

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

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AT THE HEART OF THE HOBBY

VOLUME 75 No 883

RAILWAY MODELLER

Into the Highlands

An imagined Scottish terminus in O



Barnwood

N gauge BR Sectorisation
in the North West

Ropley in OO

Railway preservation
in the 21st century

Newport High Street

Rekindling memories of this
South Wales station in the BR steam era

Reviewed inside ...

Graham Farish LMS 'Twins' in N
Cavalex Models Class 56 Co-Co in OO
Ruston & Hornsby 88DS from Hornby in OO

Rodmell Green

Modelling a narrow
gauge cement
works in 009

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RAILWAY MODELLER

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The biggest and best guide to the exhibition scene.

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SS87 - Concrete Trunking.....	£6.20
SS88 - Relay Boxes (set 2).....	£5.20
SS89 - Point Rodding.....	£13.20
SS90 - Point Rodding Extension.....	£10.00
SS91 - Lever Ground Frames.....	£10.00
SS92 - Garden Buildings & Accessories.....	£15.60
SSAM100 - Farmyard Junk.....	£15.55
SSAM101 - Village Blacksmiths Set.....	£10.55
SSAM102 - Workshop Set Tools etc.....	£10.55

OO Gauge Plastic Kits

SSM300 - Industrial/Retail Unit Base.....	£27.80
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SSM311 - Out Of Town Unit Frontage.....	£9.40
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SSM313 - Extra Roller Shutter Doors.....	£6.20
SSM314 - Extra Window & Doors.....	£5.80
SSM315 - Industrial/Retail Unit Extension.....	£12.00
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SSM319 - Modern Level Crossing Road Bed.....	£9.20
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SSMP203 - Slate.....	£4.60
SSMP204 - Granite Setts.....	£4.60
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SSMP209 - Wane Edge Boarding.....	£4.60
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SSMP224 Corrugated Glazing (Asbestos type).....	£4.60
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SSMP226 - Brickwork Flemish Bond.....	£4.60
SSMP227 - Brickwork English Bond.....	£4.60
SSMP228 - Random Stone.....	£4.60
SSMP229 - Sheet & Batten Roofing.....	£4.60
SSMP230 - Concrete Blocks.....	£4.60
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SSMP233 - Tactile Platform Pavours.....	£4.60
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SSMP236 - Herringbone Block Paving.....	£4.60

METCALFE

OO Gauge Card Kits

PO205 - Low Relief Pub & Shops.....	£12.75
PO206 - Low Relief Cinema & Shops.....	£10.20
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PO216 - Plain Kitchen.....	£12.75
PO226 - Parish Church.....	£12.75
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PO232 - Goods Shed.....	£13.20
PO233 - Signal Box.....	£9.80
PO235 - Stone Platform.....	£12.75
PO236 - Footbridge.....	£11.50
PO237 - Country Station.....	£15.30
PO240 - Double Track Viaduct Red Brick.....	£15.30
PO241 - Double Track Viaduct Stone.....	£15.30
PO242 - Double Tunnel Entrance.....	£10.20
PO243 - Single Tunnel Entrance.....	£9.35
PO244 - Retaining Walls Red Brick.....	£13.20
PO245 - Retaining walls Stone.....	£13.20
PO246 - Railway Bridge Brick Double or Single Track.....	£14.05
PO247 - Railway Bridge Brick Double or Single Track.....	£14.05
PO248 - Tapered Retaining Walls Brick.....	£13.20
PO249 - Tapered Retaining Walls Stone.....	£13.20
PO250 - Manor Farm House.....	£10.20
PO251 - Manor Farm Barn.....	£9.80
PO252 - Manor Farm Buildings.....	£11.05
PO253 - Village School.....	£10.20
PO254 - Village Shop & Café.....	£11.90
PO255 - Workers Cottages.....	£12.75
PO257 - Grange Cottage.....	£11.05
PO258 - Gardeners Cottage.....	£9.35
PO261 - Red Brick Terraced Houses.....	£11.05
PO262 - Stone Terraced Houses.....	£11.05
PO263 - Red Brick Corner Shop.....	£11.90
PO264 - Stone Corner Shop.....	£11.90
PO267 - Town End Cottage.....	£12.75
PO271 - Low Relief Bank and Shops.....	£11.50
PO272 - Low Relief Shop Fronts Red Brick.....	£12.75
PO275 - Low Relief Stone Terraced House Fronts.....	£11.05
PO276 - Low Relief Brick Terraced Houses Backs.....	£11.05
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PO334 - Settle & Carlisle Station.....	£9.80
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PO360 - Tower Block.....	£14.45
PO362 - Municipal Building.....	£15.30
PO373 - Low Relief Georgian Town House.....	£9.50
PO374 - Low Relief Shop Front.....	£9.95
PO375 - Hotel Wednesday.....	£14.05
PO380 - Railway Arches.....	£13.60
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PO401 - Old Mill Chimney Stack.....	£7.65
PO410 - Wooden Pavilion.....	£5.55
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SL87 - Curved Left Hand Point.....	£18.00
SL88 - Large Right Hand Point.....	£17.20
SL89 - Large Left Hand Point.....	£17.20
SL90 - Double Slip.....	£42.20
SL91 - Small Right Hand Point.....	£13.80
SL92 - Small Left Hand Point.....	£13.80
SL93 - Short Crossing.....	£12.40
SL94 - Long Crossing.....	£14.00
SL95 - Medium Right Hand Point.....	£15.40
SL96 - Medium Left Hand Point.....	£15.40
SL97 - Small Y Point.....	£16.00
SL98 - Large Y Point.....	£16.00
SL99 - 3 Way Point.....	£38.00

OO Gauge Code 100 Electrofrog Points

SLE86 - Curved Right Hand Point.....	£18.20
SLE87 - Curved Left Hand Point.....	£18.20
SLE88 - Large Right Hand Point.....	£17.40
SLE89 - Large Left Hand Point.....	£17.40
SLE91 - Small Right Hand Point.....	£14.00
SLE92 - Small Left Hand Point.....	£14.00
SLE93 - Medium Right Hand Point.....	£15.60
SLE96 - Medium Left Hand Point.....	£15.60
SLE97 - Small Y Point.....	£14.40
SLE98 - Large Y Point.....	£16.20
SLE99 - 3 Way Point.....	£38.20

OO Gauge Code 75 Finescale Electrofrog Points

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

PECO

OO Gauge Code 100 Setrack

ST200 - Standard Straight.....	£1.90
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ST222 - First Radius Half Curve.....	£1.90
ST225 - Second Radius Standard Curve.....	£2.50
ST226 - Second Radius Double Curve.....	£3.40
ST227 - Second Radius Half Curve.....	£1.90
ST230 - Third Radius Standard Curve.....	£2.70
ST231 - Third Radius Double Curve.....	£3.40
ST235 - Fourth Radius Standard Curve.....	£3.00
ST238 - Special Curve (For Y Point).....	£2.70
ST240 - Right Hand Point.....	£13.00
ST241 - Left Hand Point.....	£13.00
ST244 - Curved Right Hand Point.....	£20.00
ST245 - Curved Left Hand Point.....	£20.00
ST247 - Y Point.....	£14.80
ST250 - Crossing.....	£12.60

model scene

OO Gauge Scenic Detailing

5002 - Ballast Bins.....	£3.80
5004 - Gas Lamp Posts.....	£4.80
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5007 - Bus Stop & Shelter.....	£4.80
5008 - Traffic Cones Large & Small.....	£4.40
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5038 - Loading Gauge.....	£3.80
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5044 - Post Boxes.....	£6.00
5045 - Tunnel Portal Single Track.....	£4.80
5047 - Yard Lamps.....	£7.20
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5049 - Platform Signage.....	£7.40
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5066 - Sacks of Coal.....	£3.80
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5078 - Cable Laying Party.....	£7.20
5080 - Telegraph Poles.....	£5.25
5081 - Pallets (3 Assorted Types).....	£4.80
5086 - Parcels.....	£3.80
5088 - Skips.....	£6.20
5089 - Mail Bags.....	£3.80
5090 - Stone Walls & Buttresses.....	£3.80
5091 - Station Nameboards.....	£3.80
5093 - Trespass & Board Signs.....	£3.80
5094 - Colour Light Signal.....	£6.20
5095 - Station Nameboards Modern Type.....	£4.80
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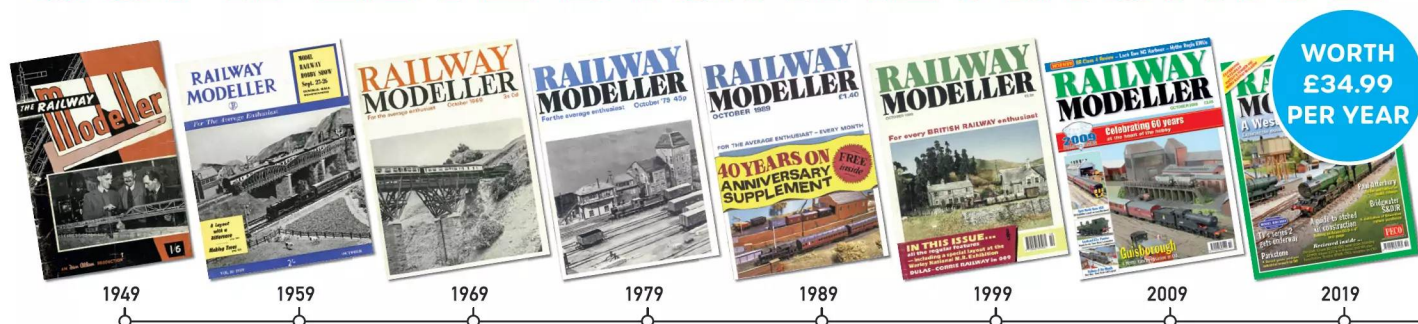
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SOUND FITTED  



