus from station, limited disabled parking only on site, pay & display and free parking nearby, catering.
Features: layouts including *Netherwood Sidings*, *Norman Colliery*, *Hillport Goods*, *Glasshouse Loan*, *Love Lane*, *Ballan Road*, *Lowery Lane WRD* and *New Croft*, manufac-

turers, societies, traders, full-size locomotives (subject to availability) courtesy of Locomotive Services Ltd.
Website: www.modernimageogauge.co.uk

Saturday 23 & Sunday 24 March **HOWDEN, Yorkshire**

Organiser: Carlton Railway Society (sponsored by Elaine's Trains).
Venue: Howden School, Derwent Road, Howden DN14 7AL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £7.50, under 12s free with adult.
Amenities: parking, refreshments.
Features: annual show with over 20 layouts in various gauges, trade stands.
Contact: Thomas Zugic, 07795 831494.
Email: thomaszugic@gmail.com

Saturday 23 & Sunday 24 March **NAILSEA, Somerset**

Organiser: Nailsea & District MRC.
Venue: Nailsea School, Mizzymeade Road, Nailsea BS48 2LE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children (5-16) £2.00, family (2+2) £18.00.
Amenities: free parking, refreshments.
Features: over 15 layouts, demonstrations, traders.
Website: www.nailsea-district-mrc.co.uk

Saturday 30 March **ILFRACOMBE, Devon**

Organiser: Ilfracombe Model Railway Society.
Venue: The Landmark Pavilion, Seafont, Wilder Road, Ilfracombe, Devon EX34 9BZ.
Open: 1000-1600
Admission: adults £4.00, children £2.00, family (2+2) £8.00.
Amenities: car park nearby, level access.
Features: 10 layouts in O, OO and N, two trade stands.
Contact: 01271 864677.
Email: dw312@btinternet.com

Saturday 30 & Sunday 31 March **GAINSBOROUGH, Lincolnshire**

Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last admission 1630).
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
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, 07943 182520.
Email: gmsrcontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Saturday 30, Sunday 31 March & Monday 1 April **YORK**

Organiser: York Model Railway Show.
Venue: Knavesmire Stand, York Racecourse YO23 1EX.
Open: Saturday & Sunday 1000-1700
Monday 1000-1630
Admission: on the door: adults £14.00, children (5-15) £2.00, family (2+3) £30.00, carers and under 5s free. In advance: adults £12.00, family £26.00.
Amenities: parking, disabled access, catering. Bus service from York station TBC.
Features: 40 layouts, demonstrations, society and trade stands.
Website: www.yorkshow.org.uk

MEETINGS

Thursday 8 February – 1930 **Locomotive Club of Great Britain**

The Buckinghamshire Railway Centre.
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 8 February – 1930 **South East Essex Railway Society**

Test track night – setting up from 1900.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Monday 12 February – 1930 **Lincoln Railway Society**

BR steam from 1969 by Roger Jones.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085,
grahamlightfoot1948@gmail.com

Tuesday 13 February – 1445 **Pewsey Vale Railway Society**

Steam Trains Today by Andrew Martin.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 13 February – 1930 **Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch**

Edward Thompson – Wartime CME by Simon Martin
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.
Entry: £5.00 for non-members.
Website: www.rcts.org.uk

Tuesday 13 February – 1930 **Wells Railway Fraternity**

The Widow's Frontier Railways by Richard Pelham.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 15 February – 1930 **Marlow & District Railway Society**

1971 – That Was The Year That Was by Geoff Plumb.
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 15 February – 1945 **Nuneaton Railway Circle**

Renaissance at Crewe by Peter Greenwood.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Tuesday 20 February – 1400 **Railway Correspondence & Travel Society – Thames Valley branch**

Western Enterprise.
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00, non-members welcome.
Website: www.rcts.org.uk

Thursday 22 February – 1945 **Gravesend Railway Enthusiasts Society**

Fareham to Gosport by Ray Puddy.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: Non-members welcome – fee £1.00.
Website: www.gres.org.uk

Thursday 22 February – 1930 **South East Essex Railway Society**

The Early Days of the Docklands Light Railway by Graham Orchard.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Monday 26 February – 2000 **Gauge O Guild**

Nick Dunhill – Metalworking.

