

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

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AT THE HEART OF THE HOBBY

VOLUME 75 No 882

RAILWAY MODELLER

Grantham

Recalling the streamliner years
of the LNER in OO



Great Deltan

A modern diesel and
electric scene in N gauge

Lynnbach

A Welsh narrow gauge
fantasy in 009

Structure modelling with card

A low-relief 1960s office block
— with scale drawings

Reviewed inside ...

LMS 'Black Five' from Ellis Clark Trains in O
Retoiled Class 423 (4-VEP) from Hornby
Aspinall 'A Class' 0-6-0 from OO Works

A Watford Tank in Gauge 1

Part one of a locomotive
scratch-building project

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RAILWAY MODELLER

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April 2024 vol 75 No.882

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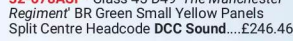
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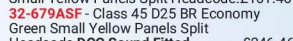
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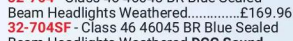
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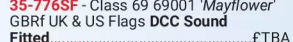
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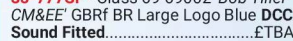
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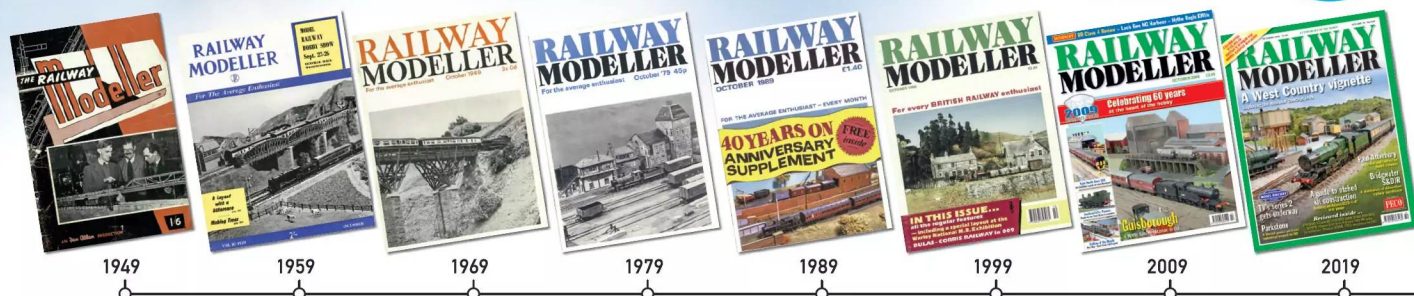


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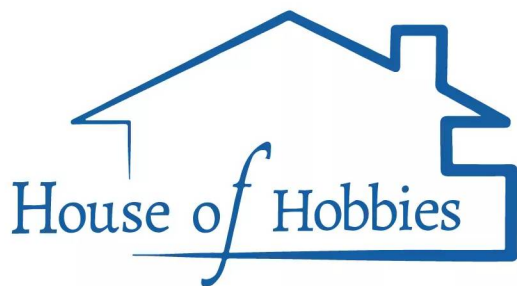
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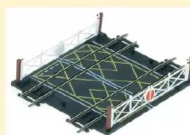
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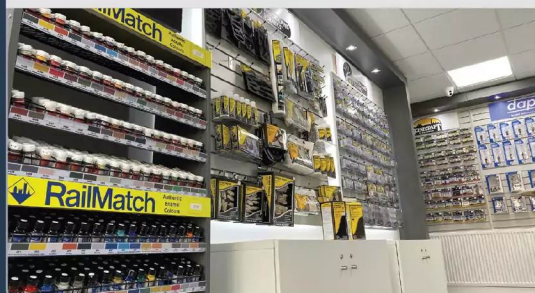
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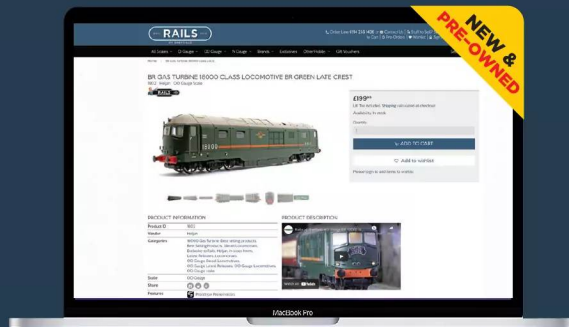
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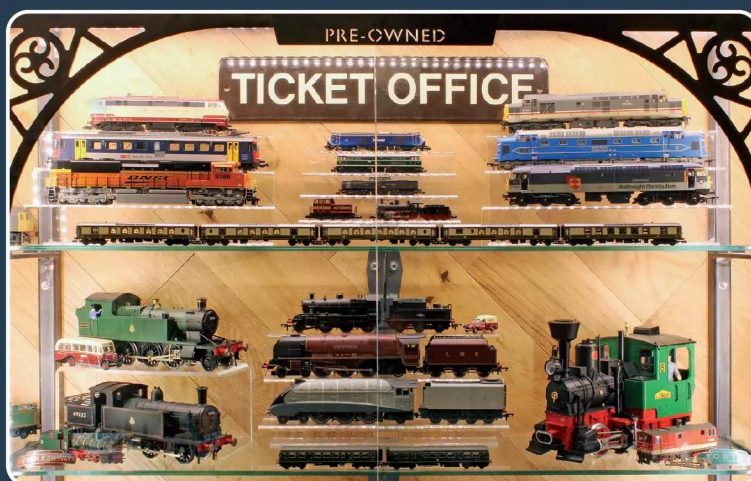
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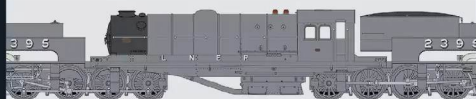
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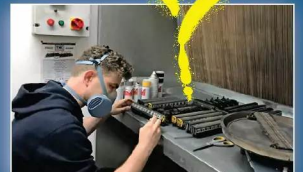


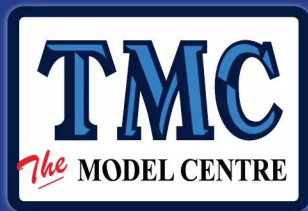
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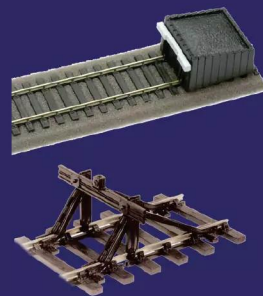
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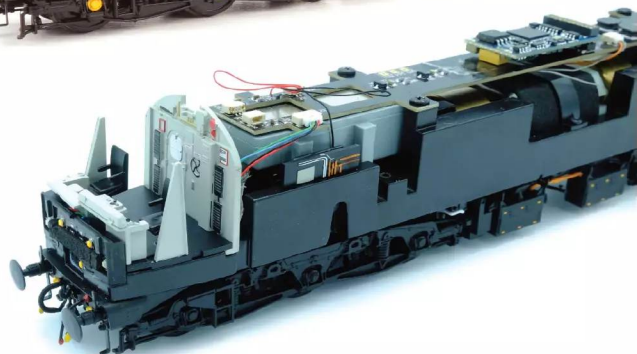


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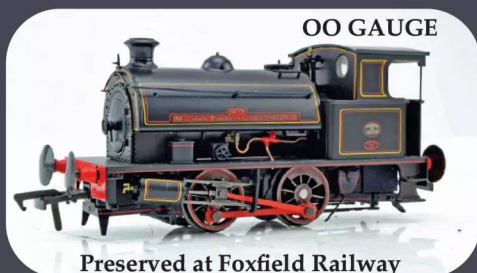
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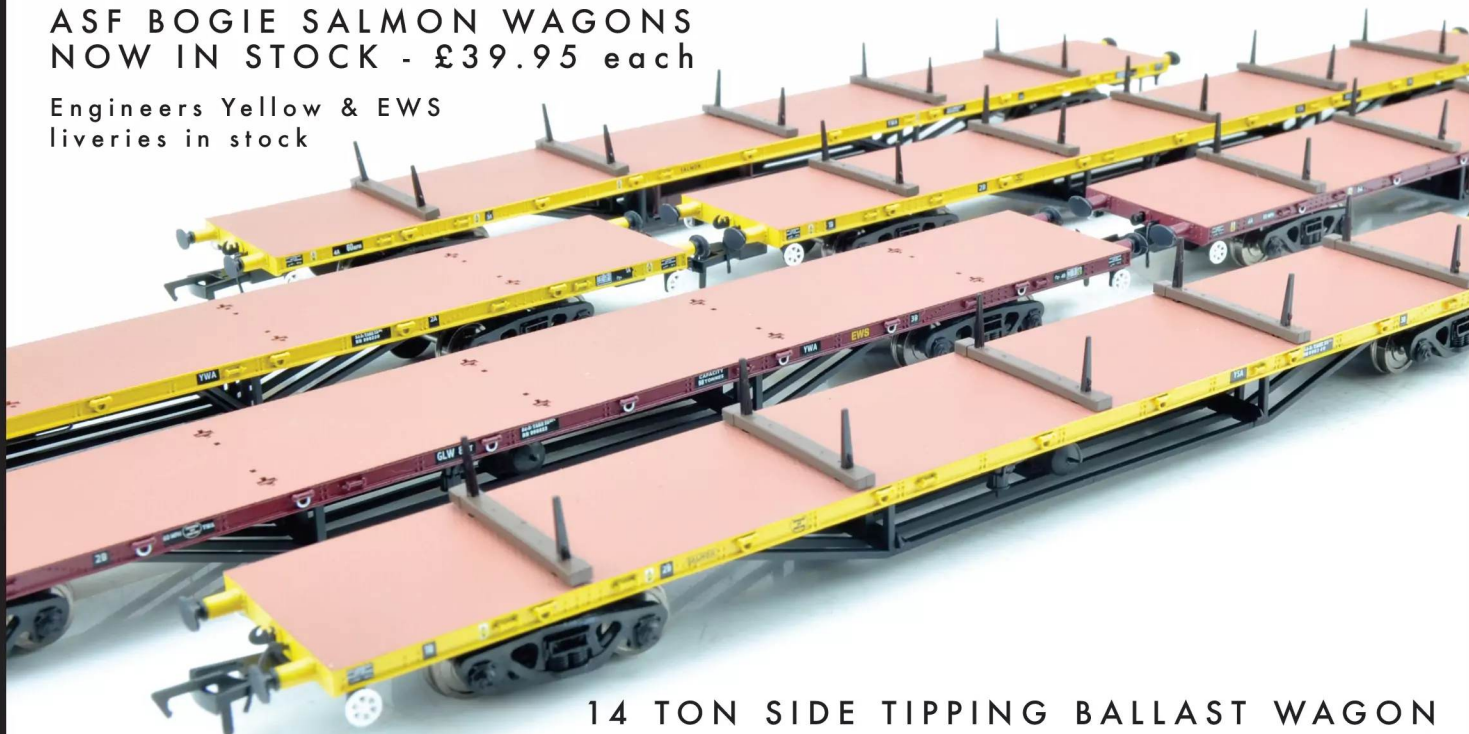
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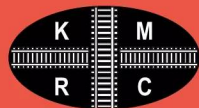
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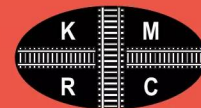
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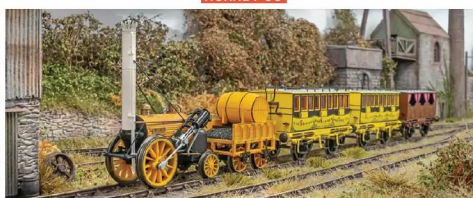
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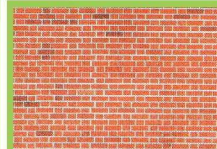
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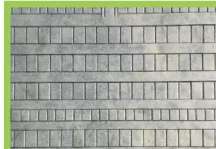
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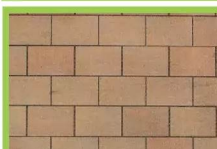


00/MO054 N/PN900
RED BRICK

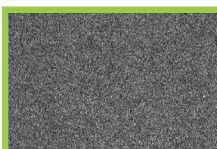


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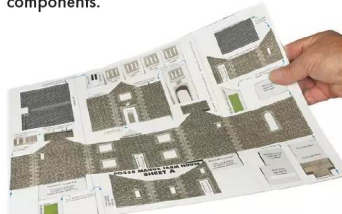
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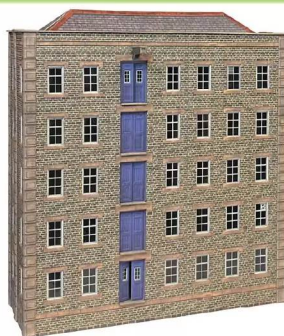


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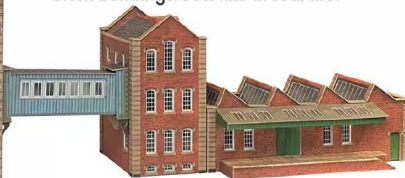
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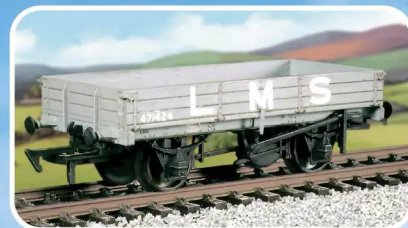
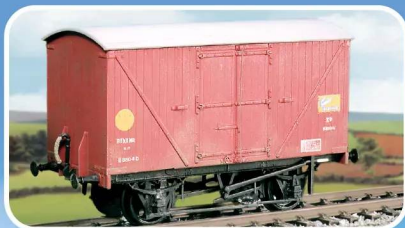


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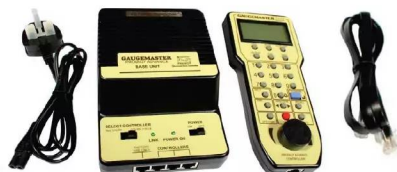
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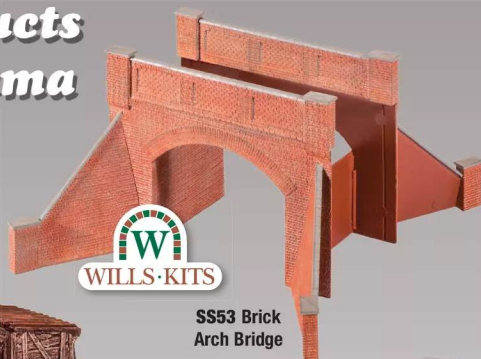
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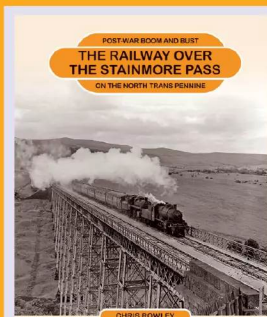
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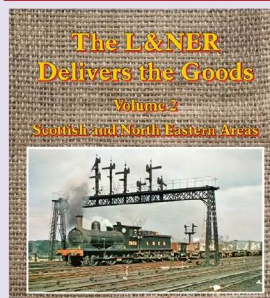
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Volume 2: Scottish and North Eastern Areas Peter Tatlow

It may not be generally recognised, but the L&NER derived almost two-thirds of its total income from the conveyance of mundane goods traffic, compared with only one third from the more glamorous carrying of passengers and their luggage. This work, by well-known author Peter Tatlow, sets the record straight by describing how the L&NER served the nation delivering the goods and minerals long known to it. In this volume, the second of three, attention is directed towards the description of goods activities in the L&NER during its existence (1923-1949) in the Scottish and North Eastern areas. This was an era before motorways, HGVs loaded with ISO containers and centrally generated electricity, or oil and gas from the North Sea, resulted in the demise of numerous humble steam-hauled goods trains.

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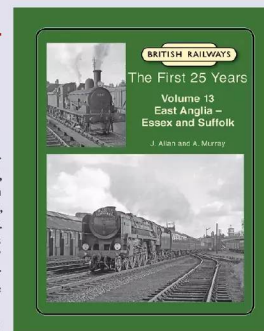
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J. Allan & A. Murray

Volume 13: East Anglia – Essex and Suffolk

This volume covers the former GER lines in the southern half of East Anglia, concentrating on Essex and Suffolk, with short incursions over the border into Norfolk and Cambridgeshire to complete the routes. Starting out from Romford, places visited include Shenfield, Southend, Colchester, Witham, Maldon, Braintree, Kelvedon, Tollesbury, Clacton-on-Sea, Walton-on-the-Naze, Brightlingsea, Manningtree, Parkeston Quay, Harwich, Ipswich (including the shed and docks), Felixstowe, Beccles, Lowestoft, Yarmouth, Saxmundham, Leiston, Aldeburgh, Cambridge, Stowmarket, Bury St Edmunds, Newmarket, Marks Tey, Haverhill, Bartlow, Saffron Walden, Audley End and Mildenhall branch back into Suffolk. Pre-nationalisation motive power continued into the early 1950s with ex-GER and L&NER designs predominating, although a few intruders appeared in the shape of the NER 'G5' 0-4-4T and GNR 'C12' 4-4-2Ts. However, the 'E4' 2-4-0s, the 'F4', 'F5' and 'F6' 2-4-2Ts and the 'J15' 0-6-0s were predominant on the secondary and branch lines until the mid-1950s and 'B12', 'D16' and 'B1' 4-6-0s were the main support for the 'Britannia' on the main lines. Railbuses and Lightweight DMUs were introduced in a pre-Beeching attempt to reduce costs and, by the mid-1960s, Brush Type '2', English Electric Type '3' diesel-electrics and later Class '47's would become common.

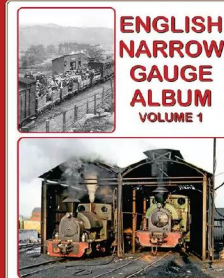
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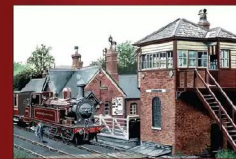


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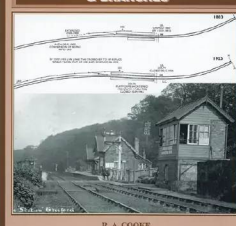
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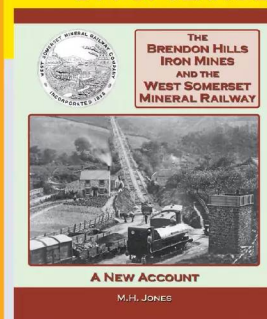
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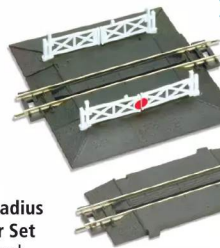
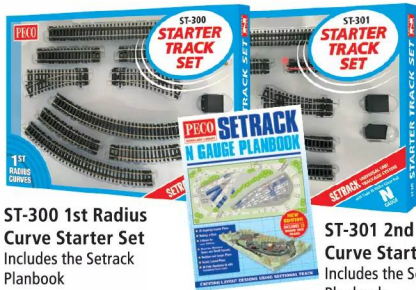
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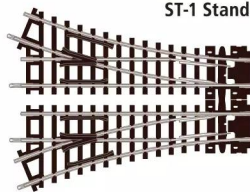
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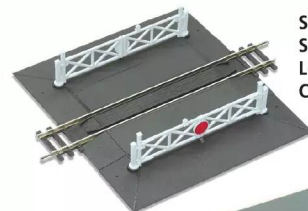
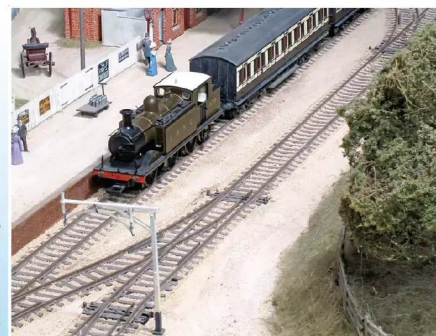
ST-1 Standard Straight



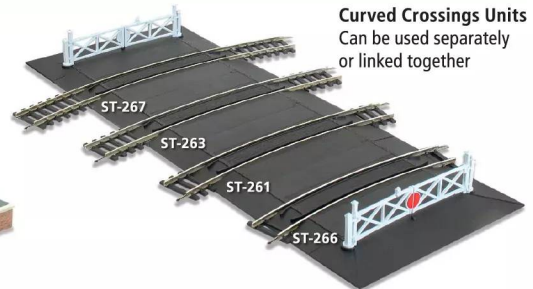
Track Multipacks



OO GAUGE



ST-268 Straight Level Crossing



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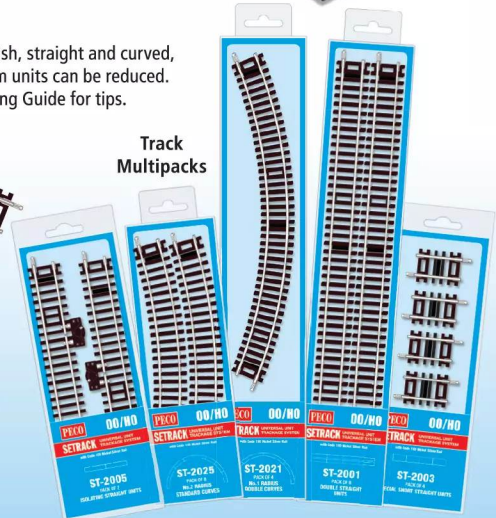
Platform Units In Brick and Stone type finish, straight and curved, two units per pack. **Note:** widths of platform units can be reduced. See page 61 of the PECO Product & Modelling Guide for tips.



ST-200 Standard Straight



Track Multipacks



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Welcome

Award winners

We are delighted to reveal in this issue the winner of the 2023 RAILWAY MODELLER Cup. I won't spoil the surprise here - for the results you will have to turn to p311 to find out. What I will say, however, is that the article you - our loyal readers - voted the most popular from all of those published in 2023, won by a significant margin.

In fact, the article topping our results table on this occasion received more than twice the number of votes cast for the item in second spot. Clearly, the feature that has scooped the 71st RM Cup really struck a chord, and this highlights one of the reasons why our annual running of this competition is so important: the voting entries that we receive provide us with valuable feedback about what content our readers enjoy the most. This information helps us to shape future issues of RAILWAY MODELLER, ensuring that we continue to bring you the very best coverage from right across the hobby - every month - and maintain our position as Britain's No.1 railway modelling magazine (as confirmed by the latest circulation figures published by the Audit Bureau of Circulation).

Our congratulations to the winner of the 2023 RM Cup, and also to the prize draw winners who share £1,000 worth of prizes. Our thanks to everyone who took the time to enter and, for those readers who didn't win on this occasion, look out for details of the next RM Cup competition and prize draw, which will be published later in the year.

Continuing the awards theme, a number of trophies were presented by the Model Rail Scotland organising team at this year's event, which took place in Glasgow on 23-25 February. The trophy for overall 'Best in show' went to *Wellpark*, the OO gauge layout presented by the Scottish Diesel & Electric Group that was 'Railway of the Month' in our February edition. Other winners included *Rolvenden* in P4 by Robin Gay (best visiting layout) and *Gresty Bridge* in OO by Renfrewshire Model Railway Club (best layout by a member of the Association of Model Railway Societies in Scotland). The organisers described this year's event as a huge success, with the team already making plans for 2025.

One of the next major model railway gatherings on this year's calendar (to be staged by a club or association for the benefit of the hobby and not by a company as a commercial venture) is the York Model Railway Show, which will be taking place over the Easter weekend of Saturday 30 March - Monday 1 April. Representatives from Peco and RAILWAY MODELLER will be attending as part of our support for this event, which promises to be one that is not to be missed. There is a fantastic line-up of layouts booked for visitors to enjoy, including *Grantham* by Graham Nicholas. This wonderful portrayal of an East Coast Main Line station in the 1930s - constructed in OO using Peco code 100 track - leads our coverage this month. If you are planning to make the journey to York (which is around 75 miles north of Grantham on the ECML) then we look forward to seeing you there...

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



Scottish Diesel & Electric Group Chairman Ian McCreadie (second from right) receives the 'Best in show' trophy at Model Rail Scotland. Also pictured (from left to right) are Steve Haynes (Peco Sales Manager), Ian Porteous (MRS Exhibition Manager) and Martyn Weaver (Hornby Head of Brand).
Photo: Andrew Burnham



Craig Tiley Editor

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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by the author



Grantham

This 1930s portrayal of the East Coast Main Line has been a firm favourite at model railway exhibitions since it made its debut on the circuit in 2015. Ahead of its appearance at the York Show this Easter, **GRAHAM NICHOLAS** reflects on his experiences of taking this layout on the circuit.

Left

A workaday scene as two V2-hauled trains pass on Harlaxton Road bridge to the north of the station. This view shows the continuous six-foot radius curve at this end of the layout, made possible through careful modification of the Peco Streamline trackwork (including two single slips) to maintain a steady flow through the pointwork, as well as setting out the track centres as a scale 11' 2". On the parapet of the bridge are two (working) rotating-head ground signals; an unusual feature but one that is clearly shown in photographs of the era.

Right

Gresley A1 Pacific (as it was then denoted) No.2558 *Tracery* was clearly something of a Grantham 'pet' loco, judging by pictures of the pre-war era. Surrounded by locos from a previous age, alongside the 'old shed' at the north end of the depot, the Pacific stands out as that bit more 'special' in such company. Such views illustrate that the LNER 1930s era that the layout seeks to portray wasn't just about the streamliners and Gresley Pacifics.

First and foremost, *Grantham* is a large layout. Initially transported in a long wheelbase Transit van, these days we've graduated to a Luton van, with tail lift. Even with the additional space, there is a set packing sequence for the 21 separate boards, control panel, power boxes, lighting rig, pelmet, etc. Aside from my own meagre contribution, the majority of the stock usually comes independently from at least two other members of the team.

All in all, a typical weekend show appearance might actually occupy five days (Thursday-Monday) as a complete logistics exercise. A plan is duly produced for each show and shared with the team, so that everyone knows what's happening. Exhibiting the layout is a very rewarding, but at the same time very tiring, experience and therefore we try and limit bookings to no more than three shows per year.

The track plan for the layout is based on the pre-WWII layout at Grantham. Some significant simplifications were made during and after the war and it would have been easy to follow suit. However, I ultimately went for a faithful reproduction of the Great Northern/LNER era

arrangement, albeit with a reduction in the number of sidings in the goods yards and loco depot.

Trackwork considerations

Despite the apparent complexity, it was an early decision to make use of the Peco Streamline code 100 trackwork system (partly for exhibition robustness). Most of the formations are straightforward combinations of standard Peco pointwork, albeit with some adaptations.

Firstly, for a more convincing look, the main double track running lines have been laid at the minimum (for the prototype) 11' 2" track centres, which scales out at 45mm rather than the more usual 50mm distance for OO. This involves modifying the points where they are paired up within the double track formation – by cutting away a short length of wing rail and corresponding sleeper ends on each, the necessary deduction in spacing can be achieved. [Ed. See Graham's article in the September 2016 issue where he explains how he did this.]

Secondly, some of the pointwork has been modified by cutting away selected parts of the webbing underneath between sleepers to enable their curvature to be subtly



adjusted to match that of the adjacent track, and thus maintain a smooth alignment. This has largely been applied on the six-foot radius curve at the north end of the layout.

The other element associated with the trackwork is the use of Peco foam ballast on the principal running lines, namely the double track East Coast Main Line and the Nottingham lines, branching off at North Junction. This contrasts with the less meticulous ballasting of the other passenger/relief running lines and helps

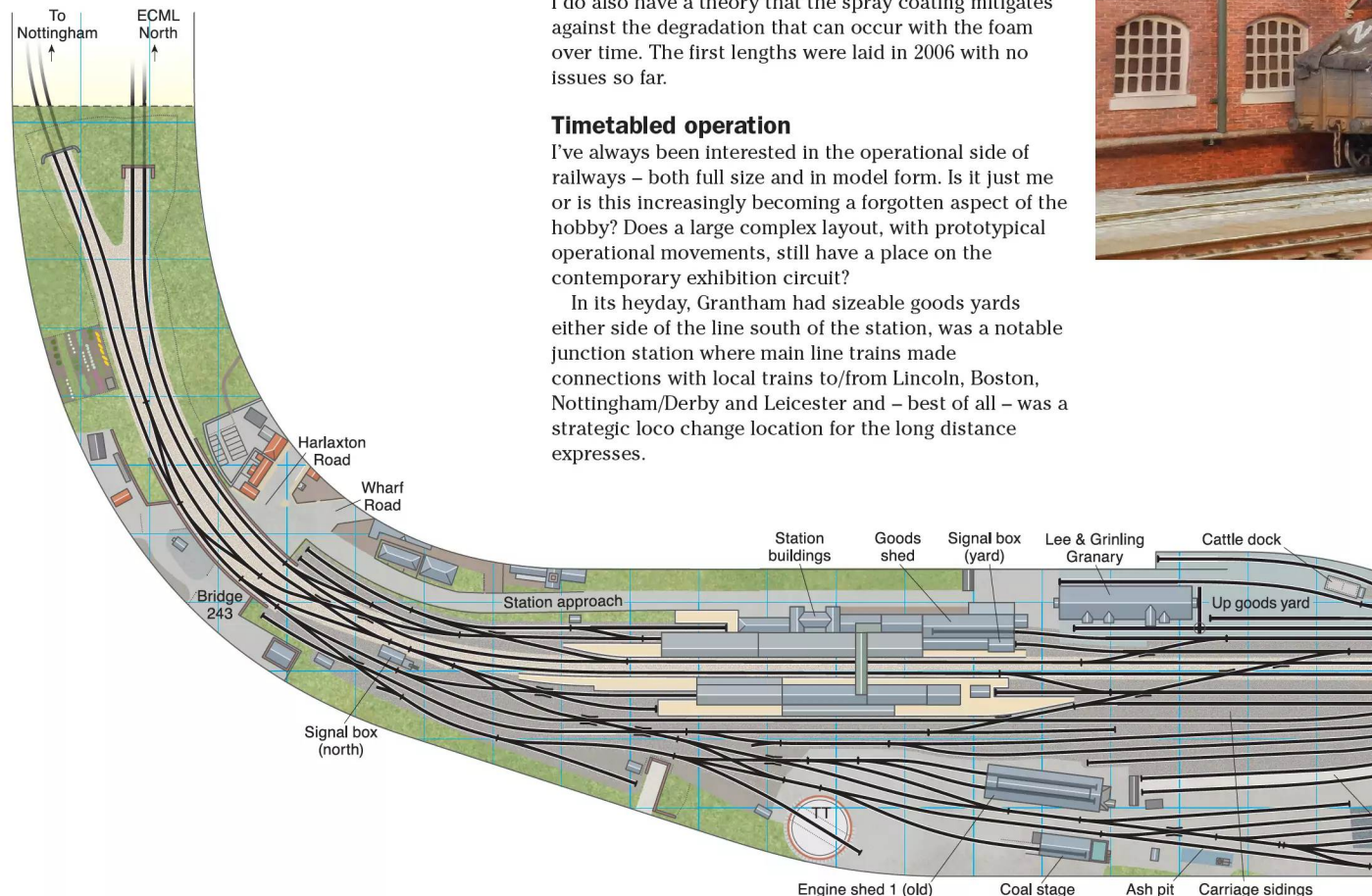
accentuate the well-maintained lines for higher speed running.

With rails and sleepers spray-painted and inset into either type of ballast (the foam is also sprayed before track is laid), many exhibition goers are surprised that the track is code 100, believing it to be finer than that. The use of the foam ballast often comes as an equal surprise with comments on how smooth and quiet the running is and the two very much go hand in hand. The spray helps disguise and thus blend in the foam ballast; I do also have a theory that the spray coating mitigates against the degradation that can occur with the foam over time. The first lengths were laid in 2006 with no issues so far.

Timetabled operation

I've always been interested in the operational side of railways – both full size and in model form. Is it just me or is this increasingly becoming a forgotten aspect of the hobby? Does a large complex layout, with prototypical operational movements, still have a place on the contemporary exhibition circuit?

In its heyday, Grantham had sizeable goods yards either side of the line south of the station, was a notable junction station where main line trains made connections with local trains to/from Lincoln, Boston, Nottingham/Derby and Leicester and – best of all – was a strategic loco change location for the long distance expresses.



Below

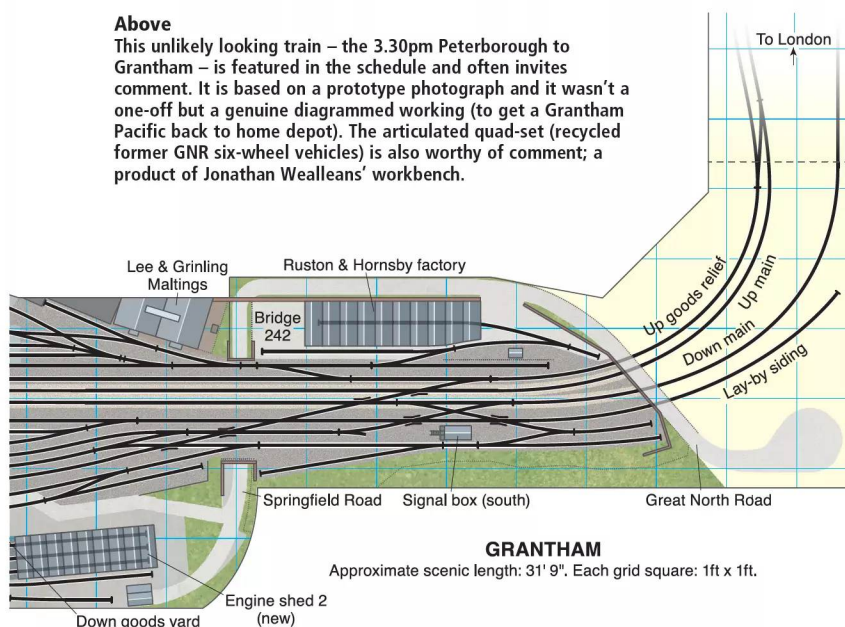
An everyday scene at the north end of the station, as one of the original ex-GNR K3 locos pauses at platform 5 with a parcels train.





Above

This unlikely train – the 3.30pm Peterborough to Grantham – is featured in the schedule and often invites comment. It is based on a prototype photograph and it wasn't a one-off but a genuine diagrammed working (to get a Grantham Pacific back to home depot). The articulated quad-set (recycled former GNR six-wheel vehicles) is also worthy of comment; a product of Jonathan Wealleans' workbench.



The running sequence at shows thus attempts to depict all these operations in a rolling schedule that takes the viewer through a representative 'day in the life' of the location set in the era 1935 to 1939, with all movements in and around the station recreated as accurately as possible, including the signalling arrangements. This includes a total of 10 prestige train movements (i.e. the streamliner trains plus the 'Flying Scotsman' train), interspersed with the more routine activities (goods trains, local services, locos coming on/off shed, etc).

Looking back, this aspect has not been without its challenges. In order to undertake a shunt from one side of the station to the other (for example a loco coming off shed to relieve a southbound express), the main layout circuit is closed to through train movements, meaning that observers watching at other parts of the layout potentially aren't seeing anything moving. Furthermore, the full sequence can take two and a half hours to get through. With 10 prestige train movements, that's one on average every 15 mins, leading to accusations of the layout perhaps not quite doing what it says on the tin?

There are however several aspects designed into the layout to counter the 'nothing moving' syndrome. Shunting of the goods yards at the south end of the





layout is more or less continuous (either side of goods train arrivals and departures), whilst each of the three main public-facing operating positions have displays of information about what is happening on the reverse of the operating instructions. Between the four 'front of house' operators, there are six separate controllers, with a good deal of cross-switching available to provide flexibility.

Most express/non-stop trains do two circuits so as to give the viewing public more time to appreciate the prestige trains; an adroit operator can be undertaking a non-conflicting shunt movement at the same time and it's not unknown for four or even five simultaneous movements to be happening at once. In the fiddle yard, trains are pulled forward into an advanced departure position so as to reduce any 'dead' time running through the fiddle yard roads.

In addition, we have installed a Faller road system, with a variety of 1930s road vehicles making their way from one end of the layout to the other.

Layout control system

Key to delivering the exhibition presentation is a layout control system that enables the operating schedule to be portrayed in a prototypical manner. In the steam era, overseeing all the varied activity at Grantham were three



Left

Viewed across the south end of the loco depot and the Down goods yard, the northbound 'Flying Scotsman' is effectively the curtain-raiser for the running schedule. A fitted goods train, the rear of which can be seen alongside, has been recessed to allow the famous express a clear passage through the station. This is the 1938 pressure ventilated version of the train and is the work of Roy Mears, with around half of the vehicles being specially produced for the project (sides laser-cut by York Modelmaking). Although it would almost always have been an A4 by 1938, we regularly give in to temptation – No. 4472 *Flying Scotsman* being the ultimate cliché.

**Top right**

A4 No.4492 *Dominion of New Zealand* passes Grantham South Box with the down 'Coronation' on 4 July 1939.

Photo: Rail-Online

Below

At the south end of the layout, a ubiquitous ex-ROD Robinson Class 04 2-8-0 brings its lengthy train of iron ore hoppers from High Dyke sidings underneath the Great North Road bridge. This striking train is the work of Graeme King, who took it upon himself to research and recreate (from resin) the distinctive Appleby-Frodingham 'peak-ended' hopper wagons used on these services pre-war.

signal boxes: Grantham South, Yard Box and Grantham North; this has duly been replicated in the configuration of the control positions for the layout. So, we have an operator at North Box, Yard Box and South Box, together with a 'front of house' operating position for the loco depot, which also serves as someone to interact with the public. The fiddle yard area requires the attentions of two operators (North and South).

Much of the analogue wiring is centred around the points and signals in terms of their corresponding control logic, handled by a sizeable bank of relays. This ensures that there is minimal switching required by the operator to set up each move. This includes such features as one lever to control all arms on a signal post (the relay logic determining which arm to raise) and correct interlocking of points and signals, reducing the likelihood of inadvertently setting up a collision/derailment.

The ethos is that the signals work in correct correspondence with the points and really do signal the train movements through and around the station area in the prototype manner, hopefully enhancing the viewing experience.

Notwithstanding the various simplifications and automation, the operation of the layout undoubtedly requires a certain level of concentration and know-how in order to keep things moving smoothly in front of the public. Some members of the operating team enjoy the operational ebb and flow of the schedule; others find it more challenging. This is partly mitigated by the fact that different operating positions have different levels of intensity and, over the years, team members have tended to specialise in the



“ – I’ve always been interested in the operational side of railways – both full size and in model form. – ”

Graham Nicholas





Left
LNER A1 Pacific No.2558
Tracery departs from
Grantham with a King's
Cross to Leeds Central
express circa 1935.
Grantham station is
situated 29 miles 165
yards north of
Peterborough, and 14
miles 1,138 yards south
of Newark. It acts as a
junction with two
secondary lines that
diverge from the East
Coast Main Line north of
the station; one to
Nottingham and the
other to Sleaford and
thence Skegness.
Photo: Rail-Online

operating positions that they are most comfortable with. A show roster is put together to make sure that everyone gets the breaks they need whilst still keeping the layout running throughout a show.

Fiddle yard finesse

Although the layout might appear to be a conventional 'roundy-roundy', the fiddle yard is anything but. There are four different areas of the yard which takes into account the need for both continuous and end-to-end running. Almost every train out of the fiddle

yard has a new loco on it, compared to its preceding arrival, even if travelling in the same direction, whilst some trains are remarshalled, according to the stock working instructions.

One does wonder at times how many exhibition viewers appreciate or even notice the niceties of all this? However, in general, those members of the operating team who prefer to be 'back of house' have got used to the modus operandi and most of the time it is those 'front of house' that set the pace of operations, so the fiddle yard has the time required to prepare the next trains.

In summary

I would consider the project to construct and exhibit this layout to have been a success, based on comments

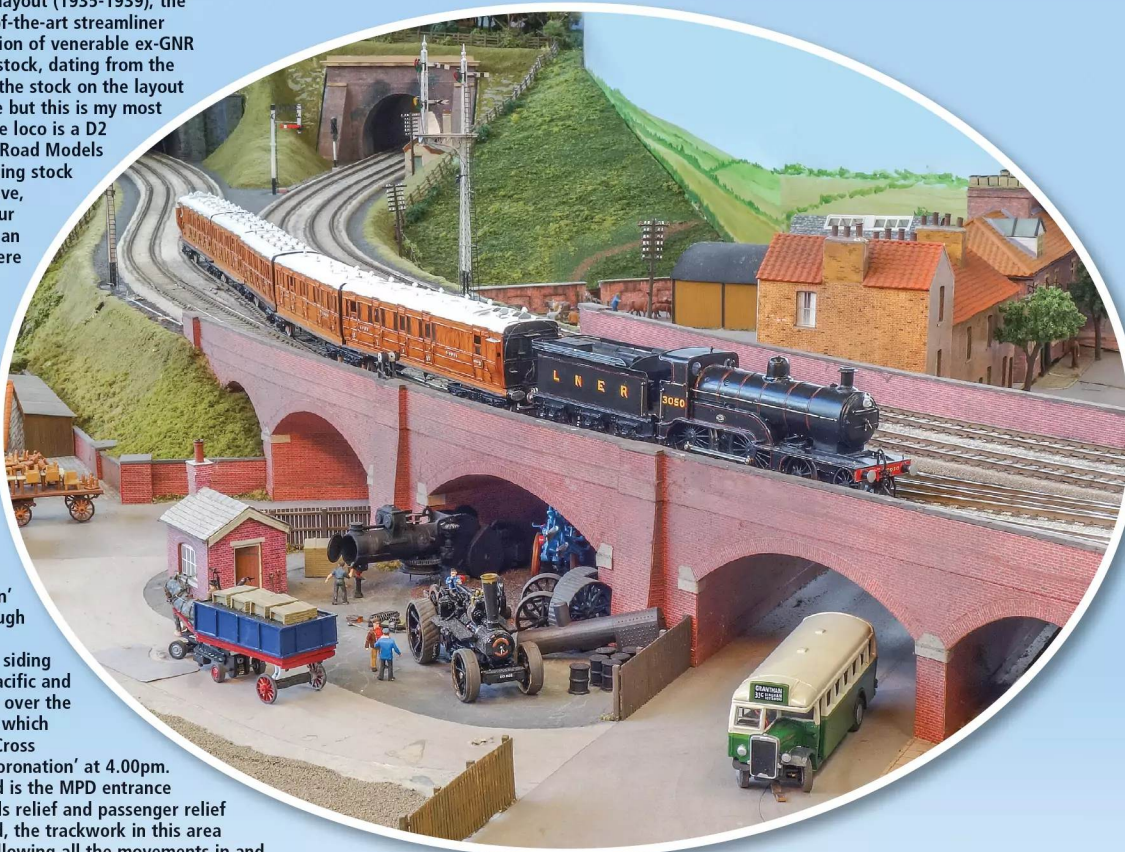


Right

In the era depicted on the layout (1935-1939), the counterpoint to the state-of-the-art streamliner trains was a motley collection of venerable ex-GNR locomotives and coaching stock, dating from the late 19th century. Most of the stock on the layout is the work of other people but this is my most distinctive contribution. The loco is a D2 4-4-0, built from a London Road Models kit; however, it's the coaching stock that is the real labour of love, assembled from at least four different sources to depict an ex-GNR quint-set, which were formed from former six-wheel and eight-wheel (rigid) vehicles. Several such sets were allocated to the Basford (Nottingham) district and were used on the local services to Grantham until the mid-1930s.

Below

The exhibition view of the north end of the station as the northbound 'Coronation' streamliner train runs through at approximately 5.30pm. Waiting in the loco change siding is an original Gresley A1 Pacific and this is diagrammed to take over the following ordinary express which famously departed King's Cross simultaneously with the 'Coronation' at 4.00pm. The track in the foreground is the MPD entrance road, followed by the goods relief and passenger relief lines. Although compressed, the trackwork in this area replicates the prototype, allowing all the movements in and around the station area to be depicted faithfully.





Left
The loco depot includes a (working) reproduction of the 70' turntable that existed in the pre-war era – it was replaced by a turning triangle in 1951; handy for us as the turntable is a somewhat more practical arrangement for an exhibition layout! Although Grantham was largely an ex-GNR stronghold, ex-NER locomotives did occasionally venture as far south as Grantham. This view is based on a prototype photo showing just such a loco – a Raven C7 4-4-2 – on the depot's turntable. The turntable uses some parts from the venerable Dapol kit but is otherwise scratch-built.

Below

Looking north along the Grantham straight, this view of a southbound express restarting from the station emphasises several aspects of the layout. The neat ballast effect of the double track main line (sprayed foam, with centre section filled in) contrasts with the less neatly ballasted relief line to the left, with the space in between (the 'ten foot') representing crushed cinders. Both main lines show clear signals, the distant arm on the nearest signal corresponding to the Down main somersault signal in the background, its upper, repeater arm showing clearly above the station footbridge. Presiding over the scene on the right-hand side is the distinctive maltings warehouse, the work of Paul Bolton.





Above

At the south end of the station, an ex-GNR Atlantic has charge of the 'Scarborough Flier' express. Behind the loco is the goods shed, Yard Box and the distinctive gallows bracket signal, re-equipped with upper quadrant arms by the time of our era. Two smartly-attired station porters wait to use the barrow crossing, the work of Tom Dewdney.

received and the typical number of people viewing at shows. However, there are indications that my newer exhibition layout (based on Shap – see RM May 2018) seems to have got closer to hitting the 'sweet spot' between continuous running and prototypical operation. Nonetheless, for those who do get immersed in the miniature, three-dimensional time machine that is 1930s LNER at Grantham, the effort has definitely been worthwhile.

Greater than anything else though is the camaraderie between the members of 'Team Grantham', many of whom I would not have met without the catalyst of the layout to bring us all together in this wonderful hobby of ours. Many have contributed over the years but I would particularly like to mention Jonathan Wealleans (builder of the majority of goods wagons and ordinary teak stock), Graeme King (master of resin), Barry Oliver (ballasting), Andrew Burchell (electrics), Roy Mears (modeller of streamliner trains and prestige teak stock), Paul Bolton (scenery and buildings) and Tom Dewdney (scenery and people).

See it at York!

Grantham will be one of the layouts appearing at the York Model Railway Show over Easter weekend (Saturday 30 March – Monday 1 April 2024). See Societies & Clubs for further details, or go to: www.yorkshow.org.uk



Kirkby Stephen East

To provide a suitable home for the new Hornby BR Standard 2MT 2-6-0, **TOBY JENNINGS** suggests a plan for a classic Stainmore Route location in OO gauge.



Kirkby Stephen West station, on the Settle & Carlisle line, is a popular choice for those wanting a double-track London Midland Region main line set in the BR steam era. As Malcolm Rochford outlined in *Through the Railway Room Door* last issue, it's a

distinctive station set in an interesting landscape, with a large goods yard for operational interest, and pretty much all the motive power variety one could wish for. As a result, Malcolm's fine OO gauge effort is far from being the only miniature recreation of it.