35-352SF

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& Tablet Catcher D8032
BR Green (Late Crest)

STANDARD

35-352 Class 20/0 Disc Headcode & Tablet
Catcher D8032 BR Green (Late Crest)



SOUND FITTED DELUXE



SOUND FITTED DELUXE



35-801SFX

Class 30 D5564
BR Green
(Late Crest)

SOUND FITTED

35-801SF Class 30 D5564
BR Green (Late Crest)



STANDARD

35-801 Class 30 D5564
BR Green (Late Crest)



SOUND FITTED DELUXE



SOUND FITTED DELUXE

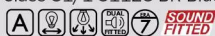


35-805SFX

Class 31/1
31123 BR Blue

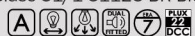
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35-805SF
Class 31/1 31123 BR Blue



STANDARD

35-805
Class 31/1 31123 BR Blue



SOUND FITTED DELUXE



SOUND FITTED DELUXE



35-821SFX

Class 31/1
Refurb. 31180
BR Railfreight
(Red Stripe)

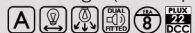
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35-821SF Class 31/1 Refurb. 31180
BR Railfreight (Red Stripe)



STANDARD

35-821 Class 31/1 Refurb. 31180
BR Railfreight (Red Stripe)



SOUND FITTED DELUXE



SOUND FITTED DELUXE



35-823SFX

Class 31/1
Refurb. 31319
BR Railfreight
Petroleum Sector

SOUND FITTED

35-823SF Class 31/1 Refurbished
31319 BR Railfreight Petroleum Sector



STANDARD

35-823 Class 31/1 Refurb. 31319
BR Railfreight Petroleum Sector



SOUND FITTED



* Tablet Catcher optional, supplied in accessory Pack

SOUND FITTED  



35-352ASF

Class 20/0 Disc Headcode
& Tablet Catcher* D8102
BR Green (Roundel)

STANDARD

35-352A Class 20/0 Disc Headcode
& Tablet Catcher* D8102 BR Green (Roundel)



SOUND FITTED DELUXE



SOUND FITTED DELUXE



35-801ASF

Class 30 D5617
BR Green
(Late Crest)

SOUND FITTED

35-801ASF Class 30 D5617
BR Green (Late Crest)



STANDARD

35-801A Class 30 D5617
BR Green (Late Crest)



SOUND FITTED DELUXE



SOUND FITTED DELUXE

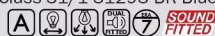


35-805ASF

Class 31/1
31293 BR Blue

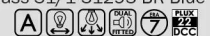
SOUND FITTED

35-805ASF
Class 31/1 31293 BR Blue



STANDARD

35-805A
Class 31/1 31293 BR Blue



SOUND FITTED DELUXE



SOUND FITTED DELUXE



35-821ASF

Class 31/1
Refurb. 31149
BR Railfreight
(Red Stripe)

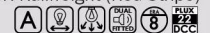
SOUND FITTED

35-821ASF Class 31/1 Refurb. 31149
BR Railfreight (Red Stripe)



STANDARD

35-821A Class 31/1 Refurb. 31149
BR Railfreight (Red Stripe)



SOUND FITTED DELUXE



SOUND FITTED DELUXE



35-823ASF

Class 31/1
Refurb. 31304
BR Railfreight
Petroleum Sector

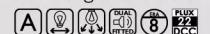
SOUND FITTED

35-823ASF Class 31/1 Refurb.
31304 BR Railfreight Petroleum Sector



STANDARD

35-823A Class 31/1 Refurb.
31304 BR Railfreight Petroleum Sector



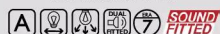
SOUND FITTED DELUXE



35-825SFX
Class 31/4
Refurbished
31435
BR Blue

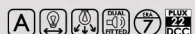
SOUND FITTED

35-825SF Class 31/4 Refurbished
31435 BR Blue



STANDARD

35-825 Class 31/4 Refurbished
31435 BR Blue



SOUND FITTED



32-652ASF
Class 44 Disc
Headcode
44007
'Ingleborough'
BR Blue

STANDARD

32-652A Class 44 Disc Headcode
44007 'Ingleborough' BR Blue



SOUND FITTED



32-678ASF
Class 45 Split Centre
Headcode D49
'The Manchester
Regiment'
BR Green (Small
Yellow Panels)

STANDARD

32-678A Class 45 Split Centre Headcode D49
'The Manchester Regiment' BR Green (Small Yellow Panels)



SOUND FITTED



32-702ASF
Class 46 Centre
Headcode
D138 BR Green
(Small Yellow
Panels)

STANDARD

32-702A Class 46 Centre Headcode
D138 BR Green (Small Yellow Panels)



SOUND FITTED DELUXE



35-830SFX
Class 31/4
Refurbished
31407
Mainline Freight

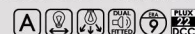
SOUND FITTED

35-830SF Class 31/4
Refurbished 31407 Mainline Freight



STANDARD

35-830 Class 31/4
Refurbished 31407 Mainline Freight



SOUND FITTED



32-653SF
Class 44 Disc
Headcode D2
'Helvellyn' BR
Green (Small
Yellow Panels)

STANDARD

32-653 Class 44 Disc Headcode D2
'Helvellyn' BR Green (Small Yellow Panels)



SOUND FITTED



32-679ASF
Class 45 Split
Headcode
D25 BR Plain
Green (Small
Yellow Panels)

STANDARD

32-679A Class 45 Split Centre Headcode
D25 BR Plain Green (Small Yellow Panels)



SOUND FITTED



32-704SF
Class 46
Sealed Beam
Headlights
46045 BR Blue

STANDARD

32-704SF Class 46 Sealed Beam Headlights
46045 BR Blue



39-052HPF BR Mk1 TSO Tourist Second Open
E3774 BR Crimson & Cream

ALSO AVAILABLE

39-052H BR Mk1 TSO Tourist Second
Open E3774 BR Crimson & Cream



39-077GPF BR Mk1 BSK Brake Second
Corridor E34161 BR Crimson & Cream

ALSO AVAILABLE

39-077G BR Mk1 BSK Brake Second
Corridor E34161 BR Crimson & Cream



39-060PF BR Mk1 TSO Tourist Second Open
SC4257 BR Maroon

ALSO AVAILABLE

39-060 BR Mk1 TSO Tourist Second Open
SC4257 BR Maroon



39-060APF BR Mk1 TSO Tourist Second Open
E4283 BR Maroon

ALSO AVAILABLE

39-060A BR Mk1 TSO Tourist Second
Open E4283 BR Maroon



39-084PF BR Mk1 BSK Brake Second Corridor
SC35393 BR Maroon

ALSO AVAILABLE

39-084 BR Mk1 BSK Brake Second
Corridor SC35393 BR Maroon



39-050HPF BR Mk1 TSO Tourist Second Open
M4921 BR Blue & Grey

ALSO AVAILABLE

39-050H BR Mk1 TSO Tourist Second
Open M4921 BR Blue & Grey



39-050JPF BR Mk1 TSO Tourist Second Open
E5045 BR Blue & Grey

ALSO AVAILABLE

39-050J BR Mk1 TSO Tourist Second
Open E5045 BR Blue & Grey



39-075EPF BR Mk1 BSK Brake Second
Corridor E35419 BR Blue & Grey

ALSO AVAILABLE

39-075E BR Mk1 BSK Brake Second
Corridor E35419 BR Blue & Grey



39-055APF BR Mk1 TSO Tourist Second Open
4930 BR InterCity (Executive)

ALSO AVAILABLE

39-055A BR Mk1 TSO Tourist Second
Open 4930 BR InterCity (Executive)



39-077GPF BR Mk1 BSK Brake Second
Corridor E34161 BR Crimson & Cream

ALSO AVAILABLE

39-077G BR Mk1 BSK Brake Second
Corridor E34161 BR Crimson & Cream



39-059APF BR Mk1 TSO Tourist Second Open
4960 WCRC Maroon

ALSO AVAILABLE

39-059A BR Mk1 TSO Tourist Second
Open 4960 WCRC Maroon



ALSO AVAILABLE

37-594A BR 45T TTA Tank Wagon 57288
Esso Grey (Unbranded) [Weathered]



W 8
37-577B
 BR 45T TTA
 Tank Wagon
 67391
 'Shell/BP' Grey

ALSO AVAILABLE

37-577C BR 45T TTA Tank Wagon
 67364 'Shell/BP' Grey [Weathered]