Venue: On Zoom.

Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 January.

Thursday 29 February – 1945 **Nuneaton Railway Circle**

The Moseley Collection Part 1 by Robin Mathams.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Tuesday 5 March – 2000 **The Enfield Transport Circle**

AGM and 2024 Malcolm Alderman Tribute Presentation by Kenneth Crane.
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 5 March – 1945 **Gravesend Railway Enthusiasts Society**

Solent Railway part 1 by Tony Riley.
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 7 March – 1930 **Bath Railway Society**

The colour photographic records of Cardiff-based photographers John Wiltshire and Derek Chaplin by Peter Brabham.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Monday 11 March – 1930 **Lincoln Railway Society**

Irish Surprises by Colin Boocock.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085,
grahamlightfoot1948@gmail.com

Tuesday 12 March – 1445 **Pewsey Vale Railway Society**

Memories of Railways Home and Abroad by Michael Porter PVRs.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 12 March – 1930 **Wells Railway Fraternity**

BR in the 1960s – the Ian Cantlon collection by Peter Lemmey.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – admission £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 14 March – 1930 **Locomotive Club of Great Britain**

The Peter Bland Collection: The Story Continues (part 2) by Bryan Cross.
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 14 March – 1945 **Nuneaton Railway Circle**

Travels with a Camera Part 3 by Brian Holland.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Thursday 14 March – 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 19 March – 1900

Railway Correspondence & Travel Society – Thames Valley branch
Over the Mendips.
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00, non-members welcome.
Website: www.rcts.org.uk

Thursday 21 March – 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 21 March – 1930 **Marlow & District Railway Society**

Broad Gauge Journey – 3 by Brian Arman.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX.
Entry: Members free, non-members £3.00.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390.

Tuesday 26 March – 2000 **Gauge O Guild**

Will Heath – Making Buildings.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 February.

Thursday 28 March – 1945 **Nuneaton Railway Circle**

From Spotter to Driver by Chris Haley.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Thursday 28 March – 2000 **South East Essex Railway Society**

The Unknown Photographer – Local railways photographed by a former BR employee mostly in the 1950s.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

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 group for anyone interested in railway modelling and/or railways in general 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.sidmouthrmg.com or email: sidmouthrmg@gmail.com

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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 Proven 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 TURNABLES. 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.

MIDDLETON PRESS - PUBLISHED ON 23 FEBRUARY - BEATTOCK TO CARSTAIRS Including the Moffat, Wanlockhead, Peebles (CR) and Dolphinton (CR) branches Recently Published - PRESTON TO THE FYLDE COAST SHILDON TO STOCKTON All albums £19.95 each + P&P MAIL ORDER SERVICE Cheque, Visa or Mastercard. Write or telephone for latest brochure. Middleton Press, 126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ. Tel: 01730 813169. Email: sales@middletontpress.co.uk www.middletontpress.co.uk

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. See www.aardstorm-models.com

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957. Email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for

our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Triang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. Tel: 01491 681 262. Email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to **DEREK BARNETT**, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield* 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436. www.railsofsheffield.com

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to **CLAIRE CLARKE**: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclark@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: gambacat@tiscali.co.uk

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam, 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc. I am a retired, personal, hobbyist/dealer. Contact Roger: telephone 01225 360 037, mobile: 07752 222 645. Email: rogersmith200@hotmail.com

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through **LYME BAY HOLIDAYS**, website: lymebayholidays.co.uk telephone: 01297 443363

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 4th March from 11am. This will be an **INTERNET ONLY AUCTION** plus our usual commission and phone bids. There are approximately 600 lots of model railways etc, including: Bemo, HOm collection, 009, plus Hornby, Bachmann etc. Our buyers premium 16% plus Easylyve charges. For further information please visit our website www.uktoyauctions.com. Tel: 01270 652773, 07484 670385.