▲ BR 3MT 2-6-0 No.77002 pilots Ivatt 4MT 2-6-0 No.43056 out of Kirkby Stephen East on 30 July 1960, with a South Shields-Blackpool excursion. *Photo: Derek Cross, courtesy David Cross*

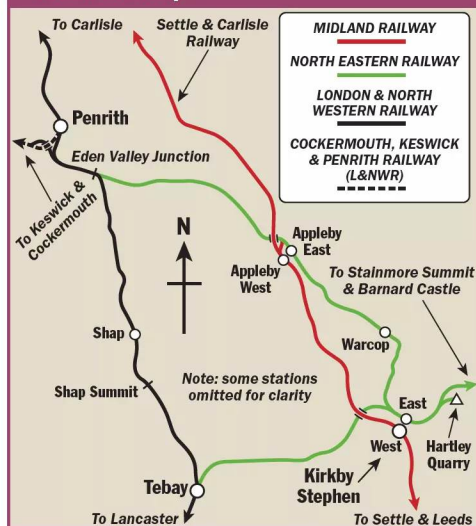
But what of the other Kirkby Stephen location – the East station, conveniently situated further down the hill and much closer to the town than its

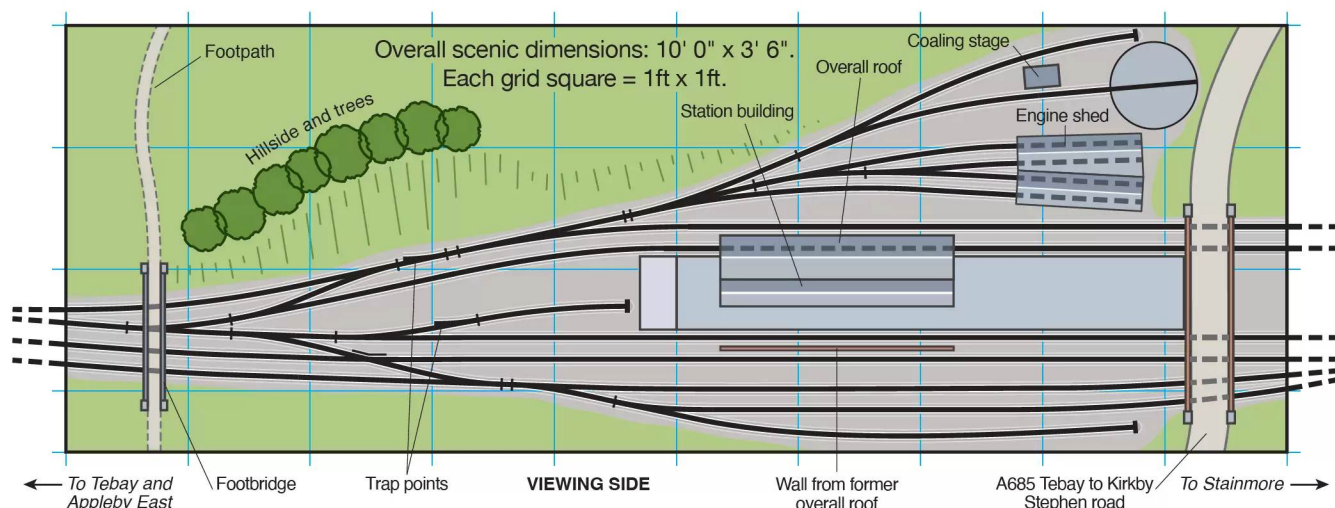
Midland Railway counterpart? Operated by the North Eastern and London & North Eastern railways, and later part of the North Eastern Region of BR,



▲ An excursion returning eastwards in 1961, hauled by BR 4MT 2-6-0 No.76050 and an unidentified Ivatt 4MT, passes under the footbridge that would form the scenic break. The maroon sign shows that the station is now in the London Midland Region. *Photo: Colour-Rail*

Location map





Kirkby Stephen East was on a line that was as celebrated in its own way, and certainly as scenic, as the S&C – the gruelling trans-Pennine Stainmore Route, built to link the industrial heartlands of West Cumberland and the North East of England. Yet how often do you see it modelled?

With the arrival of the first ready-to-run model of one of the classes most synonymous with the Stainmore Route in its latter days – the superb little OO gauge BR Standard 2MT 2-6-0 from Hornby, reviewed in the January 2024 issue – the time is right to explore the possibilities offered by one of the line's principal stations.

A brief history

Named after its 1,370-foot summit, the Stainmore Route was built by the South Durham and Lancashire Union Railway Company to carry coke eastwards from Durham to the iron and steel works of West Cumberland, and high-quality haematite ore in the opposite direction from Cumberland to the iron and steel industry of the North East. It ran from Barnard Castle (with its links to West Auckland and the East Coast Main Line at Darlington) to Tebay, from where its coal and coke traffic could reach its destination via the West Coast Main Line and the Cumbrian Coast route.

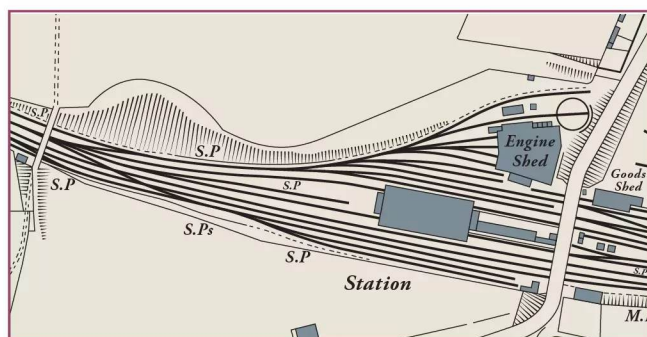
The line opened in 1861, while a separate company, the Eden Valley Railway, had constructed a line from Kirkby Stephen to Appleby and Penrith, which opened the following year. This provided a second route to

West Cumberland, feeding the iron and steel industry of Workington via the Cockermouth, Keswick & Penrith line.

Both the South Durham & Lancashire Union, and Eden Valley, railway companies were absorbed in 1862 by the Stockton & Darlington Railway, which was itself amalgamated with the North Eastern Railway the following year. This naturally placed the Stainmore line in the London & North Eastern Railway at the 1923 Grouping, and that influence continued after Nationalisation with the route becoming part of BR's North Eastern Region – though boundary changes in 1958 made Kirkby Stephen East the divide, with the lines to the west now under the LMR.

The Kirkby Stephen-Tebay section had lost its stopping passenger services in 1952, though it continued to host summer excursion trains from the North East to Blackpool. 1958 also brought improvements to the Penrith-Darlington passenger service with the arrival of Diesel Multiple Units, but it was not enough to save the line, and closure came on 20 January 1962.

Kirkby Stephen East still saw freight trains for over a decade,



▲ The plan for a compressed OO gauge model of Kirkby Stephen East (top) and the actual track layout for comparison.

albeit with the track layout pared to the bone, a single line remaining in use to Hartley Quarry (also referred to as Merrygill, after the adjacent viaduct). This traffic ceased in 1974, and the last part of the line to close was the stub from Appleby to Warcop, which served the nearby Ministry of Defence training area until 1995. A preservation scheme, titled the Eden Valley Railway, was formed that year and has reopened just over two miles of the line from Warcop.

Remarkably, the station building at Kirkby Stephen East survived virtually intact after closure, being used as a bobbin

mill until 1992. A separate group, the Stainmore Railway Company, has now restored it to its former glory, with a short running line and stock on display including North Eastern Railway 901 Class 2-4-0 No.910 (on loan from the National Railway Museum). The two railways' respective websites can be found at:

www.evr-cumbria.org.uk
www.kirkbystepheneast.co.uk

The layout

Kirkby Stephen East is a station that could have been designed with a model railway in mind... almost. Nestled into a delightful fold in the hills, when viewed from the southern side, it has a

▼ This Hornby BR 2MT depicts No.78010 of West Auckland shed as it was in the early 1950s when working the Stainmore Route.





▲ Stanier 2-6-0 No.42952 takes water at Kirkby Stephen shed during the 'Northern Fells Rail Tour' of 29 May 1960. The Ivatt 4MT on the right is No.43027, which was allocated here at the time. Photo: Gavin Morrison

wooded hillside as a suitable backdrop, and made-to-measure scenic breaks in the form of the distinctive lattice footbridge at the western end (the vantage point for many photographers) and the stone bridge carrying the A685 road from Tebay into Kirkby Stephen at the other.

The challenge comes with the sheer amount of railway in between: including the sidings on the southern side of the main line, and the locomotive shed and yard to the north, there were 18 parallel tracks at one point. This was a very big station for such a relatively rural location, reflecting not

only the Stainmore Route's heavy traffic but Kirkby Stephen's importance as the effective hub of the system, being the junction of the Tebay and Penrith lines.

Something had to give, and so one of the sidings on the southern side has been omitted, as well as compressing the length of the station somewhat – though still ensuring that the platform is long enough to accommodate the Hornby 2MT and a typical three-coach stopping train. Possibly another

of the running lines to the south could also be left out, but I didn't want to lose the visual effect of the three lines running around the outside of the wall from the former overall roof, and underneath the double arches of the bridge.

The layout of the locomotive yard has also been simplified, with three sidings and one loop line omitted; the engine shed is also much shorter than the prototype, but long enough to accommodate a Standard 2MT on each road. Despite all this,

the width of the board has still come out at 3½', which is wider and more unwieldy than strictly desirable. The best solution might be to leave out the 50' turntable – a compromise which, thanks to its position largely out of sight behind the shed, you could probably get away with.

Compression of the station has resulted in a total scenic area of 10', though even this poses its own issues. The presumed 2MT and three-coach train may look OK, but the double-headed excursion trains of the 1950s, or many typical Stainmore freights of the period, would completely fill the gap – breaking an accepted modelling rule that the train should take up no more than one-third of the scenic section.

However, rules can be broken, and a long train in a relatively short gap isn't out of keeping with the prototype, as the accompanying pictures of excursion trains prove. The real question is what would happen beyond the scenic breaks: having so many lines converging



▲ The station building and overall roof, viewed from the eastern end in August 1959, with a BR 2MT 2-6-0 in attendance. Photo: The Transport Treasury

into a continuous run would need a lot of space, and indeed, if you had that much room to play with, you might consider modelling the goods yard on the eastern side of the road bridge, or the junction of the Tebay and Penrith lines to the west of the footbridge. It might work best as a 'fiddle yard to fiddle yard' operation, and at least all these parallel tracks would lend themselves to a traverser arrangement, even if it had to be a long one to accommodate the excursion trains.

The plan has been drawn up using the new Peco Streamline code 75 bullhead track, for maximum fidelity to the prototype, and medium radius points (ref.SL-U1195 right-hand and ref.SL-U1196 left-hand) together with a single slip (ref.SL-U1180).

Unfortunately, a three-way point (shown in the locomotive yard, and again, included to reflect the prototype) is not yet available in this range – but it should be possible to reconfigure the track layout in the yard using exclusively two-way points.

Motive power & operation

The plan represents the station as it was in the 1950s, following the demolition of the overall roof on the southern platform. There is, of course, no reason why this roof shouldn't be included, to set the layout in LNER days, or even turn the clock back before the Grouping. A model of Kirkby Stephen East along the lines of P4 layout *Garrigill*, set on the Stockton & Darlington Railway in the late 1860s and featured in the October 2022 RM, would truly be a sight to behold!

For the 1950s, however, the modeller can match the locomotive fleet, almost engine for engine, from ready-to-run stocks. As well as the Hornby Standard 2MT, the staple motive power in the closing years of the route consisted of Ivatt 2MT and 4MT 2-6-0s, and BR Standard 3MT 2-6-2Ts and 4MT 2-6-0s, all of which have been produced by Bachmann and are either still in the catalogue or readily available second-hand. Ivatt 4MTs from Carlisle Kingmoor shed, including the now-preserved No.43106 on the Severn Valley Railway, were the last steam engines to run



through Kirkby Stephen East in the 1960s: the Merrygill Quarry trains being worked by the 'Flying Pigs' thrice weekly.

The last passenger train over the line – the Railway Correspondence & Travel Society 'Stainmore Limited' railtour of 20 January 1962 – was hauled by BR 4MT 2-6-0 No.76049 and BR 3MT 2-6-0 No.77003. The latter class – also seen regularly over Stainmore in the 1950s, especially on excursions – has only been made in kit form by DJH. Following the closure, the demolition trains were worked by NER Q6 0-8-0s (produced by Hornby in OO); two examples, Nos.63355 and 63373, were

briefly allocated to Kirkby Stephen shed in 1955, but were hastily sent away after a spectacular derailment near Smardale on the Tebay line.

The biggest gap in the jigsaw is the NER J21 0-6-0, the class that was the mainstay of the route until the advent of the BR Standard classes in the early 1950s. This class is also only available as a kit, from London Road Models – but with the last

survivor, No.876, undergoing restoration for the Stainmore Railway and set to steam again in the coming years for the first time since 1983, it is surely only a matter of when, not if, an enterprising manufacturer makes it the subject of a ready-to-run model. (As BR No.65033, this engine would be the one for this layout – it was the last J21 to work over Stainmore, again with an RCTS railtour, on 7 May

BR 3MT 2-6-0 No.77003 and 4MT 2-6-0 No.76049 with the last passenger train, the RCTS 'Stainmore Limited' tour on 20 January 1962. Photo: Colour-Rail





▲ **BR 4MT 2-6-0 No.76048 heads an eastbound stopping train on 25 June 1956, with a Worsdell 0-6-0 and BR 2MT 2-6-0 also visible. Note the allotments on the embankment, complete with hens – one of which hitched a ride over Stainmore on the running plate of a BR 2MT one winter in the late 1950s! Photo: Rail-Online**

1960.) The J25 0-6-0s, examples of which were still on the books of Kirkby Stephen shed in the early 1950s, are also produced in kit form by London Road.

Other steam locomotives known to have worked through, or to, Kirkby Stephen East in BR days and available ready-to-run in OO are Peppercorn K1 2-6-0s (Hornby), Fowler 4F 0-6-0s (Bachmann and Hornby), a WD 2-8-0 (Bachmann) and a Stanier 5MT 2-6-0 (Bachmann). The NER G5 0-4-4Ts were also used on the Eden Valley trains in LNER days; a OO model commissioned from Bachmann by The Model Centre was reviewed in the July 2023 RAILWAY MODELLER.

Both types of DMU recorded on the fast Penrith-Darlington services from 1958 are available in R-T-R form: the Class 110 (Hornby RailRoad – see review, page 306) and the Class 101 (Bachmann and Hornby RailRoad). Diesel locomotives were rare: the only one pictured in the reference books, on an

Eden Valley branch freight, was an English Electric Type 1 (Class 20), produced by Bachmann.

Rolling stock was primarily of Gresley and Thompson design, with non-corridor stock (available from Hornby) on stopping trains and corridor Gresley and Thompson vehicles (Hornby and Bachmann respectively) on excursions, together with the odd BR Mk.I (Hornby and Bachmann). Photographs also exist showing trains of LMR stock, including Stanier coaches (Hornby).

There is no shortage of mineral and hopper wagons to recreate the line's goods traffic – the range of NER 20-ton hoppers due from Accurascale would be especially useful – and the book *The Stainmore & Eden Valley Railways* by Peter Walton contains a set of freight diagrams for 1956, from which a running sequence could be drawn up.

But perhaps the most interesting aspect of the

Stainmore Route to model would be its snowplough operations. For inspiration, one need only watch the classic British Transport Film *Snowdrift at Bleath Gill*, available on YouTube, documenting the rescue of now-preserved Standard 2MT No.78018 after it got stuck in heavy snow near the summit in the winter of 1955. Both types of NER plough seen here – the timber Diagram U19 and all-steel Diagram U20 – are available as kits from NIU Models (www.niumodels.co.uk).

Modeller's licence

Kirkby Stephen East, then, offers a good deal of motive power variety and operational interest. But would you choose it over Kirkby Stephen West? Could you still run any big engines seen on the latter, such as 'Black Fives', Jubilees, 8Fs and 9Fs?

No, seriously. When ex-Barry scrapyard 9F No.92219 was based at the restored East station just over a decade ago, it brought up the intriguing historical fact that the Riddles 2-10-0s were actually cleared to work to this location in BR days. The North Eastern Region Supplementary Operating

Instructions, dated 25 October 1958, stated that 9Fs were permitted to run from either Tebay or Eden Valley Junction to Kirkby Stephen (but no further east) subject to a 30mph speed restriction. However, they were prohibited from entering Kirkby Stephen Motive Power Depot itself – and there were no known instances of any of the class getting this far.

The Eden Valley line between Penrith and Appleby (see map) was used for diversions on Sundays 22 and 29 March 1953, while the Settle & Carlisle bridge over it north of Appleby was being repaired – bringing Jubilee No.45657 *Tyrwhitt* with the Up 'Thames-Clyde Express', and 'Black Five' No.44795 and 8F No.48283 with Up and Down goods trains respectively.

It seems unlikely, however, that such engines would have gone via Kirkby Stephen East, for they would have been too long for the 50' turntable. Precisely this situation arose on 29 May 1960, when Stanier Mogul No.42952 visited with the Stephenson Locomotive Society/Manchester Locomotive Society 'Northern Fells Rail Tour', and then had to work tender-first all

the way to the next stop at Ulverston.

The best excuse for bigger engines might be to turn the layout into a preserved railway – either looking into the future to what today's schemes could achieve, or back to what might have been. A proposal for such a line was mooted in the 1970s after the Hartley Quarry trains ended, though it did not get off the ground – but remarkably, even that was not the first idea for private operation.

Anyone familiar with the story of BR's attempt to close the adjacent S&C in the 1980s will know of the tactics it used to make its case – such as exaggerating the cost of repairing Ribbleshead Viaduct – but this was nothing new, for the Stainmore Route had suffered in similar fashion 20 years earlier. At the 'Stainmore 150' event in 2011, a former Kirkby Stephen fireman told me: "Towards the end in 1961, they were sending trains up to Hulands Quarry near Bowes to collect ballast, then dropping it all on top of the cinder ballast on the way back just to waste money – that was all going on the Stainmore line's accounts and putting the costs up."

As with the S&C closure attempt, locals didn't take this lying down. When quarry owner Watson E Sayer did his sums with the figures BR claimed for the Stainmore Route, he concluded that they were so inaccurate, and he was so convinced that it could be a paying proposition, he offered to buy or lease the entire line and operate it himself!

Needless to say, he was turned down – but doesn't that



▲ Kirkby Stephen East on 16 June 2019, with Peckett 0-4-0ST Lytham St Anne's hauling a passenger train under the surviving footbridge. The station has been restored to 1950s condition. Photo: Mark Fielding

raise all manner of interesting possibilities for the modeller? Would he have hired engines and stock from BR, or acquired his own? If the latter, what classes of locomotive? The final run-down and wholesale scrapping of steam had barely begun in 1961, so what would have been available, within the weight restrictions of the route's famous Belah Viaduct, and suited to the heavy mineral traffic that he maintained could make the line pay its way? It's quite a conundrum – but what fun you could have solving it...

Full of Eastern promise

Kirkby Stephen East, then, presents its hurdles in terms of compression and construction, but no more than many other prototype locations. We haven't yet considered the buildings,

but scratch-building would almost certainly be necessary – Wills Coarse Stone material sheets (ref.SSMP 200) would look right for the engine shed, and Dressed Stone (ref.SSMP 202) for the station building.

If you have the space for the long fiddle yards or wide curves outside the scenic section that this plan would entail, then yes, you might prefer to go for a near-to-scale model of Kirkby Stephen West. But if you want something in a similar vein, yet

a bit out of the ordinary, its North Eastern counterpart could be worth considering.

References

The Stainmore & Eden Valley Railways by Peter Walton. OPC 1992. ISBN 0 86093 306 7

The Eden Valley Railway by Robert Western. Oakwood Press, 1997. ISBN 0 85361 486 5

Thanks to Mike Thompson and Peter Singlehurst for additional information.

▼ The western approach to the station in August 1959, with two NER Diagram U20 snowploughs stored ready for winter. Photo: The Transport Treasury





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Lynnbach

A growing collection of OO9 models prompted **IAN ARKLEY** to build this freelance layout, with a Welsh feel and plenty of detail packed into a small space.

Photography by the author



This layout was conjured up recently as the result of the acquisition of a 'spares or repairs' Heljan Lynton & Barnstaple Railway Manning Wardle tank locomotive. I didn't find too much wrong with it, and it ran very smoothly on straight track, but I was going to have to build a layout with sensible curves, was I ever to run it. My previous OO9 layout *Deffro Dawel* (featured in the July 2016 *RAILWAY MODELLER*) was proving to be a bit small for my growing fleet of stock.

I then acquired some Peco L&B coaches from a friend, and what started as an idea for a bit of a posh test track or distant future layout quickly became *Lynnbach*. There are a lot of layouts in my small house now, even though I did sell one recently to try to mitigate the situation.

Welsh but freelance

The name *Lynnbach* was inspired by my sister Lynn and I wanted it to have a Welsh feel, hence the 'Bach' part of the name. It is completely freelance with only a smattering

of inspiration taken from real railway places. I run anything narrow gauge on it including quite a few ready-to-run British locomotives and items of rolling stock, some in HOe, and some 3D-printed locos running on Kato and Minित्रix chassis.

I also managed to pick up some of the excellent 3D-printed wagons from Porterhouse Models and have experimented with the same firm's magnetic couplings, which are very effective.

▲ A Ffestiniog Railway line-up, with a George England 0-4-0ST+T, Double Fairlie and Penrhyn Hunslet 0-4-0ST *Linda*.

The baseboard is thick MDF with wooden edging but no bracing. The track had to strictly adhere to a 12" minimum radius requirement for the Heljan Manning Wardle

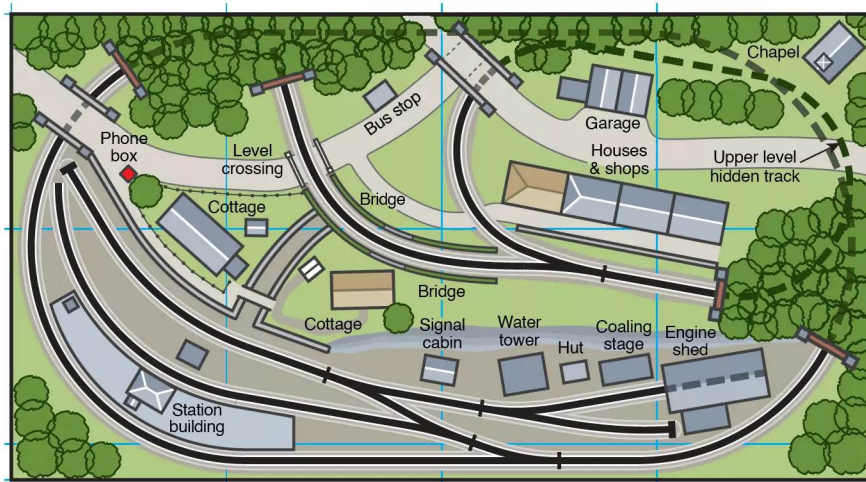
The station building is based on Minffordd on the Ffestiniog Railway, and is a 3D-printed model by Narrow Minded Railworks.





LYNNBACH

Overall dimensions: 4' 0" x 2' 2". Each grid square = 1ft x 1ft.



▲ The station nameboards are custom-made, 3D-printed items produced by Model Railway Scenes.

Pallet wood was used to build the framing for the front of the layout. ▶

locomotive (on the lower level), so I marked out where the curves should go using a screw, string and pencil, and used Peco flexible track and Streamline points which were all fixed down with glue. Ballasting came next after test runs, and a simple mechanism uses guitar strings between coffee stirrers to change the points which are all at the front.

▶ The terraced house, pub and shop were inspired by Ebenezer Steps in Bridgnorth, near the preserved Severn Valley Railway station.





“ – I wanted it to have a Welsh feel, hence the ‘Bach’ part of the name – ”

Ian Arkley

I imposed a lot of requirements for this layout which had to be fitted in a very small space (4' x 2' 2"). After experimentation with placement of the points I found that I didn't have room for a run-round loop. After agonising about the fact that a station like this would probably have one in real life, I made a scenic feature out of a cut-off run-round requiring repair and ending in a temporary sleeper pile buffer stop.

The other requirements included a locomotive depot; sidings for two trains; a quaint station; a goods line on a higher level;

stepped houses on a sloping road; lots of trees; level and hilly parts; a cottage by a bridge; cottages on top of a retaining wall.

Varied buildings

The upper line is a very tight radius affair but Kato chassis can easily negotiate it. Other small wheelbase locos are fine too. There is a siding going off over two bridges and a level crossing, and disappearing into a low-relief tunnel. This is more to display stock than for use as a siding.

Two trains can run at once – one on the bottom and one on the top line, and the lower train can be shunted into the siding and another train brought out, or the locos can be swapped over. Operation can be 12V dc or DCC, but I generally use analogue with a mixture of DCC sound and non-DCC locos.

There are a lot of scratch-built, kit-bashed and 3D-printed buildings and details on the layout. I discovered some excellent firms that produce these items. One of the best is

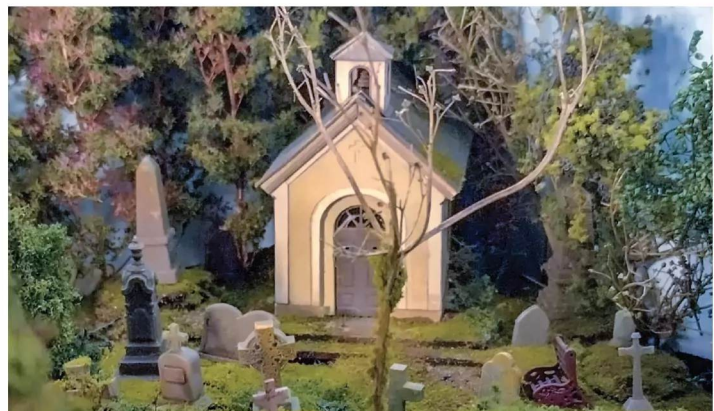
▲ A siding from the high level line crosses two bridges and a level crossing before entering a low-relief tunnel.

called Model Railway Scenes, and offers a facility to 3D-print custom named station signs, which then just needed painting and placing. The firm has a very wide range, from which I purchased many other things including bins, milk churns, chairs, flower pots, postboxes, railings, gravestones, dogs, a greenhouse and shed. The 3D station building is made by Narrow Minded Railworks and is based on Minffordd on the Ffestiniog Railway. The 3D-printed lock-up shed is by Ruddlan Models.

The unaltered kit-built buildings are the ground frame, a girder bridge, the water tower, a garage and a chapel. The platform, loco shed, cottages, pub, tunnels and other bridges are all scratch-built. The other houses are kit-bashed from old Hornby building kits. The coal stage and yard



▲ The cottages were constructed from scratch, and add to the somewhat rustic feel of the layout.



▲ The chapel was built from a kit, while the gravestones are among the many 3D-printed items from Model Railway Scenes.



▲ All sorts of narrow gauge engines can be seen on *Lynnbach*, from this Minitrains Henschel Brigadelok 0-8-0T...

building are from a halt and shelter kit. Another of these was used for the bus shelter. Kits were by Peco, Ratio, Wills and Model Scene.

The house/pub/shop terraces were inspired by Ebenezer Steps in Bridgnorth, near the Severn Valley Railway station. The rest of the inspiration comes from Welsh and English narrow gauge railways and a little bit from overseas.

The two scratch-built cottages were created by looking up 'Welsh cottage' online and using a combination of textured plastic sheets, card, filler, acrylic paint and clear plastic windows from packaging, scored and paint filled for framework.

Scenics and details

The level crossing gates and speed signs are TT scale items which are again 3D-printed, by sr-3d_designs on eBay. The green railings were from here too and are an N gauge item. These are ideal for railings on the tops of walls at the ends of gardens.

Scenery was a real mixture of flock, static grass (placed with tweezers), seafoam, fine leaf foliage etc. Dead trees are represented with a plant which had already died and looked perfect for the part. The rock walls are made from card with filler which is textured, and from layers of ripped up underfloor wood pulp sheets. Everything is painted in greys and browns, and copious amounts of scatter are layered on top.

The backscene is an ID Backscenes self-adhesive plastic sheet. The framework for the front is made from pallet wood with the name of the layout hand-painted.

Locomotives and stock

Road vehicles are by Classix and Oxford, and the ready-to-run rolling stock is by Peco, Minitrains, Roco and Bachmann. R-T-R locos are by Bachmann, Peco, Minitrains, Heljan and Roco.

Chassis used for 3D-printed and kit-built locos are from Minित्रix dock tanks, Kato 109s, a Farish 08 and a Bachmann Plymouth. There are many sellers on eBay selling resin 3D-printed bodies which just clip onto these chassis. These are a world away from the

crude 3D prints of old. I have found some of the best to be by Narrow Minded Railworks, Nigel Brooks, T&S Models and Fourdees.

First show

I got to show off the layout at a recent model railway exhibition in Swansea and was awarded 'Highly commended' which was an amazing surprise. It was only the second time I had exhibited one of my layouts and the first for *Lynnbach*. At the show most of the time I had a sound-fitted Double Fairlie chugging quietly round on the lower line and

▲ ...to this freelance tram locomotive, built from the Peco kit with some minor alterations to the cab.

my Baguley battery-electric loco on the upper track.

I found the two days of the exhibition very enjoyable, and I got to meet and chat with a lot of people who were interested in the layout and OO9. It has been an enjoyable layout to make, with the odd frustrating moment and a bit of a rush towards the end for the show.



▲ A double bill of Double Fairlies (both Bachmann models) outside the locomotive shed, which was scratch-built.

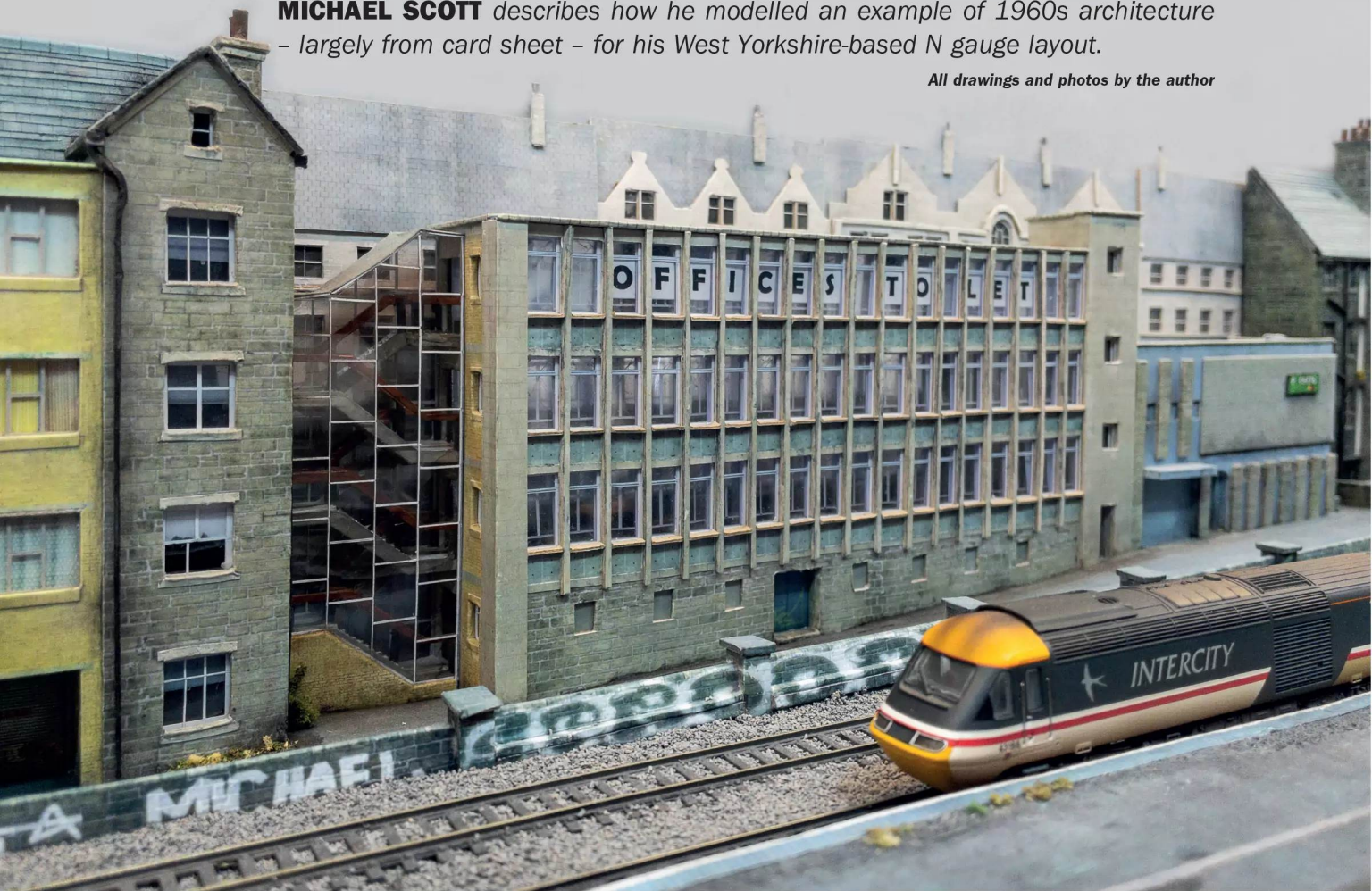


▲ One of the recently released Bachmann Quarry Hunslet 0-4-0 saddle tanks rounds the curve into the station.

An office building for Chandwell

MICHAEL SCOTT describes how he modelled an example of 1960s architecture – largely from card sheet – for his West Yorkshire-based N gauge layout.

All drawings and photos by the author



Ridings House sits on Market Street in Chandwell, nestled amongst tall stone-built Victorian buildings on ground cleared, I have supposed, after the 1953 Market Street fire. A stumpy office building in concrete and glass, the building features a cold, glazed external staircase and makes no effort to blend in with its more elegant neighbours. The back of the building is viewed on the layout, positioned just opposite the

station and raised on its gently descending retaining wall.

We don't often see 1960s architecture on layouts, and I wanted to explore scratch-building one of these types of office block that are so familiar in our towns countryside. I was inspired by one such building on Cheapside in Bradford and, with a depth of only 40mm available to me at the back of my layout, it was clear that the model would have to be low-relief.

▲ An empty 1960s office block to let, graffiti on the walls and a High Speed Train in InterCity Swallow livery set the period as the early 1990s.

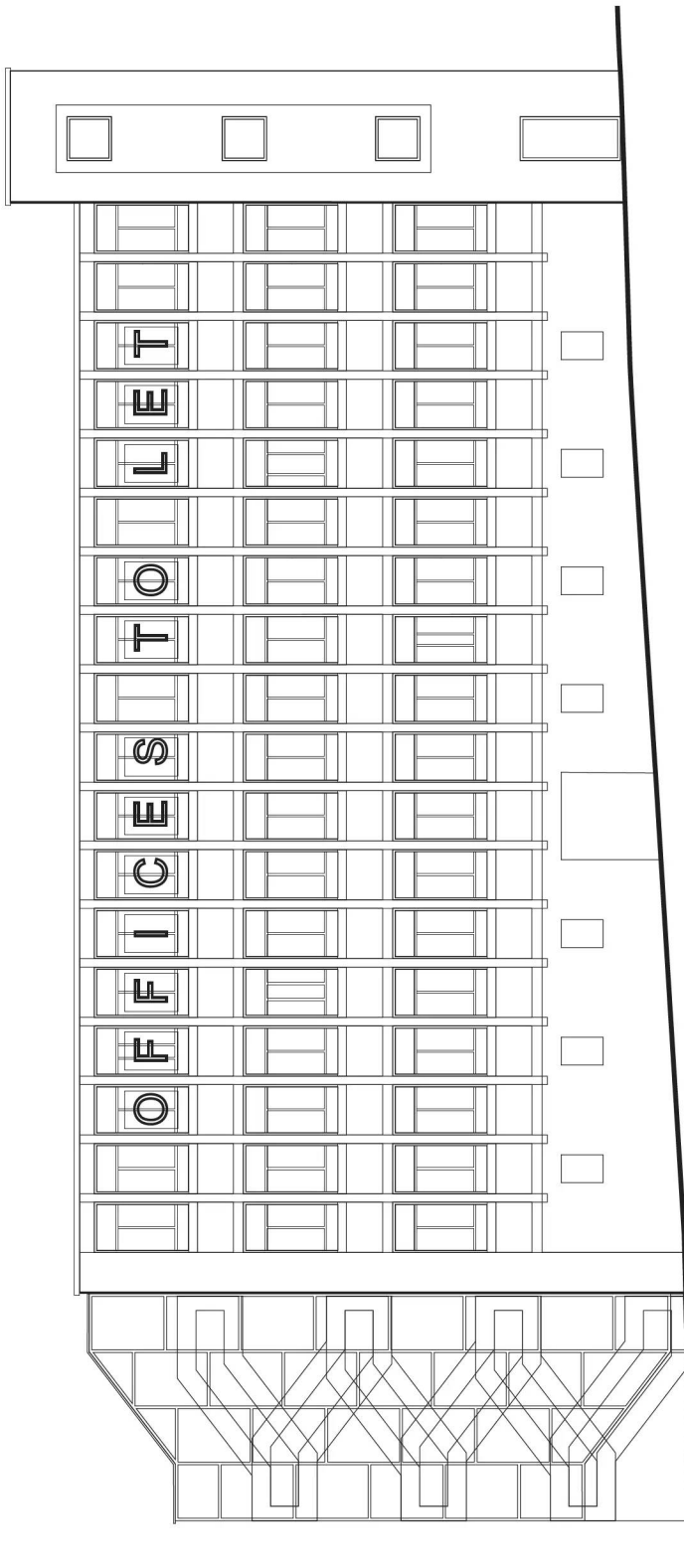
Overall size

I used the measure function on Google Maps to work out the dimensions of the real building, whilst estimates of door sizes helped me work out the floor heights. I didn't want my model to be as long as the prototype, but since the windows repeat, I could just remove a couple of bays and maintain the same overall feel (see Fig.1).

Layers

The building is straightforward in its geometry but interesting in its depth; there is a lot of texture in the building and it lent itself to being constructed in many layers. I identified seven separate layers (A-G) that I could use to give the building's façade a sense of depth (Fig.2), constructed as described on the following pages.

Fig.1 Ridings House, Chandwell (2mm:ft scale)



FT 012345678
Scale

(Figs.3-13 reproduced at 50%)

This angle emphasises the 3D look of the building, with the windows set back from the concrete outer frame.

Fig.2 Layers of construction

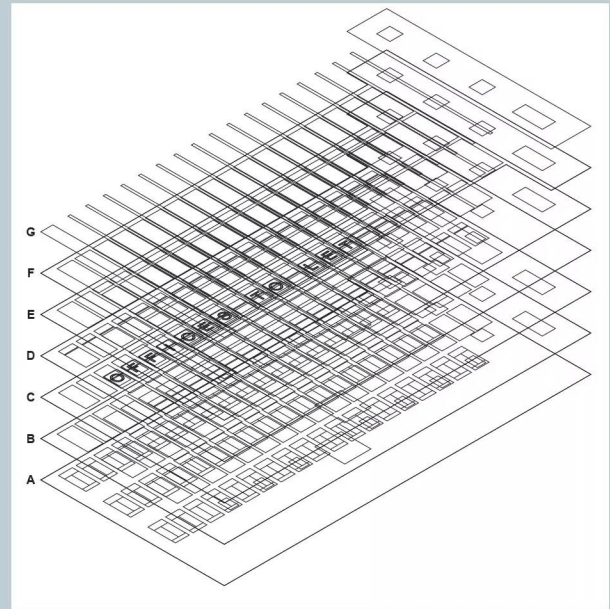
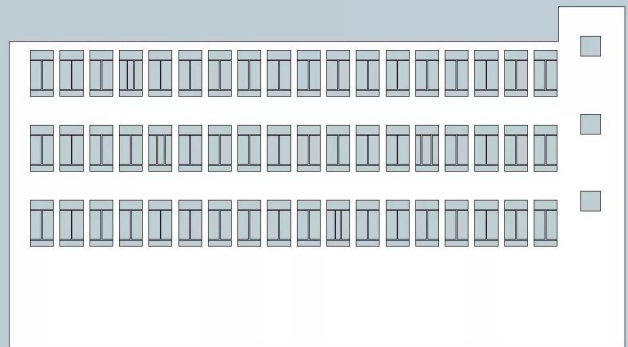


Fig.3 Layer A: inner glazing – acetate

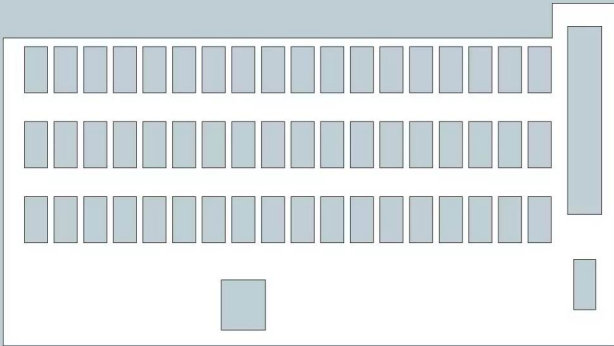


The building has had secondary double glazing added inside the office, with a significant gap between it and the outer windows. I made this first layer from a large sheet of acetate, and I used the 'sticky label technique' to model the window frames: to do this I printed all the frames onto a single self-adhesive label sheet and then stuck this onto the clear acetate. Using a scalpel I then sliced around and across the windows, then peeling away the unwanted pieces of the sticky label to reveal the glazing underneath. This leaves very fine frames, which in N gauge are only 0.25mm wide.

Most of the windows are drawn in the closed position, but some, like on the prototype, were drawn with their sliding panes in the open position.

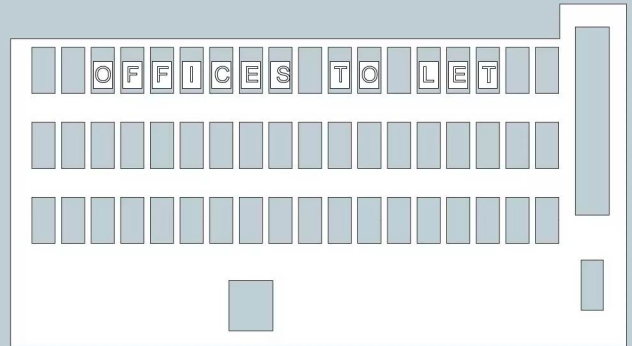


Fig.4 Layer B: inner glazing spacer – 1mm card



The second layer was made from 1mm card. This layer just had openings for the windows and was there to put a suitable distance between the inner glazing and the outer glazing. Seeing the inner glazing panes being set back some distance behind the outer panes is really effective.

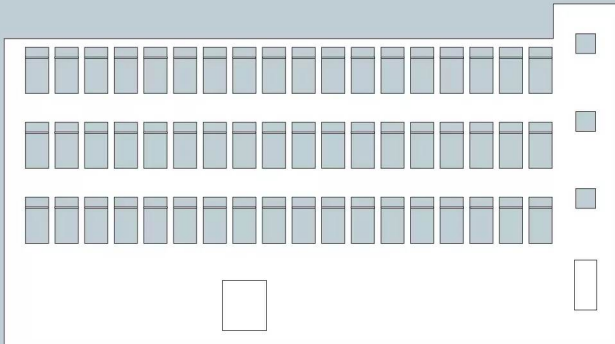
Fig.5 Layer C: signage – acetate



I used the same technique as in layer A to make a layer from acetate including the 'OFFICES TO LET' signage in the top floor windows. I wanted them to look like they had been stuck to the inside of the outer windows, between them and the inner glazing.

Making the whole thing from one label on acetate and peeling away the glazed parts helps get the individual pieces of the sign in exactly the right place and allows them to be affixed without any visible glue showing.

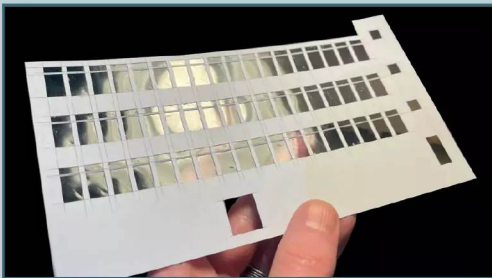
Fig.6 Layer D: outer glazing – acetate



Made in the exact same way as layer A, this layer was used to add the outside window frames (see photos 1 and 2).

1

Layer D after being cut and peeled.

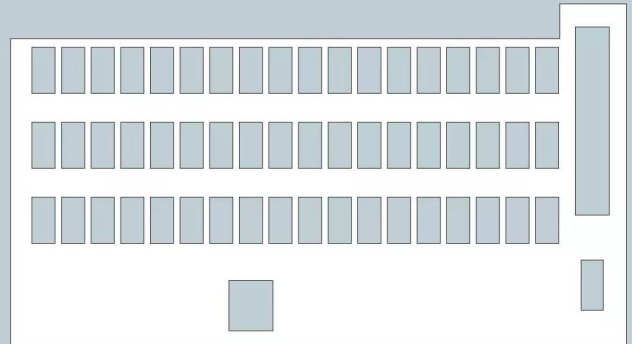


2



▲ The subtle effect of layers A-D showing the inner glazing as distinct from the outer.

Fig.7 Layer E: exterior walls – paper



The exterior walls were made from paper. This was a texture layer comprising a lovely green-tinted concrete that I downloaded from a website (www.textures.com). In addition I used Ashlar texture (from www.scalescenec.com) for the stone at the base of the building.

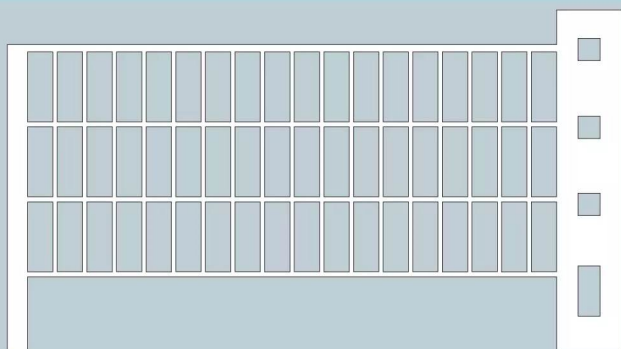
The window apertures for this layer were a different size to the ones used up to this point. They measure 0.3mm larger around the top and side edges so that the white of the layer below shows as a window frame within the wall. They are also 1.3mm bigger along the bottom to allow for the sill to be glued into place later.

The windows in the base have been removed from this layer as the stone texture is cut and wrapped around the lower layer apertures to avoid any bare card edges showing (photo 3).

3



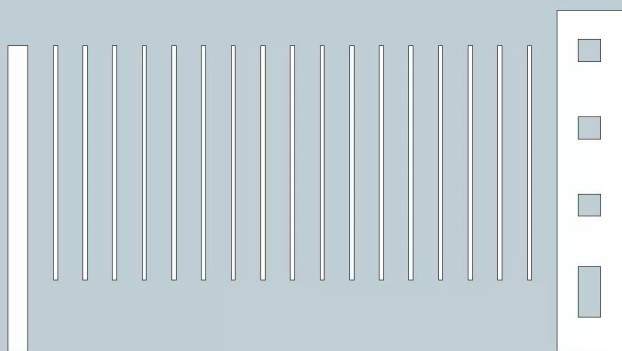
▲ The freshly cut layer E.

Fig.8 Layer F: frame base – 0.5mm card

This layer of 0.5mm card adds the outer concrete frame of the building.