W 8
37-584B
 BR 45T TTA
 Tank Wagon
 BRT57479
 'Ciba-Geigy' Blue

ALSO AVAILABLE

37-584A BR 45T TTA Tank Wagon
 BRT57661 'Ciba-Geigy' Blue



W 8
37-590A
 BR 45T TTA
 Tank Wagon
 BPO60365
 'BP Lubricants' Green

ALSO AVAILABLE

37-590A BR 45T TTA Tank Wagon
 BPO60194 'BP Lubricants' Green



W 5
37-592A
 BR 45T TTA Tank
 Wagon 109
 'Charrington
 Hargreaves/Mobil'
 Red

ALSO AVAILABLE

37-592 BR 45T TTA Tank Wagon 106
 'Charrington Hargreaves/Mobil' Red



8 W
39-055APF BR Mk1 TSO Tourist Second Open
 4930 BR InterCity (Executive)



8 W
38-119B BR 102T TEA Bogie Tank Wagon
 84110 Debranded (ex-Murco) Grey



7 A
38-040B BR OBA Open Wagon Low Ends
 110351 EWS



7 A
38-041D BR OBA Open Wagon High Ends
 DC110652 BR Railfreight Red & Grey



8 A
38-042B BR OBA Open Wagon High Ends
 110531 BR Plasmor Blockfreight



7 A
38-044A BR OBA Open Wagon Low Ends
 110004 BR Freight Brown



8 A
38-047 BR ZDA 'Bass' Open Wagon Low Ends
 DC110669 BR Eng. 'Civil Link' Grey & Yellow



8 A
38-300B BR OTA Timber Wagon 200770 BR
 Railfreight Red



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A 7 **DC**
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 British Industrial
 Sands White



N SCALE - GRAHAM FARISH



372-910SF LMS 10000 Black & Silver

372-910
 LMS 10000 Black & Silver



372-911SF LMS 10001 Black & Silver

372-911
 LMS 10001 Black & Silver



372-916SF LMS 10000 BR Lined Green (Late Crest)

372-916 LMS 10000
 BR Lined Green (Late Crest)



372-917SF LMS 10001 BR Lined Green (Late Crest)

372-917 LMS 10001
 BR Lined Green (Late Crest)



372-918SF LMS 10001 BR Green (SYP)

372-918
 LMS 10001 BR Green (SYP)



374-807A BR Mk1 RFO Restaurant First Open M4 BR
 Crimson & Cream



374-808A BR Mk1 RFO Restaurant First Open E2
 BR Maroon



374-810A BR Mk1 RFO Restaurant First Open
 W8 BR (WR) Chocolate & Cream

ALSO AVAILABLE

374-818A BR Mk1 FO First Open W3094
 BR (WR) Chocolate & Cream



374-820A BR Mk1 FO First Open 3118 BR
 InterCity Charter (Executive)

ALSO AVAILABLE

374-820A BR Mk1 FO First Open 3120
 BR InterCity Charter (Executive)



374-821 BR Mk1 FO First Open 3136
 'DIANA' WCRC Maroon

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374-821A BR Mk1 FO First Open 99122
 'ALEXANDRA' WCRC Maroon



374-477A BR Mk3 SLEP Sleeper with Pantry
 E10507 BR Blue & Grey (Inter-City Sleeper)

ALSO AVAILABLE

374-477B BR Mk3 SLEP Sleeper with Pantry
 M10582 BR Blue & Grey (Inter-City Sleeper)



374-478 BR Mk3 SLEP Sleeper with Pantry
10541 BR InterCity (Swallow)

ALSO AVAILABLE

374-478A BR Mk3 SLEP Sleeper with
Pantry 10553 BR InterCity (Swallow)



374-476B BR Mk3 SLEP Sleeper with Pantry
10553 ScotRail (Caledonian Sleeper)

ALSO AVAILABLE

374-476C BR Mk3 SLEP Sleeper with Pantry
10548 ScotRail (Caledonian Sleeper)



374-997 BR Mk3 'Night Riviera' 2-Coach Pack - Pack A. SLEP Sleeper with Pantry 10532 & BFO
Brake First Open 17174 GWR Green (FirstGroup)



374-997A BR Mk3 'Night Riviera' 2-Coach Pack - Pack B. SLEP Sleeper with Pantry 10584 & TSO
Trailer Second Open 12142 GWR Green (FirstGroup)



374-997B BR Mk3 'Night Riviera' 2-Coach Pack - Pack C. SLEP Sleeper with Pantry 10601 & KBF
Kitchen Buffet First 10601 GWR Green (FirstGroup)



378-025 SE&CR 25T 'Dance Hall' Brake Van
11902 SE&CR Grey

ALSO AVAILABLE

378-025A SE&CR 25T 'Dance Hall' Brake
Van 11905 SE&CR Grey



378-026 SE&CR 25T 'Dance Hall' Brake Van
55462 SR Brown

ALSO AVAILABLE

378-026A SE&CR 25T 'Dance Hall' Brake
Van 55458 SR Brown



378-027 SE&CR 25T 'Dance Hall' Brake Van
S55457 BR Grey

ALSO AVAILABLE

378-027A SE&CR 25T 'Dance Hall' Brake
Van S55460 BR Grey



378-028 SE&CR 25T 'Dance Hall' Brake Van
DS55466 BR Departmental Olive Green

ALSO AVAILABLE

378-028A SE&CR 25T 'Dance Hall' Brake
Van DS55464 BR Departmental Olive Green



373-502D BR HEA Hopper Wagon
360292 BR Bauxite

ALSO AVAILABLE

373-502E BR HEA Hopper Wagon
361728 BR Bauxite



373-506C BR HEA Hopper Wagon 360601
BR Railfreight Coal Sector

ALSO AVAILABLE

373-506D BR HEA Hopper Wagon
361554 BR Railfreight Coal Sector



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36-427 Post-War Era Figures
Set A



36-442 Post-War Era Figures
Set B



44-000G
Oakworth Station Green

Also Available 44-000R
Oakworth Station Red



44-0188B
S&DJR Wooden Canopy

Chocolate & Cream
Also Available 44-0188A S&DJR
Wooden Canopy Green & Cream



44-0220A
Low Relief Stone Terrace
Right Hand Door Red
Also Available 44-0220B
Low Relief Stone Terrace
Right Hand Door Green



36-443 Post-War Era Figures
Set C



36-429
Hikers &
Dog Walkers



44-0187B
S&DJR Wooden Station

Building Chocolate & Cream
Also Available 44-0187A S&DJR Wooden
Station Building Green & Cream



44-0219B
Low Relief Stone Terrace
Left Hand Door Brown
Also Available 44-0219A
Low Relief Stone Terrace
Left Hand Door White



N SCALE - SCENECRAFT



42-0132B
Wigmore Farmhouse Blue

Also Available 44-0132
Wigmore Farmhouse White



42-010R
ARP Signal Box Red

Also Available 44-010B
ARP Signal Box Blue



42-0055S
Pagoda Shed & Store

Salmon & Cream
Also Available 44-0055C
Pagoda Shed & Store
Chocolate & Cream



42-120Z
SR Water

Column & Arm



42-0523
Lineside Huts (x2)



42-0519
Eastern Region Water

Crane



42-0100C
Misdomer Norton Signal

Box Chocolate & Cream
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Misdomer Norton Signal Box
Green

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44-0198R
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& Wagon
Workshop Red

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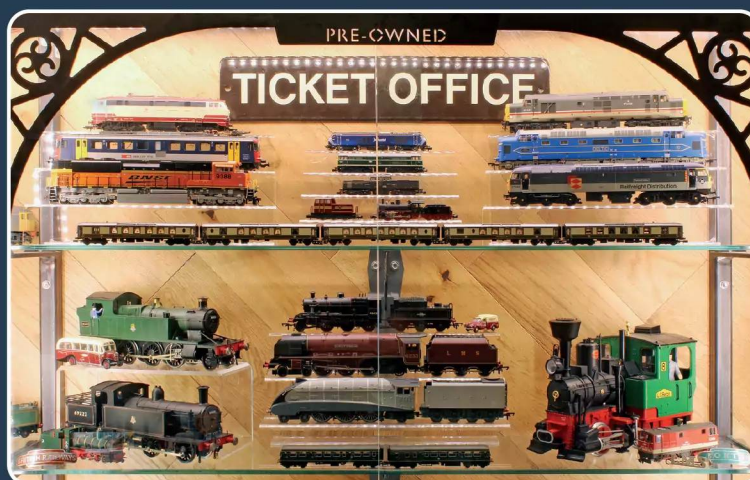
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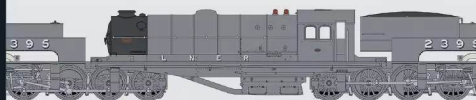
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Country House.



CASTLE WALL BRIDGE
00/HO - PO296 £11.00
N - PN196 £8.00



CASTLE GATEHOUSE
00/HO - PO291 £20.00
N - PN191 £16.00



CURTAIN WALLS
00/HO - PO293 £12.00
N - PN193 £9.00

Various lengths of
straight walls plus
2 x 45° corners &
1 x 90° corner.



WATCH TOWER
00/HO - PO292 £7.00
N - PN192 £7.00

N Scale kit comes with
2 Watch Towers



CASTLE BUILDING SHEETS
00/HO - PO295 £5.80
N - PN195 £5.80
Contains stone walls, paving &
laser cut capping stone strips,
ideal for scratch building.

WHAT'S IN THE BOX?

Full colour printed sheets
(including weathering) containing
all the components.



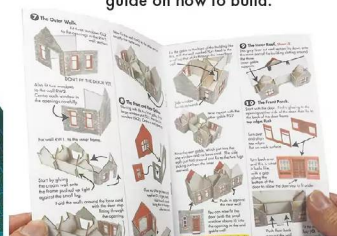
Pre-cut components expertly die-cut
for easy extraction from
the base sheets.