Business for Sale

MODEL RAILWAY BUSINESS FOR SALE, ON-LINE AND EXHIBITIONS ONLY.

Specialising in Bachmann and Hornby Spare Parts. Plenty of good stock including USA and China models. Standing invitations to most major Model Railway Exhibitions. Hornby and Bachmann Trade accounts (subject to confirmation). Ideal add-on for an existing business or would suit an individual looking for a new venture. Sales through eBay, own Web Site, Exhibitions and Toy Fairs. **CURRENT OWNER RETIRING FOR HEALTH AND AGE REASONS.** Nicole.charlton@peco.co

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

OO MODEL RAILWAY, 15' x 4' - HIGH QUALITY BASEBOARDS. Adjustable feet, Peco 75 track, Peco point motors, Peco motorised turntable, Gaugemaster analogue controllers, handmade control panel, Peco platforms, custom Will's partly built large engine shed. Other buildings, accessories included and selection of other items. Autocad drawings and high-quality build by myself, rolling stock runs flawlessly. Unfinished. Photos on request. £2999 o.n.o. Peterborough. Richard Fincham: 07834 185 740. fincham@hotmail.co.uk

Private Sales Books

DISPOSAL OF APPROXIMATELY 600+ MAGAZINES including Model Rail Constructor, 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 ELECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel: 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophieacull99@gmail.com

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. Email preferred Jamestant@yahoo.com or telephone 07769335772 leave a message and I will call you back.

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

February 2024

25 February (Sun) 10am-2pm

IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting. Telephone: *PHIL COOPER* for bookings on: 01787 372 559 or *BILL BOURNE* on: 01787 280 452.

25 February (Sun) 10am-2.30pm

NEEDHAM MARKET COMMUNITY CENTRE, IP6 8BB. Trade Stands, Club Layouts, Information table. Refreshments available. Entrance £2.50 (accompanied under 12's free) **STOWMARKET MODEL RAILWAY CLUB**. Phone: 07876 243 427. Email: enquiries@stowmodelrail.club for more information.

March 2024

2 March (Sat) 10.30am-2pm

LUDLOW RACECOURSE Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. **TONY OAKES FAIRS**. Tel: 01270 652 773 & 07825 631 323.

3 March (Sun) 10.30am-3pm

COVENTRY - 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways - many at bargain prices. Adults £3.50, Seniors £3, Children £1. Tel: 01604 846 688 www.bpairs.com

3 March (Sun) 10.00am - 2.00pm

WIMBORNE TOY & TRAIN FAIR. Queen Elizabeth QE School, Wimborne Minster, BH21 4DT. Free parking, refreshments. Admission £2. stevedevizes@aol.com 07732 330 305.

3 March (Sun) 9.45am-1.15pm

WORTHING - DURRINGTON HIGH SCHOOL. The Boyleyard, Worthing BN13 1JX. Car parking for 350 cars. SRP TOYFAIRS. Tel: 0773 999 8012 www.srptoyfairs1.co.uk

9 March (Sat) 10.30am - 3.30pm

CREWE TOY & TRAIN COLLECTORS FAIR, Crewe Heritage Centre, Vernon Way, Crewe, CW1 2DB. 6ft tables £20. Enquiries: 93 Merlin Way, Crewe, CW1 3YP. Tel: 01270 505781 (before 8pm).

10 March (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 landfairs@virginmedia.com

10 March (Sun) 10am-3pm

NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD. Tel: 01823 480 097, email: rayheard66@btinternet.com

10 March (Sun) 10.30am-3pm

WALSALL WOOD - Oak Park Active Living Centre, Coppice Road, Walsall Wood, Details: Transtar Promotions. Tel: 01922 643 385.

12 March (Tue) 6.30pm - 8.30pm

HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station. Admission £1. stevedevizes@aol.com Tel: 07732 330 305.

17 March (Sun) 9.45am-1.15pm

ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS. Tel: 0773 999 8012 www.srptoyfairs1.co.uk

19 March (Tues) 6.30pm-8.30pm

ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry. stevedevizes@aol.com 07732 330 305.