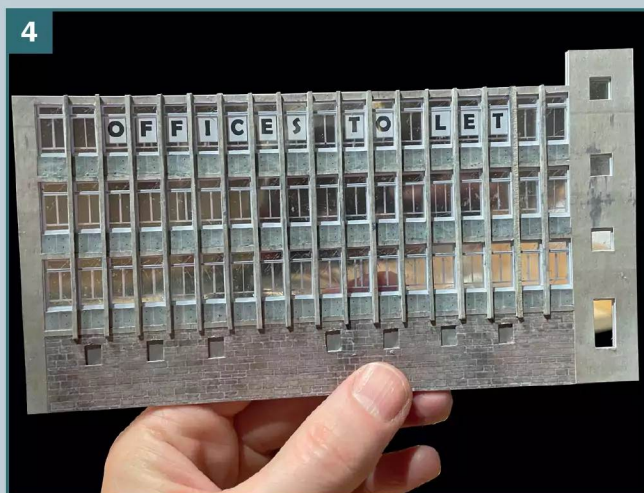
The tall apertures around the windows are a particular feature of this layer. The top and sides of each aperture are the same dimensions as for layer E. They are deeper at the bottom so that the inner layer of green concrete appears recessed within the building's frame.

There was no texture on this layer other than concrete along the very thin horizontal bars.

Fig.9 Layer G: outer frame – 0.5mm card

Made from 1mm card covered in Scalescenes Concrete texture, this layer was a series of long matchsticks that were painted down each edge to match the concrete colour and then glued on top of the layer underneath.

At this stage, the building was starting to look like its counterpart in Bradford (photo 4).



▲ The seven layers held together before glueing, showing the 3D look to the building.

Final pieces

I used fillets of 0.5mm card edge-on at the bottom of each window to give the impression that the outer frame was a mesh encasing the building rather than just a set of vertical frames (photos 5 and 6).

The building was topped off with some capping using a texture from Scalescenes.

It was a simple case of adding sides covered in Scalescenes modern cream brick and a simple roof.

I added an interior and a mirror along the back wall, but insufficient light gets through the acetate windows to have made this worthwhile.



▲ Fillets ready to make the horizontal parts of the frame



▲ With the fillets in place, the frame of the building is complete.

Staircase

The externally visible staircase was a real challenge. I decided to make it out of stacks of 1mm thick card (which actually works out at about 1.2mm thick). Each rotation of the staircase which goes from one storey to the next would be made from 12 layers of card (Fig.10), making the whole thing about 14.5mm deep.

I cut each of the 36 tiny pieces by hand using a scalpel and then just stacked them one on top of the other (photo 7).

With the stack complete, I used watercolour paints to colour the staircase. I then added gloss varnish to the wooden parts to represent a polished handrail (photo 8).

To finish off, the three rotations were glued together (as per Fig.11) and then attached to the side of the building, aligning with the holes already prepared in the side wall (photo 9).

The approach I took resulted in quite a rough depiction of a staircase, but it didn't have to be perfect as it is partially obscured behind the glazing.

Fig.10

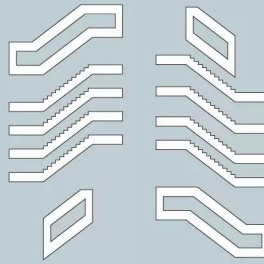
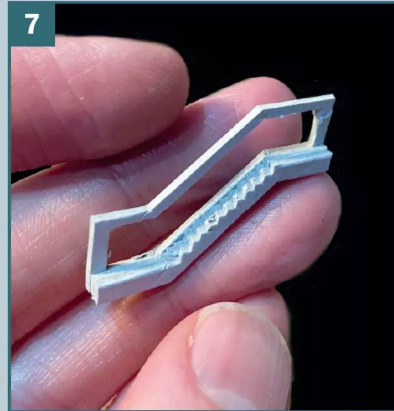
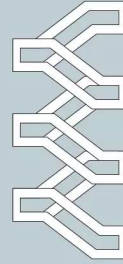
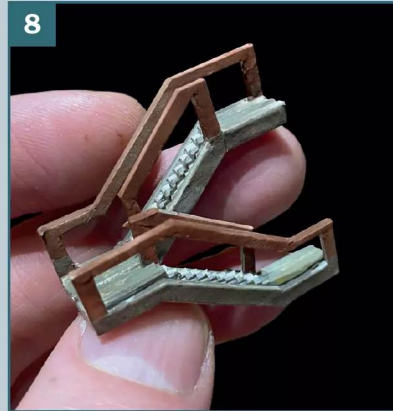


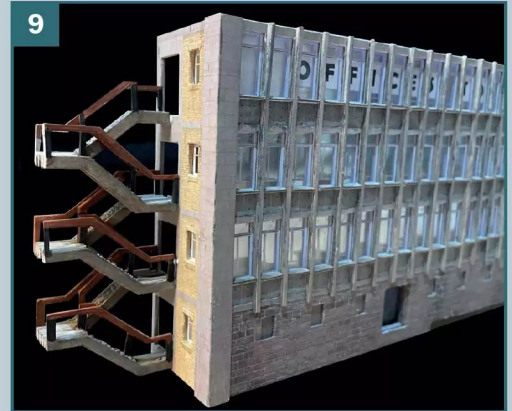
Fig.11



▲ The first three of 12 layers of one rotation of the staircase.



▲ A completed and crudely painted stack.



▲ The staircase in position.

Staircase glazing

The glazing for the staircase was completed in the same way as the windows elsewhere in the building. The arrangement of frames (Fig.12) was drawn and printed onto a sticky label which was stuck to acetate. By slicing along both sides of the thin frames, horizontally and vertically, the waste parts were then peeled away to reveal the glazing. The stairway glazing sheet was duplicated, such that there was glazing behind and in front of the staircase.

A final base was cut from 1mm card (Fig.13) and covered in Scalescenes Modern Cream Brick texture to finish off.

Fig.12



Fig.13



▲ The enclosed staircase shown with the glazing sheets added.



▲ A close-up of the staircase detail.

An inexpensive project

The office building was a really interesting prototype and it is unusual to see something like this on a layout. It was surprisingly simple to construct once the various layers had been worked out. I often find that by adopting a layered approach for construction, you can achieve really satisfying results with the most simple (and cheap) materials.

Placing this modern concrete carbuncle between some of the grander Victorian backs has created an authentic feel of post-war towns countrywide. The differing styles, materials, and even floor heights give just the right juxtaposition whilst maintaining authenticity.

12



▲ The finished model *in situ* on the layout.

A tank wagon miscellany – part 1

IAN NUTTALL presents a selection from his fleet of tank wagons that operate on his OO gauge tribute to the Settle & Carlisle line, which is set in the 1937-47 period. In this first part Ian describes the oil and petrol-carrying examples.

Model photography by the author

Each time I put pen to paper to record a particular type of wagon for RAILWAY MODELLER readers, my mind drifts back through time trying to recall my earliest association with them; perhaps it's an age thing.

Being born soon after the Second World War, I am very much of the 'Baby Boomer' era and my first proper train set was the Hornby Dublo offering of *Duchess of Montrose* in BR green, with two carmine & cream tinplate corridor coaches, an oval of track and a hefty

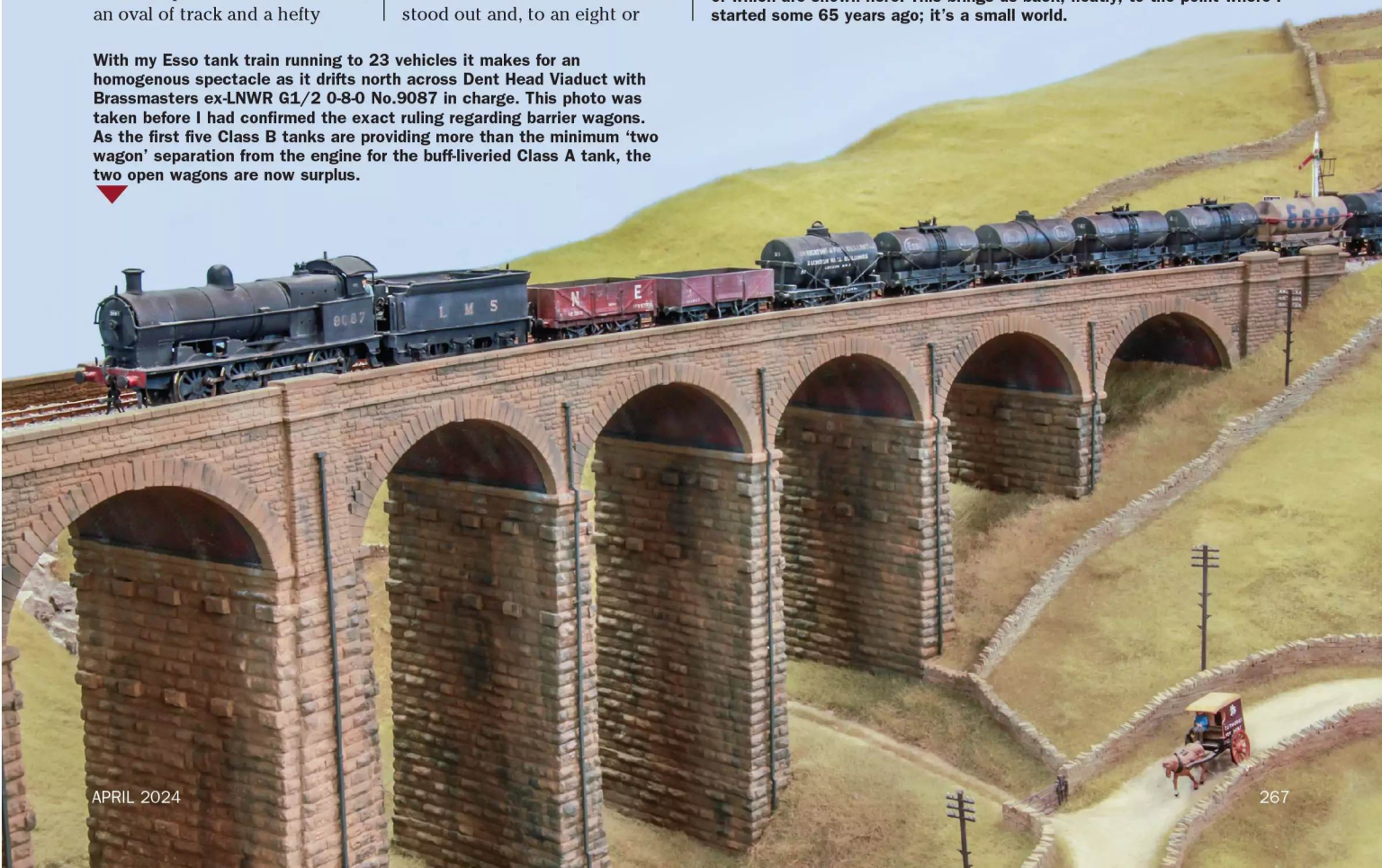
transformer/controller. Whilst the track was not particularly realistic everything worked and was utterly reliable...

Once my parents realised how much pleasure I gained, further additions appeared either as birthday or Christmas presents. A model of BR Standard Class 4 2-6-4T No.80054 arrived to haul goods traffic, and amongst the very first vehicles were two tank wagons; Power and Shell Lubrication Oil, in green and bright yellow respectively. It was these vibrant colours which stood out and, to an eight or



▲ As I set out to write this article and share my findings with fellow modellers, an acquaintance was having a clear out and, being aware I was a railway modeller, gave me a box of various odds and ends no longer of use to him. Included were five boxed Hornby Dublo tank wagons, three of which are shown here. This brings us back, neatly, to the point where I started some 65 years ago; it's a small world.

With my Esso tank train running to 23 vehicles it makes for an homogenous spectacle as it drifts north across Dent Head Viaduct with Brassmasters ex-LNWR G1/2 0-8-0 No.9087 in charge. This photo was taken before I had confirmed the exact ruling regarding barrier wagons. As the first five Class B tanks are providing more than the minimum 'two wagon' separation from the engine for the buff-liveried Class A tank, the two open wagons are now surplus.





▲ **Fowler 4P 2-6-4T No.2377**, a melange of Hornby body, Perseverance etched tank overlays, Comet chassis, Romford wheels and Mashima 1426 motor, shedded at Manningham (Bradford), heads a local trip freight north through Dentdale. Both these tanks are from David Geen, although the kits were originally marketed by Cambrian, the source of the first one I built.

nine year old, added extra appeal.

I'd spotted the red Royal Daylight version on the cover of the Hornby Dublo catalogue so always coveted one, yet had to do without. Not that I could ever complain of suffering a deprived childhood – my parents encouraged my new-found interest and I am eternally grateful. Thus my association with model tank wagons goes back to the mid-1950s.

Oil tank history prior to 1948

Until oil needed to be transported in bulk it was shipped by rail using bottles, jars, carboys, barrels and the like. The first specific tank wagon seems to be an 1865 one built by the Gloucester Carriage & Wagon Company to carry tar from Liverpool Gasworks to a chemical plant.

Charles Roberts joined the party in 1881 and soon after so did other major firms such as Hurst Nelson and the Midland Railway Carriage & Wagon Company. Official specifications were drawn up by the Railway Clearing House in 1887, these being amended and upgraded in 1902, 1907, 1911 and 1927... this last one matching the 14-ton tanks we see on many model railways today. Somewhat strangely the wheelbase was reduced in the 1927

specification to 9' 0", although 10' soon became the recommendation as train speeds increased. Regarding speed, to denote wagons allowed to travel in goods trains of up to 35mph average, a six-pointed star, of 2' across, was painted on the right-hand tank corner.

Even within the RCH guidelines there was room for manoeuvre. The registered load could be 10, 12 or 14 tons, whilst the tank diameter ranged from 5' 7½" to 7' 2½" depending

on the load and type of liquid carried. You may spot pipework emerging from the end of some tanks: these are for the steam heating coils which made the more viscous substances, notably bitumen and the higher density oils, able to flow more freely.

Class A and Class B tanks

With an ever-increasing array of chemicals carried by rail it became necessary to classify them, the more volatile being



▲ I've always had a soft spot for those tanks sporting the earlier, larger Esso logo; with its unusual 'E' it is instantly recognisable. Bachmann did offer this version, although they do seem comparatively rare, and not easy to acquire, even from the likes of online auction sites. However I did find one, but not this, which is my last remaining David Geen kit featuring the larger filler associated with the more venerable tanks. Wagons such as this, built as early as WWI, lasted well into the 1950s. I acquired the transfers from a private source; I will say no more. The brake, one of many Parkside (Peco) examples on Dentdale, should be sporting a third tail lamp on this near side... oops.

Bachmann 14-ton tank wagon upgrade

1



Here is Justin Newitt's Rumney Models etched brass chassis in the flesh, so to speak. It is seriously well designed, meaning that construction is as straightforward as it could be for a relatively complex kit; all is crisp and accurate.

2



With the 0.008" steel wire in place for springing, initial road tests were carried out; they proved most encouraging. It is recommended to spray-paint the entire chassis (I use Expo matt black primer) before progressing further; wise words.

3



This shot highlights the far more finescale nature achieved, particularly with the delicate etched ladder. Each rung (0.3mm brass wire) needs soldering on individually, but a jig is provided to render a particularly tricky operation into a routine one. I pared off the moulded strapping on the lower tank side and replaced it with 1mm brass strip to replicate the real thing more accurately, whilst the wire stays come with the etching.

4



Apart from the missing axleboxes, Rumney Models/Bachmann Esso tank No.1859 is ready for service, and it does run so smoothly thanks to accuracy in the etch and springing. The absence of axleboxes allows you to see the slot where the brass bearing can slide up and down. The travel is only 1mm, but you don't need any more, unless your trackwork is really rough. I suspect the upgrade took about six to eight hours; I didn't keep track, but it was worth it.

rated Class A. Officially these were the products which had a flash point of below c.23°C and included the likes of petrol, light solvents, light naphtha, benzole, toluole and mineral turpentine.

Tanks carrying these tended to have the brighter liveries, plus they needed horizontal red stripes of 6" width to signify they were Class A. Originally this went right round the tank halfway up it, but in 1939, no doubt as a wartime move to make them less obvious, the stripe was reduced to just the ends plus the first 1' 6" of each side. Finally, immediately post-war, the band was transferred to the whole of each solebar, or it was when each tank went in for a repaint or work on it.

The less volatile Class B products, with a flashpoint between c.23°C and c.61°C, covered paraffin, gas oil, coal tar, creosote and lubricating

oils. These tended to be the thicker, dirtier substances; hence these tanks were, on the whole, plain black adorned by the company logo.

Barrier wagons

On occasion modellers have been criticised for not including the apparently mandatory two barrier wagons on trains of tank wagons. Sometimes these verbal barbs are far from merited as the need for barrier wagons is tied in with the type of wagon.

For the following information I am indebted to my friend, and fellow S&C guru, Colin Brown who sent me a photocopy of a letter printed in RAILWAY MODELLER late in 2009. It was from Alan Porter, a modeller himself, but, more pertinently, employed for many years by BP, thus intimately familiar with the rules and regulations governing oil tanks in trains.

This exchange of information between fellow modellers is such a valuable, and appreciated, aspect of our hobby; so thank you both...

Alan stated that Class A tanks must have a minimum of two barrier wagons between the loco and themselves, and the same between the Class A tanks and the brake van, itself a possible source of sparks from either its stove or brake blocks. Class B tanks do not need barrier wagons, full or empty, and could indeed be used as the barrier wagons for the Class A tanks. So the rule is simple, if you run any tanks with red horizontal stripes ensure they are at least two vehicles away from both the loco and brake...

Variety

Because of the many colourful liveries on offer there is the inevitable temptation to collect

the full set and portray the rainbow spectrum within one train, but you need to be very wary. The odd one or two from different companies in a mixed goods train could conceivably be passable, being a coincidence that the two firms had booked wagons on the same service, but the vast majority travelled in dedicated trains of tanks from a single refinery.

The first two tank wagon kits I built were finished in Shell/BP livery and that of the Lubricating Oils and Fuels Ltd (no, I hadn't heard of them either). Soon after I spotted a batch of three Esso tanks, released by Bachmann which looked really promising, and significantly in advance of anything from the Hornby stable at that stage. They were based on the RCH 14-ton diagram of 1927, so I invested in a set. And then the penny dropped; I could not justify running all these in



▲ These are my two original fuel tank kits, the first of which I built in the 1980s when it was under the Cambrian label. Certain aspects of construction are a challenge, yet a pleasant one, and the outcome captures the prototype authentically. For me their only downside is their weight, thus limiting how many I can include in a train. Here they rest by the Dentdale fellside in the Up lay-by.

the same train, hence I decided to focus on Esso tanks for my main train. Partly this was due to the fact that they were readily attainable from Bachmann, but

also, lovely though the David Geen/Cambrian whitemetal kits were, and still are, I couldn't see any loco hauling 20 of the beasts up my gradients (albeit not too steep at 1 in 80 maximum).

My advice is, if you wish to run a dedicated train of oil tanks, stick to one company; this will keep you clear of the armchair critics... and ensure you are well versed in the rules for barrier wagons! Although my choice of Esso was fairly random, further research has shown that in 1938 its Fawley refinery had more capacity than

any other at 700,000 tons. The next highest, just before the war, was 360,000 tons. This meant that Esso tank wagons would be as common as any. It might seem that I was in danger of having no variety in my tank wagon fleet, yet Esso had several different liveries over the years, all long lasting, whilst wagons labelled such as Royal Daylight, Anglo American Oil Co. or Pratt's are also perfectly permissible as

One way for me to have more wagons sporting the large Esso logo was to invest in these attractive buff-coloured offerings with their volatile cargo of motor spirit. I have found this Hornby variant to be easy to come by. Being Class A it has the horizontal red band, of 6" width, at waist level round the tank. This band was transferred to the solebar post-war.

Esso is their parent company. A huge temptation is to create a model from the photo I have of a Pratt's 35T 45,000-litre bogie tank wagon; it's a gem.

References

I am a great believer in, and supporter for, having an in-depth reference library. With official sources to hand I have access to accurate information which, in turn, means I have more confidence in the fact that what I am modelling is correct.

The definitive work on tank wagons for this country is, undoubtedly, *Petroleum Rail Tank Wagons of Britain*, self-published by R Tourret in 1980. I wouldn't describe it as the ultimate modeller's companion, but it is certainly essential reading for background, history and detail.

As an aid to modelling tank wagons accurately I would recommend, unreservedly, part two of Geoff Kent's trilogy, *The 4mm Wagon* (published by Wild Swan). Chapter three, on our topic, runs to 50 pages and is jam-packed with all you will need, including scratch-building them, which might test most, yet, with perseverance, will reap untold rewards.



The models

After my early encounters with the Hornby Dublo examples, which were perfectly acceptable given the limitations of the day, the first real step forward came from Mainline, in the very late 1970s, this manufacturer offering a wide range of liveries.

I invested in a couple of United Molasses tanks to stock the Clifton College Preparatory School layout which I was running at the time. They were a step forward, of that there is no doubt... mind you, competition was rather thin on the ground... but the overly wide, chunky ladders did grate, and I have never been a fan of plastic wheels.

The wheels I could replace, but the curved ladder was more difficult as this was before the days of etched replacements from our wonderful cottage industries. A more finescale look was achieved by selecting one without ladders.

When I acquired my first set of three Bachmann Esso tanks I was buoyed by the overall look and proportions, so I widened the back-to-back measurement to fit within my 14.5-14.8mm range, substituted three-link couplings, altered the numbers to avoid duplication with other modellers, checked there was

sufficient weight and applied weathering using photos in the reference material as a guide.

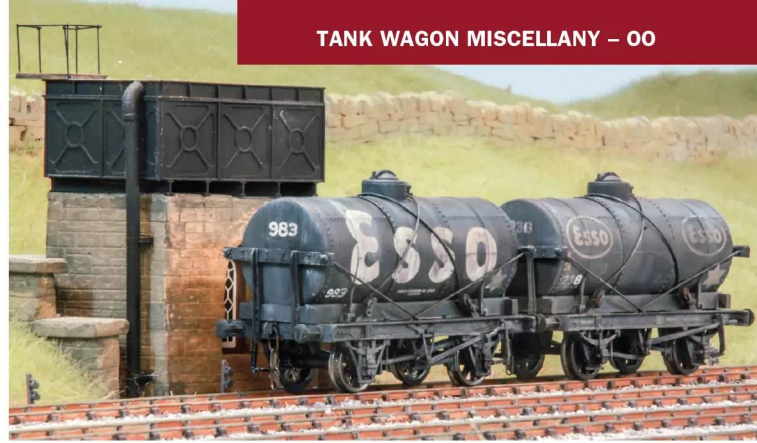
I acquired a second set, although I noticed that two had their brake levers moulded in with the chassis, making them, in parts, well over a scale foot thick. Using both a curved and chisel ended knife blade I pared these off, replacing them with more convincing etched offerings from the likes of Ambis Engineering, Masokits and Bill Bedford. As my Esso fleet expanded I needed to apply this enhancement on several other examples, and on a couple of occasions replace the brake gear as well.

Upgrading

I became aware that, thanks to Justin Newitt, who trades as Rumney Models, an etched, sprung, replacement chassis was available for the 14T tanks, both in 9' and 10' wheelbase; I bought a couple of both to give them a go... a wise move, as it turned out. Justin also offers a detailing kit including finely etched ladders; a veritable boon.

Apart from the particularly clean, precise etchings the first thing that stood out was the sheer volume of detailed instructions which ran to 29

I carried out a few experiments with night shots; this one features a short tank train. Purists may rail against the three different fuel companies on the same train, but they haven't noticed they are being returned to their respective home bases following a visit to the Hurst Nelson Wagon Repair Shop.



▲ I seem to be utilising Dent Up lay-by for several posed shots. Here a pair of Bachmann Esso tank wagons wait by the water tower. The first is the large logo version sourced from an internet auction site; it now has new brake gear courtesy of Ambis Engineering. The right-hand one comes from the weathered set of three offered by Bachmann, which appear for sale frequently online. Both have had their numbers changed, as have all the others.

pages for the chassis alone, with another seven thrown in for the detail kit. These needed to be downloaded and printed off, but they do include photos of every single stage of construction. These are a modeller's dream; we can't complain if we fall short.

The springing is achieved with the supplied 0.008" steel wire, and is my first wagon with this feature. I must say that the effort is worth it for the tanks so fitted glide through pointwork. I now have four wagons enhanced in this manner, and have used the detail kit to replace several of the more chunky ladders. I must take my hat off to Justin for creating etched kits which are superbly engineered, logically designed

and incredibly user friendly... and no, I am not on commission.

As usual for me... and if it ain't broke, don't fix it... I will let the photos provide more information and show that tank wagons can have variety and interest in freight traffic flows. Their creation has certainly kept me more than gainfully occupied, and there are now 40 in action on *Dentdale* in one form or another.

Next month

In part two Ian will describe the milk-carrying examples of tank wagons that he has modelled for use on *Dentdale*.

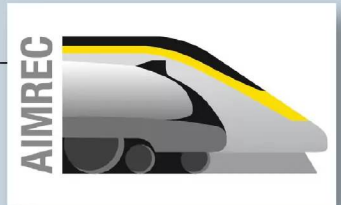


Talking Points

Topical issues from the world of model railways

AIMREC – progressing a long-term vision

Fred Garner brings us up to speed with the latest goings-on at the Ashford International Model Railway Education Centre (AIMREC), including the addition of RM Cup-winning N gauge layout *Melton Mowbray North* to its portfolio of exhibits, and plans for a major event in the town this April.



An ambitious project launched almost exactly 10 years ago, Ashford International Model Railway Education Centre was spearheaded by Cliff Parsons of *The Gresley Beat* fame (see RM December 2013).

My own involvement with AIMREC goes back to around early 2020. I had joined the project having then recently taken part in the Channel 5 TV programme *The Great Model Railway Challenge* (with our team The Railmen of Kent) and was grateful to find a suitable home to display the three 10' x 5' layouts we had built over the course of filming.

As things turned out, the set-up in Ashford's town centre was short-lived as firstly Covid lockdowns and then the end of the short-term lease on the marketing suite meant that the AIMREC project was homeless and facing an uncertain future. Having recognised the major potential in the AIMREC concept and wanting to support Cliff and the other Trustees to maintain momentum, I agreed to take on the management of the project with the objective of finding suitable new premises and developing a plan to take AIMREC forwards.

Whilst still working full-time at that point, an opportunity in the summer of 2020 to work independently and flexibly presented itself, which I gladly accepted. This change gave me more time to devote to the search for premises and led to securing a lease for a 1400sq/ft rural business unit in the village of Bethersden, which sits halfway between Ashford and Tenterden on the A28 main road linking the



▲ Fred Garner – Director of Ashford Model Railway Museum (part of AIMREC).

◀ Cliff Parsons' 00 layout *The Gresley Beat* (see RM December 2013) which won the 2013 RM Cup. Photo: Steve Flint

towns. Having ample parking, a roller shutter door, an accessible toilet and a clear internal rectangular space the unit was adopted as AIMREC's studio and workshop; an ideal base from which to restart the journey to deliver the original vision and objectives of the project.

Whilst not big enough to host some of the project's existing collection of layouts such as *The Gresley Beat*, or *Pempoul* by Gordon and Maggie Gravett, the unit could accommodate the *GMRC* layouts as an anchor display and provide space to house other artefacts in the AIMREC collection. In addition, it would act as a hub for meetings, generate interest to attract new volunteer resource and allow the receipt and storage of material and layout donations.

We opened our doors in November 2021 with Lady McAlpine performing the ceremonial duties, in the company of the leader and cabinet members of Ashford Borough Council.



▲ The opening ceremony for the AIMREC studio and workshop, which took place in November 2021.

◀ On display are many of the layouts and artefacts that form part of the AIMREC collection. All photos courtesy of AIMREC except where stated

Recent developments

Fast forwarding two years and things have developed quite nicely for AIMREC. Now operating three days a week, we have just passed 1,500 visitors and have regular volunteers that allow us to be open on Thursdays, Fridays and Saturdays. The two weekdays are working days for projects and maintenance, including work experience sessions for young adults with autism. Saturdays are our operating days, when both the model railways inside the studio and the newly-built 5" gauge miniature railway outside are working. The Spitfire Line, as it is known, was conceived and constructed by our Saturday morning group of 10-17 year olds, with the help of their parents. It is 150' long and is operated by battery-powered locos with two passenger vehicles carrying up to four adults or six children from Mill Farm Halt to Batemans Corner and return.

The studio always has a minimum of 10 layouts on display with the GMRC layouts still entertaining visitors nearly five years after they were originally built – frequently generating questions on when the next series is being filmed (take note Channel 5!). They have been joined by a large model built by Channel 4 in 2023 that features in this channel's indents broadcast between programmes; layouts that span the eras from Hornby Dublo three-rail and Tri-ang to modern era Digital Command Control; and unique scratch-built layouts in card and paper by Nik Wilson – a prolific and creative model builder and fellow member of the GMRC winning team The Railmen of Kent. In addition there are historic railway posters, large-scale models of a Eurostar and Great Northern Railway Stirling Single No.1, and a Lionel train set that HM King Charles III played with as a boy during his visits to the Brabourne family home near Ashford – all of which provide plenty of interest to complement the operating layouts.

In addition to activities in the studio in Bethersden, AIMREC organised the highly successful Ashford 180 exhibition in November 2022. Celebrating 180 years since the arrival of the South Eastern Railway in 1842, the multi-venue event was the first model railway exhibition in Ashford town centre for over 20 years and the first event for 30 years to celebrate the town's significant railway history. A particular highlight was the display of two apprentice-built locomotives from Ashford Works which closed in 1982, including a 7¼" gauge model of Bulleid Battle of Britain light Pacific No.34055 *Fighter Pilot* built in 1951.

The summer of 2023 saw the addition of a shop selling new and second-hand items (following retirement of the owners of Model Shop in the nearby village of Woodchurch) and expansion of the refreshments on offer, including home-made cakes and sausage rolls that are gaining their own reputation for excellence!

Acquiring an RM Cup-winning layout

Within this story, the very generous donation of *Melton Mowbray North* into our care by John Spence and Steve Weston has played a big part (see panel, *overleaf*). It gave us a well-known, high quality and reliable model railway to have on display early in our



▲ A shop was added to the current premises during the summer of 2023, which stocks new and second-hand model railway accessories, including plastic kits, track and electrical items.



▲ The Spitfire Line runs alongside the new premises. This 5" gauge miniature railway is 150' long and was constructed by a group of 10-17 year olds with the help of their parents.



▲ Amongst the layouts on display is this one constructed by the Railmen of Kent team for Channel 5's *The Great Model Railway Challenge* TV programme.

development. The layout enthused both our volunteer team who loved learning to operate it and our visitors, who admired it greatly from the front, then even more so when given an opportunity to



▲ *Melton Mowbray North* can be set up at the AIMREC headquarters when it is not being exhibited at shows, enabling visitors to have the opportunity to operate this RM Cup-winning N gauge layout.

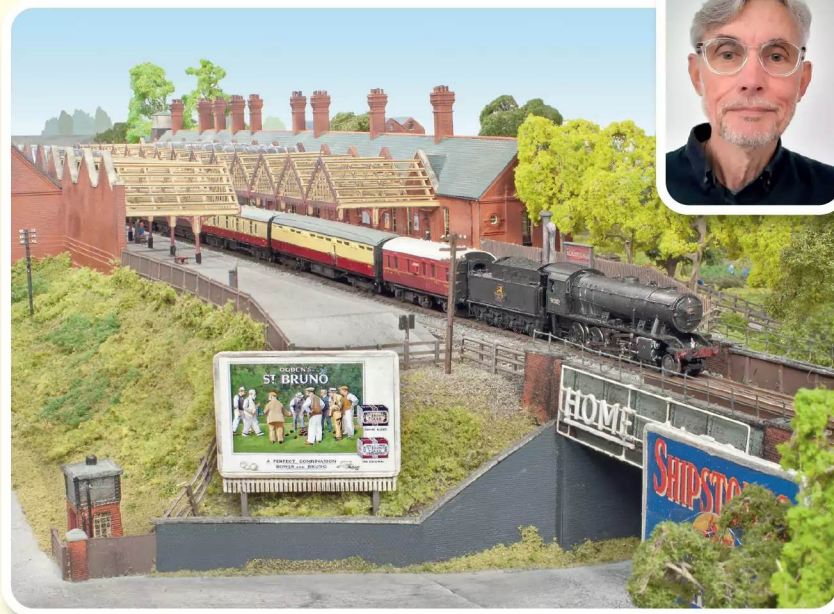
Featured in the September 2014 issue of RAILWAY MODELLER, and winner of that year's RM Cup, *Melton Mowbray North* was built by Steve Weston and myself, and was seen over a 10-year period at well over 50 exhibitions countrywide.

We had travelled as far south as Taunton, Southampton and Folkestone, and as far north as Glasgow and Perth. We showed the layout for the last time in October 2021.

Steve and I had pondered for some years about what we would do with the layout after we retired it; at 22' long and 3' 3" wide, arranged in a slight arc, it would be unlikely that many people could accommodate it in their home if we offered it for sale. Ideally, it should have remained in Melton Mowbray where we both live, but our local museum is only a small affair and would not have had room for even part of it to be on permanent display.

However, I had heard about AIMREC and was intrigued by its aims. Having spent my professional life in education (which forms part of the project's purposes), I suggested to Steve that this might offer us a perfect solution whilst also providing encouragement to a new generation of railway modellers.

Having contacted the then chairman of the project, Cliff Parsons, during a visit to my nephew in Kent, I took the train to Ashford to meet with Cliff at the AIMREC marketing suite in the town centre where several layouts were on display. My visit proved very positive, with Cliff showing an interest in acquiring the layout once we

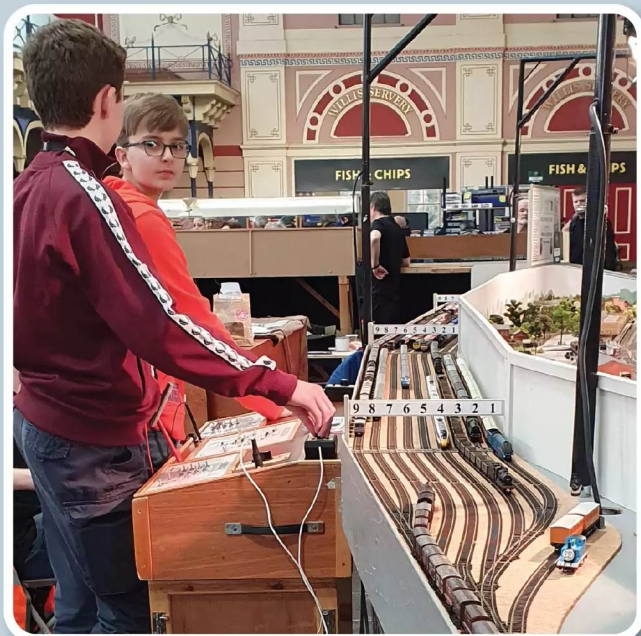


had finished exhibiting it. By the time that this came about, Cliff had passed the reins to Fred Garner and they had acquired premises just outside of Ashford as a base where layouts and related items could not only be displayed but also actually be operated.

In January 2022 I delivered the layout to the project's base along with full instructions on how to erect it and the accompanying display panels telling some of its history. Fred invited Steve and I to join the AIMREC team when the layout was

▲ A WD 2-8-0 heads a parcels train through Melton Mowbray North station in the 1950s. The glass was removed from the canopies in WWII and was only partially replaced afterwards. Photo: Steve Flint

exhibited at Alexandra Palace in 2023. However, this was a largely supervisory role as several of the young members of AIMREC were engaged with operating the layout – a task that they performed admirably. It is clear that the layout is in safe hands...



▲ Two of the AIMREC team's younger members are seen operating Melton Mowbray North at Alexandra Palace in March 2023.

operate it from the rear. Giving access into the space behind the operating panel has proved very popular; without the pressure that might be experienced in an exhibition setting, it has been possible for many people young and old to experience something that might not otherwise have been possible.

Secondly, the layout came with a commitment – to take it to the London Festival of Railway Modelling at Alexandra Palace in March 2023. With John and one of his regular helpers coming along to provide support and guidance, it was an AIMREC team of mostly under-17 year olds who ran the layout over the weekend; for some, only their third experience of operation at an exhibition!

Thirdly, and building on the success at that show, the model provided AIMREC with an exhibition standard layout to take to other events, which in 2023 included the Vintage Transport Festival at Fawley Hill organised by Lady McAlpine in support of the Transport Trust. This was a four-day extravaganza of vintage transport at its finest, and set up in the museum (where coincidentally the GMRC had been filmed) *Melton Mowbray North* operated flawlessly from Friday morning to Monday afternoon – entertaining and enthralling visitors and again operated entirely by our young volunteer team and their parents.

Melton Mowbray North on tour in 2024

Building on this experience, the layout will be one of the star attractions at the AIMREC-organised Ashford Festival of Railway Modelling on the weekend of 6 & 7 April 2024, which is to be held at Ashford College and other locations in the town centre (see end

panel). Following this, from 17-19 May it will be returning to Fawley Hill for what is expected to be the final Vintage Transport Festival, and then on the weekend of 6 & 7 July it will be at the Buxton Model Railway Exhibition.

Melton Mowbray North is not only an exquisitely executed piece of historical modelling, it is also a landscape in miniature through which a model train of nearly any origin can travel in time, and seem quite at home. John and Steve curated locomotives and rolling stock to capture the last years of the line in the period of 1948 to 1953 and a 'what-if' scenario of 1957-1962 – operating carefully researched coal, ironstone, cattle and passenger services. Our one modification to the layout, which isn't in any way physical, is to extend the range of locomotives and rolling stock to incorporate what may be called crowd-pleasers; *Flying Scotsman* and *Mallard* with teaks; High Speed Trains; Azumas and Class 66s with long Freightliner trains; Thomas and Percy. Suffice to say, they all look great on the sweeping sinewy curves as they make their way through the station and get a great reaction from the audience, particularly from the amount of filming that takes place.

Another layout acquisition

The ongoing success of AIMREC relies on the active volunteer team, donors and visitors who give time, money, and physical items (layouts, models, materials) to help support the project. In June 2023 we were contacted by John Wiley, author of *The Professional Approach to Model Railways*, who wished to donate the N gauge model railway *Wishton*, as featured in the second edition of the book published by Haynes in 2009. John had completed all the architectural modelling in order to provide photographs for the book – but at that time had not been able to install the wiring and control for the track. The model had been in this condition for some years and John, now suffering ill-health, wished for it to go somewhere for it to be completed.

Members of our volunteer team were very pleased to take on this challenge. Although not completed before John sadly passed away in September 2023, we were delighted that John's widow Jean and family members made a visit to the studio in November 2023 to see progress on *Wishton*, and see trains running on its complex track plan. This model will be on display at the Ashford Festival of Railway Modelling in memory of John and as a tribute to his outstanding layout planning and architectural modelling skills.

The future

And so to the future of AIMREC. It is still the long-term ambition of the project's Trustees to deliver the original vision, that is to provide a permanent home for classic layouts such as *The Gresley Beat*, *Pempoul* and *Melton Mowbray North*. These layouts, and many more



▲ The new custodians of *Melton Mowbray North* have expanded the array of trains that can be seen on the layout, including c.1980s HSTs.

like them, are a valuable resource that can educate, inform and inspire new generations with their creative combination of art, science, engineering, electronics, history, geography and imagination. The AIMREC studio and workshop in Bethersden is the first step back on the road to achieving that aim. It is a prototype of what could be achieved if and when more resources become available. Until that point though, we will continue with our mission to bring model railways to the community for learning, wellbeing and fun, and continue to have a great time whilst we are doing it!

The Ashford Festival of Railway Modelling 2024

The Ashford Festival of Railway Modelling 2024 will take place on 6 & 7 April across seven venues in the town centre: Ashford College, The Elwick Club, Ashford Gateway Plus, The Parish Hall, Ashford Museum, The Craftship and The Coachworks, all within walking distance and close to car parks and Ashford International station. Entrance will be by wristbands available on the door or booked in advance on the website.

Over 40 layouts will be on display, including *Melton Mowbray North*, and the first exhibition appearances of *Wishton*, *Mossdale Road* (RM June 2023) and *Travelling to Wedded Bliss* (RM December 2023). There will also be 'heritage' layouts displaying Trix Twin, Hornby Dublo three-rail and Tri-ang items, and around 10 society and trade stands including the Bachmann Collectors Club.

'Tracks Across the Spectrum' will be a specific display of models created by and for people with autism; the whole event is aiming to be autism-friendly in its layout and presentation.

In addition, Ashford Museum will be open with a display of railway items, local creative enterprise The Craftship will host workshops for children, and a music and beer festival will take place at The Coachworks. An exhibition marking 140 years of the London, Chatham & Dover Railway line from Maidstone East to Ashford West is running from late March to the end of April in the Gateway.

For more details, including a list of layouts, see Societies & Clubs or visit the website below.

Ashford International Model Railway Education Centre
AIMREC is situated in Bethersden, on the A28 between Ashford and Tenterden, and is open on Saturdays throughout the year. Its shop is open on Thursday afternoons and Fridays. For further information:
www.aimrec.co.uk



▲ Jean Wiley (second from left) is pictured with two other family members next to her late husband's layout *Wishton*. Standing on either side are Tony (left) and Andrew (right) from the AIMREC team.

Exton Quay

KELLY MILLER describes this 1930s Southern Railway branch terminus that pulls off the trick of feeling much larger than its compact size.

Photography by Steve Flint



No room for a layout? How much can you get into a 5' 2" x 26" space in OO gauge without it looking too packed? I was seeking to build a new small exhibition layout that was reasonably easy to move around and fit in the car, not too complex, and easy to set up and break down.

A visit to Model Railway Solutions resulted in the offer of a baseboard that had been built for someone else, but was no longer required. Typically for me, never doing anything the conventional way, I acquired the board first, then drew up the track plan to fit. Some of you may know of a previous layout I built named *Pine Road* (see RM April 2016). I was looking to create something similar but more manageable, with the theme being a 1930s Southern Railway terminus to fiddle yard arrangement.

Fertile imagination

Where is Exton Quay, I hear you ask? Exton is a small town on the Exeter to Exmouth line. Although Exton never had a quayside, the nearby town of Topsham has, and close by was Odams Fertiliser plant importing guano from Brazil and no doubt other places

for its production process. Barges would unload at the quayside and finished products would be taken out by train. However, the quayside at Topsham only provided a couple of sidings and was half a mile from the station on a separate branch; also, locomotives were not allowed on the quayside. Not a good start for a layout then, hence the name *Exton* and the usual modeller's licence.

The board I had purchased was straight along one side and curved along the other. I decided it would look best with the curve to the rear, to create a panoramic backscene that would achieve a sense of distance.

A track plan was created. The criteria was a run-round loop, a bay platform and a couple of sidings. I then set about hand-building all the points for the layout; five would be required along with two trap points. I used the method I know best – SMP rail and copper clad sleeper strip, with SMP Scaleway track in between. The points are operated using Cobalt slow acting point motors. I have used these a lot; the only downside is that they can be noisy, but at an exhibition this is hardly noticeable.

▲ **Overshadowed by the weeping willow tree on the left, Adams G6 0-6-0T No.265 arrives at Exton Quay with a goods train.**

I adopted Sprat & Winkle couplings; on a layout of this size they are ideal, providing a completely 'hands off' operational session.

The whole layout is self-contained and operated from the front, the control panel being situated on the end panel above the fiddle yard. The total length is just over 8' and it sits on two trestles obtained from a local DIY store. Shelves were built in above the fiddle yard for stock storage and ease of rotation. The whole layout can be operated from this one location leaving the 'letter box' style frontage for viewing by the public.

Buildings and scenery

Building a layout usually involves some sort of logistics, the order in which to build. As this is a small layout I was thinking that working from the back moving forward was probably the best way. For the backscene,

▶ **An O2 0-4-4T prepares to depart with London & South Western Railway 'gate stock', while the G6 shunts on the quay.**



I took a series of photos of the skyline from the end of Bournemouth pier, and a good friend of mine, Alan Early, pieced them together for me in Photoshop. The overbridge and farm track down to the station were then constructed.

The station building is based on Breamore on the old Salisbury and Dorchester line. The hotel is a cut-down Superquick kit bought at a toy fair. At the other end of the layout we have the Habgoods residence, a small scratch-built thatched house with their

▲ The unique drovers brake van, built to accommodate a horse and two drovers as well as the guard. *Photo: Kelly Miller*

small garden, greenhouse and garden shed. Moving forward, next is the overbridge which creates the scenic break. This is the second bridge to adorn the layout as the first was too small for some of the stock to fit through!

This brings us to the most talked about scenic part of the layout, the weeping willow tree. It was very time-consuming to make,





▶ The overbridge and river in the foreground help to create the impression of a much larger layout in this view. Shunting in the bay platform is LSWR T1 0-4-4T E16.

on the quayside is the Odams Fertiliser plant, which is the whole reason for the line's existence.

Locomotives and stock

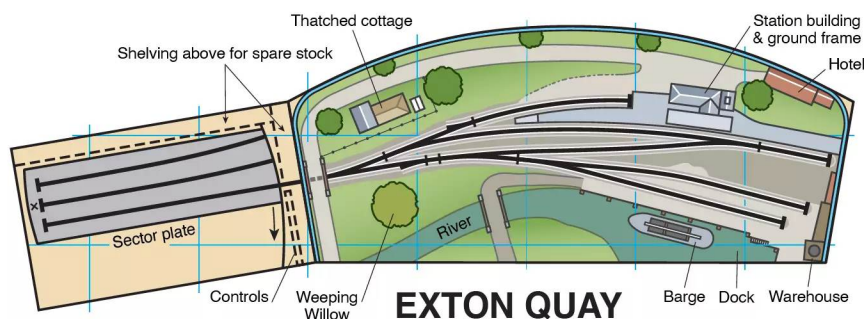
Rolling stock is mostly kit-built. Locomotives are numbered as those at Exmouth shed, including O2s, Adams Radials, G6s, the occasional B4 and a T1. Built by myself, all use High Level gearboxes and Mashima motors with Romford/Markits wheels.

Goods wagons are a mixture of kits and ready-to-run. Brake vans are all kit-built including offerings from Smallbrook Studios such as the road van. I try to run wagons specific to the area, one example being the drovers brake van. Running on a six-wheeled chassis, it accommodates the guard, a few drovers, a horse and a luggage area, which I imagine would have smelt strongly of cider. Only one was ever built and toured the area around Axminster and Exeter.

Passenger stock consists of a two-coach set of the Lyme Regis variety, Diagrams 419 and 99. There is also a single coach that usually has a milk tank or a Road brake van in tow; this normally gets taken off and shunted into the bay platform.