Once extracted,
they are ready to assemble!



Every kit comes with its own step by step
guide on how to build.



WHAT TOOLS DO I NEED?

You don't need expensive or complicated tools to do the job, and you don't need to be an expert modeller!

TOOLS

Basic tools are all
you need, cutting mat,
sharp knife,
rule, tweezers, and don't
forget the glue applicators!
All available at
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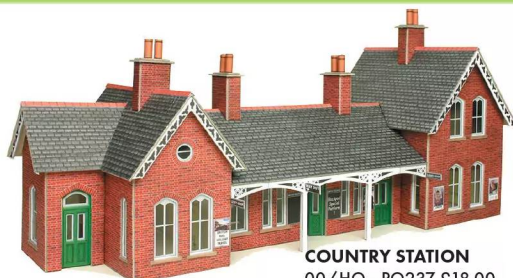
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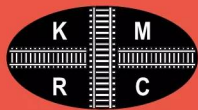
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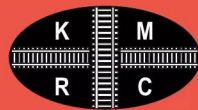


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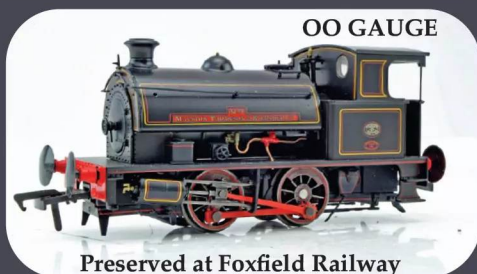
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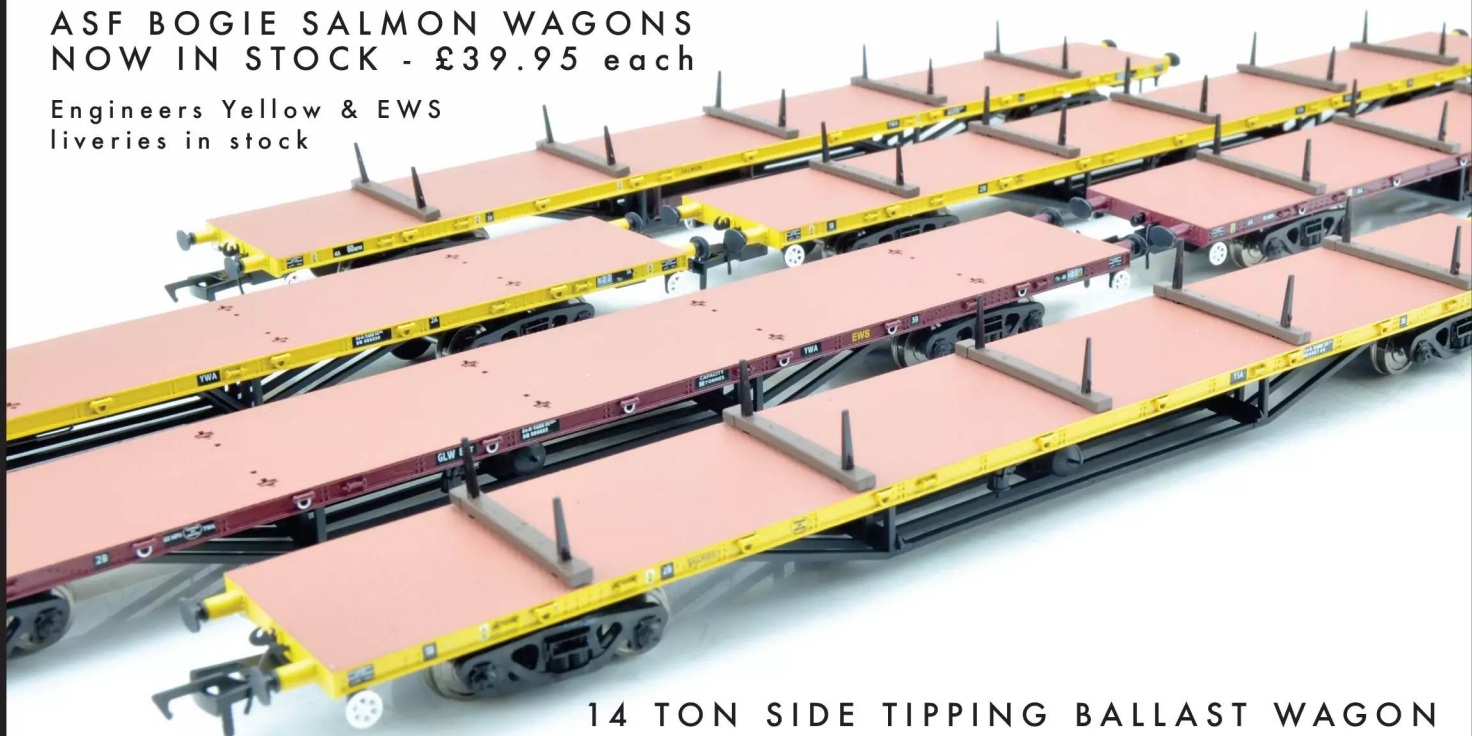
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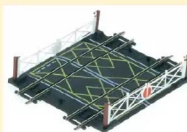
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10000 and 10000I were scrapped 7 years before the National Railway Museum could have claimed one.

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Fabrication of the D16/I chassis

The chassis to be professionally cut to shape and have bogie pivot mounts created.

Independent evaluation of the chassis drawings

The final drawings are being made and independently checked. This process includes stress test measurements.

Stripping the bogies

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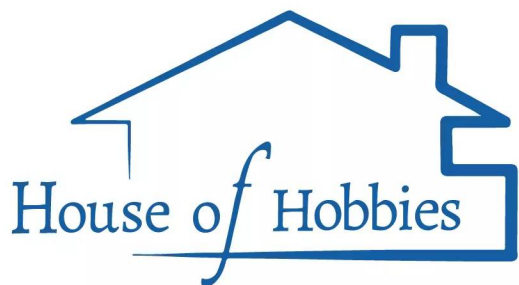
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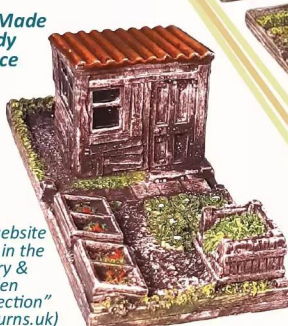
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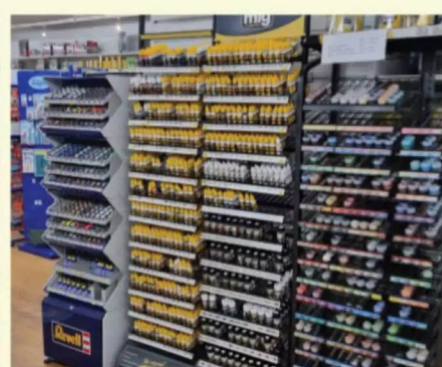
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Welcome

Humble prototypes

Amongst the flurry of review samples landing in the RM office in recent weeks has been an abundance of Co-Co diesel models. Accordingly, reviewed in this issue are the brand new LMS 'Twins' in N from Graham Farish, the debut locomotive release from Cavalex Models in the shape of its Class 56 in OO, a new-tooling Class 47 by Heljan and also a re-release of the same firm's Class 57, both for OO. And what's more, waiting in the wings for review in next month's edition are N gauge Class 59s from Revolution Trains and Dapol.

Whilst models of large diesel locomotives have stolen the limelight in this month's reviews pages, it was in fact news of two decidedly more humble subjects that caught my attention during the preparation of this issue.

The first of these was the announcement by Hornby that calls for a six-coupled tank engine in TT:120 are to be answered with a Gresley J50 (see p400). This finally unlocks opportunities for compact steam-outline layout schemes to be created in TT:120 - hitherto unobtainable with the availability only of Gresley A1/A3 and A4 Pacifics.

The second subject to pique my interest wasn't even a locomotive, but a lowly BR four-wheel wagon. I first saw an example of a BR 12-ton Palvan in 1996, parked at Corfe Castle station. With its off-centre side doors giving it a decidedly unconventional appearance, my 13-year-old self was sufficiently intrigued to set about recreating one of these vehicles in OO. Utilising skills taught to me by my styrene modelling mentor, the late Colin Chivers, I scratch-built a suitable body from plain plastic sheet of varying thickness and married this to a Red Panda chassis kit, finishing the model with instant couplings, vacuum pipes (from guitar string) and additional brake gear details. In typical fashion, no sooner had I completed my model than a kit was released (in this case under the Parkside Dundas label - now part of the Peco range). I built one of these kits when they were first available and remember feeling quite relieved to discover that my home-made effort stood up reasonably well in comparison.

I have long considered the BR Dia.1/211 Palvan to be a prototype ripe for producing as a ready-to-run model in OO, so *chapeau* to the team at Barwell for choosing to introduce it as part of the Bachmann Branchline range (p399). I look forward to posing one of these mass-produced offerings alongside my scratch- and kit-built examples, both of which still survive in good condition despite having been made nearly 30 years ago.