23 March (Sat) 10.30 -15.00

CARMARTHEN TOY AND TRAIN SALE - Bronwydd Hall SA33 6BE. Adult entry £2 under 15 free. 25 tables, free parking. Presented by The West Wales Railway Modellers. Tables may be available phone 01269 267877.

24 March (Sun) 10.30am-3pm

STAFFORD - MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4.50, Seniors £4, Children £1. There are many stalls selling OO and O gauge trains. Tel: 01604 846 688 www.bpairs.com

24 March (Sun) 9.45am-1.15pm

TENDERDEN, HOMEWOOD SCHOOL - NEW EVENT Ashford Rd, Tenderden, Kent TN30 6LT (entrance to school is next to fire station) SRP TOYFAIRS. Tel: 0773 999 8012 www.srptoyfairs1.co.uk

29 March (Fri) 9.45pm-1.15pm

MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Refreshments on site and free car parking. SRP TOYFAIRS. Tel: 0773 999 8012 www.srptoyfairs1.co.uk

30 March (Sat) 10.00am-2pm

BRISTOL TOY & TRAIN FAIR. BAWA Health and Leisure Centre, Southmead Road, Bristol, BS34 7RG, (close to M4 and M5). BUY*SELL*EXCHANGE. Ample free parking, café, 60 tables. Many top dealers. Admission £2.00. Enquiries to FELIX FAIRS. Tel: 07928407034 or email: felixfairs@outlook.com www.felixfairs.com

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for May 2024 issue is 12th February. Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write 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

Peco Publications, Beer, Seaton, Devon, EX12 3NA

Alternatively you can email: classifieds@peco.co

This form may be copied to save cutting the page



4mm Scale / 00 Gauge ALBION MODELS



7mm D1

Following the retirement of John Birch, I am pleased to announce that I have acquired his respected range of LBSCR etched brass locomotive kits in 4mm/00 scale and 7mm/0 gauge. All etched in Brass and nickel silver with castings in whitmetal or lost wax brass.

4mm/00 Kits UK P&P

4mm A1/A1X to order only

4L21.....LBSCR/SR/BR A1/A1X 0-6-0T	£106.75
4L22.....LBSCR/SR B1 0-4-2 Gladstone	£154.00
4L23.....LBSCR/SR D1 0-4-2T	£106.75
4L24.....LBSCR/SR/BR E1 0-6-0T	£106.75
4L26.....LBSCR/SR/BR E5 0-6-2T	£106.75
4L27.....LBSCR/SR/BR E6 0-6-2T	£106.75

Wheelsets available by Markits and Alan Gibson

4mm/00' Etched Brass Accessories

4A107 Loop Carriage Door Handles (120)	£3.00
4A108 Tee Carriage Door Handles (120)	£3.00
4A109 SR Loco Headcode Discs (16)	£3.00
4A110 Diesel Headcode Discs	£3.00
4A111 Screw Link Couplings (4 Pairs)	£3.00
4A112 Working Scissor Gangway (1 Pair)	£9.00
4A113 Pullman Gangway (1 Pair)	£9.00
4A115 GWR Coach Grab Rails (84)	£3.00
4A117 LSWR Coach Grab Rails (72)	£3.00
4A118 SECR Coach Grab Rails (90)	£3.00
4A119 LBSCR Coach Grab rails (60)	£3.00
4A120 SR Coach Grab Rails (63)	£3.00
4A121 SR Van B Window Grilles (Set)	£3.00
4A122 SR Bogie Luggage Van Grilles	£3.00
4A123 Droplight Window Grilles (15)	£3.00
4A124 SR CCT/PMV Window Bars (2)	£3.00
4A130 Wagon Load Shackles (12)	£3.00
4A135 Side Chain Hooks & Eyes (6 sets)	£3.00
4A143 Carriage Vee Hangers (2 Sets)	£3.00
4A270 LCDR Wagon Floor & W Irons	£6.00
4A271 LCDR Bolster Floor & W Irons	£6.00
4A272 P.O. Wagon Floor & W Irons	£6.00
4A273 P.O. Wagon Floor & W Irons	£6.00
4A274 LBSCR Ballast Floor & W Irons	£6.00