Acknowledgements

I hope that I have achieved a good profile of the area; it would appear so, judging by the comments I received at exhibitions when the layout was on the circuit. Some of the comments have referred to the compact size of the layout and what it is possible to achieve. If one other layout has been built because of my efforts then I have fulfilled my



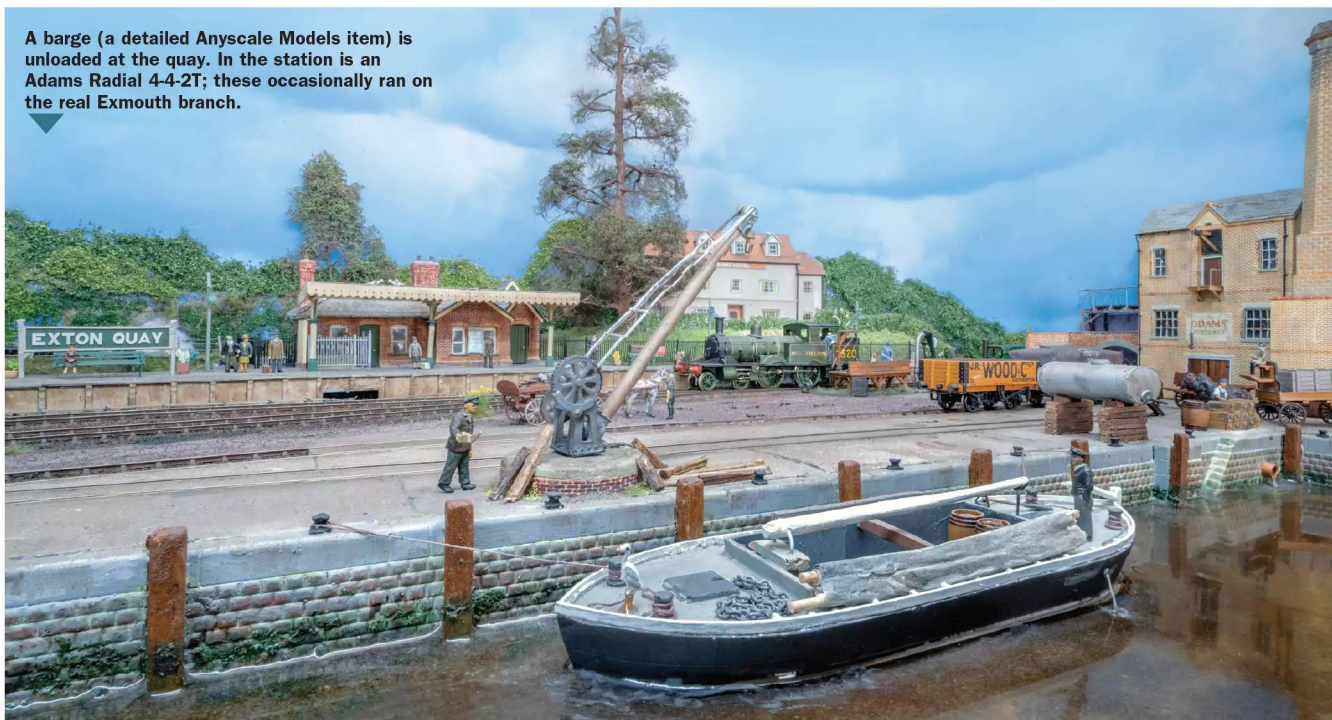
Overall scenic dimensions: 5' 2" x 2' 2". Each grid square = 1ft x 1ft.

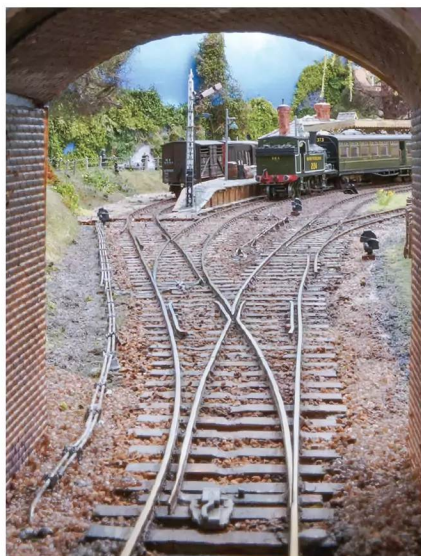
drawing short lengths of green cotton through PVA, coating them with green flock and sticking them on one by one. The main trunk was made from twisted wire which was soldered up and covered with a mix of PVA and tile grout.

Continuing our journey, this brings us around to the river and quayside. The water is made using Deluxe Materials solid water, with two layers of it in the quayside.

The barge came from Anyscale Models with lots of added details. The last building

▶ A barge (a detailed Anyscale Models item) is unloaded at the quay. In the station is an Adams Radial 4-4-2T; these occasionally ran on the real Exmouth branch.





▲ Pointwork (complete with trap points) is constructed from SMP rail and copper clad sleepers.

goal. After all, the hobby is all about encouragement: just have a go.

I have had many years enjoying *Exton Quay*, but life moves on and I am currently working on a new project. The layout has moved to a new owner, actually my fellow operator Tim Furmidge [Ed. See panel].

I would like to thank Tim for giving up his weekends to help me on our past exhibition trips, and also Steve Fackerall for all his help and encouragement.

There is one other person who can't go without praise – the late Nigel Cullimore. He will always have a special place in my life because he taught me all I know about building locomotives, setting up chassis and constructing kits. A true railway modeller with a real passion for the hobby, who will always be remembered.

Under new ownership – Words by Tim Furmidge

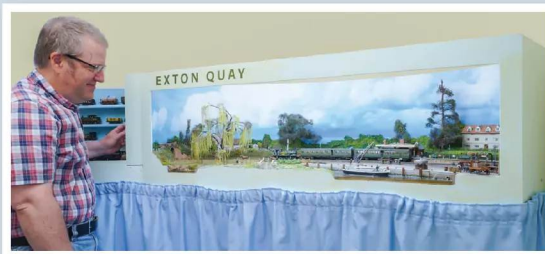
I was asked recently why I bought *Exton Quay* from the original builder? It all started many years ago...

When I was in my teens, I was a member of Wittering & District Railway Circle (now sadly closed) and we put together a scale length layout of Swanage in N gauge. We took it to the old 'Imrex' exhibition in London and had a great time, and the layout was featured across two editions of *RAILWAY MODELLER* (February and March 1991). But the world moves on, with careers, cars (classic, in my case) and houses getting in the way of any active interest in model railways.

This was so until fairly recently, when I stopped working away from home and had sold the classic car... I had more time to myself and a new (or old!) hobby was needed. So I went to a few model railway exhibitions and was very impressed with the quality and accuracy of modern layouts, and was introduced to the wonders of Digital Command Control... things had moved on indeed.

I got out all my model locomotives, stock and tools and started having a go at building structures and stock again for a possible future Isle of Wight layout. I read many books on how to build model locomotives from kits but was frustrated because they never worked very well.

Then I went to the Bournemouth exhibition in 2018 and saw *Exton Quay*. Here was a beautiful, well-running and



▲ New owner Tim Furmidge operating the layout.

crafted layout; it was only small in size but felt so much bigger when viewing it and seeing it run. Also, it was of a branch line terminus in south Devon, under the Southern Railway in the early 1930s – just my interest.

I got talking with the owner and the other operator (the late Nigel Cullimore) and this led to an invitation to attend one of their railway club meetings, which in turn led to me helping with operating *Exton Quay* at shows thereafter.

When the owner, a friend by now, stated that they wanted to sell the layout (minus the rolling stock), I jumped at the chance as by now I had amassed some Island and mainland stock and had a spare bedroom in which it could be set up. Since then, I have shown it off to family and other friends, and have really enjoyed having the layout in my ownership to operate as and when the mood takes me. The experience has also helped with making decisions about the construction of my own IOW layout.

▼ The G6 departs with a goods train, between the weeping willow tree and the overbridge that acts as the scenic break at the exit to the fiddle yard.



Part 1 – Constructing a rolling chassis

A Watford Tank in Gauge 1

JIM SMITH describes how he scratch-built a London & North Western Railway 0-6-2T in 1:32. Many of the methods and tools he uses can be applied to projects in smaller scales.

Model photography by the author

I recently acquired a set of wheels which, when measured for 1:32 scale (Gauge 1), worked out to be 5' 3" diameter for the coupled wheels and 3' 9" for the plain (non-driving) wheels. Therefore I did a bit of research and found them to be close to the sizes used for a class of 0-6-2Ts designed by Francis Webb for the London & North Western Railway, these being nicknamed 'Watford Tanks'.

As this seemed a fairly straightforward design of locomotive to construct from scratch (it featuring a straight running plate, no outside valve gear and a parallel boiler), I decided to give it a try.

Suitable drawings

I next managed to obtain some suitable drawings of this prototype from the Gauge O Guild and scaled them from the supplied 7mm:ft to the required 9.525mm:ft using my photocopier set to print at 136%. As these drawings were now too big for A4 sheets of paper, they were instead printed in sections and then taped together.

I also obtained some drawings from the book *Bashers, Gadgets and Mourners: The Life and Times of the LNWR Coal Tanks* by Peter Skellon (published by the Bahamas Locomotive Society). This is a book about



▲ The completed model, finished in LMS unlined black livery as No.6935. Outshopped as LNWR No.1140 in 1902, this locomotive received its LMS number towards the end of 1927, carrying this until withdrawal from service in May 1946.

the 'Coal Tank' but the cab layout is similar. I also obtained a large scale drawing from The Historical Model Railway Society which has a huge archive of information.

Making a start

I have scratch-built a number of locomotives in recent years, most to 7mm:ft scale. I have employed similar materials and techniques for all of them, many of which are transferable to other scales and gauges.

The main difference with this particular project was that I decided to equip it with battery-powered radio control, with the components for this being stowed in the bunker. This would be wired to an MSC Models motor and gearbox driving the rear coupled axle, but would negate the need for any pick-ups to be fitted to the model for receiving track power.

When scratch-building, I always start with the coupling rods and use these as a guide for drilling the main frames accurately.

As a general rule, I also recommend washing the parts thoroughly after each soldering session using hot water and washing-up liquid (an inexpensive version without lanolin is best).

With the drawings ready, together with a suitable stock of materials, I made a start...



▲ The LNWR '1560' Class/18" Tank numbered 80 in total with construction taking place at Crewe between 1898 and 1902. Essentially a tank engine version of the company's 'Cauliflower' 0-6-0s, these mixed traffic machines were often used on suburban services between Euston and Watford, hence their unofficial nickname of 'Watford Tanks'. 77 passed into LMS stock, with 15 still in service upon Nationalisation, although only two survived long enough to receive a BR number. LMS No.6878 is on a passenger service in this picture, believed to have been taken in the 1930s near Cannock. Photo: Rail-Online

Coupling rods

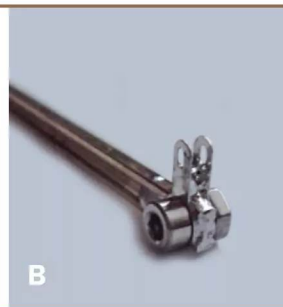
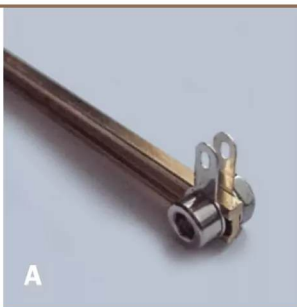
1

I started by fabricating the coupling rods using lengths of code 200 brass bullhead rail from Tenmille, first filing the flanges down so that the profile of the rail section matched along the top and bottom edges. The pair of front sections were created first (connecting the leading and centre driving wheels), both of these being drilled for 1mm holes at one end, with one of the pair then being drilled at 7' 3" centres (A). The pair were then bolted together at one end with a 14BA nut and bolt, and clamped together at the other. This enabled the second hole to be drilled through the other section, using the first as a guide. All the holes were then opened out to 3mm (B).

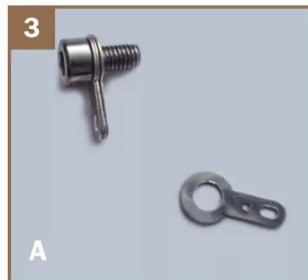


2

Next I created the bearings that would later be connected to the crankpins on the leading wheels. Working on one rod at a time, a pair of 3mm electrical solder tags were clamped at right angles to the rod at the front end – using a 3mm stainless steel bolt and nut so that the solder would not stick to it (A). The solder tags were then soldered to the coupling rod end and the void between the tags filled with solder (B). The rod end could then be filed to the required profile (C).



3



The coupling rod bearings for the middle wheels were fabricated next; these needing to provide the pivot between the front and rear sections. To achieve this, four solder tags (two for each side) were drilled with an extra small hole 5mm from the centre of the 3mm hole: one was drilled (A) then the other three were clamped with a 3mm bolt so that the first one could be used as a guide to drill them through (B). The new hole was then opened out to 1.2mm. A 12BA screw for the pivot bolt was then fitted and tightened, following which the end of the tag was sawn off and filed to a radius profile (C). The four tags could then be separated, knowing they would all be the same (D). Two cut-down tags and two uncut tags were then bolted in position on each rod and carefully lined up and tightened (E). The tags were then soldered to the rod as shown before but being very careful not to get any solder in between the short tags in line with the rods (F). The rod ends were then filed to the correct profile as before.



4



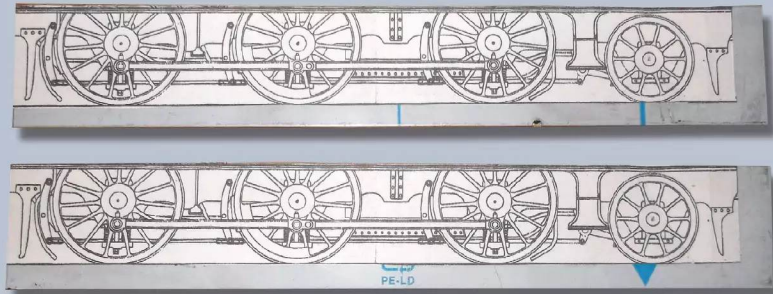
The rear coupling rod sections were then cut to length, with the ends that connect with the centre wheelset being thinned and drilled 1.2mm. This was so they would fit into the pivoted bearing assemblies of the leading rod sections (A). One of the rear rod sections was then bolted to one of the front sections. Next, it was marked out and a hole drilled for the bearing that will be attached to the trailing coupled wheel (at 8' 3" distance from the rearmost hole on the leading coupling rod section). Both of the front rod sections were then bolted together with 3mm bolts, with the rear rod sections pinned through the pivot holes with a 1.2mm drill so that the other ends could be clamped in the vice (B). This enabled the hole to be drilled for the bearing on the other side of the trailing coupled wheelset, with both of these holes then opened out to 3mm diameter. After filing to shape, the rods were assembled with 12BA nuts and bolts. The rods were tinned using Carrs 70 Low Temperature Solder (ref.C1001) and LA-CO Regular Soldering Flux Paste, with my variable temperature soldering iron set to 110°C – so as not to melt the 155° solder used in their construction. They were then thoroughly washed in hot water.



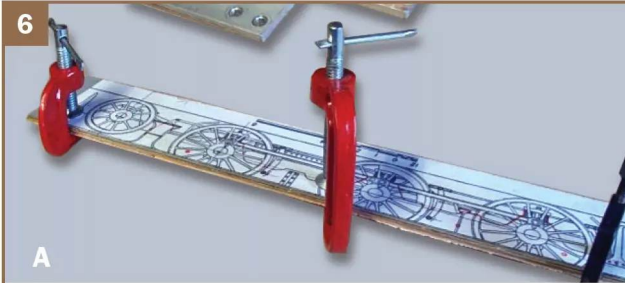
Main frames

5

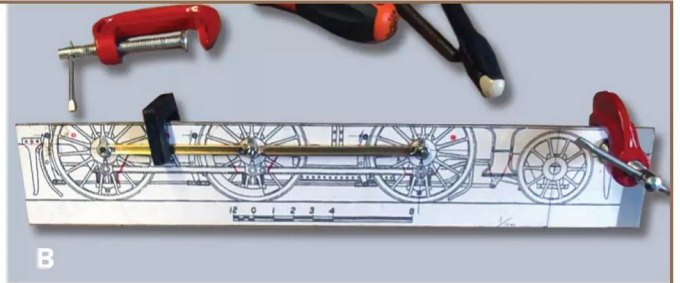
With the coupling rods made, these were then used to plot the wheel spacings of the locomotive's main frames accurately. To cut out the frames, the drawing was photocopied onto a single large self-adhesive label, cut to the correct size with a metal rule and scalpel, and then stuck directly onto the 1mm brass sheet.



6



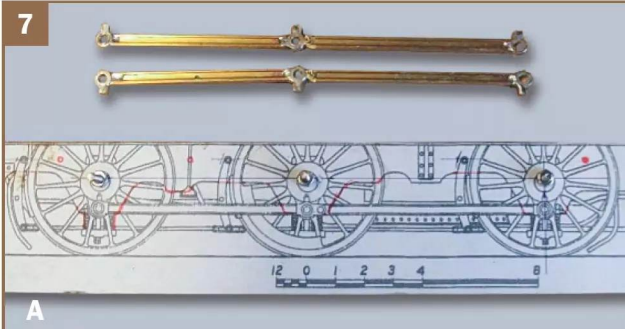
A



B

The wheel diameters were then measured and compared to the drawing. Because the wheels I had were slightly over size, new positions for the wheel centres were marked on the drawing in order to make sure that the buffer height was correct. The two pieces of brass for the frames were then clamped together with a piece of plywood underneath (A). The first axle centre hole was drilled with a 1.5mm pilot drill. This was then opened out to 3mm and one of the coupling rods was bolted to the brass (B). The holes for the leading and trailing coupled axles were then drilled in turn, with 3mm bolts fitted.

7



A



B

There should be nothing preventing the second coupling rod from fitting the same bolts. The holes for the frame spacers, trailing axle and brake hangers were drilled next. The coupling rods and plywood backing were then removed and the axle holes in the plywood sheet were opened out to take the 3mm axle bolt heads. The frames were then bolted together with the four 3mm axle bolts (A) and the plywood sheet was refitted using 3mm countersunk screws to the rear of the frames. This gave a flat rear surface to facilitate the profile of the frames being cut using a bandsaw (B).

8

Once the frames had been cut roughly to shape on the bandsaw, the plywood backing was removed and the frames held between some long aluminium angle jaws in the vice, with the profile being filed to the final shape. The frames were then separated and the paper labels removed with label remover spray. Because I had elected to use Slater's axle bushes, the axle holes were opened up, a half millimetre at a time, to 8mm and a taper reamer was then used to open them up until the bushes were a tight fit. The centre axle hole and the trailing axle hole were carefully filed a little to allow a small amount of vertical movement.



Chassis assembly

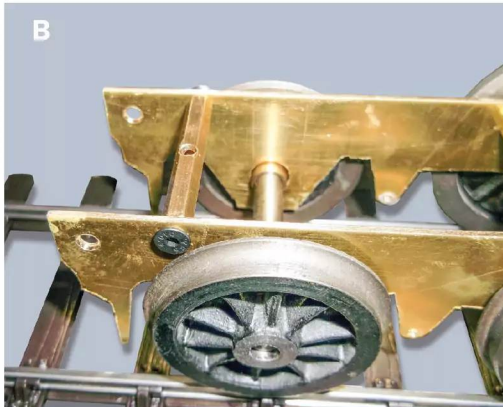
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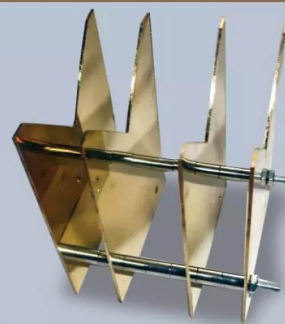
A

It was now possible to undertake a trial assembly of the frames (A), using some 35mm x 3mm threaded spacers and M3 x 5mm flat wafer-headed laptop screws. (I did not Loctite the wheels to the axles at this stage.) A 3mm hole was drilled in the rear spacer to allow a fixing screw into the base of the bunker (B). The frames were then dismantled, cleaned and chemically blackened using Birchwood Casey Brass Black, before reassembling them once more and squaring them up on a sheet of plate glass.

B

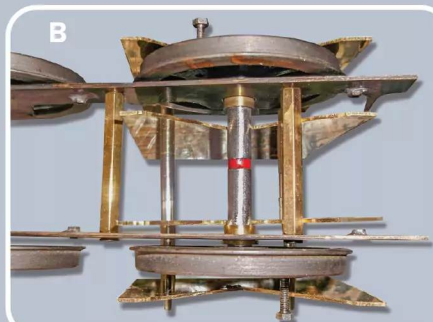


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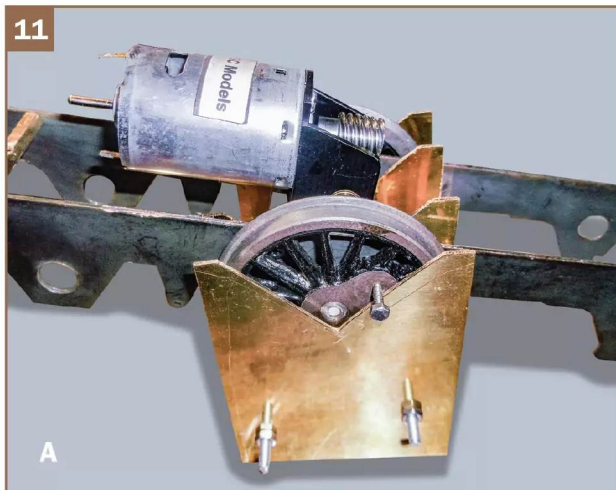


A wheel quartering jig was then fabricated using some brass sheet and long M3 screws and spacers. The design of this is not critical as long as the roughly 90° vee is exactly the same on all four brass pieces: the best way to achieve this is to clamp them together and cut and drill them as one item.

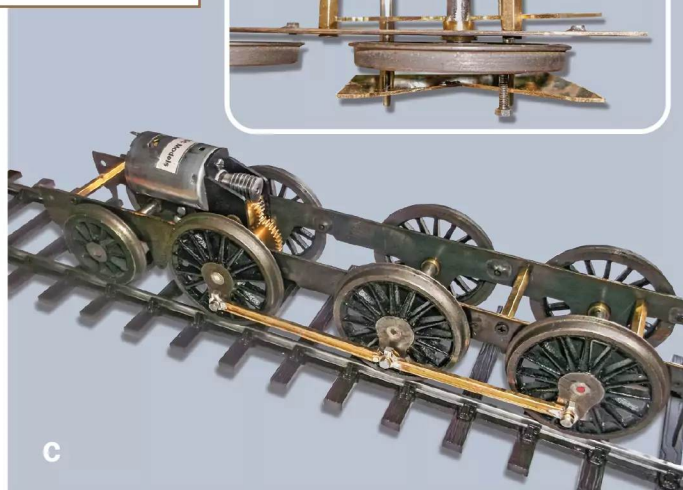
B



11



A



C

The rear driving wheels were then assembled onto the chassis with the motor/gearbox. I used a two-part rapid epoxy to glue the wheels onto the axles, ensuring the back-to-back was correct (A). This action was then repeated for the other axles, using the jig to match the quartering on all the driving axles (B). Once everything was cured, the coupling rods were fitted onto the crankpins using brass tube and washers as bushes (C). The chassis was tested successfully around curves of 2m radius, following which the gear was tightened on the drive axle and a test run of the motor at 12V was carried out.

Next month

In part two Jim will turn his attention to the locomotive body.



▲ The finished model (note the aerial antenna for radio control).

Through the Railway Room Door

Great Deltan

DAN BROOKSBANK describes his modern era garage-based N gauge layout, the creation of which was inspired by a section of the West Coast Main Line in Northamptonshire. A layout of two halves, the rural side is presented here, whilst the urban side is still under construction.

Photography by Paul Bason

Having previously lived for three years in a static home on a holiday park, I was eager to start building a layout when our family moved into a new home that came with a sizeable garage. This space was perfect for what I had always desired: a layout big enough for full-length passenger and freight trains to run without tail chasing!

While living on the holiday park, I did possess a metal shed inside which I built a smaller oval layout. This gave me a lot of practise developing my modelling skills and using various techniques which are now second nature.

Planning the layout

I knew that I always preferred watching the trains to operating them, so it was clear to me that a layout with a lot of points and sidings was not my ideal system.

I decided that the idea of having four tracks would work well for me, as I could have two outer lines with fast express passenger services running around the layout and through the platforms, while the inner tracks could be used for freight and regional services.

The two key features that I wanted to include on this layout were a countryside

cutting, based heavily on Roade Cutting in Northamptonshire, and a large station, capable of accommodating an 11-coach Pendolino comfortably. With all that in mind, I spent a good few hours sketching up plans on my night shifts at work (on my less busy nights) and eventually came up with a scheme that would satisfy both my running needs and the features that I wanted to include.

A Class 90 locomotive on a sleeper service and a Class 390 Pendolino cross the motorway, which is based on the M1 and has been modelled complete with road works.





▲ A Class 92 on Mk.V Caledonian Sleeper stock is overtaken by an Avanti West Coast Pendolino. All models are by Revolution Trains.

One final consideration regarded the rolling stock storage, if there was to be any. I always like to maximise the space given to me and have more 'layout' than storage. For the previous three years in the shed, I had been just loading stock on and off the railway every time I wanted to run it and

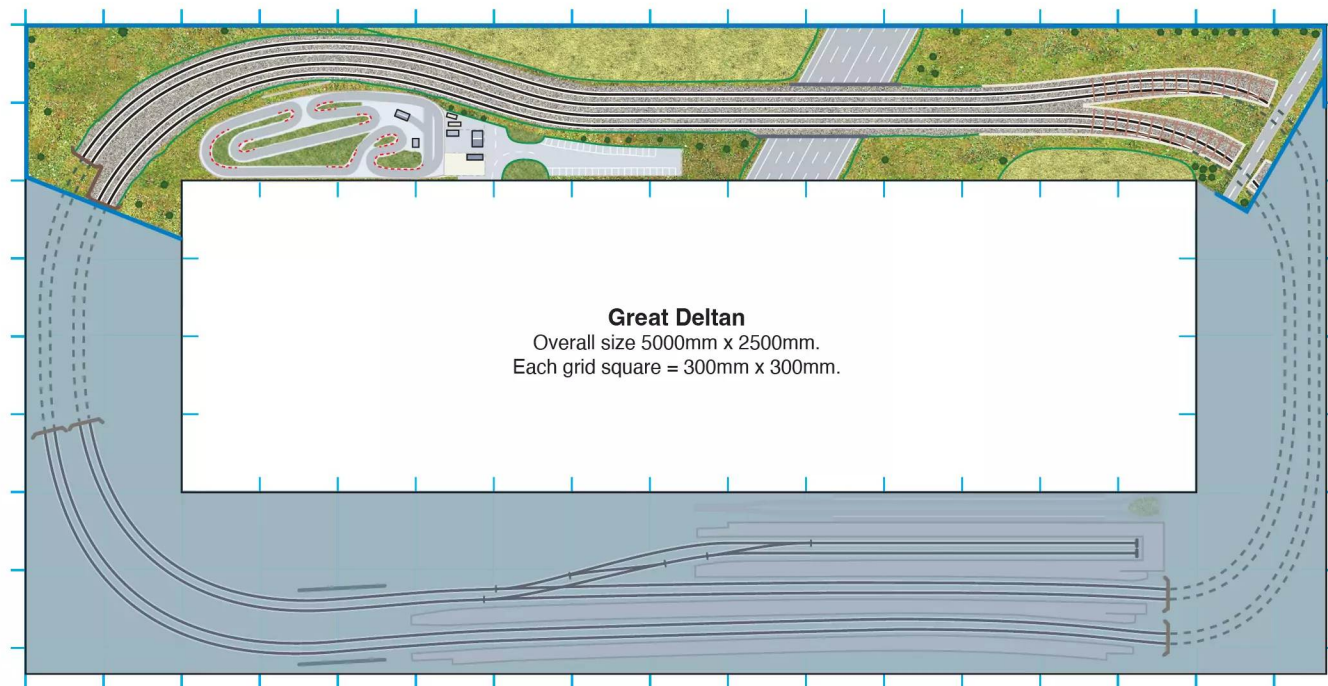
I was quite used to that. Therefore, I decided that this layout, like the last, would not have a fiddle yard, but just an empty area with no scenery, where I could load and unload the locomotives and stock.

Laying the foundations

With the plan now finalised, there were particular parts of the layout which needed to be constructed to fit the track system I had in mind. Some areas needed raising

above the surroundings or vice versa, so the baseboard was not a simple brace and board design. The entire framework is made up of softwood planks purchased from local hardware stores, and the boards themselves are a mixture of 12mm plywood and MDF.

The track plan itself is very simple for a layout of this size with the outer two loops completely isolated from anything else. The two inner loops are connected at only one location (at the station throat) where they





▲ A Class 321 EMU in unbranded Silverlink livery tries to keep pace with a Virgin Trains service, which has a Driving Van Trailer leading.

branch off into two bay platforms. Peco Streamline code 80 track items have been used throughout.

All curves on *Great Deltan* are super-elevated, using shims of thin plasticard to

This part of the layout is based on *Road Cutting* in Northamptonshire. A Class 60 on a tanker train is flanked by the Network Rail Measurement Train and a Class 350 EMU.

lift the outside rail and give a more realistic effect. This looks especially good when viewing trains from a low level and looking down the line, with the sight of Pendolinos tilting round the curves at high speed.

Power and control

When we first moved in, the garage had only the one power socket and one central

halogen light fitting on the ceiling. However, being a qualified electrician, I was able to add many more sockets where needed around the baseboard frame, and fuse spurs for light fittings. My goal was to never need an extension lead for any work and to be able to reach all areas of the layout with my soldering iron (which has a metre-long cord).





The layout is lit via seven LED batons; two on each side wall and three on the ceiling. This gives an even spread of light not only from above, but also the side, which is especially important when photographing and videoing models so that chassis detail is visible.



The trains themselves run on Digital Command Control via a Digikeijs DR5000 system and either a Pico handset, or the Z21 app on my iPad.

Cutting in

One of the focal points of the layout is the countryside cutting at one end. This was the first scenic area to be completed and is constructed using Metcalfe Models card retaining wall kits, weathered down and, at times, cut down to create the curved cutting with no gaps or overlaps. Plastic I-beams were then cut to the correct size and angle, and fixed in place to create the familiar 'birdcage' structure that gives the model its resemblance to Roade Cutting. (In reality, this cutting is where the WCML splits into the direct line to Rugby, and the Northampton loop line for Northampton and Long Buckby.)

Just past the cutting, the four lines come together and pass over the M1 motorway. This scene is based again on a real bridge which crosses the M1 just west of Northampton; the only difference being that the real version only carries two tracks across the motorway. The scene represents a portion of the M1 undergoing maintenance work, hence the '50mph' and 'average speed limit' signs seen from the front.

A race to finish

The go-kart race track completes a trio of points of interest on this rural side of the layout. Having initially planned to keep this area as just a field (or at the very most a farm), it was completing the cutting that inspired me to build something a little more interesting and detailed.

I actually ran a poll on the *Great Deltan* Facebook page to see what the layout's followers would like to see built on this area, with the overwhelming response being for the go-kart track. I then decided to go one

▲ The working go-kart track is a key feature of the layout. A DB Schenker Class 66 heads an aggregate working composed of JNA wagons.

step further with the idea and make it so the go-karts were able to move as well!

Having previously installed a magnorail system on the shed layout, I knew the capabilities of these components and was intrigued to find out whether I could adapt the parts to suit. With a couple of mishaps along the way and a lot of help in the form of 3D-printed items produced for me by 3D Wagon Works, the scene came alive and is now the main viewing feature on the layout.

Locomotives and stock

With the layout being based on the southern section of the WCML, Pendolinos, Voyagers, Class 350 and 321 EMUs, and the Caledonian Sleeper were a must; but as with many layouts, there are no rules as to what can or cannot be run. Therefore lineside enthusiasts visiting *Great Deltan* are likely to see an assortment of trains including a Class 90 in Virgin Trains red hauling a rake of Mk.III coaches and a DVT; an East Midlands HST; GWR Class 800 bi-mode IEP and even a ScotRail Class 170 DMU!



“ – I always preferred watching the trains to operating them, so it was clear to me that a layout with a lot of points and sidings was not my ideal system – ”

Dan Brooksbank



90 037 in BR Railfreight Distribution sector livery (a Graham Farish by Bachmann ready-to-run model) with a rake of First ScotRail Mk.III sleeper stock.

Acknowledgements

This layout has come together with a lot of assistance from certain people and companies. Firstly, a huge thank you to Nick at 3D Wagon Works for all of the 3D-printed parts that have found a home on *Great Deltan* – the go-kart track and motorway scene in particular. In addition, West Coast Models did a superb job of weathering a number of items of stock, most notably my Network Rail Measurement Train and KUA nuclear flask wagons; The Model Shop in Northampton has been a consistent source of resources, knowledge and advice; and lastly, to all of those who follow the layout on social media – a huge thanks for your kind and supportive comments on my videos, photos and posts.

All change

The next challenge will be modelling the large station on the urban side of the layout, for which currently only the platforms have

Unusual workings in the form of a Network Rail Measurement Train and a pair of nuclear flask wagons top and tailed by DRS Class 66s.

been constructed. The six platforms have been made using Peco concrete edging strips and then filled in with Polyfilla and wood for the surface. The plan I have in mind is to replicate the canopies and main building at Northampton station with the London North Western colour scheme.

See *Great Deltan* in action

To see videos documenting the construction of the layout, including the go-kart track, search for 'Great Deltan N gauge' on YouTube.





RAILWAY MODELLING *Explored*



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

THIS MONTH • The Lynton & Barnstaple in OO9 • A laser-cut terraced house in 4mm

Pinewood Bay

ROGER MALONE was originally planning an O gauge branch line terminus – but the achievements of the preserved Lynton & Barnstaple Railway inspired him to switch to OO9.

Photography by the author

The Lynton & Barnstaple Railway, climbing high through the Exmoor hills, has drawn numerous admirers, and its demise in the 1930s was mourned by many.

Several years ago, after seeing a double-headed reincarnation of this railway's glory days with the new-build Manning Wardle 2-6-2T Lew and Baldwin 2-4-2T Lyn running

A Heljan OO9 model of Lyn collects a set of three Peco Lynton & Barnstaple coaches from the sidings.

into Woody Bay, I felt compelled to try and celebrate some of its preserved essence in model form.

As a result, *Pinewood Bay* was born – an affectionate, if simplistic, tribute to the real thing. Equipped with a Peco OO9 Starter Track Set (ref.ST-400) and plenty of

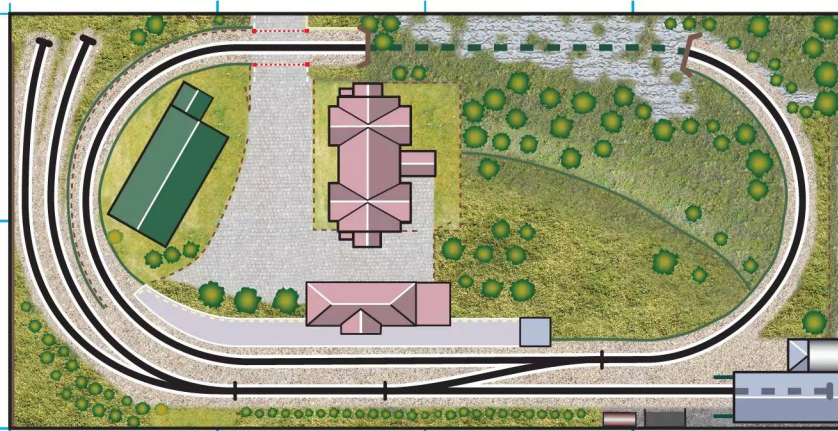
▲ **New-build Manning Wardle 2-6-2T Lyd and Baldwin 2-4-2T Lyn climb the last few yards into the preserved Woody Bay station.**

enthusiasm, but very rusty modelling skills, I set out on my own great little train journey.

Budget modelling – then and now

The last time I had a proper layout was as a 12-year-old in the early 1960s. What you had





Pinewood Bay Overall size 4' x 2'. Each grid square = 1' x 1'.

to make do with then bears little resemblance to the mind-boggling array of modelling resources available today.

Eking out pocket money as a schoolboy was an early lesson in building a railway on a budget. I recall baking used tea leaves in my

A Post Office van waits at the level crossing as Lyn emerges from the tunnel and heads towards the station.



mother's oven to replicate the texture of ballast, dyeing sawdust various shades of green for grass and also scattering it over steel wool to create bushes.

Creating *Pinewood Bay* was also a case of balancing the books, the plan being to build a simple layout for as modest a price as possible.

I was given a Heljan model of the delightful Manning Wardle 2-6-2T Taw as a present (before I had taken the plunge and purchased the Peco starter kit). However, I soon discovered that this particular model wasn't compliant with the first radius

track in the set (the model being recommended for use on curves of no less than 12").

Because of the size of the baseboard I was using (4' x 2'), I could do nothing about the radius of the curves. However, I did replace the small radius points with items of a larger radius.

The arrival of a Heljan Baldwin 2-4-2T *Lyn*, another family present, transformed operations on *Pinewood Bay*, and saved the day. I could have commandeered models of other narrow gauge locomotives of course, but I was determined to stay true to the Lynton & Barnstaple.

The control is 12V dc analogue and the three points are hand-operated – I don't mind the physical interaction, and it alleviates the need for additional wiring. The only powered items are the two home signals guarding the station.

As for the railway buildings, I wasn't able to source a Bachmann Woody Bay station at a reasonable price. However, a compromise came in the shape of the waiting room and toilet section of the Bachmann Bluebell Railway station complex. Reversed, so that the ornate entrance now delivered passengers onto the platform, it had a bucolic look that seemed to chime with the character of *Pinewood Bay*.

***Lyn* prepares to depart in the clockwise direction, alongside a Heljan Manning Wardle – a must-have for any L&B layout, but unable to negotiate the curves on this one!**



The illusion of space

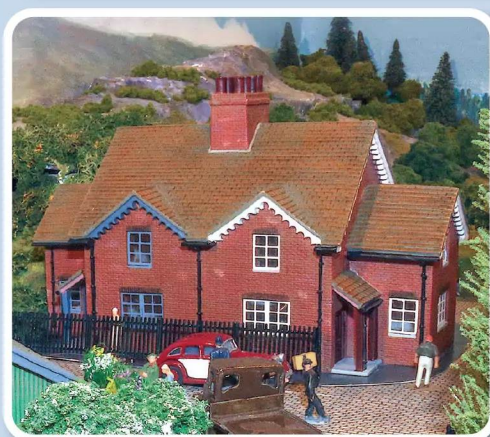
The biggest pleasure has been in creating the scenery. Blocks of styrene rescued from parcel packaging were shaped and covered in a mix of bandages and Polyfilla. The aim was to suggest the moorland terrain of Exmoor, with a slight nod to the dramatic landscape of the Valley of Rocks at Lynton.

Although the board was a basic size I wanted to create as much of an illusion of distance and depth as possible. Painting the backscene and blending the colours, to suggest both space and separation between the lowland and craggy hills rising beyond, was very rewarding.

The intention was to draw initial attention to the left foreground, with dwellings and station providing a counterpoint to the more distant scenery beyond.

To maximise this the station starts on the approaching curve. The eye is then encouraged to follow the line along the length of the platform, past the engine shed, to where the track curves and disappears into a rock cutting. From here, with a forest backscene of sloping firs, we glimpse the shimmering waters of Pinewood Bay in the distance.

The tunnel is designed to hide a train of loco plus three coaches – with the hilltop removable for maintenance or in case of any derailments.



▲ This view shows how effective Roger's painted backscene has been in creating the illusion of distant hills beyond the confines of the 4' x 2' baseboard.

Modelling therapy...

Pinewood Bay is simple to run and engaging to watch. With somewhat arthritic fingers and eyesight not as sharp as it was, a complex OO9 layout would never be a great idea.

Seeing the Baldwin trundle around the circuit at an authentic sedate pace is most enjoyable. You could say its cyclical journey is even therapeutic. Model railways can offer a marvellous escape, only limited by our imagination. I joke that one day I might buy a caravan here so I can spend more quality time at Pinewood Bay.

After all these years, to have built something and finished it to the best of my ability is a small victory, and one I admit to being quite proud of.



▲ The two houses next to the station provide a contrast to the distant hills beyond.

◀ The tunnel acts as the layout's 'hidden siding', being designed to accommodate a locomotive and three coaches. The hilltop is removable to provide access for maintenance.



Making a start in OO9

Roger's starting point for *Pinewood Bay* was the Peco ST-400 Starter Track Set. He added to the trackwork supplied in the set to create his desired plan, and substituted larger radius points to suit the locomotives that he wanted to run.

For new entrants to the hobby and those of lesser experience, Peco Starter Track Sets are an ideal way to begin a layout project. In addition to the OO9 version used here, Starter Track Sets are available for OO, N and O gauges.

All track parts are from the Peco Setrack range, which means that laying the track is very straightforward, with no cutting of rails or forming of curves required.

The OO9 set comprises a selection of straights, curves, points and buffer stops, together with a copy of the *Peco Setrack OO9 Planbook* containing ideas and inspiration for narrow gauge layout schemes. More details can be found on the Peco website:

www.peco-uk.com

RAILWAY MODELLING *Explored*

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

Constructing a Victorian house kit

CALLUM WILLCOX demonstrates how to paint and assemble the new laser-cut Victorian semi-detached house kit from Peco – a structure synonymous with many industrial towns and cities to this day.

Photography by the author

Peco recently released its latest suite of laser-cut wooden structure kits in 4mm, based on a semi-detached brick house typical of the Victorian period in Britain. The trio of kits 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 as the full-relief version (ref.LK-208) with a footprint of 158mm x 162mm, which forms the subject of this article.

Each kit can be used in multiple 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.

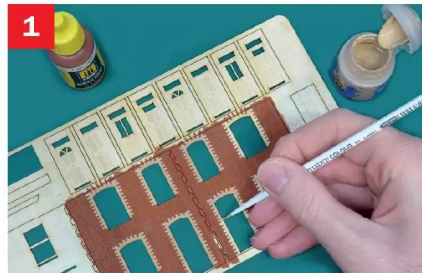
The kit – which comprises a combination of wooden and plastic components – contains everything required to complete a finished model, with only a basic set of modelling tools needed for assembly, together with a



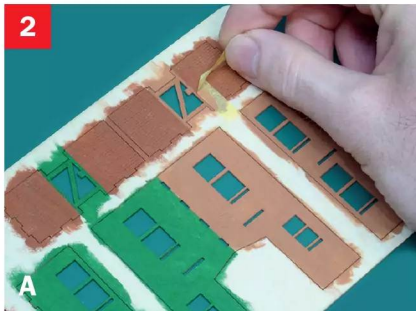
▲ The kit builds into an attractive structure suitable for a wide variety of layouts and eras.

small selection of paints and powders. This makes it an ideal starter project for those of lesser experience, or trying their hand at kit construction for the first time.

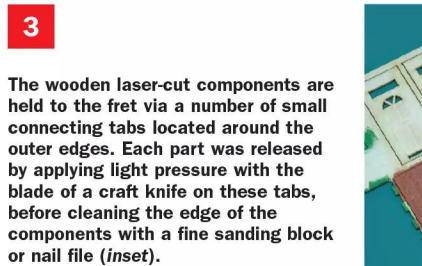
Building the kit



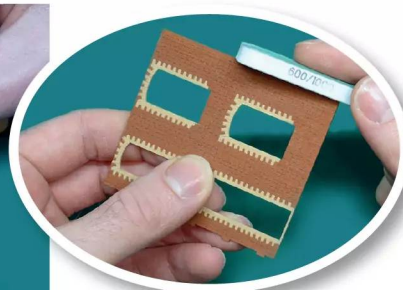
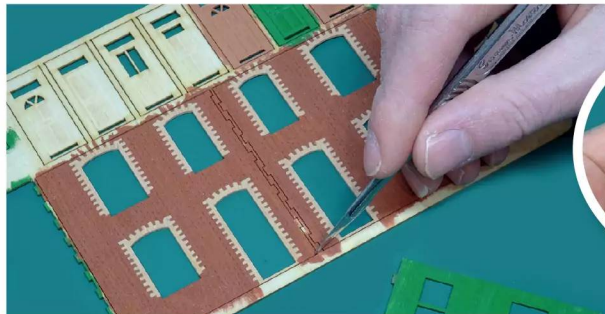
I elected to paint the wooden components prior to assembly. This was undertaken whilst the parts were still attached to the frets, making them much easier to handle. The brick components were brush-painted using a selection of acrylic paints; I found No.0041 Dark Rust from AMMO by Mig to be a suitable match for representing red brick, while Citadel Kislev Flesh was used to pick out the lintel brickwork around the door and window apertures.

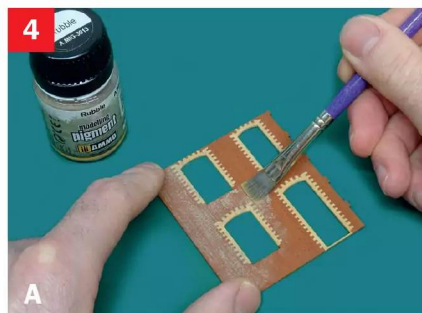


The kit depicts two adjoining properties, with each dwelling receiving its own unique colour scheme. Using the instructions for reference, the details for each property – such as the doors, gates, guttering and bargeboards, along with the inserts for the window frame surrounds – were picked out with a combination of Phoenix Precision P22 GWR Dark Stone and P93 SR Middle Chrome Green. Clean lines between the two colourings on shared components (and those with brickwork) were achieved with some careful masking (A). Door steps and window cills received a coat of Humbrol No.121 Pale Stone, while internal details such as curtains were decorated using a selection of cream or pale grey acrylics (B).



The wooden laser-cut components are held to the fret via a number of small connecting tabs located around the outer edges. Each part was released by applying light pressure with the blade of a craft knife on these tabs, before cleaning the edge of the components with a fine sanding block or nail file (inset).

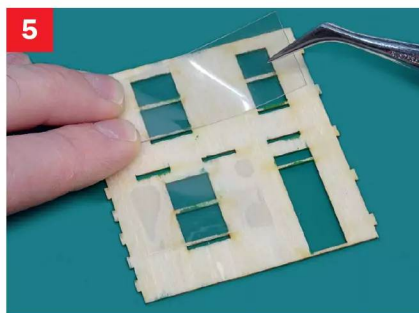




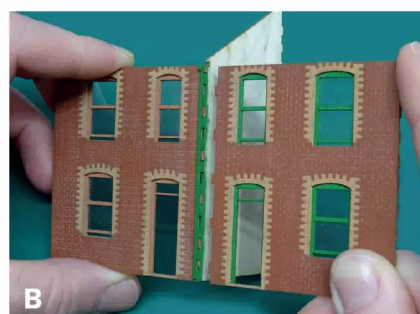
The mortar courses were picked out using AMMO by Mig No.3013 Rubble Pigments. These were ground into the brickwork using a circular motion (A), before the majority was wiped off using the point of a finger (B). This process leaves powders where they need to be, whilst helping to tone down and add variations to the brickwork itself. This was sealed with a quick misting of Humbrol Acrylic No.49 Matt Varnish spray.