RAILWAY MODELLER welcomes Simon Artymiuk

This month we welcome Simon Artymiuk, who has recently joined the RAILWAY MODELLER team as an Editorial Assistant & Writer. Simon brings with him a wealth of professional writing experience and has a passion for narrow gauge railways, both UK prototypes and those further afield. He is also a keen railway modeller, with projects including a G scale system around his garden. Welcome aboard, Simon!



Craig Tiley Editor

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



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

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

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint



Ropley

CHRIS CLEVELAND explains how he overcame a number of challenges to create a model based on the locomotive headquarters of the Watercress Line in Hampshire. The layout captures faithfully many of the smaller details that can be observed at heritage railway sites across the UK.

My interest in railways began at the age of just three years old, when my father first took my brother and I to the Mid-Hants Railway (MHR), our local heritage line. Since a young age I have also had an interest in model railways, often attending local exhibitions over the years. My father and I eventually became members of a local model railway club for a period of time and, before long, I decided to take the next step and build my own exhibition layout.

After considering several plans, themes, time periods and what I would like to see running, I settled on an intermediate station on the MHR. This was fitting as it was somewhere I enjoyed going and was of course the place that had first sparked my interest in railways. I decided on Ropley (see panel) in particular as this is

where the railway's locomotive fleet is based, and where all the restoration work is carried out in dedicated workshops. These facilities comprise a boiler shop and carriage & wagon workshop at one end of the yard, together with the main locomotive workshop and a wheel drop shed at the other.

The next decision I had to make regarded the time period that the model should depict. Being based on a real preserved railway meant that things changed frequently, so there were several factors to consider, such as the stock that would be required to reflect what was at the railway at a certain time (both those that were in service and those in various stages of restoration or overhaul) and what buildings existed or were in the process of being built. This was back in 2012 and I decided ultimately to set the time frame notionally

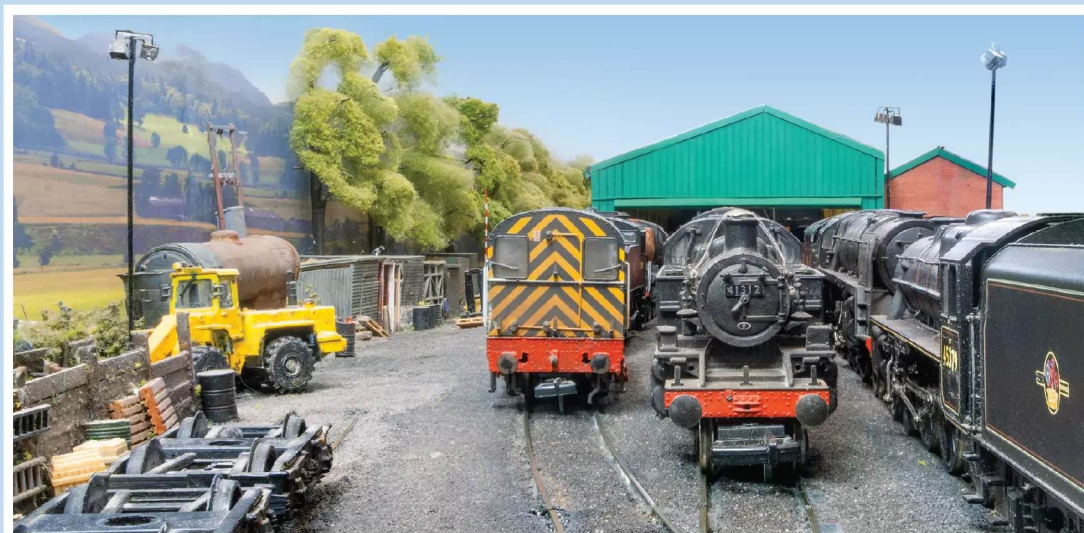
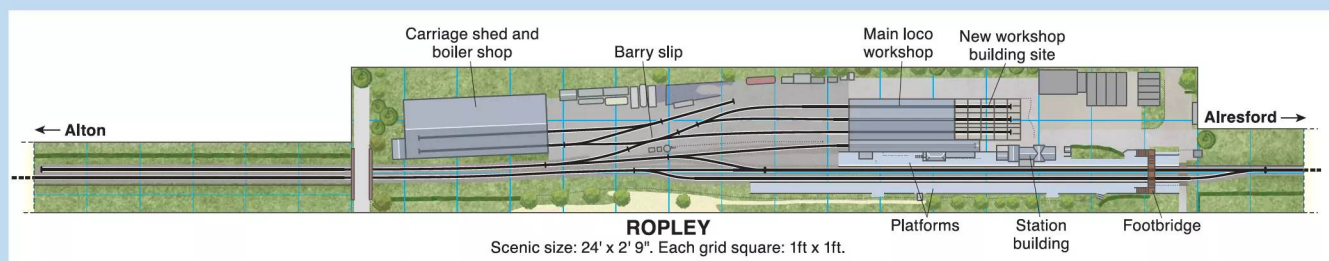
Left

Air-smoothed Bulleid West Country Pacific No.34007 *Wadebridge* waits in the station with a goods train bound for Alresford. The real *Wadebridge* is still based at the MHR and currently being overhauled for a return to the main line.

Right

Malachite green Schools Class 4-4-0 No.925 *Cheltenham* moves off the ashpit. This locomotive was on loan to the MHR from the National Railway Museum in the period modelled.





Left
Ivatt 2MT 2-6-2T No.41312 sports a protective lid over its chimney to keep it dry while not in use. On the right is Stanier 'Black Five' No.45379; both engines are residents of the Watercress Line.

Below
Prominent among the locomotives on Ropley shed are BR 9F 2-10-0 No.92212 (resident at the MHR in this period) and visiting rebuilt West Country No.34046 Branton.

'from 2010 onwards'. Little did I know then, however, that the real Ropley location was about to undergo some significant alterations...

Changes afoot

With the track plan drawn and baseboards constructed, the layout project was under way; however, I had just laid out all the track on the scenic boards when plans were outlined for a major programme of remodelling on the real railway. The then boiler shop (a rather primitive grey shed open at each end) was to be removed to make

way for a brand new carriage & wagon works and boiler shop. I elected to wait and see how this work would affect the look of the station site and if it would be something I wanted to replicate on the layout.

A further major change around this time was the acquisition and installation by the railway of the former King's Cross station footbridge at the east end of the station site. A new waiting room was also installed on the Up platform, as well as new signals so trains could





Above
A glimpse inside the boiler shop, with 0-6-0 tender locomotive Douglas (converted from an Austerity 0-6-0ST) nearest the camera.



Above right
A derelict timber-framed Bulleid coach (made from a Bachmann model) about to enter the carriage workshop.

Right
Ex-Barry scrapyards BR Standard 4MT 4-6-0 No.75079, and 2-6-0 No.76017, under restoration and overhaul in the boiler shop.

arrive and depart in either direction from both platforms. This period also saw the relocation of the miniature railway and the woodland walk along the top car park.

I decided not to bring the layout forward into this time frame to mirror these revisions, instead setting the period between 2010 and 2012 (the year the construction of the footbridge began). Part of the reasoning for this decision was that, soon after the bridge was installed, the railway saw big changes to its collection of locomotives with a number leaving for pastures new. Looking back, it is amazing just how much changed at the railway during this short space of time.

Construction overview

The layout consists of six scenic boards and is constructed from MDF with 1½" x 1½" framing. Originally the layout only consisted of four scenic boards, but the size of the model was later increased with the addition of the board including the headshunt at the Alton end of the line. The layout eventually reached its current size of 24' of scenic length, with the overall dimensions of 32' x 10'.

The areas of scenery were formed using polystyrene blocks covered in Mod Roc, painted dark brown and given several coatings of various flocks from Woodland Scenics. The trees were all scratch-built using florist wire and tape, with Woodland Scenics products also being used to complete the foliage of the trees.

The yard was filled with Polyfilla and given a black coat of paint as the ground around the yard is always a dark colour. It was then covered using a mixture of



Ropley station

Below

Adams T1 Class 0-4-4T No.8 arrives at Ropley with an Alton-Winchester service on 2 June 1947. The topiary has always been a distinctive feature of this station. Note the luggage barrow – a similar example to that drawn on p330. Photo: Rail-Online



Ropley was originally an intermediate station on the Mid-Hants line, a secondary route operated by the London & South Western Railway to connect Alton and Winchester. Although ostensibly a branch line, it was on occasions used as a diversionary route for main line services between London and Bournemouth.

Closed in 1973, the line was reopened between Alresford and Ropley by preservationists in 1977. Titled the 'Watercress Line', the railway currently runs for 10 miles between Alresford and Alton (with a main line connection at the latter).

Ropley station has been developed over the last four decades to become the railway's main engineering headquarters. There is an extensive running shed where locomotive restorations and overhauls are undertaken, together with a wheel drop facility and separate boiler and carriage workshops. Recent additions to the site include part of the former King's Cross station footbridge, which connects the north side of the station site with the shed yard.

The station has Up and Down platforms, providing a passing point for the railway's passenger services, which usually consist of five-coach trains.

A variety of motive power has been used over the years, including many types appropriate to the route, such as Maunsell Moguls (classes N and U), Urie S15s, Bulleid Pacifics and T9 No.30120.



Above

A view of the main locomotive running shed and yard, recorded on 30 December 2013 and taken from the then newly-erected footbridge recovered from King's Cross station.