UK P&P £3.50 per order



4C56

4mm Scale Etched Brass GWR Kits

4C50 GWR Clifton Down Auto Driving	£67.00
4C51 GWR Clifton Down Compo	£67.00
4C53 GWR Tadpole A Fish Truck	£57.75
4C56 GWR F12 Slip Coach	£67.00
4C90 GWR T8 4w Metro Brake 3rd	£39.00
4C91 GWR S18 4w Metro 3rd	£39.00
4C109 GWR K4 40ft Brake	£67.00
4C110 GWR K14 40ft Brake	£67.00
4C111 GWR K14/K15 40ft Brake	£67.00

4mm/00 Gauge Gearboxes

For 1/8in axle. 1.5mm and 2.0mm steel worms. Nickel silver frame kit, brass drive gear.

4G38..38:1 Gearbox	£15.45
4G46/1..46:1 Gearbox	£15.45
4G50/1..50:1 Gearbox	£15.45
4G3821.38:1 Two Stage Box for 1.5mm	£18.85
4G3822.38:1 Two Stage Box for 2mm	£18.85

UK P&P ...Per Order.....£3.50

12volt DC Motors (Shaft Diameter)

TV18-33.....33 x 18 x 23.2mm (2mm)	£24.00
TV12-27.....27 x 12 x 15mm (1.5mm)	£24.00
FW12-1.....Flywheel 12 x 10mm (1.5)	£5.20
FW12-2.....Flywheel 12 x 10mm (2mm)	£5.20
FW17-2.....Flywheel 17 x 12mm (2mm)	£5.20

UK P&P ...Per Order.....£3.50

EXHIBITIONS: See website
Prices inc VAT @ 20%

E&OE

7mm Scale / 0 Gauge ALBION MODELS



7mm E1

7mm/0 Gauge Kits Wheelsets available

UK P&P £11.00 per kit	
7L22.....LBSCR/SR B1 0-4-2 Gladstone	£355.00
7L23.....LBSCR/SR D1 0-4-2T	£315.00
7L24.....LBSCR/SR/BR E1 0-6-0T	£315.00
7L25.....LBSCR/SR/BR E5 0-6-2T	£315.00
7L26.....LBSCR/SR/BR E6 0-6-2T	£315.00



7L13 LSWR/SR/BR G6 Class

7mm Scale/0 Gauge Whitmetal kit £195.00
Motor/Wheels/Gearbox pack £129.18 Sprung
Buffers £23.50. UK P&P £11.00



7L10 SECR/SR/BR P Class

7mm Scale/0 Gauge Whitmetal kit £195.00
Motor/Wheels/Gearbox pack £129.18 Sprung
Buffers £23.50. UK P&P £11.00



7L15 LSWR Adams Radial

7mm Scale Whitmetal kit with pre-rolled brass boiler & etched nickel silver chassis. Adams & Drummond fittings £240.00. Motor, Wheels, Gearbox pack £162.17. Sprung buffers £23.50. UK P&P £11.00



7L17 LBSCR E4 0-6-2T

7mm Scale Whitmetal kit with pre-rolled brass boiler & etched nickel silver chassis £240.00
Motor/Wheels/Gearbox Pack £149.50. Sprung buffers £23.50. UK P&P £11.00

7mm Scale/0 Gauge Gearboxes

For 3/16in Axles Nickel Silver Frame Kit with Steel Worm and Brass Gear

To fit TV18-33 Motor or Mashima M1833

7G1318.....13:1 Gearbox	£21.00
7G2018.....20:1 Gearbox	£21.00
7G2618.....26:1 Gearbox	£21.00
7G4018.....40:1 Gearbox	£21.00
7G5418.....54:1 Gearbox	£21.00