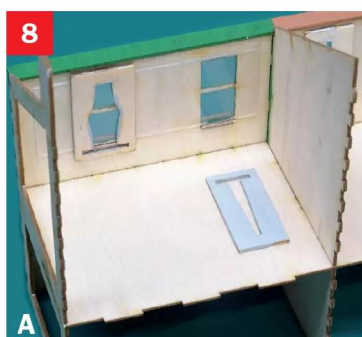
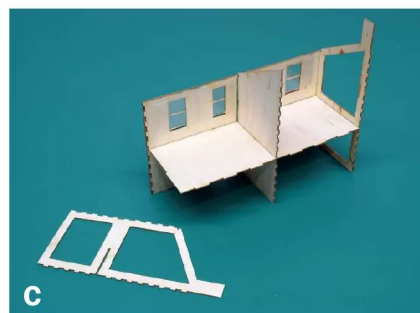
With the forward half of the structure starting to take shape, details such as the window cills and guttering were added. Each individual cill (of which there are two types) was carefully inserted and glued into the corresponding openings within the window frames (A), whilst the gutter was fixed atop the front wall with the aid of three locating slots (B).



The kit is supplied in clear plastic packaging, which is to be used as glazing material. Using a steel ruler and a sharp craft knife, a number of strips were formed; these were cut slightly oversize in order to avoid marks on the visible areas when fitted (*inset*). Once in position they were secured in place using small amounts of PVA glue, ensuring the openings for window cill tabs were not obstructed.



The main structural components have been designed with a slot and tab arrangement for assembly (with Deluxe Materials Roket Card Glue being the adhesive of choice). This process started with the laminating of the outer and inner wall sections – ensuring the tabs along the edge nearest the doorway are properly aligned (A). Once cured, the wall assemblies were attached to the central internal partitioning wall; the location holes for which are cleverly disguised by the downpipe (B), followed by fitting the upper floor and inner end walls (C). (I opted to leave the back wall off at this stage for ease of access.)

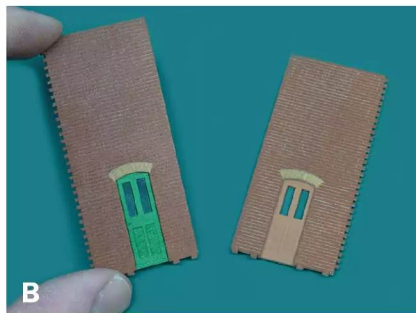


A choice of several optional door and curtain designs are provided. The curtains utilise the protruding tabs from the window cills as a mounting point, with openings provided in the bottom of these assemblies; PVA being applied sparingly to the top and bottom edges to avoid contaminating the glazing (A). The doors were affixed to the inside of the doorways – taking care to ensure the engravings align with the frames – before fitting the doorsteps (B).

9



A



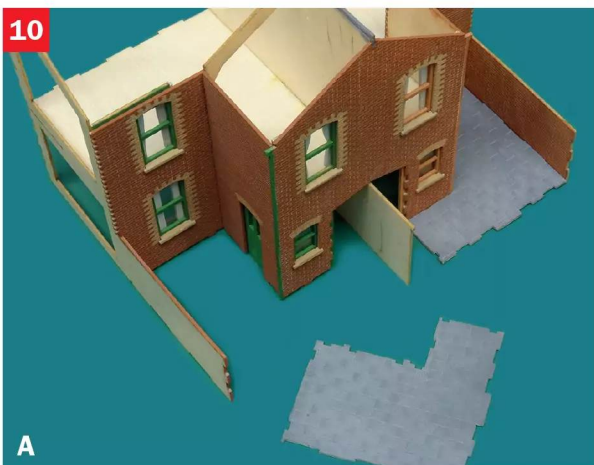
B



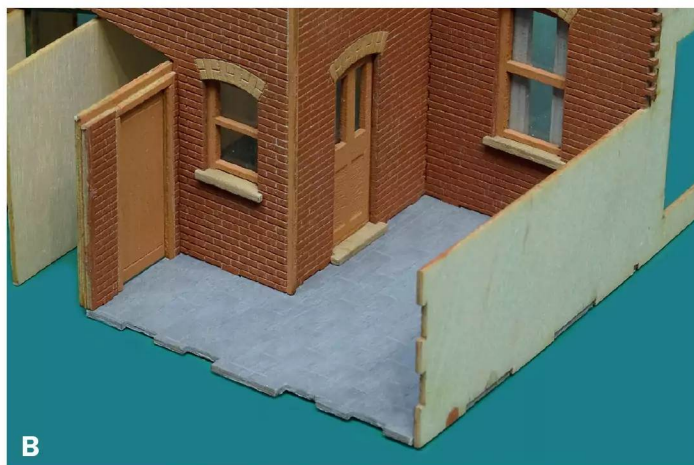
C

Construction of the rear of the structure follows a similar process to that previously mentioned; starting with the laminating of outer and inner walls, followed by the assembly of the internal supports and floor (A). A number of the external walls are keyed, with the brickwork designed to interlock at the corners (B). These provide a near seamless join between components, imitating construction techniques as per the real thing. Once in place, the window cills and curtains were fitted (C).

10



A



B

The engraved paving components for back yards were painted and weathered prior to fitting (A). These were painted a slate grey, followed by a generous dusting of medium grey weathering powders – applied in the direction of the slabs. Once fitted, details such as the back door footstep were added, before the outhouse and remaining yard walls were erected (B).

11



Gutters and bargeboards were affixed to the roofline of the structure. The gutters – which feature a 90° bend – are keyed, to ensure the correct orientation, whilst the bargeboards are to be flush with the gable end (including those on the outhouses). The first of the wall capping tiles were also added; note parts Nos.132 and 133 are slightly different lengths – the shorter of these being fitted next to the outhouse.

12



A



B



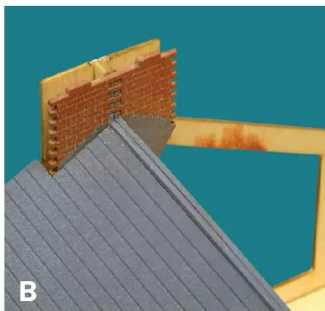
C

A similar process to the paving slabs was adopted for painting and weathering the roof pieces; these components first receiving a coat of slate grey acrylic, followed by a dusting of Humbrol Smoke and medium grey weathering powders – applied in downward strokes to simulate rain streaking (A). Once cured, the roof panels were fitted – meeting flush on the valleys (B). On my build, I found these stopped slightly short at the gable end – so opted to create some custom capping tiles, utilising leftovers from the frets (C).

13



A



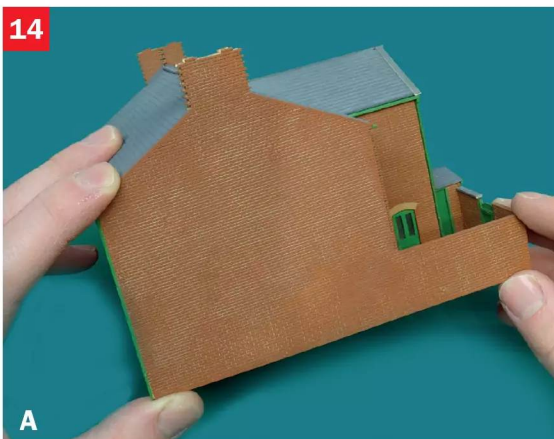
B



C

With both the front and rear assemblies complete, the two sections were carefully mated together – ensuring both were properly aligned (A). The inner chimney walls were press-fitted to the chimney assemblies; these neatly slot over the ridge tiles, helping to hold both parts of the structure together (B). Finally the forward roof panel was glued into position (C).

14



A

The external walls were attached at each end of the terrace (A). Once cured, the bargeboards were affixed to the gable ends, with remaining capping tiles glued atop the yard walls (B).

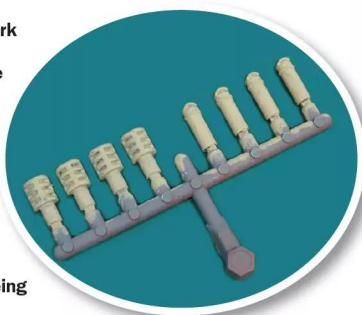


B

15

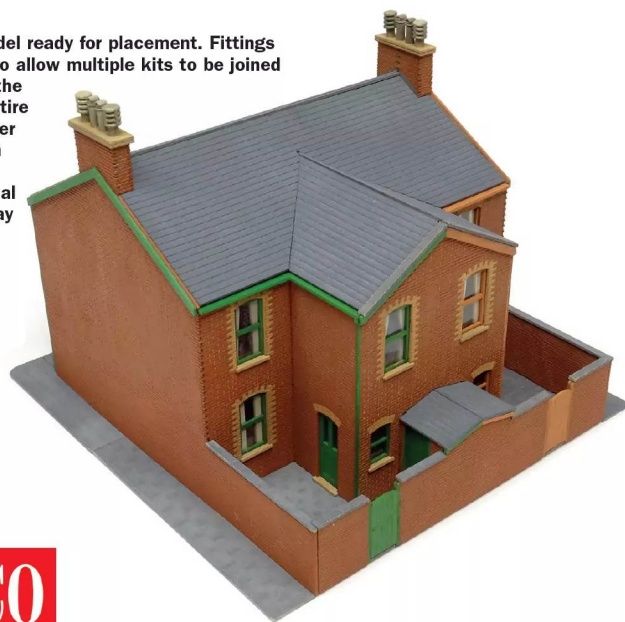


With the remaining sides of the brickwork fitted, the chimney capping stones were secured to the locating tabs. A selection of chimney pots are supplied in the form of plastic mouldings (inset). These were primed, painted and suitably weathered before being attached atop the capping stones using contact adhesive.



16

The basic model ready for placement. Fittings are provided to allow multiple kits to be joined – facilitating the creation of entire streets. Further customisation comes in the form of optional pavements, bay window and dormer assemblies.



PECO

See the Peco TV YouTube channel (@PECORailwaymodeller) for a video showing the construction of these kits.

Readers' Letters

More on the Gresley K4 Moguls



▲ Sporting a Locomotive Club of Great Britain headboard and the bell that the real locomotive carried in the 1960s, Tony Wright's model of No.3442 heads through Little Bytham station on his extensive home-based OO gauge layout. A feature on this BR-era East Coast Main Line model was published in the January 2020 issue.



▲ Tony's model was scratch-built from brass sheet and dates from 1982. Both photos: Tony Wright

I was very interested in the article on the Gresley K4 2-6-0s in the March 2024 issue.

Pictured here is my OO K4, which I scratch-built in 1982. The painting is mine. I built the loco (from sheet brass/brass stock with Jamieson fittings) using a drawing in a Bradford Barton book of LNER drawings (it might even have been by Ian Beattie). Fortunately, it was one of the very few drawings in the volume which was accurate.

The prototype arrived on a special in Chester in the mid-1960s, fitted with the bell seen on her front footplate in your pictures showing her in preservation. I fitted this, though where it came from (over 40 years ago!) I've long forgotten.

TONY WRIGHT

Toby Jennings' article on the Gresley K4s in the March 2024 RM is of great interest, but I must correct something in the section on models.

The K4, whilst available through Shapeways, is offered by Newman Miniatures as part of a series of West Highland locomotives that I commissioned Rudi Newman to do (Ian Cairn's excellent article about the K1 in the September 2023 issue being another Newman offering).

The K4 comes in three variations to allow modellers to do an LNER version (no smokebox numberplate), BR (with numberplate) and another BR version with the V3 pattern steam pipe to allow No.61995 to be modelled. The 3,500 gallon tender is also produced.

Another slight clarification is with regards to the Model Rail Scotland article, also in the March issue. It was great to see a photo of *Invernevis* from the August 2019 article reproduced. However, I purchased the layout from David Greenwood about two years ago and have been backdating it to the 1955-1968 period to allow for steam and early diesels to run.

TOM CURRY

We can only consider for publication letters which are accompanied by the writer's full name and address (although we do not publish the latter except in the case of appeals). This also applies to all correspondence received via electronic means including email to: editorial@railwaymodeller.co.uk

Correspondence for forwarding to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

The Titfield Thunderbolt, Lion and those pressure gauges...

A model of *Lion* has been on my wish list since watching the film *The Titfield Thunderbolt* many years ago.

As my layout is set between the late 1950s and 1963, I required a version as close to this as possible, so I purchased the superb Rapido Trains UK 1930s version with closed tender frame and no gauges, various reviews stating that the central firebox-mounted pressure gauge was not fitted until the 1980 restoration (see RM October 2023).

However, this is incorrect, as in *The Story of Lion* (published by Merseyside County Council and Merseyside County Museums in 1980) there is a 1967 picture which clearly shows the firebox-mounted gauge. Also, in the 1961 ATV short film *Lion roars again*, with *Lion* in steam, the central gauge can be seen covered by a cloth.

Therefore, the firebox-mounted gauge must have been fitted between the removal of the gauge on top of the water gauge, seen in the film in 1952, and 1961 when filmed for ATV.

Lion remained at Crewe after filming until 1967, apart from the 1961 steaming and an appearance at the 750th anniversary of King John's charter to Liverpool in 1957. It had been



▲ The firebox-mounted pressure gauge on the Rapido Trains UK model of *Lion* in 1980 condition. Photo: Callum Willcox

repainted in 1930s livery after filming. So was the gauge fitted for the 1961 steaming or before? Does anyone have photos of the 1957 event? This means there is the possibility of two further versions of *Lion* being modelled.

PHILIP STOREY

More on past and present model pricing

On the letters pages of the March issue you make the point that the Inflation Index calculates that today's prices have increased 20-fold since 1960.

Can I suggest that this is not an ideal way of calculating the affordability of today's models, however. An Inflation Index takes into account the fact that many items have not risen much in price because of improvements in technology and manufacturing. Cameras and the price of photography are particularly good examples. More appropriate is to compare prices against the average wage at the time. My guess would be that an average wage in 1960 would be around £15/week, whereas the figure now is around £600/week, a 40-fold increase. Apply this to the price of a Hornby Dublo

model of *Bristol Castle* and that would be the equivalent of £160 at today's prices. In each case the model is around 27% of the weekly wage.

Today's models are much more accurate and detailed than in 1960 so a price of £160 is not unreasonable. I guess that we have been spoiled by the low labour costs that are paid in China though. I must admit that I am reluctant to spend more than £150 for a new steam loco unless it is one I particularly want, and tend to go for pre-owned. I suspect that retailers are not giving the sort of discount that they used to, partly explaining why some prices are now over £200. Wagons and coaches have also increased substantially, but I have enough not to need any more!

DAVID SMITH

The case for buying second-hand

I have been a model railway enthusiast since I was six years old back in the 1950s. But as I progressed through life, I found it increasingly expensive to fund and I think many others who would like to start, find this also.

I consider myself to be part of the ready-to-run wing of the hobby and increasingly I have purchased second-hand items. My latest layout – started 10

years ago – utilises mainly second-hand rolling stock from exhibitions and model shops. Where I live now, I am fortunate that the local model railway club holds an exhibition once a year and I am not that far from Hereford Model Centre where the amount of second-hand stock is very impressive and in good order.

I appreciate that you must promote the latest locomotive models from the various manufacturers, but

with prices usually into three figures, this can be daunting.

If new entrants are able to get started with second-hand items, their circumstances may well change and they might be able to afford brand new models later. Better to 'hook' them now and keep their interest, than not at all.

RICHARD J HANKS

The future of the hobby – responses from RM readers

[Ed. We received a large amount of correspondence from readers following the letters published in the March issue under the heading The future of the hobby – challenging times ahead? Unfortunately, space restraints mean that we have only been able to reproduce a selection of these responses here. Our thanks to all of those who took the time to write in and share their views on the topics raised.]

Peter Osborne asks whether manufacturers have “unwittingly shot themselves in the foot by over-developing their capabilities to a level beyond

which the present-day market can sustain?”. An excellent question.

When they – the manufacturers – started asking for more than £100 for a locomotive, I still bought one (admittedly with a sharp intake of breath). Now the average cost has well passed the £200 mark and in some cases is tickling the underbelly of £300.

While I commend some firms like Hornby who still produce entry-level locos at a reasonable price aimed obviously at the younger end of the market, what happens when that younger end gets bigger (and more discerning) and want to buy them-

selves a state-of-the-art Class 37 (or whatever)? How likely are they to commit what may be half a week's wages to one model locomotive when they have more pressing bills (steadily increasing) to pay?

What's the answer? To use an analogy, many of us would like a Porsche, but finances dictate we make do with something like a Ford, which does the job and gets us from A to B. To transfer that to model railways, I still have models from the 1980s and 1990s which still look good and work perfectly well. Some people in the hobby insist on every last detail being

on a model. Fair enough, but many of us are quite happy with something which looks like what it purports to be and which is durable and reliable – and reasonably priced. If we want to improve it in some way, that's up to us.

So manufacturers, how about producing more Fords rather than Porsches and attracting people into the hobby, or even keeping what you've got? You never know, I might even look at buying a new locomotive again.

PHIL STONEHAM

I write in response to the excellent points made in last month's issue by Peter Osborne, Colin Tanner and David Hackett.

In my August 2022 Comment piece I argued that the hobby was being affected by the increasing complexity of the ready-to-run models that were becoming so commonplace within the market, along with the rising costs of these painstakingly designed and beautifully made yet fragile items. I must state for the record that this

was simply my own personal take on the developing situation, but unfortunately it seems that I am now being proved right. In fact, within two words Colin summarises the nature of new models better than I had done in the whole of my article: they are fast becoming 'retail consumables'.

With the cost-of-living crisis times are tough for most of us, but now I fear that we may be entering a new phase within the hobby in which those who have the necessary disposable

income will continue to support the manufacturers and get plenty of enjoyment from their purchases, but for some the lack of more affordable, simple, and easily maintained models will lead to them giving up the pastime.

Furthermore, the vast majority of youngsters may simply never get involved in the first place; I count myself lucky to have been a youngster in the late 1990s at the tail end of the age in which a basic and reasonably-

priced analogue train set was still one of the most desirable Christmas presents for many.

I believe that your view of where the future of the hobby lies is likely to be dictated significantly by your ability to spend large amounts of money on it. From my perspective, I think that more affordable and robust models need to be offered by the larger manufacturers.

JOSHUA WILLIAMS

I sympathise entirely with the views of Peter Osborne, Colin Tanner and David Hackett.

Many, if not all of their views ring true. I returned to the hobby in 2020 with a view to building the branch line terminus I'd dreamed of building at 14 (I am now 67).

When researching what I would need for my project (based with some modeller's licence on Fowey) the costs were in my opinion eye-watering.

I don't consider myself to be wealthy, but nor am I without disposable income. I do however have time to devote to research, browsing and modelmaking.

The pandemic prevented me from visiting model shops so I used what was to hand to form a basis on which to create a viable project: modular baseboards were built using sheets of MDF measuring 125 x 60cms, whilst the trackbed was laid using 2mm thick

cardboard in three layers (to allow wire in tube point operation).

Very early on the decision was made to acquire second-hand 12V dc stock (much of it from kits) rather than invest in brand new ready-to-run models and digital control. As an example, one of my locomotives is an Airfix large Prairie, purchased for just £25.00 boxed and in working order.

The only exceptions to 'new' items have been Peco Streamline code 100

points and track (to accept older wheeled stock), together with a Gaugemaster controller as reliability must be the basis of any model railway.

My point is that I think there needs to be a review by the industry – we don't all want super high detail at the appropriate hike in price. The hobby has to be affordable. I will watch with interest as to the future.

JIM HANCOCK

The Readers' Letters in the March issue painted a very gloomy picture of the future of our hobby.

The “unprecedented” situation of one shop closing and one exhibition being cancelled appears to herald the coming of the end of the hobby. Unprecedented? Hamblings (The Home of OO Gauge), Allen Brett Cannon (ABC), W&H, Hobbytime of West Wickham, King's Cross Models,

Modelmania, The Home of O Gauge, and Tooting Bec Models. What do they have in common? They were all big names in the hobby and they all disappeared decades ago. But new businesses arose to take their place and the hobby carried on.

As for exhibitions, let me just say 'Central Hall, Westminster' – the 'must go to' exhibition of its day. It too eventually succumbed. Did the hobby

end? No, of course not. Other large exhibitions eventually arose to take its place.

The closing of model shops and exhibitions, and their eventual replacement, appears to be the natural order of things.

So what if all of the model shops closed, or the price of a finished item was so high as to make it unobtainable? Heaven forbid that we might have

to actually make something ourselves, just like our fathers and grandfathers before us!

Common sense tells us that the model railway hobby will continue until the last railway modeller eventually takes his or her last breath, and shuffles off this mortal coil. Until then, stop worrying, relax, and enjoy your hobby.

TERRY KEMPTON

Banking engine query

I have a list of lamp codes for the front of a locomotive – but what if you have a tender loco banking tender first? What lamps would be at the front of the loco, in which position and what colour? I have a non-powered loco and want to try it.

K WILLIAMS

[Ed. We have found several photographs from BR days which agree that a locomotive headlamp would be placed on the bracket at the bottom right – looking towards the loco – as per the accompanying picture. We presume that it would have had a red slide inserted to act as a tail lamp.]

Banking locomotives at Ledbury assisted trains bunker or tender first, so their crews only had to endure the exhaust from the leading engine in the single-line bore of Ledbury Tunnel. They would carry a single lamp on the front, in the position shown on GWR '7200' 2-8-2T No.7235 on 27 August 1958.
Photo: The Transport Treasury



NEW PRODUCT REVIEWS

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

Stanier 'Black Five' 4-6-0 New from Ellis Clark Trains in O



Having seen what Ellis Clark Trains can do in the field of ready-to-run O gauge rolling stock, with the Thompson coaches produced for the firm by Darstaed and the Presflo cement wagons (both reviewed in the July 2022 *RAILWAY MODELLER*), its first 7mm scale locomotive has been eagerly anticipated: the London Midland & Scottish Railway 'Black Five' 4-6-0. The first batch has been released, in LMS and plain BR liveries, with the first lined BR versions also delivered – see News.

These 842 engines are a veritable minefield of detail differences, so the manufacturer has sensibly chosen to model the 227-strong batch turned out by Armstrong Whitworth of Newcastle during 1936 and 1937 – the largest single locomotive order ever placed with an outside contractor by a British railway company. As well as including several of the preserved examples, this provided a wide choice of numbers while ensuring that the details would remain relatively consistent – even into BR days, many of this series seem to have retained the same boiler and tender types, for instance – though it doesn't altogether eliminate the differences!

Received for review was ref.E1001, depicting No.5241 in the short-lived LMS livery introduced in 1936 with

sans-serif numbers and lettering, applied to all of this batch when new. The model represents this engine as it would have appeared in 1939, after the vacuum pump on the left-hand crosshead (fitted originally to all the Armstrong Whitworth engines) was removed.

Our sample in detail

The model comes in a luxury card box, well packaged in foam inserts and screwed to a substantial base to minimise the risk of damage in transit; for those not intending to operate the locomotive, the base has been designed to look the part as a display plinth. With not only the running plate but the boiler formed of die-cast metal, the tender frames also die-cast and the tender tank made from brass, the model weighs in at a hefty 2.026kg.

First impressions are stunning: it looks just like its prototype, and very smart indeed in satin black paintwork

The model on its display stand, with the parts pack and literature.



with vermilion lining, gold 1936 insignia with vermilion shading, and silver paint on the smokebox door dart and hinges – the latter replicating the polished metal details adorning the Armstrong Whitworth engines when new. It gives a real glimpse of just how striking these locomotives must have looked in the late 1930s: suddenly, black and white images from the peri-

od are brought vividly to life in large scale and glorious colour.

Key dimensions such as height, wheelbase and wheel diameters are precisely at or very close to scale. Starting from the front, the 'face' looks right, with the correct flush-riveted bufferbeam showing only a couple of prominent rivet heads on each side, and a neat miniature of the numberplate, with raised block-style numbers. The buffers are metal and sprung, while working screw couplings are provided on sprung drawbars on both bufferbeams. One detail missing (and not





included in the pack of separate parts) is the steam-heating pipe – not that these were in place all year round in any case.

The shedplate is 12A (Carlisle Kingmoor), where No.5241 was indeed allocated but not until September 1944. Very few of the Armstrong Whitworth engines were repainted before the Second World War, and No.5241 is not recorded as having been one of them – so it's quite possible that it retained the 1936 guise until it reached Kingmoor, though it's doubtful that it looked as splendid as this! On the front of the frames, the works plate is printed clearly in red and gold to simulate brass, and is readable under a glass.

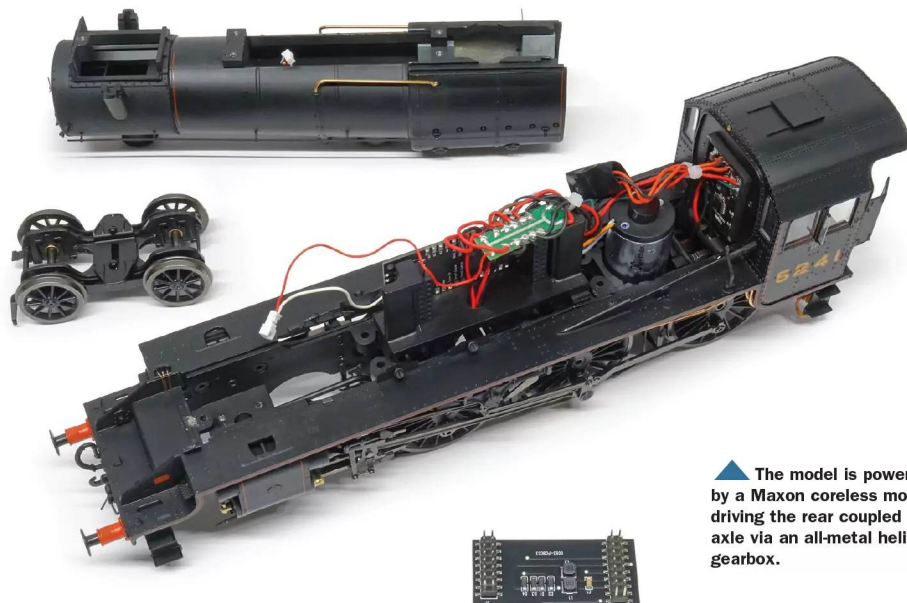
Along the running plate is plenty of rivet detail, the correct later style of steam pipes, and even the warning cock for the lubricator, and its mounting bracket, just behind the smokebox on the right-hand side. The incredibly delicate 'copper' pipework running from the mechanical lubricators is a work of art, together with the somewhat thicker but equally pretty pipe-work for the injectors.

Below the running plate, the rods and motion in blackened metal are a joy to behold, with particularly nice details being the oil pots on the ends of the rods, and the four-bolt mounting of the return cranks on the driving crankpins. The brakes and sanding gear are equally fine, and though largely out of sight from most angles, even the large steam pipe running underneath the engine to the exhaust injector has been included!

The cylinders and their fittings are also modelled neatly, complete with

the various access panels in the cladding; the front ends are supplied separately in the parts pack, along with the drain pipes, to be fitted for static display or if your layout's curves will permit. (The manufacturer advises that these parts must be removed for running on Peco second radius curves, which the model is otherwise designed to negotiate.)

The bogie and driving wheels are almost as good, with their distinctive



PROTOTYPE VIEW LMS 'Black Five' 4-6-0



▲ In the 1936 LMS livery modelled on our sample, No.5241 heads a goods train on the West Coast Main Line at Brinklow. The picture is dated '1930s'; the engine has no crosshead vacuum pump, which was removed in April 1939, while the BTH speedometer was fitted in September that year. Photo: Rail-Online

Prototype information

The LMS Class 5P5F or 5MT 4-6-0, usually referred to as the 'Black Five' because of its power classification and livery, is one of the most successful steam locomotives ever built. Designed by Sir William Stanier as a 'go anywhere, do anything' mixed traffic engine, it was introduced in 1934, with a total of 842 being constructed by three LMS workshops (Crewe, Derby and Horwich) and two private contractors (Vulcan Foundry and Armstrong Whitworth).

Production continued during the Second World War and into BR days, with the last two being turned out from Horwich in 1951 with outside Caprotti valve gear – one of several experimental fittings applied to the class in the post-war years, which also included such items as roller bearings and double chimneys. The 'Black Five' design was then used as the basis for the BR Standard Class 5MT 4-6-0, with a virtually identical boiler.

Permitted to travel over 70% of the LMS network, the 'Black Fives' could be seen across the system from Euston to Wick and Thurso – and in many places beyond, especially in BR days when excursion and freight traffic took them to other regions. They remained in service to the very end of steam in 1968, with three – Nos.44781, 44871 and 45110 – involved in working BR's last steam-hauled train, the '15 Guinea Special' on August 11 that year.

18 examples have survived, of which only four are yet to steam in preservation. At the time of writing, seven are operational, with four of these active on the main line; Nos.44871, 45212 and 45407, operated by Ian Riley, are the regular motive power for the 'Jacobite' trains between Fort William and Mallaig, while No.44932 runs with West Coast. At the North Yorkshire Moors Railway, No.5428 Eric Treacy (the subject of another Ellis Clark O gauge model) is also certified for use over Network Rail metals to Whitby, with recently overhauled No.44806 due to follow suit.

▲ The model is powered by a Maxon coreless motor driving the rear coupled axle via an all-metal helical gearbox.

triangular-section rims accurately recreated, and the firm has commendably included representations of the hollow driving axles and the smaller holes in the ends of the bogie axles. However, the only definite and significant inaccuracy on the model is on the centre driving wheels: the balance weights cover only seven spokes, and a search of books on the class found no prototype for this – they should cover eight spokes.

The chimney is a separate plastic moulding, and is a good match for the shape of the real thing, but its fitting was the sole major issue with our sample: not only was it not quite straight, but it was sunk into a hole in the top of the smokebox – whereas on the prototype, it sits on top of the smokebox, with the lower rim slightly proud of the surface. Closer inspection revealed that the smokebox itself was also slightly out of alignment.

Most of the other boiler fittings have been modelled very well, right down to the triangular mountings for the handrails on the firebox sides, and the safety valves and Caledonian hooter are especially fine. The separately fitted washout plugs on the 'shoulders' of the firebox look a little too prominent, not so much in terms of size or scale but because the edges of the cover plates are too proud of the surface. Ironically, they might have looked better cast as part of the boiler – this appears to be the case with the dome and top feed, and their slightly raised edges are spot-on!

One other pair of washout plugs – those on the front ring of the boiler – though reproduced accurately, are correct only if No.5241 did indeed retain this livery right through the war: these plugs were introduced on new boilers in 1944 and fitted to existing boilers between 1946-1952. Their appearance here is most likely the result of the firm having surveyed one of the preserved examples, which of course have retained them.

To many, the best bit will be the cab, with its timber-coloured floorboards (the rear ends of the frames correctly protruding through), all the controls



present, fine copper-coloured pipework, and the early style of handrails connecting to the beading at the top. A pair of cab doors are included in the parts pack, and are even hinged; while the windows are neatly glazed, the side panes complete with red-brown edges to simulate the wooden frames.

Like the engine, the 'Type 2' Stanier 4,000-gallon tender (with welded tank) has captured the shape and bulk of its prototype, and is well detailed with such small touches as the lifting lugs on the rear; the water gauge and lamp brackets on the front bulkhead; the shield over the latter to protect the lamps from falling coal; and the 'SHUT/OPEN' and 'OUT/IN' notices for the injector water valves and water scoop. The scoop itself is present underneath, along with accurate and finely detailed frame stretchers, springs and brake gear, while the empty coal space is well modelled complete with fire iron tunnel, and just needs some real coal to fill it...

Decoration is absolutely flawless, with the thin lining reproduced perfectly on the satin black paintwork, along with the 1936 numbering and lettering, which is to scale and seems to have



The locomotive has working lamps on the tender and smokebox (below left).

just the right colours. An especially realistic touch is the matt black paint on the smokebox, contrasting with the satin coat on the rest of the boiler: a small change, but one that makes a huge difference to the look of the model. This detail is only just starting to appear on R-T-R steam locomotives, but is arguably long overdue.

Mechanism and lighting

The model is fitted with a Maxon coreless motor and ABC all-metal helical gearbox, and is supplied either Digital Command Control ready or with DCC sound fitted, the sound files having been recorded from main line runs with preserved Armstrong Whitworth examples Nos.45231 and 45407. The driving wheels have plunger pick-ups, while the last two tender wheelsets also have pick-ups, with an electrical connection between engine and tender. The model was a very smooth and quiet runner, but we were not able to test its haulage potential.

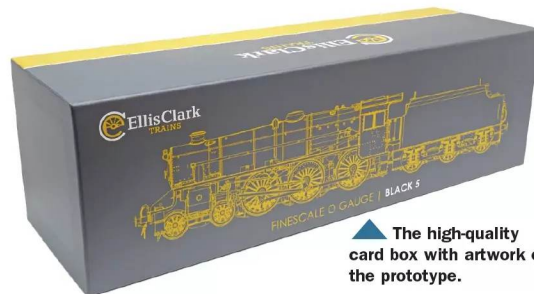
Two working directional lamps are fitted at each end in the 'stopping passenger' position (the top brackets on the smokebox door and rear of the tender), and are removable, though extremely tight. A further two lamps are

provided in the parts pack for the modeller to fit if desired, and the firehole doors are cracked open slightly to reveal a glowing firebox.

"A deuce of a good engine"

Those were the words of none other than LMS Chief Mechanical Engineer Sir William Stanier to describe this, arguably his most successful design. No steam locomotive is perfect, and the 'Black Fives' had their weaknesses just like any others, but the facts that 842 were built and the LMS ordered over a quarter of those in one go from Armstrong Whitworth are proof enough that they came closer to the ideal engine than most.

Similarly, it's a subjective matter whether the 'perfect' model exists or ever will – but much like its prototype, despite a few minor flaws, this 'Five' is certainly one of the best ever made. The only issue that really jars visually is the fitting of the chimney – hopefully an isolated issue on our sample – and even then, the model as a whole looks so good, and has such sheer presence, you can't help but admire it.



The high-quality card box with artwork of the prototype.

Sample loaned by

ELLIS CLARK TRAINS,
Unit 2 Toller Court, Shortbank
Road, Skipton, North Yorkshire
BD23 2HG.
Tel: 01756 701451.
www.ellisclarktrains.co.uk

PRICES
Ref.E1001 (DCC ready) –
£949.00
DCC sound-fitted – £1,175.00

Lancashire & Yorkshire Railway 'A Class' 0-6-0 from OO Works

Presented here is a sample of the latest ready-to-run locomotive release from OO Works, which covers the Lancashire & Yorkshire Railway Aspinall Class 27 0-6-0, or 'A Class'. The development of this model was first revealed in the news pages of our December 2023 issue.

A brief history

Designed by L&YR Chief Mechanical Engineer John Aspinall and introduced in 1889, the 27 was the company's most numerous class with 490 built at Horwich Works up to 1917. 'A Class' was a nickname bestowed on them by their crews, on account of their regular work on Class A express goods trains, but they often found their way onto passenger duties, particularly excursions. 28 examples served in France with the Railway Operating Division of the Royal Engineers during the First World War. In later years, they roamed much wider than former L&Y metals, with examples allocated as far afield as Nuneaton, Rhyl and Crewe Works, and the last survivors were withdrawn in 1962. One is preserved, No.52322, based at the East Lancashire Railway.

Our sample in detail

Six models have been released initially, depicting the examples with the original round-top firebox in a choice of LMS and BR liveries: No.12375 in LMS black with tender-side running numbers; Nos.12322 and 12465 in LMS black with yellow numbering and lettering; and Nos.52345 and 52121 in BR black with a choice of early emblems or late crests. An un-numbered and unlettered version is also available, finished in plain black with red bufferbeams.

For review we received a sample presented as No.12465 in LMS black. As with previous OO Works releases, this model is ostensibly hand-built, with production runs being much smaller than those from the mainstream proprietary manufacturers. The model is supplied in a substantial foam tray with accompanying notes enclosed that advise on operating and maintenance – lubrication of the gears can be achieved without removal of the body.

The model features a good level of detail on both the locomotive and tender, with separate lamp irons, a turned brass whistle and brass wire handrails. Particularly impressive is the screw reverser and reach rod assembly, along with a representation of the inside motion – highlighted in red.

The cab has a limited amount of detail and would perhaps benefit from the addition of crew figures and glazing; however, what is present is neatly



The Aspinall Class 27 0-6-0, available in ready-to-run form for the first time.



Cab detail is limited, but looks very good.

side only, with the tender collecting current from the other side. A coreless motor drives the rear coupled axle via a worm gear. Supplied for 12V dc control, the model is not recommended for use with electronic track cleaners or feedback controllers. There are no provisions for DCC or digital sound, although the boiler should provide adequate room for housing a decoder; this would need to be 'hard-wired' to the motor, and it's worth noting that this will void the guarantee.

The die-cast construction of the model gives the locomotive an overall weight of 318g – which no doubt contributes to its haulage capability, with the model on test managing 12 Pullman cars around the Pecorama loft layout with its 1 in 48 gradients and 3' radius curves. Performance was very smooth and quiet.

A Grade A model

The 'A Class' has been a long-standing missing link in the OO ready-to-run market of six-coupled workhorses. As with previous models from this cottage industry manufacturer you just know you are getting something beautifully crafted and often unique, with the workmanship involved clearly evident. This charming model is sure to delight!

picked out in appropriate colours (largely by hand).

Underframe detail consists of guard irons and brake hangers – no representations of the brake rigging or sand pipes are present. Slimline tension-lock couplings are fitted; these can be unscrewed if desired.

The overall LMS plain black livery with yellow lettering has been completed to a high standard, with the model exhibiting a deep, smooth satin finish. The cabside and smokebox numbers, and LMS lettering, are applied in the form of waterslide transfers – the application of which is second-to-none.

Mechanism and performance

The model is intended for use on track with curvature no less than 432mm (17") radius. The locomotive and tender are coupled via a fixed (non-adjustable) drawbar; this assembly is already commendably close, but could be

shortened further with some slight modification if desired.

Electrical pick-up is arranged such that the engine collects current on one



Sample loaned by

OO WORKS
'Brendon', Langham Road,
Robertsbridge, East Sussex
TN32 5DT.
Tel: 01580 882185.
www.ooworks.co.uk

PRICE
£325.00 + P&P

South West Trains Class 423 (4-VEP) EMU from Hornby

The colourful South West Trains livery is a new addition to the Hornby model of the 4-VEP.



It was announced in our February 2022 issue that the British Rail Class 423 (4-VEP) Electric Multiple Unit would be making a return to the Hornby range. The model, which was first released in 2011 (see reviews, RM September & October 2011) has benefited from revised tooling, incorporating various improvements to the body and mechanism over the original releases, and is now available for the first time in the colour schemes of Southern and South West Trains.

A total of 194 4-VEP (Vestibule Electro-Pneumatic) units were built between 1967 and 1974. Initially introduced with the Bournemouth electrification programme, the units were deployed across almost the entirety

of the Southern Electric system, often working in concert with other compatible gangwayed and non-gangwayed EMUs.

Between 1988 and 1995 a refurbishment programme was initiated, with units receiving high-intensity headlights, fluorescent lighting and public address equipment, in addition to the rebuilding of the MBSO (Motor Brake Second Open) vehicles with an additional two bays of seating in space formerly used for luggage.

The VEPs remained a staple of outer suburban services in South London and rural services in Kent, Sussex and Hampshire right up to 2005, when they were finally replaced by Electrostar and Desiro units.

Our sample in detail

For review, we received a sample of refurbished unit No.(42)3455 in the vibrant livery of South West Trains (ref.30107), comprising Driving Trailer Composite Lavatory No.76387, Trailer Second Open No.70899, MBSO No.62206 and DTCL No.76388. A graphic illustrating the formation of the vehicles is included as part of the literature enclosed with the model.

The application of the striking lines of the South West Trains white/orange/red/blue guise is very good, with only some minor fuzziness observed around the edges of the blue sections, and the bright colour scheme contrasting nicely with the black roofs. There are crisp renditions of the vehicle lettering,

numbers and SWT branding, together with legible data panels located on the ends of each vehicle. The third rail collector beams are neatly picked out in a wood brown.

The overall profile of the unit has been much improved over the original releases. Notable improvements include the resizing and repositioning of the corridor connections, refining of the windscreen wiper and jumper cable arrangements, and the enlarged roof vents. The smoke-tinted glazing – complete with ‘NO SMOKING’ and ‘FIRST CLASS’ designations printed on the reverse side – affords a clear view of the car interiors, with the DTCLs now benefiting from full renditions of the corridor compartment partitions. Each compartment now features depictions of the door and windows, replacing the solid plastic mouldings present on the original models.

The DTCLs are supplied with NEM tension-lock couplings fitted at the cab ends, mounted in spring-loaded brackets attached to the underside of the chassis. A substitute solid drawbar coupling – manufactured in the style of buckeyes – is provided, enabling a more aesthetically pleasing connection with additional units. A pair of decorative buckeye couplings are also supplied, and have been fitted here for photography.

Mechanism and performance

As per the prototype, drive is provided solely by the MBSO – the mechanism having received a complete overhaul. The model of this vehicle now features a weighty cast chassis, tipping the





▲ The drawbar for coupling two units together is designed to resemble the prototype's buckeye couplings...



▲ ...while a new four-pin close coupling arrangement joins the four cars of the unit.



▲ The motor bogie is now largely concealed in the guard's compartment.

scales at 423g – a full 124g heavier than the original. This extra weight omits the need for rubber traction tyres, which were a criticism of the previous release. The three-pole motor bogie has been relocated to the confines of the guard's compartment, allowing for an unobstructed depiction of the main seating arrangement – with the exception of the two bays added during the unit's 1980s refurbishment.

The van end also houses provision for a 15mm x 11mm 'sugar cube' speaker – with a bespoke acoustic chamber supplied as part of the accessory pack – as well as ample room for the firm's HM7070 Power Bank system (see RM September 2023 for more details).

A new four-pin close-coupling arrangement is utilised for joining the cars together, which enables all four to be governed under DCC by a single

21-pin decoder, located atop the housing for the motor bogie; access to which is gained by removing the bodyshell, held in place by five chassis clips along each side.

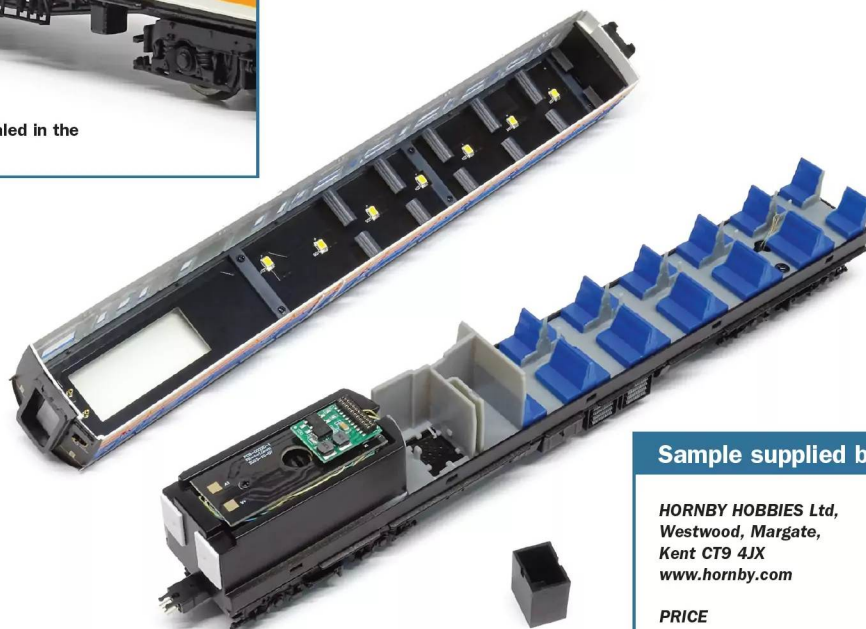
On 12V dc, the directional (headcode panel) and interior lighting illuminate under power. The headcode/high-intensity headlamps can be toggled on/off via a clever touch sensor switch located within the roofs of the driving cabs – activated by lightly tapping the top of the roof with your index finger or thumb. A sheet of individual self-adhesive headcode numbers are provided,

allowing the modeller to replicate their two-digit headcodes of choice.

A retool done properly

Hornby has listened and delivered with this retool, rectifying many of the issues aired by modellers. The end result is a model that is sure to please many Southern Region electric fans! Could a revamp of the 'as built' example follow suit?

The four-pin coupling allows all four cars to be controlled by the 21-pin DCC decoder on the motor bogie.



Sample supplied by

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

PRICE
Ref.R30107 – £362.99



Southern Railway Bulleid 'Booster' electric from EFE Rail

It was announced in our January 2024 issue that Bachmann Europe Plc was to produce models of the Southern Railway Bulleid 'Booster' Co-Co 750V dc electric locomotives in OO gauge under its EFE Rail brand.

This all-new model covers the first two members of the class constructed at Ashford Works, and utilises tooling which covers the numerous detail variations between the pair across their entire service careers – including, but not limited to, standard or small cab windows, stencil or roller blind route indicator boxes, single or twin whistles, roof-mounted horns, original or roller bearing axleboxes, and T-shape or square shoe beam flash guards.

Five versions are offered in the initial release, each showcasing one of the two locomotives at various stages throughout their lives: CC1 in original grey, and Malachite green; No.20002 in BR black & silver, and green; and No.20001 in BR blue.

Our sample in detail

We received a sample of ref.E82002 for review, presented as CC1 in lined Malachite green with 'Sunshine' Southern lettering. This iteration features original axleboxes, five sandboxes per bogie, square shoe beam flash guards with bogie-mounted fuse boxes, and single-tread steps between bogies, to list a few. The cab ends – featuring the standard style of cab windows – are furnished with twin windscreen wipers (one per window), single whistle, route indicator discs, and vertical handrails parallel with the left window.

The body comprises largely plastic mouldings, detailed with separately fitted plastic and etched metal components. Handrails are formed from a mixture of fine metal wire and plastic; the latter utilised for those either side of the cab doors, which have been picked out in silver. Windscreen wipers are separately fitted and again appear to use a combination of metal and plastic. Buffer heads are plastic, but sprung.

The abundant wealth of rivet detail is well executed; this extends to the cab fronts, bufferbeams, bodysides and roof panels. The plethora of side grilles form part of the body moulding, although these exhibit a convincing sense of depth.

Glazing is flush, the apertures just affording a view of the cab interiors, furnished with crew chairs and a representation of the control desks; the

latter are picked out in suitable colours. The bogies – which are moulded plastic assemblies – are adorned with crisp representations of the suspen-

sion and axleboxes, together with separately fitted cab steps and plethora of sandboxes. The third-rail equipment – including shoe beams, fuse boxes and associated cabling – is also separately fitted. The collector shoes (four per bogie) are supplied as part of the accessory pack for the user to fit; these clip directly to the underside of the shoe beams, having been fitted here for photography. Also worthy of note are fine depictions of the Bulleid-Firth-Brown wheelsets – a detail synonymous with many Bulleid designs. The model comes pre-fitted with NEM slimline tension-lock couplings at either end, mounted in NEM pockets which are moulded as part of

Our sample depicts CC1 in SR Malachite green livery, applied in 1942...



...complete with yellow lining on the roof as well as the sides.



the bogie; these would require some surgery to remove.

The diamond-shaped pantograph is sprung, allowing it to be posed either stowed in the down position (as per normal operation), or deployed in the up position when operating under overhead wires – used in yards where a live rail would present a hazard to staff. Constructed from etched metal, this detail is commendably fine, yet sturdy.