Below

Maunsell U Class Mogul No.31806 departs from Ropley with a passenger service for Alton on 29 April 2011. Alongside in the Down platform is BR Standard Class 5 4-6-0 No.73096.



Above

Alongside the main running line at the Alton end is the headshunt used to store locomotives awaiting restoration or overhaul. This c.2011 view includes the chassis and tender of S15 No.506, Maunsell Moguls No.31625 and 31874, Ivatt 2MT No.41312 and Bulleid West Country Pacific No.34016 Bodmin. Colour photos: Craig Tiley



Below

A general view of the station with Wadebridge preparing to depart with its goods train. The engineering workshop is in the process of being extended.



Woodland Scenics scatters and Peco light grey ballast granules to create a weathered appearance, rather than just plain concrete. The shed floors are smoothed-over Polyfilla (except one which was created using plastic sheet), painted with suitable colours.

The track is mainly Peco code 100 with some scratch-built trackwork also included, one example of this being the Barry slip in the shed yard. This unusual item of pointwork is basically a pair of opposing two-way points that are interlaced; it is the focal point in the yard as it enables stock movement to all areas.

Scratch-built structures

The structures on the layout are all scratch-built and employed different techniques (and various plastics) to get the overall look I wanted to achieve. Modelling a real location is always going to present particular challenges; I had never scratch-built anything before embarking on this layout and, as the project went on, I found there were quite a few complexities involved in making some of the buildings.

I wanted to build one of the sheds with the interior visible, hence the building site that is the new workshop on the back of the main loco restoration area. Much of the work was completed by trial and error and required a lot of patience!

The sheds account for a lot of the scenic area on the layout; the carriage shed and boiler shop together are 4' long and the main running sheds are 2'. As these are quite prominent on the layout, I decided to fully detail the interiors, thus creating more points of interest for those viewing the layout at exhibitions. It was also felt that adding interiors to the workshops helped to capture

the work that is carried out – but often unseen – on heritage railways.

As the shed roofs covered such large areas, I was concerned about the tendency for them to bow. This is where the decision to construct all the sheds with their internal steel frameworks came into play, this giving the roofs the support they needed.

Detailing the interiors of the restoration sheds was what led me to consider adding the headshunt that runs alongside the main running line at the Alton end of the station. This siding is used to store locomotives that are each awaiting their turn for restoration or overhaul in the adjacent workshops.

In the headshunt there are locomotives including Bulleid Merchant Navy No.35005 *Canadian Pacific* and Maunsell Moguls Nos.31625 and 31874 (both still carrying the red liveries of No.5 *James* from Thomas the Tank Engine), together with the tender, frames and wheels from Urie S15 4-6-0 No.506.

Seen in the boiler shop is under-restoration BR Standard 4MT 4-6-0 No.75079, together with under-overhaul BR Standard 4MT 2-6-0 No.76017, whilst outside on a Warwell wagon is the boiler from No.506.

Electrics & controls

With this being my first exhibition layout, I asked my father – who is an electrician – to assist with the layout electrics. We decided to stick with what we knew and stay with 12V dc analogue control, even though we knew this would increase the complexity of the wiring with a lot of isolating sections required for so many locos. We also had to work out how to operate the layout to replicate typical movements that take place on the





railway, which would have been easier to do with Digital Command Control. Typical movements include taking two trains out of the station at once (one going to Alresford and one to Alton) or moving a loco from the yard into the station whilst a train heads off to Medstead, a common move especially at gala events.

Override switches allow the operator of the fiddle yards to take over control of the respective trains in the station, i.e. from the Up platform to the 'Alton' fiddle yard and from the Down platform to the 'Alresford' fiddle yard. This allows trains to be run in one continuous move without having to match settings of the controllers, and the yard operator also has this facility available for when moving locos from the Down platform into the yard.

Another aspect of electrics that was new to me was the lighting on the layout as it was something I had never done before. The station platforms are populated with SR 'Barleytwist' lamps from Kytes Lights, and the

internal lighting in the sheds is provided by strips of LEDs. Not all lights were as easy as no one made anything similar to the lights in the yard, so I decided to get stuck in and make some myself. Other lighting features on the layout include flashing beacons on the construction vehicles, and of course the obligatory arc welders in the workshops.

The layout also uses Peco PL-10 series solenoid point motors throughout as we were familiar with using these. The wiring of the Barry slip proved to be a challenge, as was the building and wiring of the traversers in the fiddle yards as I wanted to keep the layout end-to-end and not formed as a continuous run.

When being operated at an exhibition, trains are stored on the six lines of each of the fiddle yards. Five of each are fed to a traverser and the fiddle yards have an additional three sidings. These sidings help avoid the need to handle stock and enable us to store common stock at both ends.

Locomotives & rolling stock

The locomotives and stock on the line originally consisted of ready-to-run Hornby, Bachmann and Heljan models. I then took the plunge in making the layout appear closer to the prototype and began constructing models of various locos and coaches under restoration. I started with Dapol plastic loco kits (such as for No.76017) and then widened the range of locos being worked on using other ready-to-run models, together with building a kit for an S15 by DJH, eventually resorting to scratch-building some of the more obscure locomotives. The latter includes a model of the 0-6-0 tender locomotive *Douglas*, which in reality was rebuilt from an Austerity 0-6-0ST.

Many of the locos have been renamed and numbered to represent those on the line, whilst much of the rolling stock has been customised to replicate specific vehicles, including two of the breakdown cranes which I adapted from kits (a third breakdown crane is a 3D-printed item produced by Wild Boar Models). To imitate the work that was being undertaken in the carriage shed at the time, I adapted Bachmann Bulleid coaches with the wooden body framework exposed.

Acknowledgements

Building and operating *Ropley* has not been without its challenges, the project presenting unexpected hurdles at nearly every step of the way. However, from all these



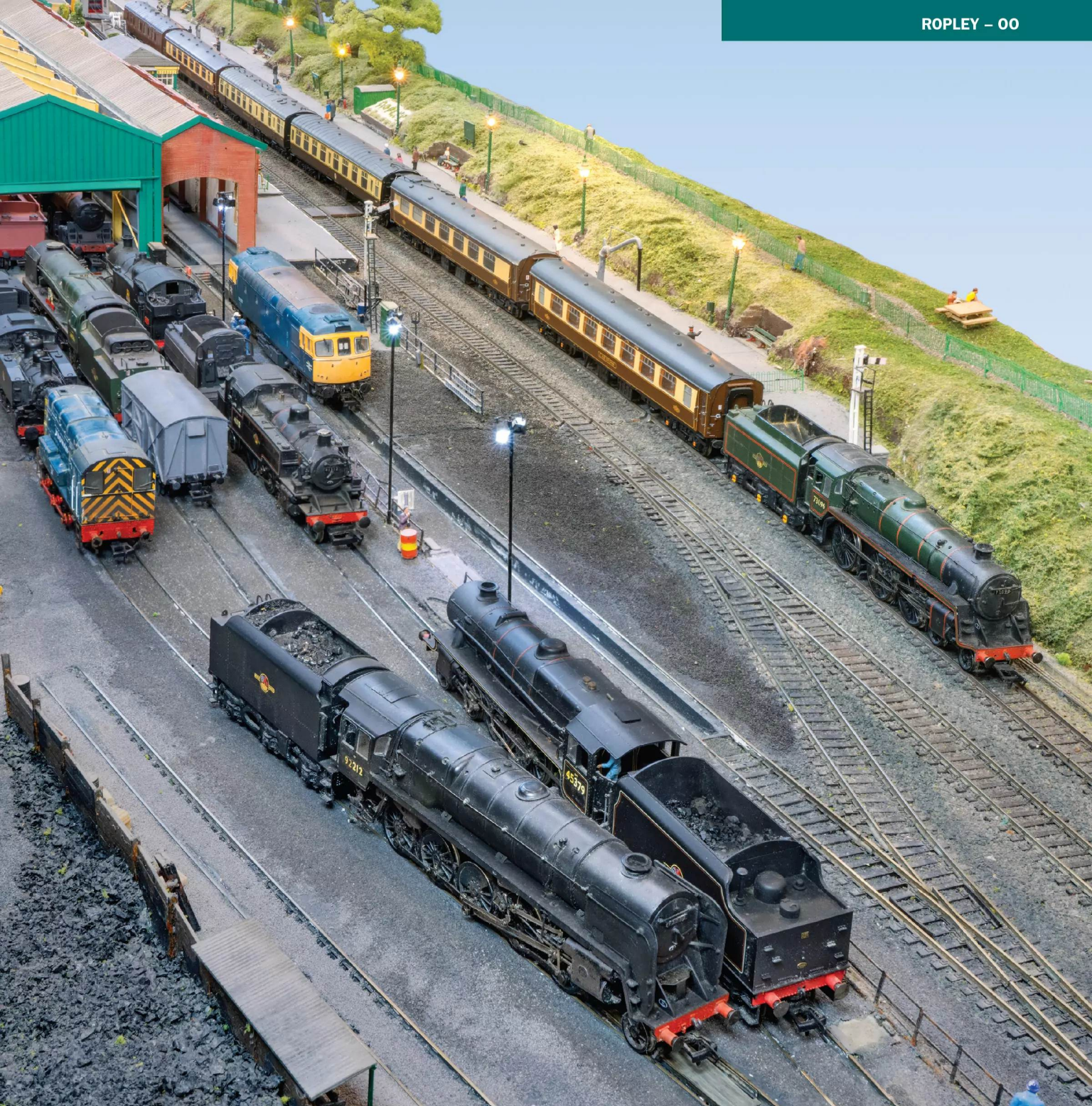
Top right

The boiler of Urie S15 4-6-0 No.506 on a Warwell wagon, with classmate No.499 under restoration behind.