To fit Mashima MH1620/24/26/28 Series

7G1316.....13:1 Gearbox	£21.00
7G2016.....20:1 Gearbox	£21.00
7G2616.....26:1 Gearbox	£21.00
7G4016.....40:1 Gearbox	£21.00
Gear Sets (state ratio required)	£21.00

UK P&P...Per Order.....£3.50



White Rose Modelworks
Unit 10, The Craft Yard,
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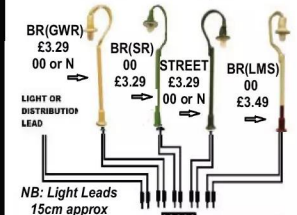
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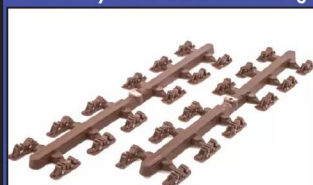
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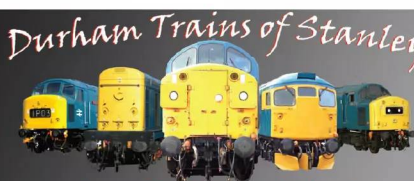
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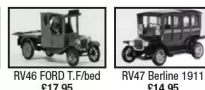
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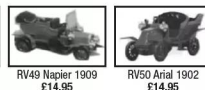
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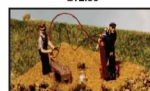
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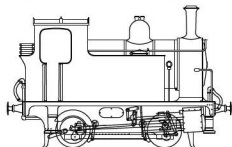
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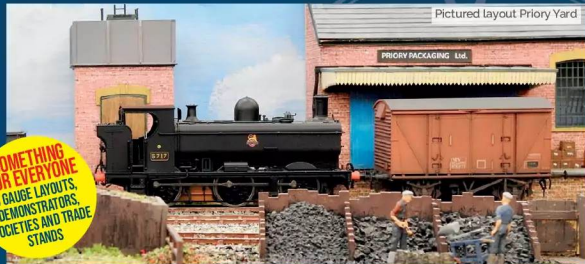




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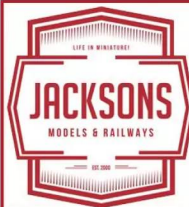
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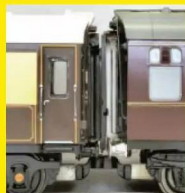
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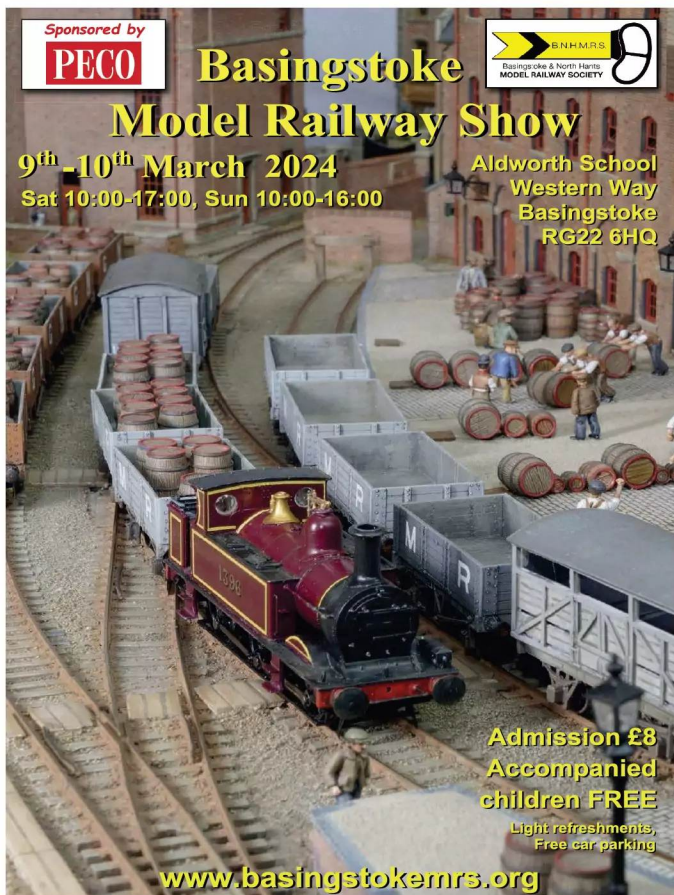