In addition to the aforementioned collector shoes, details supplied for the modeller to fit include a pair of decorative screw-link couplings and steam heat pipes – all of which have been fitted here for photography. A selection of closed engine head signal discs are also provided. These can be fitted in place of the open discs, allowing for specific route codes to be created – details of which can be found at: <https://sremg.org.uk/headcodes/eheadcodes.html>

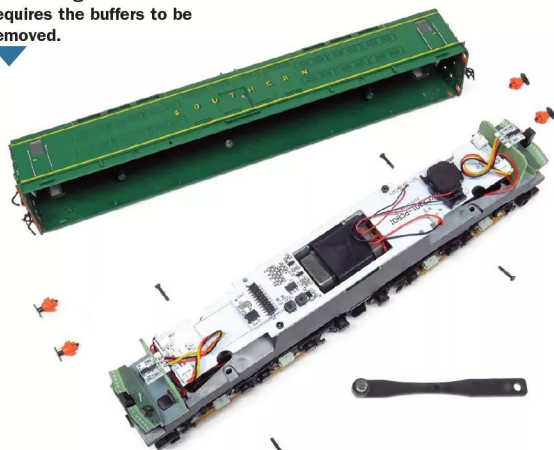
The vibrant Malachite green colour scheme has a pleasing satin finish, complemented by crisp renditions of the yellow lining at solebar and cantrail level. Further lining connects the latter over the roof top – conforming neatly to the edges of the roof panels. The shoe beams are picked out in a tan colour to represent the wood of the real items, though some minor overspray was observed. Printing of the 'Sunshine' Southern lettering and bufferbeam numbers is also well applied.

DCC, lighting and performance

Weighing 451g, the DCC ready model proved to be smooth and controllable



Dismantling the model requires the buffers to be removed.



on 12V dc. On test the 'Booster' hauled 20 Pullman cars with ease around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

The model is equipped with directional signal lamps and cab lighting, which illuminate in the direction of travel.

Magnetic switches located underneath the roofs of each cab enable the cab lights to be extinguished if desired; this function is operated via the supplied magnetic wand tool, which is to be waved over each cab when track power is applied. On DCC the cab lights can be controlled independently using functions F3 and F4, whilst signal lamps can be toggled on/off using F0: these functions require the fitting of a suitable 21-pin decoder.

Access to the mechanism and 21-pin decoder interface is achieved by removing the bodyshell. This requires the removal of the buffers (which are a snug push fit), followed by four screws; two located above each bogie that can be accessed through the bogie frame. The bodyshell can then be gently prised clear. The chassis is formed of a substantial metal casting,



The etched metal pantograph can be posed in the raised position.



PROTOTYPE VIEW Bulleid CC 'Booster'



▲ Malachite green CC1 runs light through Chichester station in 1947.
Photo: Rail-Online

Prototype information

With the success of its expanding third-rail suburban network, in the mid-1930s the Southern Railway began exploring the possibilities of electric traction on freight traffic, and designed a mixed traffic electric locomotive. The project commenced under the leadership of SR Chief Mechanical Engineer Richard Maunsell, with Chief Electrical Engineer Alfred Raworth designing the electrical equipment, but by the time construction of the first locomotive began at Ashford in 1940, Oliver Bulleid had succeeded Maunsell as CME. The locomotive was originally envisaged as a Bo-Bo, but the projected weight would have given too high an axle loading with this wheel arrangement, and so it was redesigned as a Co-Co – hence the number CC1 given to the first example, under Bulleid's numbering system, when it was completed in 1941.

The second locomotive, CC2, was turned out from Ashford in 1945, but the third did not appear from Brighton Works until after Nationalisation in 1948, numbered 20003 while the first two became Nos.20001/2.

Because an electric locomotive is shorter than any multiple unit, its pick-up shoes can lose contact with the live rail in gaps such as those found at points and crossovers. To overcome this problem, the locomotives were fitted with two motor generator sets with heavy flywheels, which maintained a power supply to the traction motors across such gaps. These were referred to as 'boosters' – giving the locomotives their nickname.

CC1 was initially used mainly on freight traffic, and the class continued to work such duties on the SR's Central Division, but from 1949 they took over from London Brighton & South Coast Railway H1 and H2 4-4-2s on the London Victoria-Newhaven boat trains – the task with which they became most associated.

Though allocated Class 70 under the BR Total Operations Processing System, they never carried these numbers. First to be withdrawn was No.20003 in October 1968, followed by the other two in January 1969.

housed within which is a centrally mounted twin flywheel fitted (much like the prototype) five-pole motor that provides power to both bogies. All axles are driven and power is collected from all wheels, these running in brass bearings. A printed circuit board sits atop the chassis casting, and incorporates the aforementioned 21-pin decoder connection and a pre-fitted speaker for easy digital sound installation.

A boost for Southern modellers

These models of relatively obscure prototypes will no doubt be well received by those modelling the Southern Region third-rail network. Could there be scope for the visually different, third and final member of the class, No.20003, to complete the trio? Finally, it's worth noting that the model comes with a 12-month warranty from Bachmann Europe Plc.



Sample supplied by

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

PRICE
Ref.E82002 – SR Bulleid
'Booster' CC1 SR Green –
£184.95

RailRoad Class 110 DMU from Hornby



Still the only ready-to-run model of its distinctive prototype, the RailRoad Class 110 makes a good basis for detailing work.

New to the Hornby RailRoad Plus range of budget models – which feature an enhanced level of decoration and etched plates, where appropriate – is the BRCW British Rail Class 110 Diesel Multiple Unit. Two versions were announced as part of the firm's 2022 product range (see news, RM February 2022), presented as a three-car set in BR green or as a two-car set in BR blue & grey with MetroTrain branding. The BR green model (ref.R30170) was received for review.

The base model derives from tooling dating from 1982, with an upgraded

mechanism and DCC interface; the tooling last featured in the Hornby catalogue in 2004. The original bogie mounted Ringfield motor has been replaced by a contemporary five-pole motor/gear train providing drive to both axles on the bogie. Current is collected from all wheels on the motorised car via wiper pick-ups, though two of the driving wheels are equipped with traction tyres to aid adhesion. Trailing cars are not electrically connected.

An eight-pin decoder socket is located in a recess beneath the seating/interior floor moulding, which is

accessed by removing the bodysheet. Whilst space may be tight alongside the decoder, there appears to be ample room within the guard's compartment (alongside the motor) for a speaker for DCC sound.

Six retaining lugs between the two glazing strips (three each side) hold the driving car body in place; four of which are accessed through openings in the underframe/engine moulding, with the final two located above the leading bogie. There is also a retaining clip at the gangway end. We found the glazing clips in particular to be prone

to breakage, so extra care must be exercised during this process. It is also worth noting that the aforementioned steps are *not* covered in the provided literature – which instead refers to the body being held in place by clips along the side – this in turn leading to avoidable damage to our sample prior to figuring out the proper method.

Tension-lock couplings are of the large metal type; these are riveted to mounts on the bogie mouldings and would require some surgery to remove. An additional set of these couplers (each supplied with a nut and bolt) are provided in a separate accessory bag. A pair of spare rubber traction tyres are also supplied.

The body tooling for the unit remains unchanged, with details such as the engines and underframe equipment being a solid moulding, with the exception of the separately fitted exhausts. The glazing appears more refined than previous releases, with the frames picked out in aluminium, complete with 'NO SMOKING' and 'FIRST CLASS' designations printed on the reverse side. Some of the ventilators and droplights are moulded in the open position.

The BR green colour scheme with speed whiskers lifts the overall appearance of the tooling, with the crisp application of the running numbers, warning flashes and body lining – the alignment of which is near perfect along the full



All-new Hornby TTA tank wagon

Hot on the heels of the OO release, Hornby has received stocks of its all-new TTA four-wheel Class A tanker in TT:120 scale. Three colour schemes are initially being offered: grey & red with Esso branding (ref.TT6022), grey & red with Total branding (ref.TT6023) and BP green & yellow (ref.TT6024), with an example of the latter received for review.

Presented as BP067765, the application of this bright livery has been completed to an extremely high standard. The main body colours are cleanly separated with no noticeable fuzziness or bleeding, while the wealth



of printed details – including lettering, data markings and Hazchem panels – are all crisply applied (the majority are legible under a glass).

The design closely mirrors that of the OO model, with the frame-mounted tank and chassis components moulded in plastic, and various separately fitted details formed from metal wire and etched brass; most notably the fine mesh walkway atop the tank bodies and the tank ladders – all of which exhibit a high level of fidelity. The buffer heads are metal (not sprung), as are the pin-point three-hole disc wheelsets. A European-style coupling



length of the set. The powered unit displays the four-character headcode 2B98 with the destination blind showing York. The unpowered car displays the headcode 0Z02 with the destination of Huddersfield.

The return of these venerable multiple units is sure to be a welcome one, providing not only cost-effective entry point models for those with a restricted budget, but also a suitable basis for those wishing to try their hand at customising a ready-to-run model. In addition to the Class 110, models of the Metropolitan-Cammell Class 101 are also soon to return to the range, available in Strathclyde Transport orange & black or as *Iris 2* (Class 960) in Network Rail yellow.

GWR '1400' 0-4-2T returns

Also making a return to the RailRoad range is the long-established Great Western Railway '1400' Class 0-4-2T. The model, the ancestry of which can also be traced back to the 1980s (the tooling initially introduced by Airfix) has featured before under the RailRoad brand (see reviews, December 2018), with this latest release receiving the RailRoad Plus enhanced livery treatment – presented as No.1451 in GWR green (ref.R30319).

Unfortunately, upon removal from its packaging it became clear all was not well with our sample, with a crack splitting the bufferbeam in two, which stemmed from where the smokebox saddle clips into the running plate. This appears to have occurred during

assembly – with no sign of damage to the packaging or the parcel in which it arrived.

Formalities aside, the bodysell features sturdy wire handrails, formed

from a combination of metal and plastic (the majority being separately fitted), turned metal whistles and buffer heads – the latter are not sprung. The green livery with GWR lettering is well applied; the shade of green notably richer than previous examples in the range, whilst the printed numberplates and shaded tank side lettering are finished in gold leaf.

Mechanically, the model utilises the same three-pole open-frame motor set-up – with current collected from all wheels and drive to the rear coupled axle; the latter equipped with factory-fitted rubber traction tyres to increase adhesion. There is no provision for Digital Command Control.

Whilst this may not be the 'all singing, all dancing' GWR '1400' in OO that we all crave, the model – with a bit of work – has much potential...



Samples supplied by

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

PRICES

Ref.R30170 – £179.99
Ref.R30319 – £74.99

TT:120



mounted in a sprung NEM pocket is fitted to the underside of the frames. Overall weight is 13g.

A pair of brake pipes are provided in a small polybag for the purchaser to install (fitted here for photography). These small details complement the already present wealth of underframe detail, which includes fine renditions of the tank outlets and brake system – the majority of these details being separately fitted.

These ubiquitous tank wagons are a welcome addition to the scale, complementing the manufacturer's recently released British Rail Class 08 diesel

shunters (see reviews, RM September 2023) and to some extent the forthcoming Class 66 – with rakes occasionally hauled by the latter class in their twilight years.

Sample supplied by

HORNBY HOBBIES Ltd
Westwood, Margate,
Kent CT9 4JX
www.hornby.co.uk
PRICE – £24.49 each

Our samples wear the Rio Tinto Alcan branding carried between 2007 and 2017.



Revolution Trains has received stocks of its OO gauge Alcan PCA alumina powder tank wagons, plans for which were first announced in our September 2022 issue.

43 prototypes were constructed to design code PC020A by Powell Duffryn in 1988 for British Aluminium Alcan. In difference to other members of the PCA family, the vehicles were constructed with older parabolic spring suspension; this type being passed out for operation on the West Highland line, unlike the more modern 'pedestal' designs.

Used to carry alumina from North Blyth in Northumberland to Fort William for the aluminium smelter at Lochaber, the vehicles pass through some of the most spectacular scenery in the British Isles – travelling to the Scottish Highlands usually via the East Coast Main Line, but occasionally over the Tyne Valley, joining the West Coast Main Line at Carlisle, before traversing onto the West Highland line at Glasgow.

Operated in the past by Railfreight Distribution and EWS, motive power is currently provided by GB Railfreight, usually in the form of one Class 66. However, due to a motive power shortage in 2011, the operator hired preserved Class 55 Deltic 55 022 Royal Scots Grey to cover a number of trips – making for a unique spectacle!

Revolution has produced no fewer than 14 quad packs, which cover examples with or without ladders, each with different running numbers: four packs with original Alcan branding,

three in debranded Alcan livery, three with Rio Tinto Alcan branding, three with Lochaber Power/Liberty branding, and one pack with Alvalde branding.

For review we received samples of ref.RT-PCA20-4031, comprising wagons Nos.55543/55552/55557/55559 in pale grey with Rio Tinto Alcan red branding. The models are presented in an attractive 'lidded' card box, with an enclosed information sheet which provides a brief history of the real vehicles – this document being referred to when preparing the prototype information for this review.

The wagons are largely of injection moulded plastic construction, with the exception of the tank catwalks which are photo-etched – the models tipping the scale at 56g. Particularly impressive are the mouldings for the tank filler caps, which are crisply embossed with the maker stamp 'METALAIR' picked out in black. Buffers are plastic, but sprung, while the wheelsets are metal and extremely free-rolling.

The models feature remarkably detailed underframes, with fine representations of the air discharge system and braking apparatus, including associated pipework, brake yokes and shoes (which are positioned in line with the wheel treads), the majority of which appear to be separate plastic fittings. Note the fine depictions of the parabolic spring suspension.

Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor – the mounting points for which are removable if you wish to fit



alternative aftermarket couplings. Each wagon is supplied with its own accessory pack, containing a pair of air pipes for the modeller to fit if desired.

Each livery has a pleasing satin finish, with crisp applications of the small printed details, including builder's plates (which stand proud of the body) and data panels. Particularly impressive are the many notices which adorn the lower portions of the tank bodies – the majority of which are legible under a glass.

These vehicles are synonymous with the West Highland line, and a boon for modellers recreating the route in OO, such as our depiction of Rannoch (Plan of the Month, RM March 2024).

Revolution Trains has delivered its allocation of these models to customers who placed pre-orders. However, remaining stocks are available from selected retailers: Rails of Sheffield, Collett Models, Kernow Model Rail Centre, East Somerset Models, and Rainbow Railways, to name a few.

The models are sold in quad packs: a typical rake is around 20 wagons.



Sample supplied by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICE
£169.50 per quad pack

Book Reviews

Mail by Rail The story of the Post Office and the railways

Peter Johnson

It's a fair bet that a sizeable proportion of those reading this would have first become aware of the link between postal services and the railways through the Tri-ang/Rovex OO gauge Travelling Post Office set – the best operating train set by far! But if your knowledge of the reality and history of the link doesn't reach much further, then I could probably do no better than to point you towards this book which is as thorough as it is weighty.

Although letters had been carried beforehand, the first vehicle designed for sorting and carrying mail on the move appeared in 1838 on the London to Birmingham line. Such was the success of this idea that it was still in use until the early 21st century when the traffic was shifted to road. The opening chapter discusses the system in great detail and explores the differences between the then expanding network and the myriad of independent rail companies. The second chapter looks at the physical machinery of the TPO followed by the services themselves, including the 'late fee' option when posting directly to the TPO.

Rolling stock is covered in a separate chapter which looks at the development of the vehicles; the Cornwall Railway papier mâché bodied sorting carriage is a particular favourite! These initial chapters are worthy of a stand-alone book, but there is more in a second part in the shape of the unique underground system of postal transport that stretched west-east under London from Paddington to Whitechapel. Originally planned with pneumatic power it was eventually run using electricity on a narrow gauge line; very much the London Underground in miniature. Originally mooted and begun in the 1860s, it ran with great success but without particular fanfare into the early 2000s.

The planning, building and operational history of this fascinating line is fully covered over two chapters, with a fair amount of extra material and more photos in the appendices at the rear of the book. These end pieces do take a sizeable part of the book and include apparatus working and tables of stock details and preservation, though it is questionable why much of this extra information is presented in this way and not included in the relevant previous chapters. The appendices are more profusely illustrated than the main body of the book which tends toward a text heavy approach.

The photos are a mix of monochrome and colour reflecting the historical period covered and are clearly reproduced. The author is well known for his detailed output, and this book is no different with all but the tiniest piece of information documented, so if you remember running your Tri-ang TPO around the bedroom floor and need to know more, then this book is thoroughly recommended.

CF

Pen and Sword
47 Church St, Barnsley, South Yorkshire S70 2AS
www.pen-and-sword.co.uk

254mm x 178mm, 144pp
Hardback, £35.00
ISBN 978 1 52677 613 8

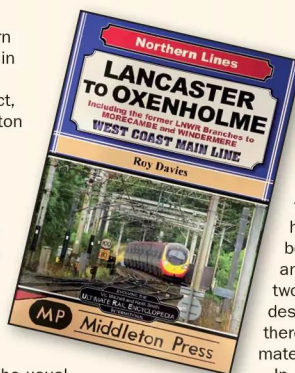
Northern Lines: Lancaster to Oxenholme

Roy Davies

If the Plan of the Month for a modern image N gauge layout of Lancaster, in the January 2024 RAILWAY MODELLER, caught your eye as a possible project, this addition to the library of Middleton Press albums will provide further inspiration.

Continuing the publisher's photographic 'journey' along the West Coast Main Line (following the same author's *Preston to Lancaster*, reviewed in the July 2023 issue), the book covers the route between Lancaster and Oxenholme, as well as the former London & North Western Railway branches to Morecambe and Windermere. In the usual Middleton Press format, each station is covered with a track plan and a selection of well-reproduced black & white photographs from the steam era to the present day – where pictures are available, that is: there are no known images of the original Lancaster & Carlisle Railway terminus at Poulton Lane in Morecambe.

Perhaps the most interesting part of the book is the section on Carnforth, which not only contains all that information on this famous railway crossroads, but a look behind the scenes of the West Coast Railway Company depot, based in the LMS



steam shed that was once the preservation centre of Steamtown but is no longer open to the public.

Some of the coverage is a little uneven: nobody would deny that important locations such as Lancaster and Carnforth deserve their 16 pages each, but one can't help feeling that Windermere has been sold a little short with four, and Morecambe Promenade with just two pages and two photos. As former destinations for holiday excursion trains, there must surely have been more material available than that.

In every other respect, however, it's fully up to the high standards set by this publisher and essential reading for anyone with an interest in, or modelling, this part of the WCML.

TJ

Middleton Press
126a Camelsdale Road, Haslemere, Surrey GU27 3RJ
Tel: 01730 813169
www.middletonpress.co.uk

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DVD Reviews

The Ivo Peters Collection – Volume Thirteen, Steam in 1964

Many readers will already be familiar with the high quality colour films recorded on 16mm cine film by Ivo Peters during the late 1950s/1960s. Originally released on VHS cassettes in the 1980s, the Ivo Peters Collection is gradually being remastered (with some minor picture and sound editing) and made available on DVD format for the first time.

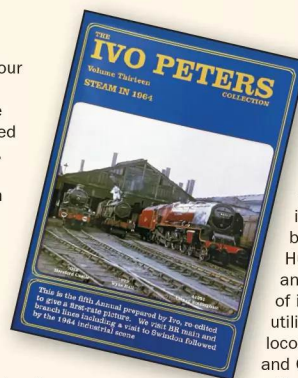
Volume 13 is the latest film from the collection to benefit from this treatment and is a compendium of footage recorded by Ivo at various branch, main line and industrial locations during the course of 1964.

The film begins with sequences on the Cirencester and Tetbury branches, with special auto-workings in the hands of Collett 0-4-2T No.1472. Kemble is featured, where these two branches both joined the Golden Valley line between Gloucester and Swindon.

There follows a brief look at Evershot Tunnel, including a view of No.6830 *Buckenhill Grange*, before a trip to Southern Region territory with Bulleid Pacifics in action within the vicinity of Honiton Tunnel in Devon, including Nos.35007 *Aberdeen Commonwealth* and 35009 *Shaw Savill*.

Returning to Western Region metals, there are views recorded at locations including Sapperton Bank, St Philips Marsh MPD, Fairwood Junction and Charlbury Troughs. Much of the footage records special workings, with Ivo's visit to Swindon MPD coinciding with that of No.46251 *City of Nottingham* – this Stanier Pacific being serviced in readiness for its return to its namesake city with the 'East Midlander' railtour. Views of the Hemyock branch, featuring now-preserved Collett 0-4-2T No.1450, will be of particular interest to those drawn to this classic and oft-modelled location.

Much of the film covers industrial subjects, including a number of Midlands ironstone quarries at



locations such as Finedon, Irchester, Desborough, Glendon and Market Overton. Stanton and Staveley ironworks, together with the British Sugar Corporation at Wigginton, also feature.

Across these sites the focus is on the eclectic mix of four- and six-coupled industrial steam locomotives that could be found, with makers including Bagnall, Hudswell Clarke, Hunslet, Manning Wardle and Peckett. There is plenty here by way of inspiration for modellers looking to utilise the various ready-to-run industrial locomotives that have been released for OO and O in recent years.

Provided with the DVD, and printed on the reverse of the cover insert, is a listing of the locomotives that feature in the film including details of number, name or type, wheel arrangement and location. Build and withdrawal dates are also provided, plus identification of those that were preserved.

The commentary that accompanies the film is unobtrusive, although occasionally the information is out of date – the script being unchanged from the original 1980s VHS release. The sound effects that have been added (the original 16mm cine film was recorded without audio) are well matched to the sequences and enhance the viewing experience.

As with all previous releases in the Ivo Peters Collection, this latest addition provides viewers with high quality archive material that gives a fascinating window into a bygone era. It comes highly recommended.

CT

Produced by Julian Peters
1 Dark Lane, Steeple Ashton, Nr. Trowbridge, Wiltshire BA14 6EY.

Running time 54 minutes
£16.95 (inc.UK P&P) – cheques made out to 'The Ivo Peters Collection'

Comment

Observations and opinions on railway modelling

Ian Mears



An outlook on the hobby from Canada

“Upon hearing the recent news about the closure of Hatton's and the end of the Warley show at the NEC, I reflected on how lucky I am to live in Calgary in Canada. For even though it is a bracing -35°C outside, the hobby is certainly thriving here.

The city of Calgary has a population of around 1.5 million people. We have three model railway shops, including one dedicated mostly to North American and another specialising in European outline.

In addition we have an annual model train show held under the banner of 'Supertrain'. Last April's event had an attendance of 11,590; there were 92 exhibits and the attendance was made up of 7,032 adults and 4,558 aged 15 and under – so you see it is very family oriented. To me this is quite encouraging, and impressive too given that the population for the whole of Alberta is only 4.8 million, this being spread across an area four times that of the UK.

There are only two railway shows in Alberta: Supertrain here in Calgary in April, and Edmonton (180 miles further north) in September. You have to travel three or four hundred miles east or west to find another.

Supertrain is run by the Calgary Model Railway Society. In 1994 the six main model railway clubs and around 200 independent modellers got together to form this umbrella group, to promote the hobby and run a model train show. In the spring of 1995, the first show was put on with great success.

I was a founding member and built a Hornby Dublo three-rail layout for that first

show. At the board meeting that followed, it was decided to try and include some children's layouts to encourage younger modellers, so I built an N gauge layout for my eldest daughter Jennifer to show the following year.

The event has since grown to become one of the largest in Canada and, in addition to the regular array of layouts in scales ranging from T through to G, there are garden railways and Lego displays – even trains with faces are welcome. The quality varies from prize-winning master craftsmen to those who are just doing it for fun. All the regular features like traders and 'how to' clinics are included. In addition, the Alberta Model Engineering Society from Airdrie, 10km north of Calgary, whose Iron Horse Park miniature railway (190.5mm gauge) at 1.6km long is one of the largest in Canada, brings around 100m of track and provides free train rides for the younger guests.

My youngest daughter Nicole, seeing her elder sister's layout, wanted her own layout in the show so I built her a Thomas the Tank Engine layout on a 6' x 3' board which she showed for six years, including taking to her school for show and tell. Now we come to the kicker: in those days to promote the children's layouts at Supertrain they were grouped in a dedicated area for youngsters. But when Nicole was turning 16 she wanted to be with the adults. This is what led to the building of my first British-outline OO gauge *Middle of Nowhere* layout. (The layout was so named because it was not based on a specific location.)

I am now on my third *Middle of Nowhere* layout, the generic scenery allowing me to run any of the models from my eclectic collection – including trains with faces to entertain younger viewers. To give you some background, I moved to Canada more than

40 years ago (I lived in South London until the age of 11 and then moved to Eccles near Manchester) and the layout represents how I remember England.

The current layout had to fit in my railway room, fit in my car and had to be light enough for my daughters and I to carry up the stairs, pack in the car and set up. It was decided to use eight 4' x 2' boards, creating a footprint of 12' x 6' with an access space in the middle. The layout is designed so that four trains can be operated simultaneously, with a train moving on the front at all times – therefore it is possible for viewers to see 10 different trains in a minute!

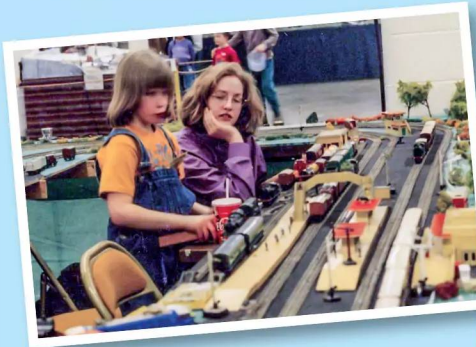
There are more than 90 animals dotted around the layout. These are intended for those visiting with families who don't necessarily have an interest in the trains, but instead love to spend their

time finding small details like this. Other small details include a Dr Who figure and some Daleks that were added in 2017 when we took the layout to Calgary Comic Con – an event attended by 80,000 people.

From the comments I received from the paying public, I am happy that they think I have caught the feel and look of the UK. Both my daughters continue to help me set up and operate at shows, where we run mostly old Hornby items and models from the Thomas range. My friends Dean and David help as well, and they also get great enjoyment from the many smiling faces at shows – which are often three deep watching the trains run by. I hope to see similar scenes at this year's Supertrain event, which is being held on 20 & 21 April.

Ian Mears has lived in Canada for more than four decades and has constructed a number of British-outline layouts in OO gauge.

...You have to travel three or four hundred miles east or west to find another show...



▲ Ian's daughters, Nicole and Jennifer, operating his Hornby Dublo three-rail layout at the first Supertrain show in 1995.



▲ Nicole and Ian are pictured alongside an earlier iteration of the *Middle of Nowhere* layout.



▲ A scene on the current *Middle of Nowhere* OO gauge layout. All photos by the author

York wins RM Cup competition



We are delighted to announce the winner of the 2023 RAILWAY MODELLER Cup competition: 2mm finescale layout *York*.

Built by Peter Kirmond and featured as Railway of the Month in the April 2023 issue, this unusual and striking exhibition model depicts the scene under the overall roof at York station in London & North Eastern Railway days, with the viewing angle from the main Up platform and concourse.

In second place is *Pendon St Mary*, the new section of the Vale Scene at Pendon Museum depicting the Midland & South Western Junction Railway in EM gauge, and featured as Railway of the Month in the June 2023 issue.

Third place goes to *Bournemouth Central*, a OO gauge model of the Southern Region station in BR steam days, built by David Pinch and Railway of the Month in the July 2023 issue.

Ellerton Road, a 7mm scale pre-Grouping model of a Midland Railway branch terminus, is in fourth place. Built by the East Staffordshire Area Group of the ScaleSeven organisation, it was Railway of the Month in the December 2023 issue.

Representing modern image is the layout in fifth place, *Lockerbie*, an OO gauge model of the West Coast Main Line station, built by James Cochrane with the help of Andrew Campbell and other members of the Glasgow & West of Scotland Model Railway Club. It was featured as Railway of the Month in the March 2023 issue.

The rest of the top 10 in order are *Westcliff* (RoM October), *Potters Bar &*

South Mimms (RoM November), *Camden and Kilsby* (RoM May), *Newnham Road for Moortown* (RoM January) and *Ashtan Junction* (RoM September).

The highest placed article that was not a Railway of the Month was *Bushey Fields* (Talking Points, December) – an OO gauge model built by Rolf Habing for his father-in-law David, who suffered from Alzheimer's.

In the readers' prize draw, the winner of the first prize is Keith Iremonger

of Easton-in-Gordano, Bristol, who will receive £400 worth of vouchers to be spent at any Peco stockist. The second prize (£200 worth of vouchers) goes to Claire Singyard of Walton-on-Trent, Swadlincote, and the third prize (£85 worth of vouchers) to William Coupland of Newark.

Seven readers will receive a year's subscription to RM: Giles Frampton of Christow, Devon; Peter Sheldrake of Tunbridge Wells, Kent; Arthur Spence of

Montrose; Tim Fuller from Copmanthorpe, York; Frank Chambers of Norton, Gloucester; John Sandle from Templecombe; and David Hunt of Oakham, Rutland.

Well done to all concerned, and our thanks to everyone who entered; the feedback is most helpful.

Details and the entry form for the 2024 competition will be published in the January 2025 issue.



▲ LNER A3 Pacific No.2750 Papyrus rolls into Platform 4 with an Up express on the 2mm finescale layout *York*.
Photo: Peter Kirmond

Warley club to hold new show at Statfold railway museum

Following its decision to cease its annual show at the National Exhibition Centre (RM March), Warley Model Railway Club has announced a new exhibition at the Statfold railway museum.

In partnership with the Statfold Narrow Gauge Museum Trust, the club will host the event on 12 & 13 October at the trust's Statfold Country Park near Tamworth.

Branded as 'Warley at Statfold', the show will include up to 30 quality layouts in various scales and gauges, trade stands and manufacturers, and full access to view the largest collection of narrow gauge locomotives in the country. Some of these will be in action on the site's 2' and 12¼" gauge railways, providing unlimited train rides for visitors.

The club also states: "A revamped programme of modelling demonstrations is being formulated that will reflect the emerging techniques, technologies and demographics of today's modern and diverse hobby."

Warley MRC Exhibition Manager Nigel Smith said: "This new and inspiring venture is not just the old Warley National

Model Railway Show reloaded. It's about the club and our associated charity moving forward within the dynamics of this ever-popular hobby.

"By joining forces with the people at Statfold, we can mitigate those daunting factors which resulted in the winding-up of our NEC event, and continue the club's endeavours and charitable aims to promote the benefits and merits of railway modelling to the wider public.

"All in all this will make for a splendid and invigorating day out for established enthusiasts and family groups alike."

The venue has catering outlets and free parking, while a free bus service will be provided from Tamworth station and town centre. More details will be available in due course at:

www.thewarleyshow.co.uk
www.statfold.com
Email: warleymrcclio@gmail.com

New national show at NEC

A new event, branded the National Festival of Railway Modelling, is to be held by Warners Group at the NEC in



▲ The impressive roundhouse at Statfold railway museum, housing the largest collection of narrow gauge engines in the country. Photo: Chris Rogers

Birmingham on November 23 & 24. The organisers are promising a wide selection of layouts covering all scales and gauges, traders and manufacturers, societies and model railway clubs, and modelling demonstrations.

OO gauge Class 31s and N gauge LMS diesels lead Bachmann spring announcements



1 31 149 in Railfreight red stripe livery.

A new OO gauge Class 31, and London Midland & Scottish Railway diesels Nos.10000 and 10001 in N, are the highlights of the Bachmann spring 2024 announcements.

The models of the Brush Type 2s will depict the locomotives in their original Mirrlees-engined form (Class 30) as well as the later Class 31/1 and refurbished Class 31/4 variants with English Electric power units. They will be produced in standard Digital Command Control-ready format or with DCC sound fitted, while the Sound Fitted Deluxe versions will include motorised radiator fans and tinted windscreen glazing.

The Sound Fitted Deluxe 31s will also have a new feature in UK ready-to-run modelling: auto-release tension-lock couplings operated by DCC and mounted in standard NEM pockets, allowing hands-free uncoupling, and compatible with all standard couplings.

The initial numbers and liveries offered are Class 30s D5564 and D5617 in original BR green; 31 123 and 31 293 in BR blue; 31 149 (photo 1) and 31 180 in BR Railfreight red stripe guise; 31 304 and 31 319 in BR Railfreight grey with Petroleum Sector markings; 31 435 in BR blue; and 31 407 in Mainline blue. Prices will be £199.95 for the standard models, £309.95 with sound fitted and £359.95 for the Sound Fitted Deluxe versions.

N gauge LMS twins

Having already produced OO gauge models of the LMS diesels Nos.10000 and 10001, Bachmann has added these pioneering machines to the N gauge Graham Farish range.

The models, from all-new tooling, will depict 1947-built No.10000 and 1948-built No.10001 in original black and silver livery (the former with LMS lettering – photo 2); in BR lined green with late crest; and No.10001 in BR green with small yellow panels. All will be available in standard format at £184.95, or with DCC sound at £284.95.

The other newly tooled item to be announced is also in the Graham Farish N gauge range: a South Eastern & Chatham Railway 25-ton 'Dance Hall' brake van. This will be available in SECR grey, Southern Railway brown, BR grey and BR Departmental olive green, all with a choice of two running numbers, at £34.95 each. There is also a Collectors Club version (photo 13).

The firm has also received the engineering prototypes, and announced the planned liveries, for its forthcoming OO gauge GB Railfreight Class 69 diesel. This will be produced in GBRf livery as 69 001 *Mayflower* and 69 003 *The Railway Observer*, BR large logo blue as 69 002 *Bob Tiller CM&EE* (photo 3) and BR green as 69 005 *Eastleigh*, all with sound-fitted and Deluxe options.



2 LMS diesel No.10000 in original black and silver.

New liveries

New guises and numbers on existing OO models start with the English Electric Type 1 (Class 20) diesel, in BR green with disc headcodes and tablet catchers, as D8032 with late crest (photo 4) or D8102 with BR roundel (£224.95 standard, £324.95 with sound fitted). The Class 44 'Peak' appears in BR blue as 44 007 *Ingleborough* and BR green with small yellow panels as D2 *Helvellyn*; and the Class 45 in BR green with small yellow panels as D49 *The Manchester Regiment* (split centre headcode), D25 (split headcode) and D138 (centre headcode), or 46 045

in weathered BR blue. All are priced at £189.95 for the standard model or £289.95 with sound fitted, except for 46 045 which is £199.95 (standard) or £299.95 with sound fitted.

New runs of the BR Mk.I Tourist Second Open and Brake Second Corridor coaches will wear BR crimson & cream (photo 5), maroon, blue & grey, InterCity Executive and West Coast Railway Company maroon liveries, available at £59.95, or with passengers pre-fitted for £69.95.

The BR 45-ton TTA tank wagon will be available in unbranded Esso grey and Shell/BP grey (both weathered), and



4 D8032 in BR green with tablet catcher.



5 BR Mk.I TSO in crimson & cream.



3 69 002 in BR large logo blue. Photo: Bob Tiller



6 TEA tanker in ex-Murco grey.



7 OBA wagon in BR Plasmor Blockfreight livery.

8 009 Baguley 70hp diesel in British Industrial Sands white.

Ciba-Geigy blue, BP Lubricants green and Charrington Hargreaves/Mobil red, all with weathered options; pristine wagons are £34.95 and weathered versions are £37.95.

The 102-ton TEA bogie tank wagon will appear in debranded ex-Jet-Conoco and ex-Murco grey paintwork (both weathered at £74.95 – photo 6); the OBA open wagon in EWS red, Railfreight red & grey, BR Plasmor Blockfreight (photo 7) and BR freight brown; the ZDA Bass open wagon in BR civil engineers grey & yellow (all £35.95); and the OTA timber wagon in Railfreight red (£47.95).

In the OO9 narrow gauge range, the Baguley-Drewry 70hp diesel (announced in the March 2019 RAILWAY MODELLER) has three new liveries: lined crimson, ICI orange & grey, and British Industrial Sands white (photo 8), all at £119.95.

In N gauge, the Mk.I Restaurant First Open is available in BR crimson & cream, maroon, and Western Region chocolate & cream, and the First Open in chocolate & cream, InterCity Charter Executive and West Coast maroon, the latter two with a choice of two numbers, at £47.95. The Mk.III sleeping car with pantry appears in BR blue & grey, InterCity and ScotRail Caledonian Sleeper liveries, all with two running numbers (£34.95), and there are three packs of two Mk.III coaches in GWR green to model the 'Night Riviera' sleeper service, at £69.95 each (photo 9).

The final new liveries in N are on the HEA hopper wagons, namely BR bauxite and BR Railfreight Coal Sector, at £20.95 each.



9 Farish N gauge GWR 'Night Riviera' stock.



10 Scenecraft Oakworth station with red paintwork.



11 Midsomer Norton South signal box in Southern Region green & cream.



12 Collectors Club N gauge D1733 in XP64 livery.

Scenecraft

In the Scenecraft range, buildings are being released to model two well-known preserved stations. In OO gauge, Oakworth station building on the Keighley & Worth Valley Railway – the setting for the 1970 production of *The Railway Children* – is depicted with red or green paintwork (photo 10 – £79.95). In N, Midsomer Norton South signal box (a replica of which has been built by the Somerset & Dorset Railway Heritage Trust) wears Southern Region green & cream (photo 11), or WR chocolate & cream, at £54.95.

4mm scale Somerset & Dorset timber station buildings and canopies are offered in the same colour schemes (£69.95 and £44.95 respectively), while other new structures include a Great Western Railway 'pagoda' hut in GWR or WR colours (£34.95); Eastern or Southern Region water cranes (£24.95); and an Air Raid Precautions signal box (£59.95). In OO9, there is a blacksmith's and wagon workshop at £114.95.

Three sets of post-war figures, plus hikers and dog walkers, are priced at £13.95 each; and to provide period road

vehicles for a London area layout, EFE Road has released a limited edition twin pack of 4mm scale Cravens RT double-decker buses in London Transport red & cream and green, at £89.95.

N gauge XP64 Type 4

Exclusively for members of the Bachmann Collectors Club, the firm has modelled a short-lived but significant piece of BR history in N gauge: Brush Type 4 D1733 in XP64 livery (photo 12).

The XP64 train, formed of D1733 and a set of experimental coaches in blue & grey, toured the country in 1964 to promote BR's planned new corporate image – though in the event, a slightly different blue livery was adopted.

The locomotive is priced at £161.96 for the standard model, or £251.96 with sound fitted. It is limited to 300 standard models and 200 with sound fitted.

Also in N gauge, the aforementioned SECR 'Dance Hall' brake van carries

Departmental olive green with yellow ends, depicting an example based at Stratford into the 1980s (photo 13) while in OO, the TTA tanker will be produced in Gulf livery (photo 14). Both are priced at £31.46 and limited to 504 pieces.

Club members can order these models, and new members can sign up, at www.bachmann-collectorsclub.co.uk or by calling 01455 245565. For more details of the other models, visit: www.bachmann.co.uk



13 Collectors Club N gauge SECR brake van in olive green with yellow ends.



14 Collectors Club TTA tanker in Gulf livery.

First British fireless locomotive from Rapido in OO

Rapido Trains UK is to produce the first ready-to-run model of a British-outline fireless steam locomotive, in OO gauge.

These distinctive machines were designed for use in industrial locations such as munitions factories, paper mills and fuel refineries, where the fire and sparks of a conventional steam engine could present a hazard. They were filled with boiling water and steam at high pressure from a stationary boiler, and could work for around four hours before needing to refill.

Rapido has chosen to model the most numerous British type – the Andrew Barclay Caledonia 0-4-0. Detail differences will be modelled, and the specification will include an ESU E24 decoder socket and factory-fitted sound speaker – though with its characteristic humour, the firm states that it will not feature chimney variations or a flickering firebox.

Planned numbers and liveries are: Bowaters Kent No.2 (Works No.1962) in green; lined Caledonian blue; Shell Mex yellow (Works No.1952). Bowaters Ellesmere No.1 (Works No.1982) in red; Boots No.2 (Works No.2008) in green with wasp stripes; Works No.1952 in lined green, as preserved in working order at the Doon Valley Railway; Gloucester Corporation No.1 (Works No.2126) in lined grey; the same engine in Central Electricity Generating Board green; and lined maroon.

Works No.1944 in Croda Chemicals white & green deserves a special mention: this engine was withdrawn from service at the Four Ashes plant near Wolverhampton in the early 1990s, making it the last working fireless and probably the final steam locomotive in regular industrial use in Britain. It has survived into preservation and is currently in private ownership.

The model is being tooled and can be ordered from Rapido retailers or the manufacturer's website below, at £139.95 (Digital Command Control ready) or £249.95 with DCC sound.

'Caley' van

Rapido has also announced the first R-T-R model of a Caledonian Railway wagon – the Diagram 67 van in OO.

Introduced in 1903, these vehicles numbered over 1,300 by 1918, and they survived into the BR era with several ending up in the hands of private users.

Featuring brass bearings, the model will cater for detail differences such as brake gear (including dual air

...and the first samples of its OO gauge London Brighton & South Coast Railway E1 0-6-0T, announced in the March 2022 Issue.



▲ Computer Aided Design render of the Rapido 00 gauge Andrew Barclay fireless Works No.1944 in Croda Chemicals livery.



▲ Diagram 67 van in Caledonian Railway livery.



▲ Rapido has also received the first decorated samples of its forthcoming OO gauge Highland Railway Jones Goods 4-6-0, announced in the April 2022 Issue...

and vacuum-braked examples), wheels, axleboxes and spring arrangements.

It will be offered in Caledonian, London Midland & Scottish Railway, BR, National Coal Board, Port of London Authority, Royal Naval Armament Depot, Ore Mining Branch and Cadbury liveries.

Currently being designed, the models can be ordered from Rapido stockists or the website at £34.95 each. www.rapidotrains.co.uk

Limited edition Peco version of Cavalex Class 56 in OO

A limited edition of the new OO Cavalex Models Class 56 has been announced by the organisers of Model Rail Scotland: 56 302 Peco The Railway Modeller 2016 70 Years.

In Colas Rail Freight livery and with etched nameplates included, it is being produced by Cavalex for Model Rail Scotland and will be distributed by Rainbow Railways with delivery expected



▲ 56 302 after being named Peco The Railway Modeller 2016 70 Years at Minehead on 11 June 2016. Photo: Craig Tiley



▲ Steve Haynes (Peco), Michael Evans (Assistant Publicity Officer, Model Rail Scotland), Rhys Betteridge (Cavalex Models), Mark Darragh (Rainbow Railways) and Alex Perkins (Cavalex Models) at Model Rail Scotland.

in June 2025. Retailing at £199.00 DCC ready or £299.00 with DCC sound, it can be ordered with a £90.00 deposit from:

Rainbow Railways
Tel: 01506 237099
www.rainbowrailways.co.uk

EXHIBITION FOCUS

Grand parade of LNER Pacifics at York Model Railway Show



▲ A North Eastern Railway B16 4-6-0, Great Northern Railway J6 0-6-0 and GNR C2 Atlantic on Grantham. Photo: Graham Nicholas

Among the highlights of the York Model Railway Show on the Easter weekend will be the Railway of the Month in this issue: *Grantham – The Streamliner Years*.

Recreating the East Coast Main Line station as it was in the 1930s, when Gresley Pacifics held sway and the streamlined A4-hauled expresses such as the 'Coronation' were in operation, the layout features on pages 242-251.

It is one of 40 layouts booked to appear at the exhibition, which will be

held at the Knavesmire Stand, York Racecourse YO23 1EX on 30 & 31 March and 1 April.

Other layouts include *Bristol Avon Bridge* (featured in the November 2023 *RAILWAY MODELLER*), *Bury, Thorn & Sons* (which appeared in the December 2014 issue), *Hillport Goods* (featured in *RM* June 2023) and *Sandford & Banwell* (see *RM* January 2021).

For more details, see Societies & Clubs on page 320 or visit: www.yorkshow.org.uk

28th Bentley MRG show at Calne



▲ Norton Vale by Nailsea Model Railway Club, one of the layouts on show at the Calne exhibition. Photo: David Burnett

Bentley Model Railway Group is holding its 28th exhibition at Calne Community Campus, White Horse Way, Calne, Wiltshire on 13 & 14 April.

Among the dozen layouts on display will be *Bridgebury Gate*, an N gauge layout which was featured in the October 2016 issue of *RAILWAY MODELLER*; *Somerford*, Bentley MRG's

own OO layout set in the West of England from 1970 to 1990; and *Norton Vale*, a BR steam era branch terminus in OO constructed by Nailsea Model Railway Club from a Cyril J Freezer/Peco track plan.

For more details, including a full layout list, see Societies & Clubs (page 39a) or visit: www.calnemrs.org.uk

Portpyn to mark 30 years on exhibition circuit at Narrow Gauge South

A layout built to an unusual scale and gauge combination will mark 30 years on the exhibition circuit at the Narrow Gauge South show in Eastleigh on 27 April.

Portpyn, built by Christopher Payne to a scale of 1:34 with 16.5mm gauge track, made its exhibition debut at the 2nd Narrow Gauge Convention which was organised by the Wessex Group of the O09 Society on 26 March 1994. It featured in *RAILWAY MODELLER* in January 1995 and January 2016.

Christopher Payne commented: "Whilst there have been other layouts with more extensive exhibition careers (such as the *Dovey Valley Railway*) I felt it was worth making

the effort to offer the layout and am pleased (especially after the hiatus of Covid) at the thought of exhibiting it again."

Also among the 30-plus layouts expected to attend the show are *Newton Heath Works* (which was the Railway of the Month in the February 2023 *RM*), *Tan-y-Llyn* (featured in the June 2017 *RM*) and *The Andeer Line*, built by Derek and Julia Boswell of Peco.

Organised by Wessex Narrow Gauge Modellers, the event is at Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5BX. For more details, see Societies & Clubs (page 40a) or visit:

www.narrowgaugesouth.org.uk

Portpyn, due to celebrate 30 years on the exhibition circuit at Narrow Gauge South. Photo: Craig Tiley



Fordingbridge exhibition to raise funds for disaster relief

Fordingbridge Rotary Club is holding a model railway exhibition on 6 April to raise funds for disaster relief.

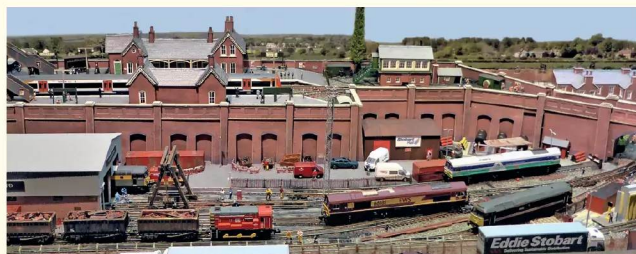
The club has organised seven model railway shows in recent years to raise money for its Water Survival Boxes, which prepare for disasters before they occur. The boxes contain a special water filter pump to provide a family with safe water for a year or more, together with items such as pots and pans, tools and hygiene products which are needed after events such as floods, hurricanes or earthquakes. The boxes can reach an affected country within days or a few weeks of a disaster, rather than raising money after the event.