Left

Locomotives in the siding awaiting overhaul, including N Class No.31874 in 'James the Red Engine' livery.





Above
BR Standard 5MT 4-6-0
No.73096 heads a dining
train for Alton. This
engine is still at the MHR
and currently awaiting
overhaul.

challenges has come an overall result that I am really pleased with. Amongst the tasks I still plan to complete in the future is a lighting rig, which will improve illumination of the layout at exhibitions.

Some of these skills I have learnt along the way wouldn't have been acquired without the help and support of friends within the hobby. I also want to acknowledge the assistance received from volunteers and members of the real railway, together with the help and support provided by my father who has been a massive part in this model railway project. Thanks also to my local model shop – Alton Model Centre.

Further information

For further information about the Watercress Line, including operating dates, special events, timetables and ticket prices, go to:
www.watercressline.co.uk

For an illustrated history of the preserved operation, refer to *Heritage Railways – Mid-Hants Railway* by Paul Crook, published by Middleton Press – see review on p399.

LSWR luggage barrow

STEVE CROUCHER provides scale drawings for a useful item of platform furniture that could once be seen at stations across the former London & South Western Railway network. Accompanying words by **CRAIG TILEY**

Examples of the humble wooden luggage barrow were once an omnipresent feature at stations across the UK rail network, with different railway companies all producing their own subtly different designs.

Drawings for a London & South Western Railway barrow are presented here, for which measurements were taken from a surviving example originally used at East Budleigh in East Devon. This station was a rural stopping point (serving the village of Otterton) on the former branch between Tipton St John's and Exmouth.

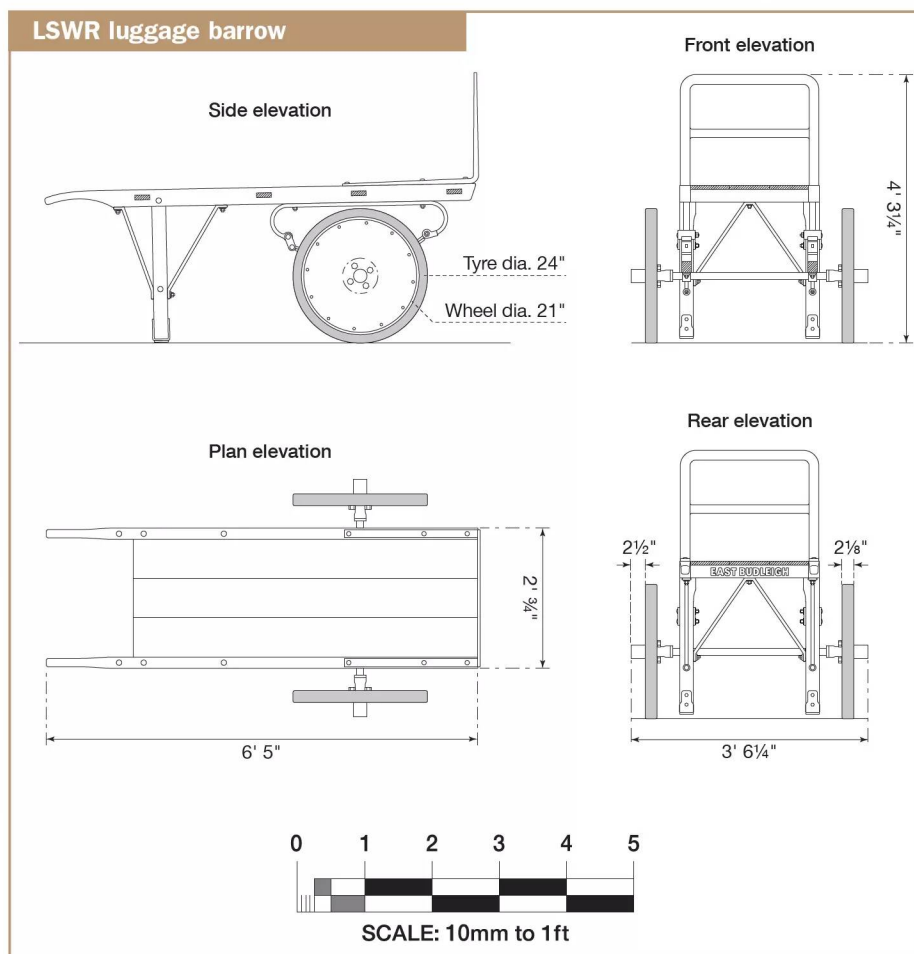
Now displayed as part of a number of original railway artefacts at nearby Pecorama, this barrow is of wooden construction with metal support struts, end frame, and leaf springs. The metal disc wheels (with rubber tyres) are thought to be a later replacement for wooden-spoked versions, as seen fitted to other LSWR examples (see picture on page 326).



▲ This LSWR design of luggage barrow is now on display at Pecorama. It should be noted that the timbers fixed atop the deck are not original. Photos: Craig Tiley



▲ Ivatt 2MT 2-6-2T No.41298 arrives at East Budleigh with a train for Tipton St John's on 10 August 1963. Photo: The Transport Treasury



Carterton

Limitations on available space can often prevent the modelling of a real location, but **CHRIS CHEWTER** found a way to create an evocative cameo of this former rural Oxfordshire station. With a scenic footprint measuring just 6' x 2', this compact model has been constructed in OO gauge using the Peco Streamline range of code 75 bullhead trackwork.

Model photography by the author



The line to Fairford was extended from the original 1861 Witney branch but, at the time when the extension was opened in 1873, Carterton didn't exist.

William Carter had a vision. He purchased Rock Farm in 1900 and divided the land into six acre plots. By 1902, Carterton, as it became known, consisted of 16 houses. The population exploded when the government identified the fields to the south of the fledgling town as being unusually flat and suitable for a new air base. RAF Brize Norton was constructed in 1937, taking the settlement to 710 houses and rapidly growing it into the second largest town in West Oxfordshire.

It was felt that nearby Brize Norton & Bampton station was more than adequate for the conveyance of people, and the tomatoes for which Carterton was now famous. However, during World War II, the nearby air bases of Broadwell and Brize Norton were scheduled to be used as part of Operation Market Garden. Thousands of troops, many of whom never returned, were ordered to be sent across to the Netherlands in Horsa gliders. It was decided that to facilitate this, Carterton needed its own railway station, which was built in 1944. The

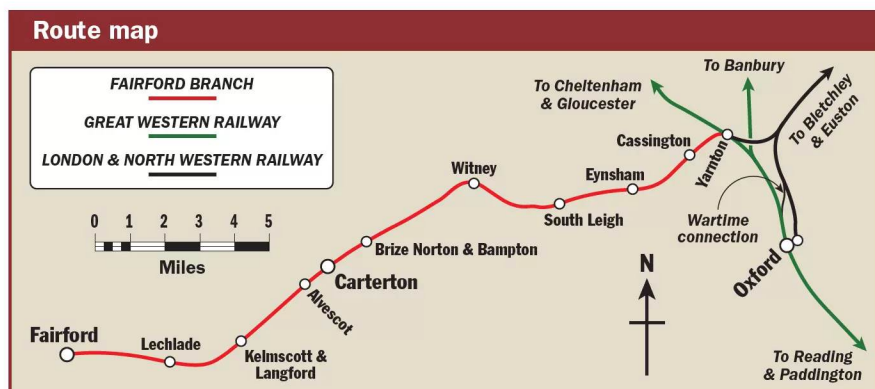
line continued until it was closed to passengers in 1962, and closed to goods in 1970. Carterton station still stands today, the only station building on the Fairford branch to remain. Its track is long gone, and it is now a private stables.

Background to the project

I've never been sure what got me into railway modelling. I remember my father building a layout in the house, and enjoying watching the locomotives run around, almost like they had a life of their own. I've

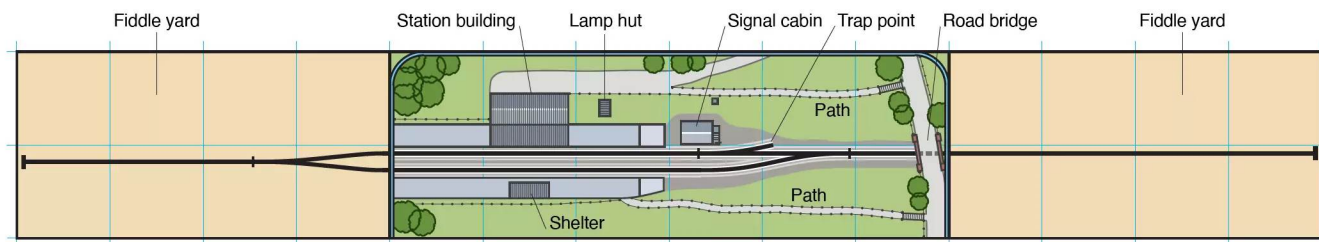
▲ Ex-GWR Collett '7400' 0-6-0PT No.7411 arrives at Carterton with the 4.18pm Oxford-Fairford service on 2 June 1954. There were two trap points at Carterton – one at each end of the Up and Down sides of the loop – that enabled trains to be signalled into the platforms simultaneously from both directions.
Photo: Rail Photoprints/Hugh Ballantyne

made a few layouts based upon fictitious locations; however I've always enjoyed models of real places. It's that time machine effect that I particularly like. After building *Tetbury*, which was featured on the TV series



CARTERTON

Scenic dimensions: 6' 0" x 2' 0". Fiddle yard dimensions: 4' 0" x 2' 0". Each grid square = 1ft x 1ft.