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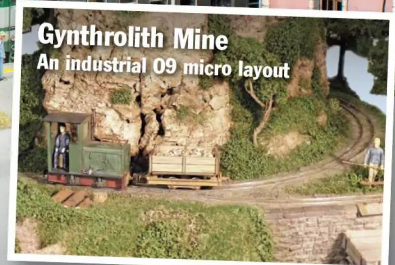
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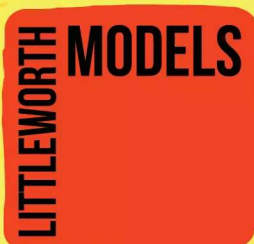
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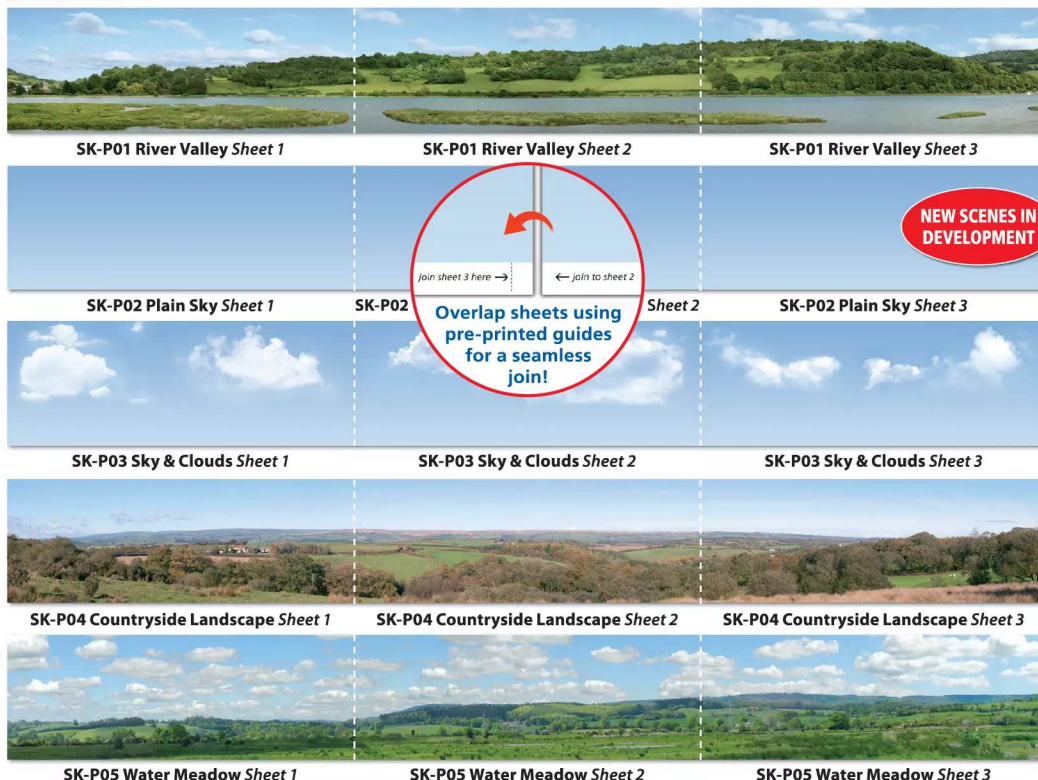
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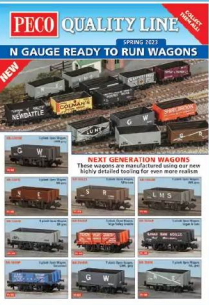
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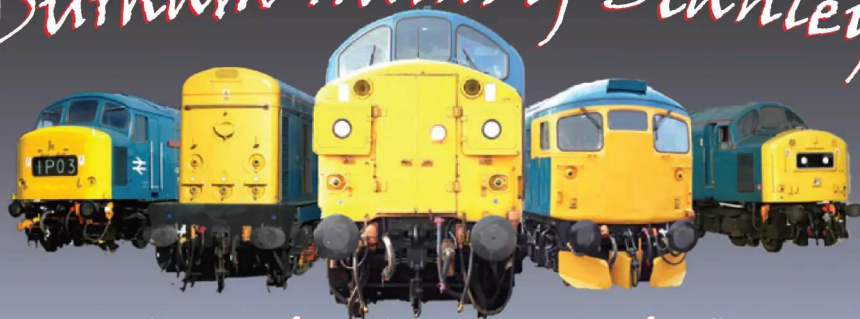