The exhibition is at Avonway Community Centre, 36 Shaftesbury Street, Fordingbridge SP6 1JF, opening from 10:30-16:30. It is expected to feature 20 layouts in scales from N to O and depicting different eras, including *Shillingsford* (OO steam, 1960-1965), *Elmbridge MPD* (N gauge diesels and multiple units) and *Millburn* (Scottish diesels in OO).

Other exhibits will include models by Salisbury & District Model Engineering Society, a one-third scale Burrell traction engine in steam, and a 224-pipe street organ.

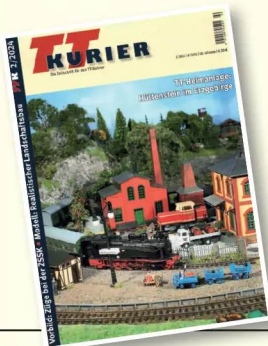
For more details, see Societies & Clubs (page 320) or visit:

www.fordingbridge-rotary.org.uk



▲ Elmbridge MPD, to be shown by Tony Parker of New Forest Model Railway Club at the Fordingbridge charity exhibition.

German award for Peco TT:120



Peco has won an award from a German railway modelling magazine for its recently introduced range of track in TT:120 scale.

The TT:120 track system won the Innovation category, one of four categories, in the annual awards held by TT:Kurier magazine.

Peco commented: "TT:120 may be a much smaller market in Germany than HO or N, but we should all be very proud of the fact that a German magazine has recognised Peco for their efforts to introduce a new product line that is popular in Germany. This can only help raise our profile in the German market."

www.peco-uk.com



More DCC courses at Pecorama

Peco is offering more of its 'Beginner's Guide to Digital Command Control' courses at Pecorama.

The courses will be held on 8 April and 20 May (further dates are to be arranged) and are priced at £65.00 per person, with refreshments included. For more details and to book a place, email:

julia.boswell@peco.co

Peco, Underleys, Beer, near Seaton,
Devon EX12 3NA.



David Shepherd's layout goes on display at East Somerset Railway

Part of a 3mm scale layout built by the late David Shepherd has gone on display at the East Somerset Railway, which he founded.

The model was built between 2007 and 2017 by the famous wildlife artist, with the help of a small group of fellow enthusiasts who referred to themselves as 'The Grumbles'.

The main station and village section of the layout has been placed in the David Shepherd Discovery Centre, on the recently restored Down platform at Crammore station, and will be on display for the railway's 50th anniversary gala on 16 & 17 March starring Churchward Saint 4-6-0 No.2999 *Lady of Legend*.

David Shepherd founded the ESR to provide a home for the two steam locomotives – 9F 2-10-0 No.92203 *Black Prince* and Standard 4MT 4-6-0 No.75029 *The Green Knight* – which he had purchased from BR in 1967. The railway opened to the public on 1 August 1974.

East Somerset Railway

Tel: 01749 880417

www.eastsomersetrailway.com



▲ A model of David Shepherd's 9F No.92203 on his 3mm scale layout.
Photo: Andy Shillito

Roger Ellis 1945-2024

It has been my privilege to count Roger Ellis as a true mate for nigh on 60 years, writes *Ian Nuttall*. From being founder members of the Grimsby & District MRS we soon formed a bond that has remained strong over all the intervening years; I am proud to say that there was never a cross word between us as Roger was such an easy-going and loyal person.

Our friendship blossomed via railway modelling, obviously, but also through a shared fondness for *The Goon Show*, Monty Python, and real ale... we became virtually word-perfect on the two shows, yet, surprisingly, never conquered the last, despite years of trying.

In our efforts to improve our modelling standards, we began our 'wagon safaris', seeking out the ever dwindling number of examples from the pre-Nationalisation era. We found some real gems, took hundreds of photos, and noted down countless details

and measurements. Roger, being bang on 6' tall, proved an ideal measuring stick at times. This led us on to scratch-building wagons, which spawned a series of articles in the now defunct *Model Railway Constructor*. Roger was also a contributor to *RAILWAY MODELLER* over the years, his last article featuring the layout *Waterloo Road Motive Power Depot* which he built with his son Fred, in the September 2015 issue.

We also toured many a model railway exhibition in the north, and started exhibiting. Thus Roger discovered the York Show. From the late 1960s, with just the odd year missed, Roger has been ever present, either as an exhibitor with the Grimsby MRS, the Butcombe Junction Group ('notorious', apparently) a guest operator for the North Gwent lads, or as an individual.

If he wasn't with a layout he would volunteer as a steward, or help with catering, and it was in this final role that he met his wife-to-be, Fiona – a happy bond

that was, sadly, cut short when Fiona died young of cancer.

Roger lived for the York Show, and viewed it as the high point of his year; it is no surprise that it is dubbed 'The Friendly Show'. He embraced it, contributed much, and the powers that be tolerated, or even encouraged, his playfulness and banter. For many a year, he created 'The York Cake', the merest sniff of which could render you tipsy. Countless exhibitors sampled this fine example of Roger's acumen in the kitchen.

With Roger's passing, I suspect the York Show will never be quite the same again, but he will be remembered by many, for all the right reasons.



Accurascale acquires P Class, Barclay 0-4-OST and Warwell tooling from Hatton's



▲ Decorated samples of the Hatton's P Class 0-6-0T and Andrew Barclay 0-4-OST, now to become part of the Accurascale range.

Accurascale has acquired the tooling for the OO gauge South Eastern & Chatham Railway P Class 0-6-0T, Andrew Barclay 0-4-OST and Warwell wagon from Hatton's following the latter's closure.

As reported last issue, Hatton's announced in January that it was to cease trading after 77 years. During the last few years, it had built up a close relationship with Accurascale, which had resulted in the manufacturer also acquiring the tooling for the Hatton's Class 66 diesel (announced in the April 2023 RAILWAY MODELLER).

Prior to its demise, Hatton's was taking pre-orders for re-runs of the P Class, Andrew Barclay and Warwell, which were reviewed in the April 2018, May 2018 and September 2017 issues of RM respectively. The retailer will now contact customers who placed pre-orders, who will then be able to register with Accurascale.

The Warwells are complete and expected in stock with Accurascale in April, at the original Hatton's price of £25.00 (Accurascale's bundle deal of 10% if you buy two or more applies along with free UK postage & packing and 3% cashback on all orders). Two exclusive versions for Trains4U of Peterborough will also be delivered as planned.

Both the P Class and Barclays are at the decorated sample stage and expected to arrive in the fourth quarter of this year; the original price of £85.00 has risen to £99.95, but Accurascale is again offering free UK postage & packing and 3% cashback. All models will come with the firm's new 'Accuracare' lifetime warranty. Pre-orders can only be placed via the website (see right).

Mk.I suburbans in maroon

In response to many requests from modellers, Accurascale is to produce its forthcoming OO gauge BR Mk.I suburban coaches (announced in the August 2022 issue) in the later BR maroon livery.

They will initially be offered in the guise of London Midland Region or Scottish Region examples, with or without lining, and the latter examples depicting the different heights of the lining on the two regions.

Production will begin shortly and they are expected to be delivered in the first quarter of 2025, at the same price (£64.95) as the initial production run in carmine and blue colour schemes, which are due this year. Orders can be placed at Accurascale stockists or on the website.

Decorated 0 gauge Rustons

Accurascale has also received the decorated bodysells and one complete sample of its first O gauge locomotive, the Ruston & Hornsby 88DS diesel shunter announced in the December 2023 issue.

The models are on schedule for their planned release in the first quarter of 2025, and can be pre-ordered from Accurascale retailers or via its website, with the firm's lifetime warranty.

Exclusive Tarmac Ruston

A Ruston is the latest in the range of Accurascale Exclusive models, carrying Tarmac olive green livery.

It depicts the very last of the class to be built, Works No.518494, which left the Boultham Works on 29 November 1967 bound for Tarmac Roadstone Holdings Ltd's Southern Division Plant at Hayes. Entering preservation in 1990 at the Swanage Railway, it is now at Whitwell & Rcepham station in Norfolk.

The model is available in DCC ready format or with DCC sound fitted, only from the website:

www.accurascale.co.uk



▲ Accurascale Exclusive Ruston 88DS in Tarmac livery.



▲ Decorated samples of BR Mk.I suburban coaches in maroon.

In brief

Peco days at Roxley

Roxley Models of Great Bookham in Surrey is holding Peco open days on 12 & 13 April from 09:30 to 17:30, showcasing the new tooling for the Peco 009 Great Little Trains Ffestiniog Railway Large England locomotives, and with an extended range of Peco products available. For details, contact:

www.roxleymodels.co.uk
Tel: 01372 452976

Micromotor.eu

In the news item regarding Peter's Spares in the March issue, the name of Micromotor.eu was misspelt as 'micrometer'; our apologies for the error. The Dutch firm is one of the world's largest suppliers of coreless motors and upgrade kits, and Peter's Spares is its UK stockist and distributor:

www.petersspares.com

Tutbury shop closes

Tutbury Models near Burton-upon-Trent has closed down after 25 years of trading. Proprietor Barry Fearn said: "I would like to thank all of my many customers wherever you are."

Sheffield retirement

Mr K Ballam retired as Secretary of the Sheffield Model Railway Society on and from 29 February.

Southern Times

Transport Treasury Publishing has released the latest issue (Winter 2023/24) of history periodical *Southern Times*. Articles include photographs of the 'Big Freeze' of 1963, the N15X Class 4-6-0s, signalling at Farnborough Main, and Schools Class 4-4-0s damaged by enemy action during the Second World War. It can be ordered at £12.95 plus £3.00 postage and packing from:

Transport Treasury Publishing
Tel: 01494 708939
www.ttpublishing.co.uk

Carnforth show

Carnforth Station Visitor Centre is to hold a model railway exhibition from 10:00-16:00 on 27 & 28 April, raising funds for Farnborough Station Trust's regeneration of the station. At least seven layouts are expected, and catering will be available in the Brief Encounter refreshment room.

For details of the venue, contact:
Carnforth Station Visitor Centre
Tel: 01524 735165
www.carnforthstation.co.uk

N Brass Locos closes

Kit manufacturer N Brass Locos closed on 29 February due to retirement. The firm stated: "We thank our many customers around the world who have supported us over the last 32 years."

Revolution enlarges Class 320 and 321 units to OO gauge

Revolution Trains is to offer Class 320 and 321 Electric Multiple Units in OO gauge, having already produced both classes in N.

The announcement was appropriately made at the Model Rail Scotland exhibition, the real three-car Class 320 units being used in the Glasgow area.

Revolution is to offer the Class 321/4 variant of the four-car 321, used by train operators including London Midland, Great Northern and latterly Greater Anglia before withdrawal in 2023. The firm also has permission to model the two examples recently put to work on parcels trains from Birmingham International and Mossend by Varimis Rail.

The specification of the model will include full internal and external lighting and 14-pin power conductors between vehicles, allowing for the use of a single 21-pin DCC decoder. Versions will also be available with sound and DCC-controlled working pantographs.

The price is estimated at around £300.00 for the Class 320 and £350.00 for the 321, with sound-fitted models costing around £100.00 more.

Alcan tankers in N?

A recently released OO gauge model by Revolution could be scaled down to N gauge – the Alcan PCA alumina tankers, reviewed on page 306.

The firm has received many requests from N gauge modellers to “put these wagons through the shrink ray” and is now seeking expressions of interest to confirm whether the project is viable.

The OO gauge PCAs are sold in quad packs at £169.95, with pre-orders having been £149.95. An N gauge version is expected to be similarly packaged and priced, with the same four liveries: Alcan

original, Alcan debranded, Rio Tinto Alcan, Liberty/Lochaber and Alvanca, covering the entire lives of the wagons so far.

The deadline for expressions of interest to be registered on the firm’s website is midnight on 30 April.

Special edition Class 59

Revolution is to produce special editions of its forthcoming Class 59 and 66 diesels in N gauge.

The Class 59 will depict the very latest livery applied to one of the General Motors locomotives: Heidelberg Materials green, unveiled on 59 101 *Village of Whatley* on 5 December last year. Although the Revolution model was already in production and expected to arrive by March, the factory agreed to make a limited edition in the new guise. It can be ordered in Digital Command Control-ready format at £154.95 from the manufacturer’s website (the DCC sound-fitted version is already sold out).

Class 66 twin pack

In conjunction with retailer Trains4U of Peterborough, Revolution is producing a twin pack of Class 66s in GB Railfreight livery as 66 723 *Chinook* and 66 775 *HMS Argyll*.

All sales will include donations to air and sea forces charities: the Royal Air Force Association and the Royal Navy & Royal Marines Charity.

The models will be produced in dc silent mode, but will include the ESU E24 Nano decoder interface and a factory-fitted speaker, allowing for easy upgrading to DCC sound. Priced at £325.00, they are expected to arrive by the end of this year.

For those wishing to run their trains in DCC silent mode, Revolution can supply



▲ Revolution Trains N gauge Class 320 and 321 EMUs in Strathclyde Transport, Silverlink, and Network SouthEast liveries.



▲ A production sample of the Revolution N gauge model of 59 101 *Village of Whatley* in its new Heidelberg Materials green livery.



▲ Livery artwork for the Revolution/Trains4U special edition Class 66s.

pre-mapped ESU E24 Nano Lokpilot decoders.

Revolution Trains Ltd
Flat 56, Drymans Court,
211 Ecclesall Road,
Sheffield S11 8HH
www.revolutiontrains.com

Trains4U
27 St. David's Square,
Fengate,
Peterborough
PE1 5QA.
Tel: 01733 895989
www.trains4u.com

Exclusive Accurascale 37 for Scottish Railway Preservation Society

Accurascale is to produce an exclusive OO gauge model of 37 403 *Isle of Mull* for the owners of the real locomotive, the Scottish Railway Preservation Society.

Due for delivery in the fourth quarter of 2025 to mark the 60th anniversary of the October 1965-built locomotive, the model will be finished in BR large logo blue, representing 37 403 as currently running on the main line. It is the first model locomotive to be commissioned by the SRPS since 1998.

With special SRPS packaging, the model will be available in DCC ready format with 21-pin DCC socket at £179.99, or with DCC ‘Accurathrash’ sound fitted at £269.99 (not including postage & packing). Optional miniature snowploughs will be included.

It can be pre-ordered for a deposit of £30.00 (DCC ready) or £45.00 (DCC sound) or by paying in full, from the SRPS shop at:

<https://shop.srps.org.uk>



▲ The Scottish Railway Preservation Society's 37 403 *Isle of Mull*. Photo: Ben Mackay

BR lined Ellis Clark 'Black Five' arrives

Ellis Clark Trains has received the second batch of its new ready-to-run O gauge ‘Black Five’ 4-6-0s.

The latest model depicts one of the surviving examples, No.45337, in lined BR black with late crest. Having worn this guise during its first working stint in preservation, the real engine is under overhaul at the East Lancashire Railway.

These are now available to purchase along with No.5241 (a sample of which is reviewed on page 298) and No.5428 *Eric Treacy* in London Midland & Scottish Railway livery, No.45337 in plain BR black

with late crest, and un-numbered LMS and plain BR black versions, including DCC sound-fitted options.

Three more preserved examples – Nos.45231 *The Sherwood Forester* and 45379 with late crest, and No.45428 *Eric Treacy* with early emblem – will be among further releases in BR lined black.

Ellis Clark Trains

Unit 2 Toller Court, Shortbank Road, Skipton,
North Yorkshire BD23 2HG
Tel: 01756 701451
www.ellisclarktrains.co.uk



Hornby Collectors' Association opens doors for 55th anniversary exhibition

To celebrate its 55th anniversary, the Hornby Railway Collectors' Association is holding an exhibition open to non-members on April 7.

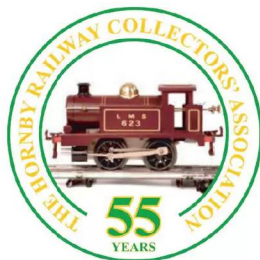
The organisation's events are normally for members only, but an exception is being made for this exhibition at the Lady Eastwood Hall, Newark Showground, Lincoln Road, Newark, Nottinghamshire NG24 2NY.

Bringing together products from the former Meccano factory in Binns Road, Liverpool, it will feature 22 operating layouts, 12 displays, and trade stands.

HRCA Chairman Don Gatiss said: "It will have been five years since we have assembled such a large display of Hornby O gauge, Hornby Dublo OO trains, and other Meccano brands including Dinky Toys and the Bayko building system. Members are attending from across the world and we are delighted to be able to provide non-members with the chance to come along and meet us."

More details of the Association and the exhibition can be found at the organisation's website:

www.hrca.net



First sample of Heljan Garratt appears



Heljan has received the first completed sample of its OO gauge London & North Eastern Railway U1 Garratt, announced in the January 2024 issue.

The Gresley 2-8-0+0-8-2 made its debut at the Model Rail Scotland exhibition in Glasgow on 23, 24 & 25 February, at which the Danish manufacturer displayed several other forthcoming models in various stages of development.

The first engineering prototype of the O gauge Southern Railway Parcels & Miscellaneous Van/Covered Carriage Truck has been produced, while the firm has received the first decorated samples of the O gauge London Midland & Scottish Railway inspection saloons, BR General Utility Vans, BR Mk.II coaches and Mk.I BG (Brake Gangwayed) coaches. For more details, see the firm's website:

www.heljan.co.uk

▲ The first complete sample of the OO gauge Heljan LNER Garratt. Photo: Andrew Burnham



▲ Engineering prototype of the Heljan O gauge Southern PMV.

DJH acquired by Squires Model & Craft Tools

Long established kit manufacturer, DJH Model Loco, is closing after almost 50 years – but its assets have been secured by Squires Model & Craft Tools.

The origins of the firm's extensive range of locomotive kits for OO and O (plus a number of Continental models in HO) can be traced back to a 'pilot' 4mm LNER D49 released almost half a century ago in 1975. Plans for a series of 'easy to construct' 4mm scale whitetail kits were outlined a year later, starting with an LSWR 0395 Class 0-6-0, whilst the early 1980s saw the business relocate from Oxfordshire to Consett in County Durham.

Over the years the manufacturer established itself as a leading producer of British-outline locomotive kits, with models from the 7mm range offered



▲ A fully finished LNER D49 4-4-0 in 7mm scale by DJH Model Loco.

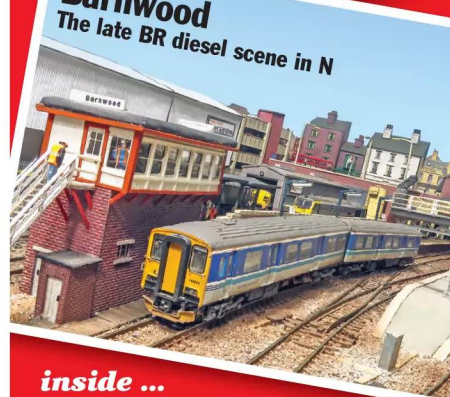
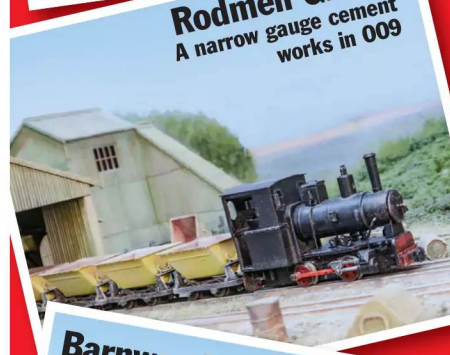
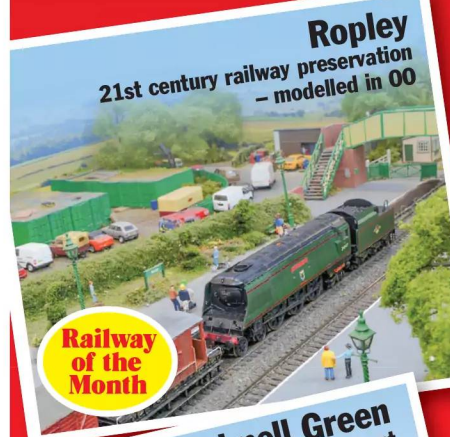
also as fully finished ready-to-run products built and painted by its own team of highly skilled modelmakers. One of the most recent releases saw the firm effectively go full circle, with batch-built D49s in 7mm scale (see RAILWAY MODELLER September 2016).

DJH is due to close on 7 May, but Roger Lewis of Squires Model & Craft Tools told RAILWAY MODELLER that it is planned to relocate the manufacturing to Bognor Regis.

[Ed. We wish to thank all at DJH, past and present, for their support.]

Coming next month

May 2024 –
Out Thursday 11 April.



• **A TANK WAGON MISCELLANY**
Part two of Ian Nuttall's article, this time looking at the milk-carrying tank wagons used on his *Dentdale* layout

• **INVERMIRE**
A fictional Scottish Highlands line in O

• **A WATFORD TANK IN GAUGE 1**
Part two of this scratch-build project

plus all the regular features ...

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications 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.

JUNE 2024 issue deadline: April 1st

LIVE EVENTS

Saturday 16 March

BURY ST EDMUNDS, Suffolk

Organiser: Bury St Edmunds MRC.

Venue: Guildhall, Guildhall Street, Bury St Edmunds IP33 1NX.

Open: 1000-1600

Admission: £6.00, accompanied children under 14 free.

Amenities: parking, refreshments nearby.

Features: 20 layouts, demonstrations and traders, free access to last WWII Fighter Command plotting room in 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, disabled toilet, hot and cold food.

Features: around 10 vintage toy train displays in various gauges running, around 10 traders, club 'bring and buy' stall.

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, trade stands.

Contact: Stuart Robinson, 07758 458827.

Email: stuart.robinson27@ntlworld.com

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, 01342 346172.

Email: exhibitions@egmrc.org.uk

Website: www.egmrc.org.uk

Saturday 23 March

BELPER, Derbyshire

Organiser: Belper Model Railway Group.

Venue: Strutt's Centre, A6 Derby Road, Belper DE56 1UU.

Open: 1000-1600

Admission: adults £4.00, children £2.00.

Amenities: refreshments.

Features: a variety of layouts and traders.

Facebook: www.facebook.com/BelperMRG/

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, manufacturers, societies, traders, full-size locomotives (subject to availability).

Website: www.modernimageoauge.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, Mizzymead 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, Seafrost, 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 Hodgkinson, 07943 182520.

Email: gmrsmrcontact@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: Back 'ut Shed (OO), Billington (Lego), Bluish (3mm), Bristol Avon Bridge (OO), Broadford (HO), Bury, Thorn & Sons (O), Calstock Riverside (7mm NG), Chatsworth Road (P4), Cherry Tree Halt (OO), Chop-It-Up Lumber Company (Gn15), Coniston Lakebank (3mm), Deadmans Lane (OO), Effingham Street (OO), Ellesmere (OO), Fordon Hill (N), Four Feather Falls (On3), Grantham (OO), Gresten (HO), Helston (OO), Hillport Goods (O), Hudson Street (EM), Ivybridge (2mm FS), Izal Factory (O), Kensington Olympia (N), Kyle of Macallan (EM), Lockdon (OO), Martini Junction (N), New Sharon (On2), Oil Drum Lane (OO), Queen's Road Depot (OO), Sandford & Banwell (P4),

Sherton Abbas (O), Shuri Koya (1:80), South Pelaw Junction (EM), Terlice (P4), Trinity Dock Street (OO), Turquar 7 (OO), U-Boat Works (G), Victoria (EM), Wentworth Junction (OO), demonstrations, societies, traders.

Website: www.yorkshow.org.uk

Friday 5 & Saturday 6 April

SUTTON COLDFIELD, West Midlands

Organiser: Sutton Coldfield Railway Society.

Venue: Trinity Centre, Church Hill, Mill Street, Sutton Coldfield B72 1TF.

Open: Friday 1300-1800

Saturday 0930-1630

Admission: £5.00, accompanied u16s free.

Amenities: light refreshments and cakes.

Features: Heathwater Quarry (16mm/SM32), Coldfield Yard (OO), Minorities (OO), Gibben Quarry (N), Redwick Halt (OO), Brandgeight (OO), Streetly Road Short Heath (1/16th), Ashford (OO), Christophers Yard (OO), St Fayre Rhianne (Hom), Hookton Riverside (O-16.5), preservation societies, traders.

Website: www.scrs.club

Saturday 6 April

BEER, Devon

Organiser: Pecorama.

Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.

Open: 1000-1600

Admission: included in Pecorama entry prices: adults £14.50, concessions (ages 3-17 and over 80) £12.50, family (x4) £49.95, family (x5) £59.95, under 2s free.

Amenities: parking, refreshments, disabled access (hilly site, unsuitable for three-wheel mobility scooters).

Features: visitors are invited to operate Swiss Hom layout *The Andeer Line* (full instructions will be given).

Website: www.pecorama.co.uk

Saturday 6 April

FORDINGBRIDGE, Hampshire

Organiser: Rotary Club of Fordingbridge.

Venue: Avonway Community Centre, 36 Shaftesbury Street, Fordingbridge SP6 1JF.

Open: 1030-1630

Admission: adults £6.00, children (6-16) £1.00, children under 6 free, family (any number) £12.00.

Amenities: parking nearby in main town car park, full disabled access, café with film show, bacon butties and home-made cake.

Features: charity exhibition raising funds for disaster relief. Layouts including Woodlands (OO), Table top layouts (Micro to O), Wexcombe (N), Hiron Bellevue (HO9), Brook Junction (N), Los Tanimals (N), Glikicker Junction (N), Elmbridge MPD (N), Ramsgate Sands (N), Piddle Regis (OO), Tramway Museum (OO), Fareford Depot (OO), Adding to Whitslow Lee (OO), Rookery Lane (OO), Shillingsford (OO), Quay Street (N), Seymour Wharf (N), Avon (N), Milburn (OO), Ipleigh Castle (OO), models by Salisbury & District Model Engineering Society, trade stand, 224-pipe street organ, one-third scale Burrell traction engine in steam.

Contact: 01425 652045.

Email: rotaryfordingbridge@gmail.com

Website:

www.fordingbridge-rotary.org.uk/fmr/

Saturday 6 April

HORSHAM, West Sussex

Organiser: Horsham Model Railway Club.

Venue: St Leonards Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED.

Open: 1000-1600

Admission: adults £2.00, children under 16 £1.00, under 5s free.

Amenities: refreshments.

Features: open day with over eight exhibitors and second-hand club sales.

Website: www.horshammrc.org.uk

Saturday 6 April

LEICESTER

Organiser: Abbey Pumping Station.

Venue: Abbey Pumping Station, Corporation Road, Leicester LE4 5PX (next to the National Space Centre).

Open: 1130-1600

Admission: free – small charge for train rides.

Amenities: light refreshments.

Features: railway gala day with model railways including N, OO and Hornby Dublo, Leicester Model Railway Group attending.

Contact: 0116 2995511.

Email: enquiries@abbeypumpingstation.org
Website: www.abbeypumpingstation.org

Saturday 6 April

NORWICH

Organiser: Norwich Railway Heritage & Model Society.

Venue: Hellesdon High School, Middletons Lane, Norwich NR6 5SB.

Open: 1000-1600

Admission: £6.00, accompanied u16s free.

Amenities: free parking, disabled access.

Features: approximately 20 layouts from N to Gn15, demonstrations, societies, traders.

Website: www.norhams.org.uk

Saturday 6 & Sunday 7 April

ASHFORD, Kent

Organiser: Ashford International Model Railway Education Centre.

Venues: Ashford College, The Elwick Club, Parish Hall, Ashford Gateway Plus, Ashford Museum, The Craftship, The Coachworks.

Open: Saturday 1000-1700

Sunday 1030-1600

(First three venues. Quiet Time Access from 0930 Sunday for people with disabilities or special needs and their carers.)

Admission: adults £10.00, under 16s and carers free.

Amenities: all venues in town centre within walking distance, close to car parks and Ashford International station.

Features: layouts including Melton Mowbray North (N), Eastgate Harbour (OO), Wegburg & Arsebeck (N), Solden (HOe), Brief Encounter (OO), Lenham (N), Warner's Oak (OO), Wishton (N), Joganji River (N), Cement Works (OO9), Teapot Railway & Oaklands (N), Somewhere in France (OO9), Travelling to Wedded Bliss (OO), Mossdale Road (N), Dublingham Goods (OO), Ballyconnell Road (3mm), St Petrock Quay (O-16.5), Clerely End (O-16.5), Trix Twin (OO), Hornby Dublo three rail (OO), Tri-ang (OO), Trordinick & Wagon Repair (OO), Hither Green PAD (OO), New Dalby (N), Snow White's Mine (OO9), Milton Junction (OO), Lego Railway 9v system, Millfield (OO), Horsmonden (OO), Quiet City (N), Volks Festival and Round Trees (OO), Kineley Halt (OO9), Kingsnorth (N), Bob & Nigel's Cardboard World, Kent G Scale Society test track, G Scale shunting layout, Mike Turner GRA railway art, Tales from the Tracks, society and trade stands.

Website: www.aimrec.co.uk

Saturday 6 & Sunday 7 April

CHELTENHAM, Gloucestershire

Organiser: Cheltenham Great Western Modellers Group.

Venue: St Margaret's Hall, Coniston Road, off Windermere Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU.

Open: Saturday 1000-1730

Sunday 1000-1630

Admission: adults £6.00, children £2.50, family (2+2) £12.00 (cash only – raising funds for St Margaret's Hall).

Amenities: bus route D from town centre and railway station to Windermere Road, disabled access, refreshments.

Features: Apple Lane Mk.II, Blagdon, Brynnwg Slate Quarry Co., Dounreay, Farr End, Frampton, Halfpenny Green, Kings Lane, Lintor Town, Marshend, Penmaenbach, Pen-y-Bont Fawr, Severnside Steel, Shwt, Thomas (drive it yourself), Three Acres, dioramas, modelling display, trade stands.

Contact: 01242 517788.

Website: www.cheltmodrail.org.uk

Saturday 6 & Sunday 7 April

COTGRAVE, Nottinghamshire

Organiser: Bingham Model Railway Club.

Venue: Cotgrave Welfare Scheme, 25-37

Woodview, Cotgrave, Notts NG12 3PJ.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: over 16s £5.00, accompanied

under-16s and mobility impaired free.

Amenities: limited on-site parking, exhibits on multiple levels, refreshments.

Features: 15 layouts, demonstrations, societies, 10 traders.

Website: www.bingham-model-rail.co.uk

Saturday 6 & Sunday 7 April

EDINBURGH

Organiser: Pentland MRG.

Venue: St Mary's church hall, Dalmahoy, Edinburgh EH27 8EB.

Open: Saturday 1000-1630

Sunday 1130-1600

(admission 30 mins earlier for wheelchair users and those with sensory conditions.)

Admission: adults £4.00, ages 5-15 £1.00.

Amenities: bus service from city centre, free parking, disabled access, refreshments.

Features: Calderigg (O), Studio Tour (OO), Ashton Steel (OO), Woodside Central (OO), Parsons Creek (N), Halfway (N), Shelp (N), four trade stands.

Email: lothianmodelshow@gmail.com

Website: www.lothianmodelrail.co.uk

Saturday 6 & Sunday 7 April

HOLLINGWORTH, Cheshire

Organiser: Tame Valley Scouts Council.

Venue: Longendale High School,

Hollingworth, Hyde, Cheshire SK14 8LW.

Open: Saturday 1000-1730

Sunday 1000-1630

Admission: adults £5.00, concessions £4.00, children £1.00, family £9.50.

Amenities: free parking, disabled access, refreshments.

Features: Railroad 2024 with over 25 layouts from Z gauge to LGB, 5" gauge live steam railway, display of vintage and veteran motorcycles, military vehicles and emergency services, trade stands.

Email: Superscout@sky.com

Saturday 6 & Sunday 7 April

PICKERING, North Yorkshire

Organiser: Scarborough & District Railway Modellers.

Venue: Memorial Hall, Potter Hill, Pickering YO18 8AA.

Open: Saturday 1000-1700

Sunday 1000-1530

Admission: adults £7.00, accompanied children free.

Amenities: Arriva bus X128 from Scarborough, Coastliner buses B40 and 843 from Malton, NYMR trains from Whitby. Disabled access to all floors.

Features: Minerton and Bridgend (O), Steeple Bumbleigh (EM), Chester Road (OO), Holly Bank Grove MPD (OO), South Millfields (OO), Lomond Street (OO), Outwell Village (OO), Thomas (OO), West Bowling (N), Settrington (N), demonstrations, traders.

Contact: 07449 483587.

Email: hannah@sdrmwweb.co.uk

Website: www.sdrmwweb.co.uk

Sunday 7 April

CHADWELL HEATH, Essex

Organiser: Ilford & West Essex MRC.

Venue: clubhouse, Station Road, Chadwell Heath RM6 4BU (entrance next to station).

Open: 1030-1600

Admission: free – train rides £1.00 per ride or £4.00 for all-day pass.

Amenities: access to venue is by a flight of steps. Light refreshments.

Features: club layouts in N, OO9, HO, OO and O, 7¼" gauge railway in grounds (usually steam-operated).

Website: www.iwemrc.org.uk

Saturday 13 April

BASSINGBOURN, Cambridgeshire

Organiser: Royston & District MRC.

Venue: Bassingbourn Village College, Brook Rd, Bassingbourn, Nr Royston SG8 5NP.

Open: 1000-1600

Admission: adults £5.00, accompanied children free.

Amenities: vintage coach service from Royston bus and railway station, easy access from A1, M11, A14 and A11, free parking including blue badge, fully accessi-

ble, refreshments.

Features: Ashurst Brickworks (OO9), Books Bridge (O-16.5), Crikey! It's a Shed (trams), Donnersbachkogel (HO), East Quay (OO), East Sternham (OO), Ilfracombe East (OO9), Märklin Gauge 1, Putnoe Halt (G), Reunited Biscuits (OO), SCB Long Road TMD (OO), Southwark Bridge (N), St Saviour Street (N), St Marys (O-16.5), Stevens Point (HO), Stodden Hundred (O), Tetbury (O), Three Mills on Ply (3mm), Whipsnade Central (OO9), model bus display, demonstrations, societies, 10 trade stands.

Website: www.roystondmrc.co.uk

Saturday 13 April

GATESHEAD, Tyne & Wear

Organiser: The North East Group of the N Gauge Society.

Venue: Gateshead Masonic Hall, Alexandra Road, Gateshead NE8 1RB.

Open: 1000-1700

Admission: adults £5.00, children £3.00 and family £12.00 (maximum 4 people).

Amenities: 5min walk from Gateshead Interchange bus and metro station, free parking, disabled access, refreshments.

Features: approximately 11 layouts, steam and diesel eras.

Contact: 0191 4821682.

Email: neil.walker64@btinternet.com

Saturday 13 April

HEYWOOD, Lancashire

Organiser: Heywood Model Railway Group.

Venue: Unit 4, River Street, Heywood OL10 4AB.

Open: 1000-1600

Admission: adults £2.00, accompanied children under 16 free, donations welcome.

Amenities: parking, disabled access, refreshments.

Features: open day with layouts in N, OO, O and G plus Hornby Dublo three-rail – bring your own stock.

Website: www.hmrg.net

Saturday 13 April

NEWPORT, Gwent

Organiser: Gauge O Guild.

Venue: Lysaght Institute, Newport NP19 0RA.

Open: 1000-1630

Admission: £8.00, seniors, juniors and concessions £6.00.

Amenities: parking, disabled access, refreshments.

Features: South Wales O Gauge Show: layouts, demonstrations, trade stands.

Website: www.gaugeoguild.com

Saturday 13 & Sunday 14 April

CALNE, Wiltshire

Organiser: Bentley Model Railway Group.

Venue: Calne Community Campus, White Horse Way, Calne, Wiltshire SN11 0SP.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.00, children (5-17) £3.00, group (2+3) £15.00, under 5s and carers free.

Amenities: free parking, disabled access.

Features: Bridgebury Gate (N), Broadford (EM), Bruckless (1:76 Irish 3' gauge), Choates Lane (N), Dounreay (HO), Fairwood Junction (OO), Gemto (OO9), Norton Vale (OO), Oldshaw (EM), Somerford (OO), Sud Harz Eisenbahn (HOM), Swannish (EM), traders.

Website: www.calnemrs.org.uk

Saturday 13 & Sunday 14 April

ORPINGTON, Kent

Organiser: Orpington & District MRS.

Venue: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington BR6 7PQ.

Open: 1000-1700

Admission: adults £6.00, children £2.00.

Amenities: free parking, refreshments.

Features: club and visiting layouts in N, OO and O, loco repair workshop, demonstration, club sales, trade stand.

Email: exhibitions-mbox@odmrs.uk

Website: www.odmrs.uk

Facebook: www.facebook.com/OrpingtonandDistrictModelRailwaySociety/

Saturday 13 & Sunday 14 April

REDRUTH, Cornwall

Organiser: Helston & Falmouth MRC.

Venue: Pool Academy, Church Road, Pool TR15 3PZ.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £7.00, under-16s £4.00, family £14.00.

Amenities: free parking, easy access, hot food and refreshments.

Features: Great Cornish Model Show: 15 layouts, model aircraft, ships, trucks, cars, military models, plastic kits, wargaming, miniature rooms, demonstrations, traders.

Website: www.hfmrck.uk

Facebook: www.facebook.com/hfmrck

Saturday 13 & Sunday 14 April

SHEFFIELD

Organiser: Kevin Rayworth.

Venue: Birkdale School, Oakholme Road, Sheffield S10 3DH.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £8.00, accompanied children under 16 £3.00, family £20.00.

Amenities: refreshments.

Features: over 12 layouts of various gauges, over 10 traders.

Contact: 07768 513880.

Saturday 20 April

BAWDESWELL, Norfolk

Organiser: 32A Model Railway Club.

Venue: Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU.

Open: 1000-1600

Admission: adults £6.00, concessions £5.00, juniors £3.00, under 14s free (cash only).

Amenities: ample on-site parking, disabled access, refreshments.

Features: 14 layouts, club dc/DCC test track, demonstrations, trade stands.

Contact: 07717 502597.

Website: www.32amrc.co.uk

Saturday 20 April

STAFFORD

Organiser: Model Bus Federation.

Venue: Blessed William Howard Roman Catholic School, Rowley Avenue, off Newport Road, Stafford ST17 9AB.

Open: 1000-1530

Admission: adults £3.00, accompanied children free.

Amenities: within walking distance of Stafford station, refreshments available.

Features: MBF North Midlands Area 45th (and final) Model Bus Extravaganza.

Email: publicity@model-bus-federation.org.uk

Sunday 21 April

BRAINTREE, Essex

Organiser: G Scale Society Essex Group.

Venue: The Glebe Community Hall,

Glebe Avenue, Braintree CM7 5RB.

Open: 1000-1600

Admission: adults £5.00, accompanied children free.

Features: G and large scale layouts including live steam, smaller scale layouts & models.

Email: chris.worby@btinternet.com

Sunday 21 April

CHARD, Somerset

Organiser: Wessex Association of Model Railway Clubs.

Venue: The Guildhall, 14 Fore Street, Chard TA20 1PH.

Open: 1000-1600

Admission: adults £5.00, accompanied children free.

Amenities: level access, refreshments.

Features: over 10 layouts in N, TT, OO and O.

Contact: Ray Heard, 07717 278420.

Email: rayheard66@btinternet.com

Saturday 27 April

CRAWLEY, West Sussex

Organiser: Crawley Model Railway Society.

Venue: Milton Mount School, Grattons Drive, Pound Hill, Crawley RH10 3AG.

Open: 1100-1600

Admission: adults £3.00 with free tea, cof-

fee or squash, accompanied under-16s free.
Amenities: free parking, step-free access, light refreshments.
Features: club and members' layouts, trade stands and second-hand stall.
Email: cmrs.secretary@gmail.com
Website: www.crawleymrs.org.uk

Saturday 27 April

EASTLEIGH, Hampshire

Organiser: Wessex Narrow Gauge Modellers.
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5BX.
Open: 1000-1700

Admission: adults £10.00, accompanied under-16s £3.00, family (2+2) £23.00.
Amenities: on local bus routes and close to Eastleigh and Southampton Airport Parkway stations. Park & ride on Eastleigh Lakeside Railway. On-site parking, accessible venue.
Features: Narrow Gauge South 2024 with 30 layouts including Portpyn (1:34), Tan-Y-Llyn (OO9), Kaninchenbau (HOe), Andeer Line (HOM), Tansy bank (OO9), Kurseong (OO9), Ryedown Lane (OO9), Cezanne (HOM), Green End (OO9), Sandy Shores (OO9), Tarrant Valley (OO9), Wickhambreux Road (OO9), Newton Heath Works (7mm), Bryn-Y-Felin (OO9), Fintonagh (7mm), Dinas Mawddwy (EM), Clearwater Harbor (On30). Trade, heritage railway and society stands. Visiting miniature steam locomotive.
Website: www.narrowgaugesouth.org.uk

Saturday 27 April

ROMFORD, Essex

Organiser: Ilford & West Essex MRC.
Venue: Marshalls Park Academy, Pettits Lane, Romford, Essex RM1 4EH.
Open: 1000-1700
Admission: adults £8.00, children (5-17) £4.00, under 5s free, family (2+2) £20.00.
Amenities: Elizabeth Line to Romford station, bus 499 towards Gallows Corner/Tesco.
Features: Abbey Street (S), Barrow Lane TMD (OO), Belbroughton (O), Blackballs Brewery Company (EM), Blackmore Vale (N), Boxley Town (N), Brightlingsea (N), The Essex Belt Lines (Modular HO), Hayling Island (N), Li-Abi Yard (OO9), Maldon Market Hill (OO), Penhalg Quay & Black Rock Sands (OO9), Porlock (OO), Prospect Wharf & Yard (EM), Rundle (Gauge 3), Squaw Falls (American N), St Saviour Street (N), demonstrations, traders.
Website: www.iwemrc.org.uk

Saturday 27 April

ROWLEY REGIS, West Midlands

Organiser: Blackheath Central Methodist Church.
Venue: Blackheath Central Methodist Church, High Street, Rowley Regis, Halesowen, West Midlands B65 0EH.
Open: 1000-1600
Admission: adults £6.00, children £4.00, family (2+2) £13.00, wheelchair users & disabled £4.00, carers free.
Amenities: two miles from M5 Jcn 2 and one mile from Rowley Regis station, local bus services. Limited free on-site parking, free three-hour parking at Sainsbury's ¼ mile away, level wheelchair access, disabled toilets, on-site café.
Features: 16 layouts, five trade stands.
Contact: 0785 435 6561.

MEETINGS

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 Haryman.
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.

Tuesday 26 March – 1400

Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch

Tunnel Vision – The History of the Metropolitan Railway.
Venue: Digsell Village Church Hall, Welwyn, Hertfordshire AL6 0DH.
Entry: £5.00 for non-members.
Website: www.rcts.org.uk

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

Tuesday 2 April – 1945

Gravesend Railway Enthusiasts Society

Too tall for the tube by Lester Hilman.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: Non-members welcome – fee £1.00.
Website: www.gres.org.uk

Monday 8 April – 1930

Lincoln Railway Society

East Coast Main Line – York to Edinburgh by Stephen Gay.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085, grahamlightfoot1948@gmail.com

Tuesday 9 April – 2000

The Enfield Transport Circle

Railways before the War – That's the Great War (Part 2) by Jeremy Harrison.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex EN2 6PJ.
Entry: £6.00.
Website: <https://tetc.chessck.co.uk>

Tuesday 9 April – 1930

Pewsey Vale Railway Society

Off the Beaten Track in Dorset by Bob Bunyar.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 9 April – 1930

Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch

Cambridge Area Railways – Yesterday & Today (Part 1).
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.
Entry: £5.00 for non-members.
Website: www.rcts.org.uk

Tuesday 9 April – 1930

Wells Railway Fraternity

The Bristolian – My Bath Road Years by Roy Kethro.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – admission £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 11 April – 1930

Bath Railway Society

An Evening of BR Steam Nostalgia by Simon Foote.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Thursday 11 April – 1930

Locomotive Club of Great Britain

A History of Carriages – part 2 by Colin Brading.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Hertfordshire AL1 2PE.
Entry: donations appreciated.
Contact: 01442 247083.
www.lcgb.org.uk/branches/st-albans/

Thursday 11 April – 1945

Nuneaton Railway Circle

The Hixon Level Crossing Disaster by Malcolm Garner.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Thursday 11 April – 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

Saturday 13 April – 1000

North Eastern Railway Association

AGM, talks including Class J27 locos and recent repairs to No.60007.
Venue: Bar Convent, Blossom Street, York YO24 1AQ (five-minute walk from York station, parking nearby, café in building).
Entry: free by pre-booking on website.
Contact: www.ner.org.uk

Tuesday 16 April – 1900

Railway Correspondence & Travel Society – Thames Valley branch

LMS Patriot Project.
Venue: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN.
Entry: £4.00, non-members welcome.
Website: www.rcts.org.uk

Thursday 18 April – 1945

Gravesend Railway Enthusiasts Society

Story of the Hawker Hurricane by Robin Vince.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: Non-members welcome – fee £1.00.
Website: www.gres.org.uk

Thursday 18 April – 1930

Marlow & District Railway Society

A Magical Mystery Tour by Colin Miell.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX or on Zoom.
Entry: Members free, non-members £3.00.
Contact: www.mdrs.org.uk or Martin Stoolman on 07954 849390.

Thursday 25 April – 1945

Nuneaton Railway Circle

AGM and 2024 Photographic Competition.
Venue: Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD.
Entry: £3.00 for non-members.
Contact: Graham Walker, 01827 895961.

Friday 26 April – 2000

Gauge O Guild

Rob Pulham – Lathework.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 March.

Tuesday 30 April – 1400

Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch

That Was The Year That Was – 1971.
Venue: Digsell Village Church Hall, Welwyn, Hertfordshire AL6 0DH.
Entry: £5.00 for non-members.
Website: www.rcts.org.uk

Tuesday 30 April – 1400

Railway Correspondence & Travel Society – Thames Valley branch

Swindon Works & railway sites tour.
Venue: Swindon.
Entry: £5.00.
Email to book: tv-fixtures@rcts.org.uk

CLUB NEWS/ NOTICES

Bedfordshire 16mm Narrow Gauge Modellers

meet on the first Sunday of the month between 1030 and 1600 at Eaton Bray Village Hall, near Dunstable, and would welcome some new members. We usually have two running layouts for 16mm live steam and electric locos in both 32mm and 45mm gauges. 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. 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 information email: steve.grantham1@btinternet.com

Leyland Model Railway Club

meets at Hiltthorpe Farm, Knoll Lane, Little Hoole PR4 4TB every Monday and Wednesday (except Monday bank holidays) from 1900-2200. It has layouts in OO and N plus others under construction and is less able friendly. For more information call 07796 130295.

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

RAILWAY MODELLER

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH
THE COLUMNS OF GREAT BRITAIN'S
BEST SELLING MODEL RAILWAY MAGAZINE

See order form on page 43a for advertising rates and conditions
If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped, self-addressed envelope.
Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm, Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR Tel: 01492 518 709, keith@clwydmodels.co.uk

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

SWANAGE MODEL RAILROADING CENTRE - N GAUGE TO G SCALE. Good selection of Prowned 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.iimcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 - afternoons only.