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Beijao (HO)
Bergeller Bahn (HOM)
Broadford (HO & EM)
Cessy-en-Bois (HO)
Hauteluze (Z)
Königshafen (N)
Los Tanimals (N)
Norge - A Taste of Norway (HO)
Zeedijk (HO)

Children's Layouts: Lego City (L), Sakura Crossing (HO), Sodor Island (OO)

Traders invited: Aspire Gifts & Models, N C Butler, JB's Model World, Neil Cresswell, Model Rail Developments, Model Railway Bits, Ron's Totems, Sunningwell Command Control, The Wagon Yard, Transport Treasury, Thunderbolt Models

Societies invited: Pendon Museum, Great Western Society, Great Western Study Group, N Gauge Society, 2mm Finescale Association, British Transport Police

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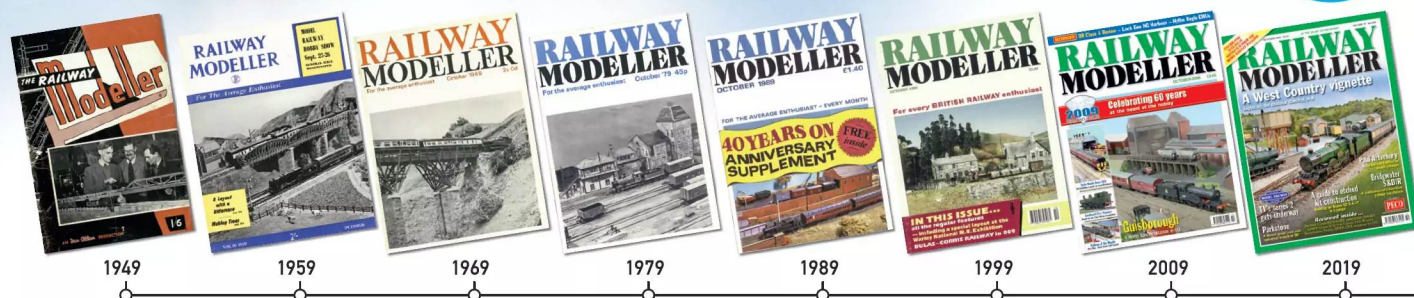
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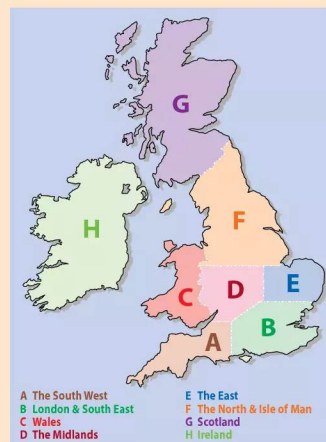
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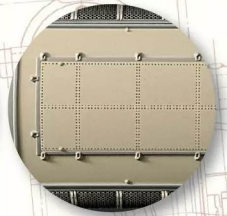
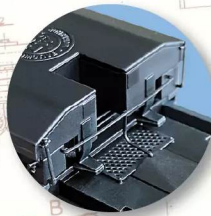
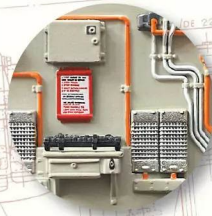
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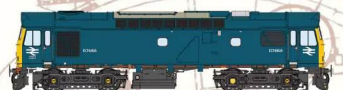
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