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. Email Bob@zetlandmodelrailways.co.uk

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. Tel: 01444 413723 email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk

3D PRINTED MODELLING AIDS FOR 7mm SCALE - Magnetic Couplings for Gauge O Rolling Stock. <https://www.chris-draw.com>

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

MIDDLETON PRESS PUBLISHED ON 30 March - BRANCH LINES AROUND PRESTON AND LANCASTER, Featuring Fishergate Hill, Preston Dock including the Ribble Steam Railway, Longridge, Whittingham Hospital, Knott End, Lancaster Old Goods Line, Glasson Dock, St. George's Quay and Lancaster Power Station branches. Recently Published - BEATTOCK TO CARSTAIRS, PRESTON TO THE FYLDE COAST. 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

BASEBOARDS BUILT IN TOP QUALITY PLYWOOD. Also Small Layouts Built. Average costs are 40% LESS than laser cut boards. Based in Hampshire. Please phone Phil 07305632546 for a quote.

MINIATURE BUILDINGS SCRATCH BUILT, 4MM SCALE IN CARD/PLASTIC. Commissions undertaken. JON SAYERS (Modelmaker), telephone: 0117 9510 663.

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford,

Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minित्रix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, 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.

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. Tel: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simoncull06@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

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield* 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436. www.railsofsheffield.com

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to* CLAIRE CLARKE: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclarke@aol.com Tel: 01691 772 969.

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314. Email: gambiacat@tiscali.co.uk

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc. I am a retired, personal, hobbyist/dealer. Contact Roger: Tel: 01225 360 037, Mobile: 07752 222 645. Email: rogersmith200@hotmail.com

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through LYME BAY HOLIDAYS, website: lymebayholidays.co.uk telephone: 01297 443363

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

DUE TO BEREAVEMENT, I HAVE A LARGE AMOUNT OF NEW/EX CONDITION HARBACK STEAM RAILWAY BOOKS, MANY VINTAGE RAILWAY MAGAZINES, many classic car books and lots of steam railway DVD's for sale all in excellent condition – 60's, 70's, 80's etc. Would like to sell in one lot if possible. Call: 07794 848 897 after 6pm. (MAIDENHEAD, BERKSHIRE AREA)

FOR SALE – OO GAUGE, METCALFE CASTLE/STREET SCENES. 1) Including lots of figures 25" x 16" £60. 2) Castle/Street scene, lights, vehicles, figures etc, 44" x 24" £95. 3) Street Scene, lights, trees etc, 50" x 26" £75. All items need to be picked up, cannot post. North Yorkshire, telephone: 07590 992 940 (payment by cheque/bank transfer only).

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 LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hampsonrob1951@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, Willis, 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

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 Tel: 07769 335772 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.

March 2024

24 March (Sun) 10am - 2pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET.
Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs
Tel: 01522 880 383 www.j-jwebbttoyfairs.com
janefairs@virginmedia.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

26 March (Tues) from 5pm
GARSTANG TOYFAIR, Kirkland and Catterall

Memorial Hall, corner of A6 and A586, refreshments available. KEVIN WRIGHT
Tel: 07908 494 097.

29 March (Fri) 10.30am-2pm
DEESIDE LEISURE CENTRE Chester Road, Queensferry, Deeside CH5 1SA. Admission £2.50, accompanied children under 16 free. Large cafe, free car parking. TONY OAKES FAIRS.

7 April (Sun) 10am-2pm
POTTERS BAR TOY & TRAIN FAIR, Elm Court
 Youth and Community Centre, Mutton Lane, EN6
 3BP.
Tel: Colin on 01279 301 407 or Joe 07866 641 215.

7 April (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Swayne, Park School, Sir
 Walter Raleigh Drive, off London Road, SS6 9BZ.
 Adults £2.50, under 16 free, refreshments on site and
 free car parking. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012
www.srptoyfairs1.co.uk

9 April (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 07732 330 305.

13 April (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker
 Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

14 April (Sun) 10.30am-3pm
BOLTON STADIUM – MORE THAN 250 STALLS.
 The Premier Suite, Bolton Stadium, Bolton,
 Lancashire BL6 6JW. Adults £4.50, Senior Citizens
 £4, Children £1. OO and O gauge for sale from
 dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

14 April (Sun) 10.30am-3pm
MEGA MALVERN – THREE COUNTIES
SHOWGROUND WR13 6NW. 200 Stalls selling the
 best in toy and model collecting. Free parking, café
 serving light refreshments all day. BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

20 April (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre,
 Dodinghurst Road, Brentwood Essex CM15 9NN.
 Adults £4, Seniors £3.50, accompanied children free.
 Organised by J&J FAIRS.
Tel: 01522 880 383 email: jandifairs@virginmedia.com
www.j-jwebbtoyfairs.com

21 April (Sun) 10.30am-3pm
DONCASTER RACECOURSE, The Lazarus
 Exhibition Centre, Leger Way, Doncaster DN2 6BB.
 More than 350 stalls of toys, trains and models.
 Adults £5, Seniors £4.50, Children £1.
Tel: 01604 846 688 www.bpfairs.com

21 April (Sun) 10.00am - 2.00pm
WICKHAM - Community Centre, Mill Lane, PO17
5AL. Relocation of the Eastleigh fair to this popular
 centre. Just off the M27 and handy for both
 Portsmouth and Southampton. Light refreshments
 and free parking.
Tel: 07732 330 305.

27 April (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.

27 April (Sat) 10.30am-2.30pm
EXETER MATFORD TOY AND TRAIN
COLLECTORS FAIR, EX2 8FD. One mile from the
 M5. Up to 200 stalls selling model railway items,
 obsolete and new. Refreshments and free parking.
 BULLDOG FAIRS.
Tel: 07379 578 083
info@bulldogfairs.com
www.bulldogfairs.com

28 April (Sun) 10.30am-3pm
BUXTON – 150 STALLS, The Pavilion Gardens, St
 Johns Road, Buxton, Derbyshire, SK17 6XN. Adults
 £3.50, Senior Citizens £3, Children £1. Many stalls full
 of OO and O gauge trains.
Tel: 01604 846 688
www.bpfairs.com

30 April (Tues) from 5pm
GARSTANG TOYFAIR, Kirkland and Catterall
 Memorial Hall, corner of A6 and A586, refreshments
 available. KEVIN WRIGHT
Tel: 07908 494 097.

June 2024

30 June (Sun) 9.45am-1.15pm
***WORTHING – ST OSCAR ROMERO SCHOOL –**
NEW VENUE*, Goring Street, Goring by Sea BN12
 5AF. 5 minutes from Goring Station – SRP
 TOYFAIRS.
Tel: 0773 999 8012 www.srptoyfairs1.co.uk

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for June 2024 issue is 14th March.

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.
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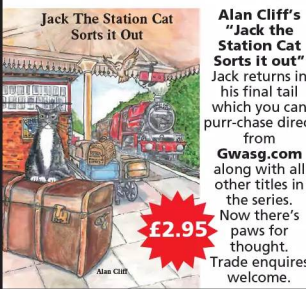
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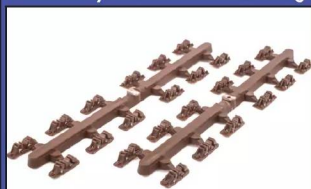
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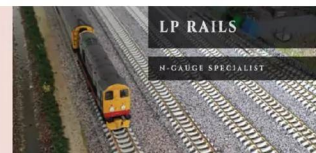
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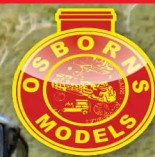
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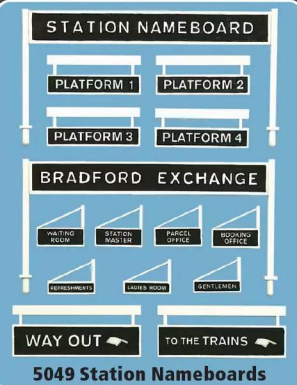


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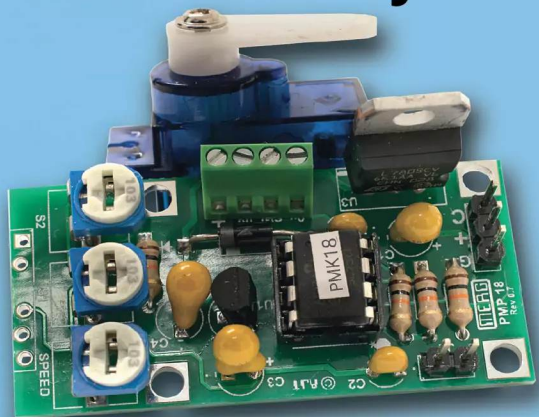


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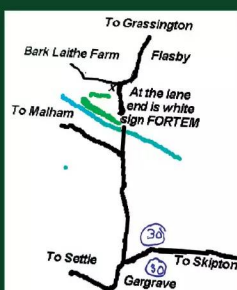
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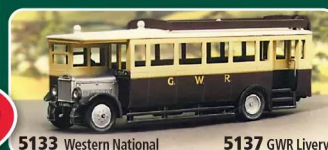
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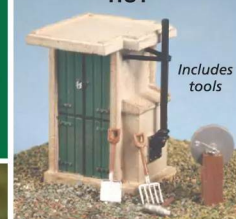
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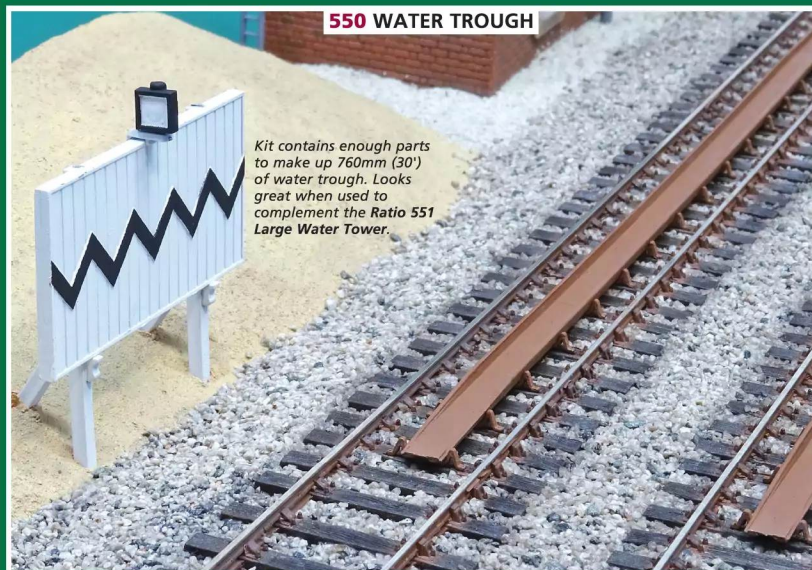
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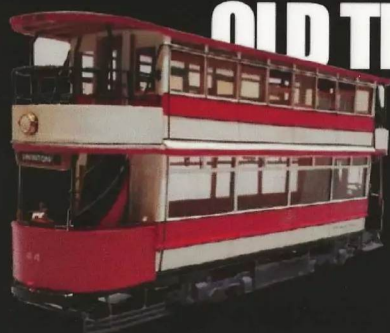
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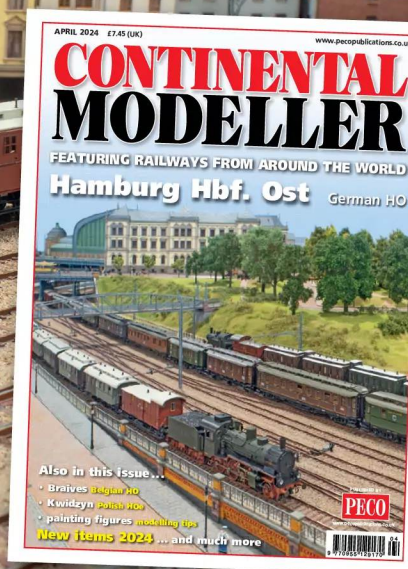
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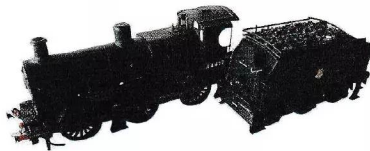
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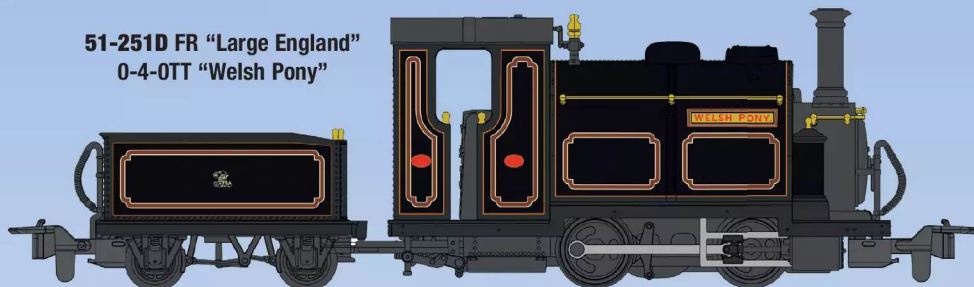
OO-9

LARGE & SMALL ENGLANDS

51-251C FR "Small England"
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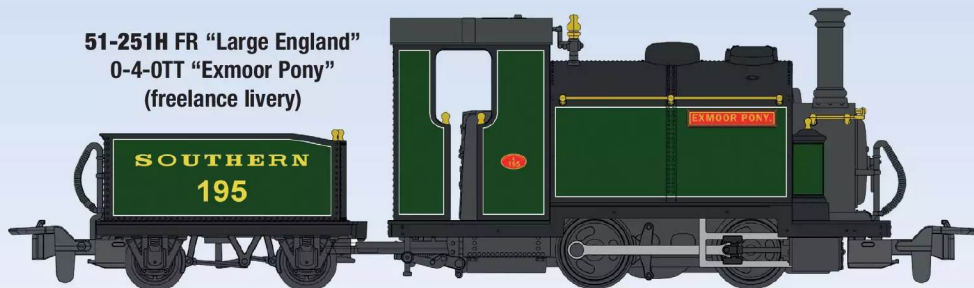
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0-4-0TT "Welsh Pony"



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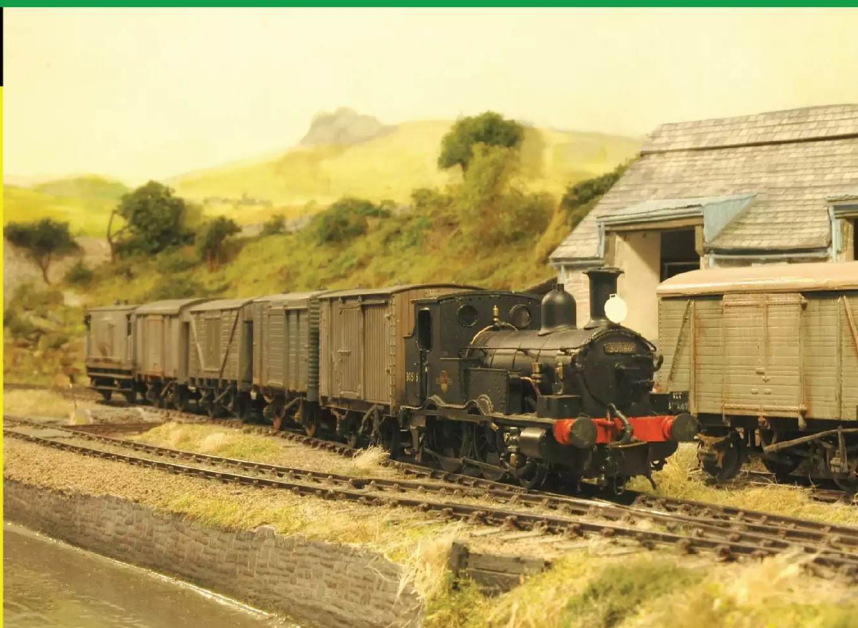
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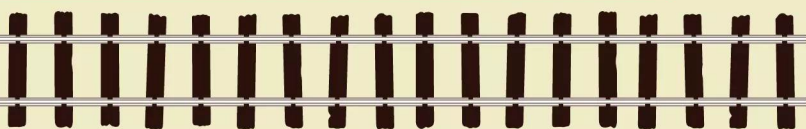


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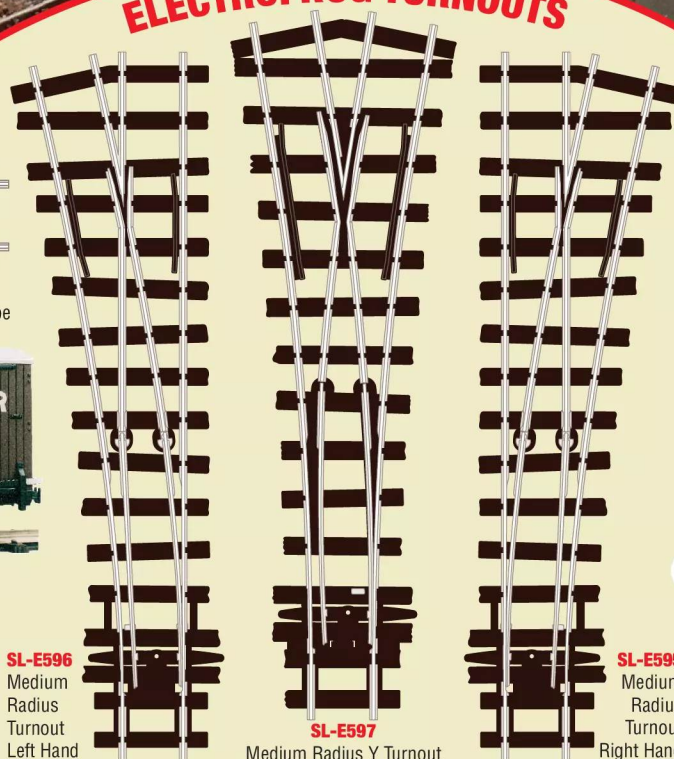


OR-41

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Note: These models will look great paired with the new Lionheart L&B Locos & Carriages (below).



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Medium
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Turnout
Left Hand

SL-E597

Medium Radius Y Turnout

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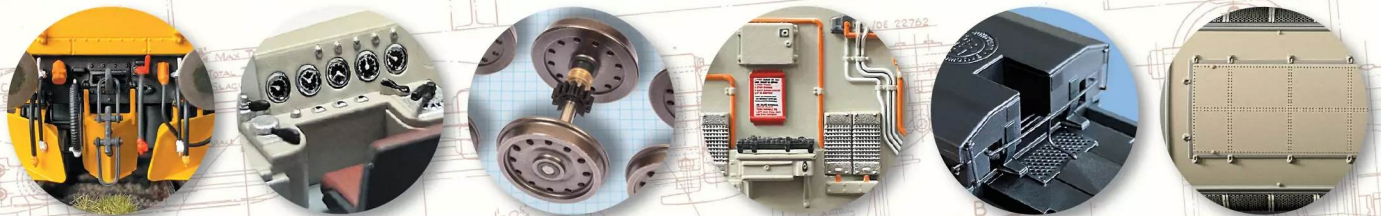
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Most Suitable For: OO, HO, and N Scale

Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track and a 16V AC output for accessories.



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The Walkabout

This controller is the perfect controller for moving around the layout.



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Single Track Panel Mount Controller

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Single Panel Mount with Simulation

Most Suitable For: OO, HO, and N Scale

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With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.



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Single Track Walkabout Controller

Most Suitable For: OO, HO, and N Scale

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- GMC-DS** Twin Track Controller with Simulation
- GMC-TS** Three Track Controller with Simulation

Panel Mounted Controllers

Orange text shows transformer required

- GMC-100.O** Single Track Controller for O Scale 1x GMC-M2
- GMC-UF** Single Track Controller with Feedback 1x GMC-M1 or GMC-WM1
- GMC-UO** Single Track Controller with Simulation for O 1x GMC-M2
- GMC-UD** Twin Track Controller 1x GMC-M1 or 2x GMC-WM1
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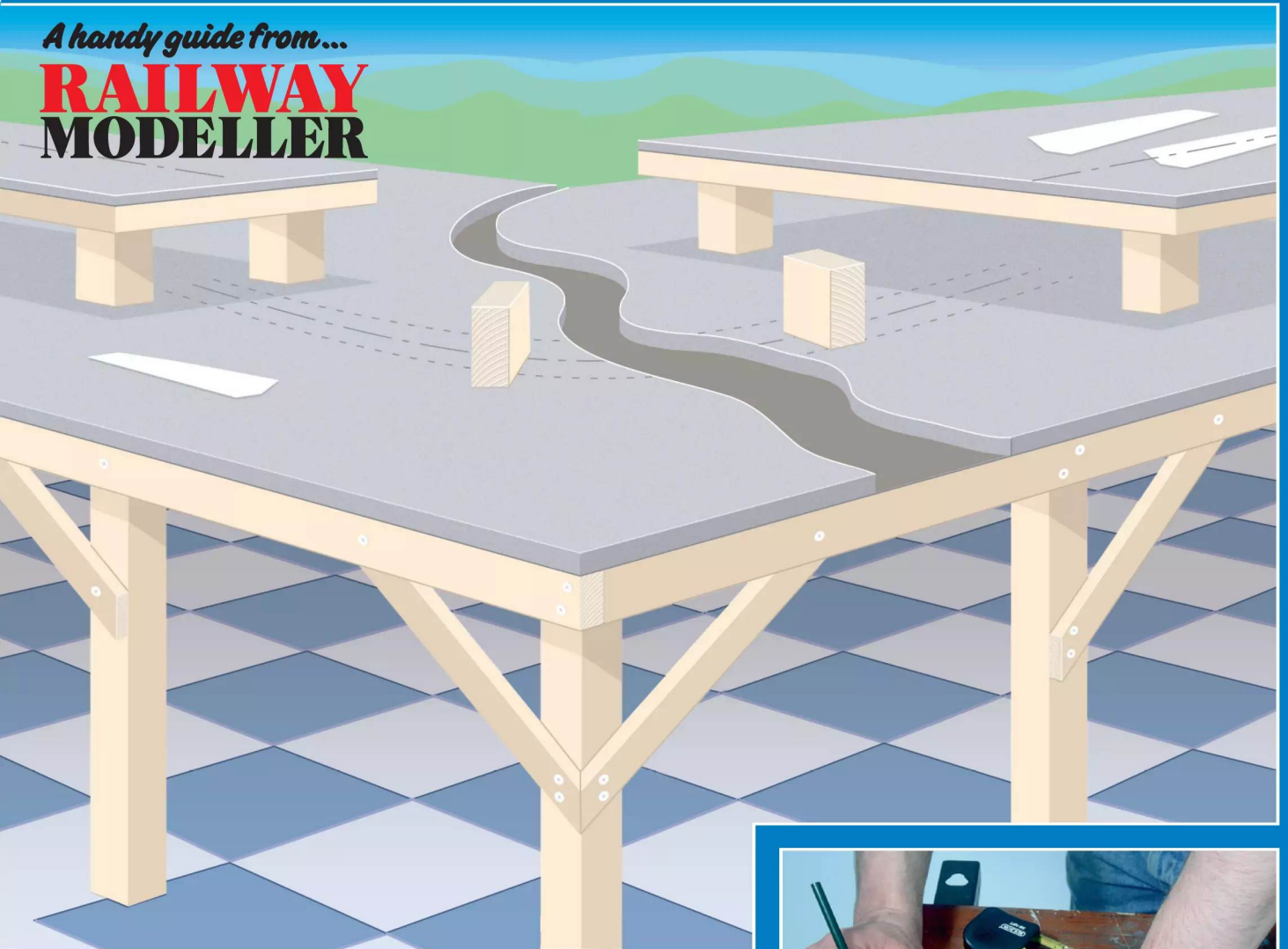


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BUILDING BASEBOARDS

A handy guide from...
**RAILWAY
MODELLER**



Sectional Baseboards
Step by Step Construction
Baseboard Supports
Incorporating Gradients

BUILDING BASEBOARDS

Introduction

A sturdy baseboard to ensure optimum running conditions is essential for any model railway, regardless of scale. No matter how carefully the trackwork is laid, any warping or sagging of the trackbed will cause problems, so it is important from the outset to get the baseboards right. For many enthusiasts building the baseboards is seen as a bit of a chore, but careful thought and planning can see the job done in the quickest possible time.

Baseboard Designs

This topic is huge and encompasses a vast choice of materials and construction methods. For most people though, there are only two basic designs that need to be considered; the solid top sectional system and the open frame benchwork method, as illustrated in Fig.1. Both are of traditional timber construction and which of these methods is adopted is generally dictated by the type of layout you are building. The sectional system is by far the most widely

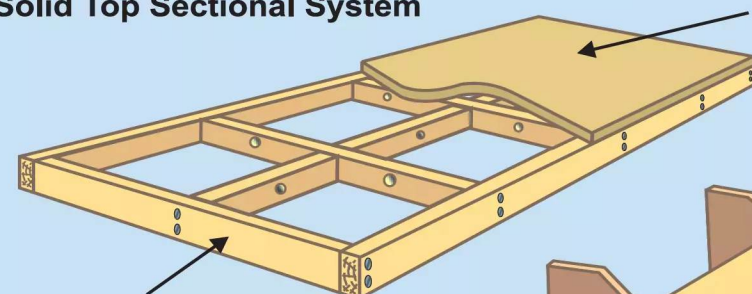
used for both permanent and portable layouts, whilst the open frame method is ideal for large, permanently sited layouts incorporating multi-level trackwork and floor to ceiling scenic treatment.

Sectional System

For those starting out on a first time layout, the sectional system is recommended because of its flexibility and ease of construction. Board sections can be built to manageable sizes and combined in multiple to produce almost any layout configuration as shown in Fig. 2. Each section consists of a strong framework (usually made from planed softwood) fitted with a top surface of suitable sheet timber (see next section). Traditionally, a popular section size has been 1220mm x 610mm (4ft x 2ft), since four pieces of surface board can be cut from a standard 2440mm x 1220mm (8ft x 4ft) sheet without any wastage. However, sections can be built to any size to suit your layout configuration and even sections of different sizes can be

Fig. 1 Common Baseboard Types

Solid Top Sectional System



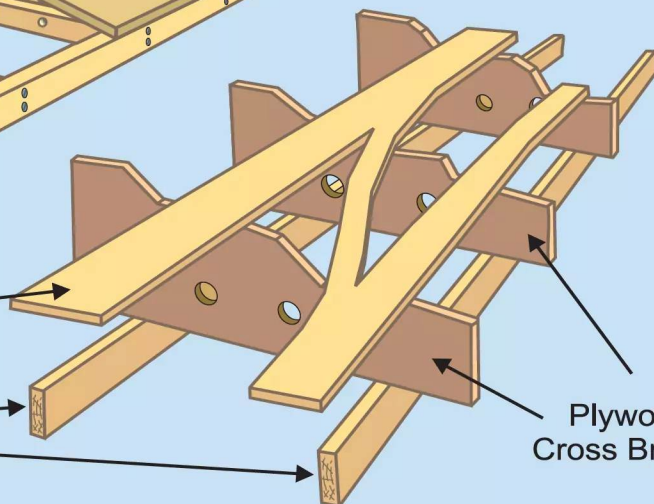
PSE Timber Framework

Sheet Timber Surface

Thick Plywood or
Sheet Timber Trackbed

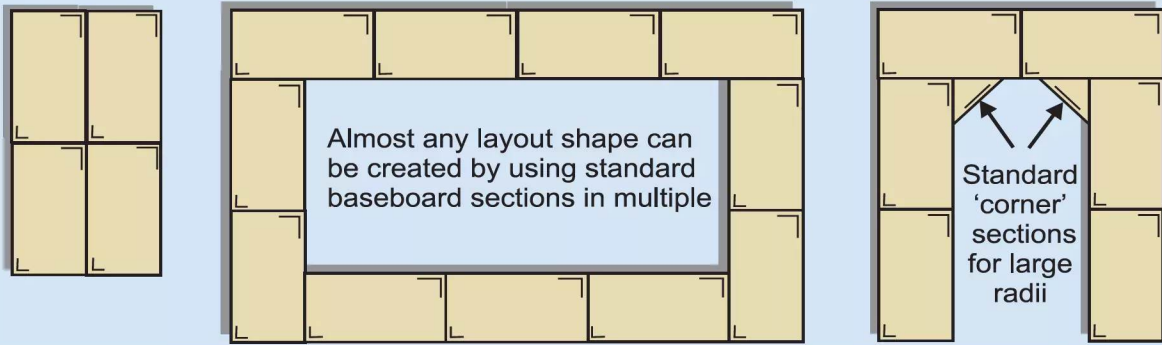
Main Supports
from PSE Timber

Open Frame Benchwork



Plywood
Cross Braces

Fig. 2 Layout Configurations Using Sectional Baseboards



combined, though bear in mind if you are building a portable layout for exhibition use, it is often helpful to keep all the sections to a standard size for ease of packing and transportation.

Larger sized sections can be built, but become unwieldy. A classic example is the solid 6ft x 4ft board that many enthusiasts had in childhood for their first train set and oval of track. Whilst they can accommodate a full twin-track oval, they are problematic when it comes to finding a satisfactory location in the home and awkward to lift, store and transport.

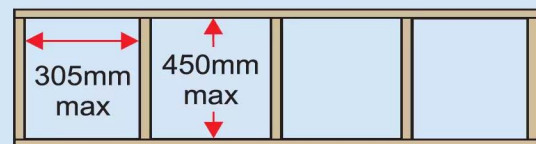
Tools and Materials

Baseboard building is nothing more than elementary woodwork and well within the capabilities of most. Today power tools make these tasks a lot easier but are by no means essential. You will at least need a crosscut or tenon saw, screwdrivers, hand-drill, tape measure, engineer's square, bradawl, sanding block and pencil. A woodworker's plane and surform may also come in handy. The only other item that is really essential is a good work bench for cutting and drilling on; a fold-up one, such as the Black and Decker Workmate™, is adequate.

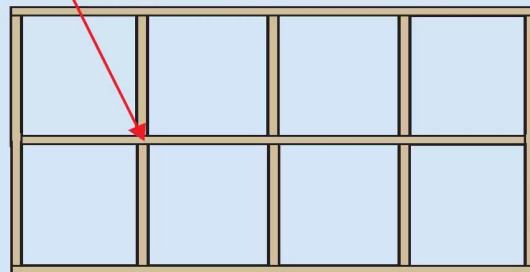
The framework for each sectional board can be built from a variety of timber materials including plywood and MDF sheets cut into appropriately sized strips and glued together on a 'box girder' principle. However the tried and trusted method which we recommend to begin with is to

use good quality planed (PSE – Planed Square Edge) softwood for the frame members. Minimum recommended size is 50mm x 25mm, though for extra strength 75mm x 25mm can be used. Again, for surface materials a number of options are available. Plywood, chipboard and MDF have all been used. Each have their advantages and disadvantages; plywood for instance is light and strong but has a hard surface and does not accept track pins easily. Both chipboard and MDF are

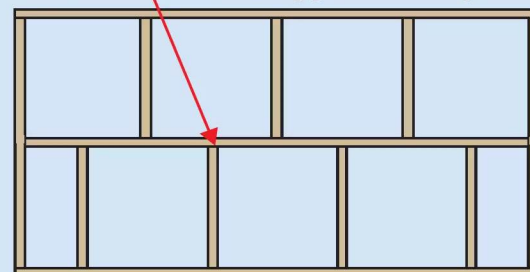
Fig. 3 Cross Bracing



Half-lap joints for wider boards



Alternative with staggered butt joints



strong, but significantly heavier, and also do not take track pins without pre-drilling.

To some extent the top surface material is down to personal choice and circumstances. If you are to glue your track down and want lightweight sections, then 6mm plywood will probably do the job. For a permanent foundation 15mm chipboard or MDF may prove the cheaper option.

Whatever surface material you settle on, all will require sufficient cross bracing fitted within the framework at regular intervals; a maximum spacing of 305mm is generally recommended and sections wider than about 450mm will benefit from longitudinal bracing as well (see Fig. 3).

Planning the Sections

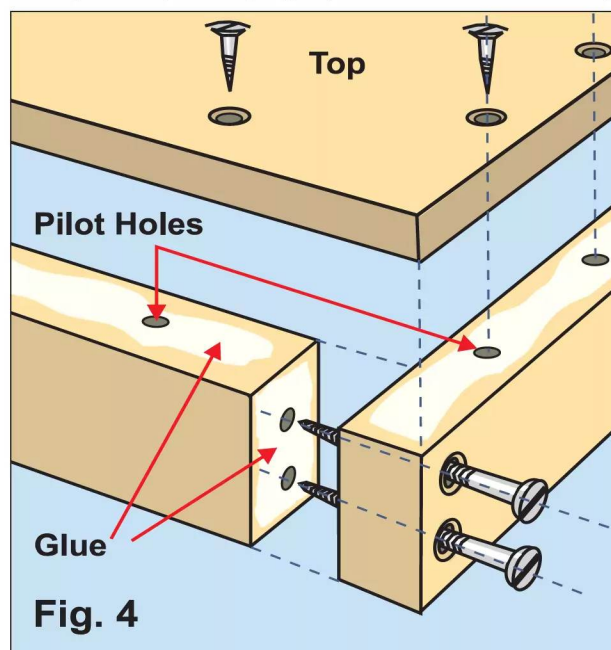
Before buying and cutting any timber, you should first plan the baseboard requirements for your layout. To start, you will need a copy of your layout plan, which may be one you have developed yourself, or one taken from a layout planning book or magazine.

Overlay the plan with a piece of tracing paper and sketch on the section positions and dimensions. Where possible try to keep the sections to a standard size, but also watch out for awkward section joints or frame cross members that may occur under pointwork etc. (especially if the layout is to be portable). Also, keeping section dimensions to that which makes optimum use of a standard sheet of timber will minimise wastage and help keep your costs down. This planning process is essentially one of trial and error, and you may have to repeat it. Eventually you will end up with detailed plans and dimensions of the sections from which you can then determine the quantities of plain timber and sheeting you need.

Take care when selecting lengths of timber at the merchants store and choose those that are absolutely straight and as free as possible from knots, cracks or splinters.

Constructing the Sections

When building each framework, butt joints that are glued and screwed are perfectly adequate (Fig.4). PVA woodworking



glue and 50mm (2ins) No. 8 countersunk wood screws are recommended. Where cross bracing intersects, either use half-lap joints, or use short cross braces and stagger them as shown in Fig 3.

Firstly, measure and cut all the plain timber lengths required for the sections. For those less experienced at carpentry, use a small engineer's square to draw a cutting line around three sides of the



timber (above). Support the timber against a suitable stop and follow the cutting line around with the saw. This will help you make a true perpendicular cut every time

(below). Make it good practice to sand lightly all the saw cuts to remove burrs and



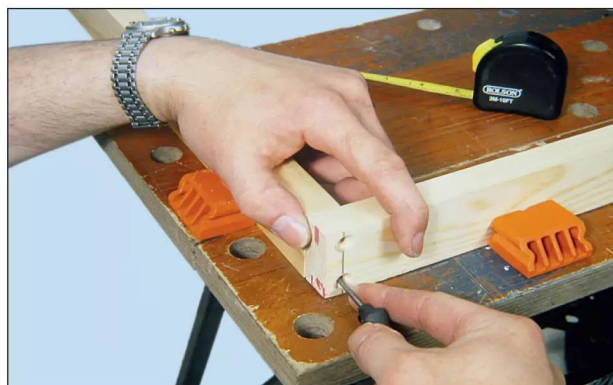
splinters (use medium grade sandpaper and a sanding block). With all the pieces cut to length, mark out the positions for the screw holes in the perimeter longitu-



dinal lengths; both lengths are marked up together (above). Drill out the screw holes using a 5mm drill (drill through into an offcut of waste timber placed beneath the workpiece to minimise splintering) then drill countersink holes to accommodate the screw heads. Before assembly, you will need to cut notches in the cross bracing to allow wiring to be threaded through once the top surface has been glued on. Alternatively, instead of notching, 15mm diameter holes can be drilled at regular intervals for the same purpose. Also, if you intend to use coach bolts to join the sections together (see page 6 and also the comment on alignment dowels) it is worthwhile drilling the clearance holes for these now, as once assembled, there may not be room to manoeuvre your drill into

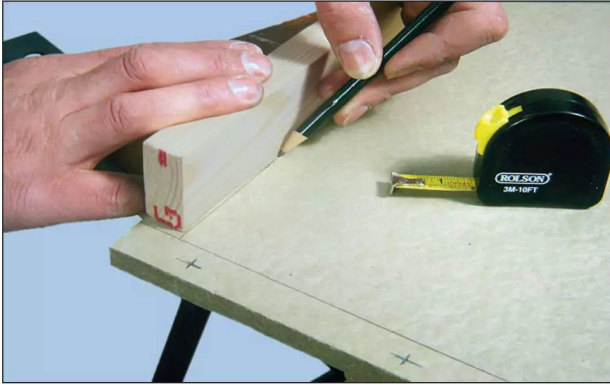
the right place. To ensure accurate alignment, clamp together the corresponding end cross members from two sections and drill the clearance holes through both pieces in one go. At this point, to avoid mixing up the various parts later, it is a good idea to number them individually and also indicate the outside faces with a pencil mark.

Next, make pilot holes with a bradawl (or drill with a 2.5mm bit) in the ends of all the cross braces where the screws are to go (below). Using a spatula from an offcut



of plasticard (c.1mm thick), spread a little white PVA glue where the joints are to be made. This provides a very strong joint when dry; any excess glue can be wiped away with a damp cloth. All the parts are now screwed together quickly, taking care to get the outside cross members the right way up and with their mating surfaces facing outward. Your workbench can be used to hold the parts in alignment whilst the screws are inserted. With all the screws tightened there is no need for any additional clamping as the glue sets. You are now ready to fit the top surface in place; this example uses a 12mm surface glued and screwed in place with 25mm No. 8 screws).

Firstly mark out the top surface for the screw holes using an offcut of timber (overleaf) and carefully drill clearance and countersink holes, again using a waste piece of board to stop the surface from splintering as the drill bit breaks through. Make pilot holes for the screws in the



frame with a bradawl, apply a layer of PVA glue along the top edge and fit the board in place, checking for correct alignment. Finally insert all the screws and tighten them up to complete the construction of your first section (below). Repeat this process until you have built all the other sections you require for the layout.



Supports

For permanent layouts the easiest method of support is to use a batten screwed to the wall at the desired height and fit 50mm x 25mm legs at intervals along the front edge (Fig. 5). Alternatively you could use some self assembly bookcase units, as also shown but access beneath the boards to wiring, etc, would be restricted. Modern lifestyles often mean that devoting a room solely to a layout can be difficult, especially if it involves disrupting the decorations. So fitting full supports to your layout to make it completely freestanding is a worthwhile option. It may mean a little extra work, but it allows the layout sections to be dismantled and moved to

another location should the need arise. Freestanding supports can be constructed with a leg in each corner and cross and diagonal bracing added as shown in Fig. 5. For small layouts only one section needs four legs; the other sections can be fitted with just two legs and supported piggy-back by the four-legged section. Supports can either be secured rigidly with screws or hinged so that they fold up beneath the baseboard. Independent freestanding trestles can also be used and are often seen on exhibition layouts.

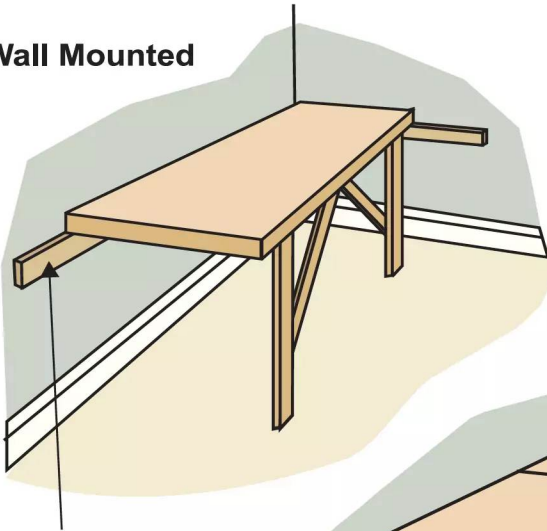
Joining Sections

There are two widely used methods for joining baseboard sections together. The first is to use coach bolts (of 8mm minimum diameter) through the frames as shown in Fig 6. As mentioned previously the clearance holes need to be drilled before the board sections are assembled. Coach bolts are ideal for both permanent and portable layouts, and if the layout is to be dismantled frequently it is also a good idea to incorporate alignment dowels in the mating surfaces. There are several varieties available including the brass dowels shown below. These require separate holes and must be a tight fit. They are best installed at the same time as drilling the clearance holes for the bolts. Another simple method, particularly suited to portable boards, is to use backflap hinges, as also shown in Fig. 6. The hinge pins are knocked out and replaced with longer ones that can be bent over to form handles which can be removed easily.



Fig. 5 Baseboard Supports

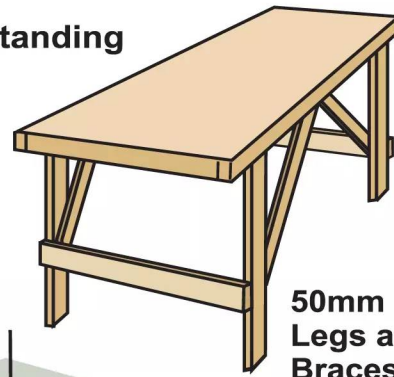
Wall Mounted



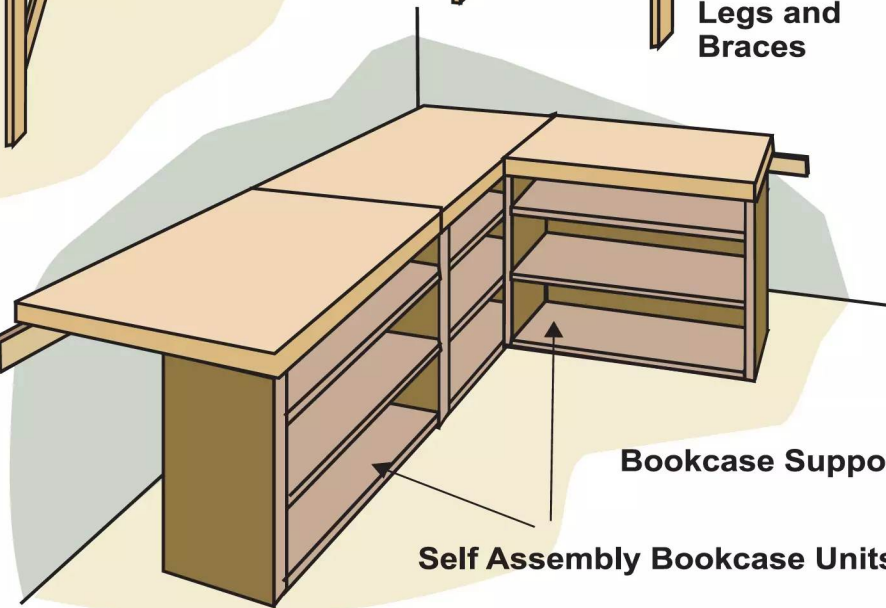
**75mm x 25mm
Batten Fixed
to Wall**

Set board height
to between
0.75m & 1.00m
to suit.

Freestanding



**50mm x 25mm
Legs and
Braces**

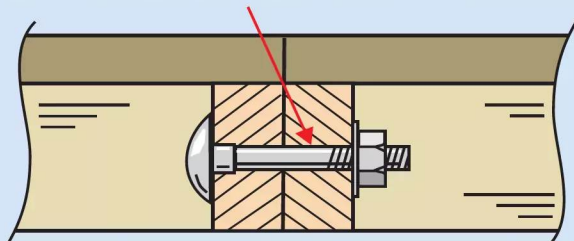


Bookcase Supports

Self Assembly Bookcase Units

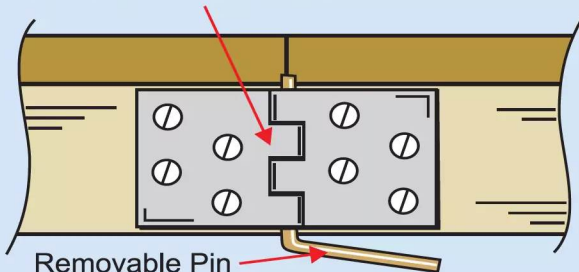
Fig. 6 Joining Sections

A) Using 8mm x 75mm Coach Bolts



(Section through timber frames)

B) Using Backflap Hinges



Removable Pin

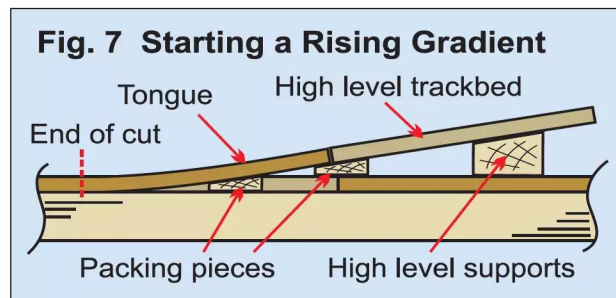
Baseboard joints can often be a potential source of bumps and irregularities in the track, so some enthusiasts reinforce the edges with timber strip and solder the rail to brass screws driven into the wood.

Gradients

If you are to incorporate track at multiple levels on your layout, or want scenic effects below track level then you should aim to build all the rising and falling gradients at the baseboard construction stage. With a solid top board, both rising and falling grades can be made by cutting a tongue in the surface board at the start of the gradient.

For a rising grade simply pack up the end of the tongue to the required angle and butt join it to the higher level trackbed, the rest of which is built on top of the main board using supporting blocks and

more surface material (Fig 7). For a falling grade the tongue is pushed downwards and butt joined to the lower level trackbed.



Open Top Sections

To minimise such construction complexities, one option is to build your sections as 'open top' frames and fit the surfacing only where the trackwork is to be laid. The frame tops become the datum for the lowest level trackbed with higher level trackbeds laid on timber supports which rise up from the main frames. This is somewhat similar to the open frame benchwork method described in Fig. 1, but constructed in sections. Depending on your choice of surface, additional cross timbering may have to be installed to support the surface properly, as shown in Fig. 8. This will be the case with thin ply, and even thicker chipboard or MDF may need them, but they can be easily fitted piecemeal as you go along. It is possible, certainly for the smaller scales, to use blocks or layers of expanded polystyrene insulation for the extra supports instead of timber as also shown.

Folding Sections

When a layout runs around the perimeter of a room, access will be needed at the door. Here a folding section can be installed. This is essentially a separate section built wider than the size of the door opening and is hinged at one end so it can be folded downwards (or upwards) to create the access.

Other Options

If you don't have the tools or confidence to build your own baseboards using the methods described in this booklet, there are specialist firms that can do this for you. Many of these companies advertise such services in RAILWAY MODELLER. Naturally there is a cost involved with taking this approach, but in return you will be assured to have a high quality foundation for your model railway project that will stand the test of time.

Falling somewhere between building your own baseboards from scratch, and having them professionally built for you, there are companies that produce self-assembly baseboard kits; either as 'off the shelf' products to a range of sizes and configurations, or manufactured to your own bespoke specification. Many of these kits comprise laser-cut parts, which means that no cutting is required, whilst the slot and tab method of assembly ensures that the kits can be assembled quickly and accurately using just glue and the minimum of tools.