▲ A Bachmann '8750' 0-6-0PT enters the loop with an engineering train of GWR-design Mermaid ballast wagons by Flangeway.

Hornby: A Model World, I decided to take the same techniques to build another smaller location. It seemed natural to select the nearest disused station I could think of, and that was Carterton.

So why build a model of probably the least attractive station on the Fairford branch? Modelling Carterton creates a tiny glimpse

into the past, showing a place now lost to the march of time, just 76 times smaller. It wouldn't be your usual chocolate box railway scene, but a historical look back in time. The model can educate people about their history, to show individuals that Carterton once had a station. A functional station, constructed during the height of conflict – something that if not modelled would be forgotten and the history consigned to a dusty book on a shelf, with only the black & white photos as a testament to its original existence.

“ – I wanted the viewer to be able to look into a box and be transported back into a miniature world – ”

Chris Chewter

The model would portray Carterton as it looked in the later 1950s and early 1960s. The majority of photographs were captured around this time period, which means there are more images to base the layout upon. A time when its paintwork, never repainted from its original GWR colour scheme, was starting to fade, as the line headed towards its ultimate demise.

Some slight compression

Where to start when building a real location? First, resizing an Ordnance Survey plan to scale is the best place to commence. After previously modelling Tetbury strictly to scale, I found that some compression is

◀ A general view of the layout, showing the scenic section of 6' and part of the fiddle yards, each 4' long, with the left-hand yard containing the end of the passing loop.





▲ The station building was built from laser-cut parts, drawn from photos of the prototype, and the signal box from an LCUT Creative kit.

The waiting shelter on the Down platform was made from Wills corrugated sheets. ►

acceptable. I moved the overbridge closer to the station and then moved the station building to the middle of the left-hand board. However, this resulted in the station ramps at the south western (Fairford) end not being modelled; a compromise that I think I wouldn't accept if I was to do this again.

▲ A rare 'cop' for the spotters on the platform: '1400' 0-4-2Ts were not suited to the lengthy Fairford branch and appeared only occasionally.



I wanted the viewer to be able to look into a box and be transported back into a miniature world. Some laser-cut baseboards were acquired, with a backscene and pelmet in position. The scenic section comprises two boards each measuring 3' long by 2' deep, whilst at each end is a fiddle yard measuring 4' x 2'.

Whilst this made for a good sturdy base, the boards are a bit bulky to move, resulting in a van being required when taking the layout to shows. (In transit, the layout has plywood panels that fit over the apertures to protect it in storage and on the move. Where possible, all cabling is clipped back to prevent cables being caught.)

Trackwork and scenics

Trackwork is Peco Streamline code 75 bullhead. Earlier projects using Peco Streamline OO/HO code 75 trackwork showed the sleeper spacing to be too close together, so bullhead was trialled on this layout. This has resulted in a few people thinking that the track is handmade.

The ground around Carterton station is higher than the trackbed. This was built up with expanding builder's foam, which was



▲ A Collett Goods 0-6-0 arrives through the prototypically tight space of the overbridge, meeting an '8750' bound for Oxford.

▲ A Dapol streamlined GWR diesel railcar recalls the rare occasions when these distinctive vehicles appeared on the branch.

road bridge and signal box. Dimensions were taken from the actual bridge. It was found that the bridge is unusually restrictive, only just being large enough to fit a loco through. In fact, the piers were so close, another bridge at Kelmscott was also measured to make sure, and clearances really were that tight!

The station building at Carterton is probably unique, its utilitarian and military appearance reflecting the austerity of the time. This posed a significant challenge with modelling the building. Whilst images from the trackside were known, I couldn't find any photos of the station from the car park, until a chance discovery of a photo on eBay that showed the very elevation that I was trying to find. It was enough to know where all the doors and windows were. This was drawn in AutoCAD, from which timber laser-cut parts were produced. The platform shelter is nothing more than an asbestos sheet structure with windows. Photos again were found of this after the station had closed, making it easier to replicate this structure in Wills corrugated builder's sheets. Platforms are Ratio kits cut to fit.

A member of the public pointed out that there should be a caravan in the car park. The signal box was crewed by a pair of staff. When one operated the box, the other occupied the caravan. Unfortunately, I haven't been able to find a suitable kit that matched the photos. Until a matching model

sprayed on, left to cure, and cut back to shape. The overbridge is a piece of thin plywood on timber supports, with the embankments formed again in expanding foam. This was then overlaid in plaster bandage and painted brown. Static grass was then applied over it. A yellow hue was selected to reflect the height of summer. Ballast is the usual granite chippings applied with diluted PVA glue. The ploughed field is a Busch sheet, cut into strips. Trees are seafoam armatures, whilst bushes were made from rubberised horsehair – both with Gaugemaster leaves applied. The plants growing on the allotments are seafoam ends, which were dipped into PVA glue before being dipped into Gaugemaster leaves.

The backscene is a photo montage. The actual view behind Carterton station isn't possible to capture, as the trees surrounding the site have all matured. However, another

location was used where the photos were stitched together using Hugin Panorama photo stitcher software, and printed off by a commercial printer. Backscene gaps are unfortunately unavoidable. A singular backscene intended to slide into position was trialled, and unfortunately this led to a lot of model tree casualties.

Figures are all from the Modelu range of 3D-printed products. Arguably, there are more people in the scene than ever were photographed at Carterton! I've found that when looking at a model, cameos such as people working in the allotment, and spotters on the platform, are essential on any layout to hold the viewer's interest.

Buildings

Modelling real buildings can be a challenge. I had found that a couple of the LCUT Creative kits could be adapted to make the

comes along, Carterton station shall be missing its caravan.

Rolling stock

To have the correct rolling stock for the layout, books were studied to identify the classes of locomotives that worked the line. Motive power is in the form of the ubiquitous GWR pannier tank, with both the '5700' and '8750' varieties working the line, together with their '7400' counterparts. As these were the main form of traction, inevitably, there are more panniers in the stock box than other GWR classes. The Fairford branch occasionally used '2251' Collett Goods locomotives, and very rarely '1400' auto tanks were photographed. The latter were unpopular with crews, as their tanks could only just hold enough water to run the length of the line, normally being replenished at Witney out of caution.

Railcars were very few and far between; in fact only two historic photos show a streamlined GWR railcar being used on the branch. However, as the photographic evidence exists, a Dapol model was purchased to give a bit of operational variety.

Photos of goods trains on the line are also hard to find, therefore wagons have been selected based on photos of the goods yard at Fairford. Carterton didn't have a goods shed, with wagons being loaded at the nearby Bampton station. All rolling stock has been fitted with Kadée couplings, as these have been found easier to manipulate when in an exhibition environment.

A photo of the Up platform (dated 13 September 1958) taken from the carriage window of a Down service. The austere nature of the main station building – constructed during wartime in 1944 – is readily apparent.

Photo: The Transport Treasury



▲ A nurse from the nearby RAF Brize Norton air base waits on the Up platform as her train comes to a halt.

Operation

The layout is configured for Digital Command Control. A maximum of three trains can be worked on the model at any one time. Ideally a team of two work the layout, one from each end. One operates the train movements, while the other is in charge of setting up new trains entering from the Fairford direction. This prevents the same three trains trundling up and down the layout. Amazingly, operating the trains in such a way means that it can keep the team busy operating the layout for an entire day. Locos are always run chimney first to reflect these being turned at Oxford and Fairford.

People often comment upon the spur by the signal box which leads towards the embankment. It is thought that this is nothing more than a rudimentary trap point. In discussions with local people who remembered the line, some have confirmed that there was more than one occasion when a loco become embedded next to the signal box!

Only one signal is present to control the trains in the Oxford direction. The Fairford signal was at the end of the loop, about a quarter of a mile from the platform end, and therefore off-scene.

The future

Is a layout ever finished? Well, *Carterton* is practically complete, other than perhaps adding a few figures here and there. At some point I might add on an extra board. This would allow the south western platform ramps to be modelled, as well as giving the opportunity to hide the exit behind a greater density of trees.

Carterton has attended events close to the location it portrays, including an Oxford & District Model Railway Club open day and the annual Oxrail exhibition. It has also been displayed at the library in Carterton where it proved to be very popular.

Finally, thanks go to Ivan Cadge, who provided the use of his 'man shed', enabling the model to progress from a diorama to a full layout.

Further reading

Branch line to Fairford by Vic Mitchell and Keith Smith, in association with Richard Lingard. Published by Middleton Press.
ISBN 0 906520 52 5

See Carterton at Watford show

The layout is booked to appear at the South West Herts Model Railway Society's 42nd model railway exhibition on Saturday 11 May 2024, which will be taking place at Queen's School, Aldenham Road, Bushey WD23 2TY. See Societies & Clubs for further details.



50 years of layouts at Pecorama

This summer marks five decades since the permanent exhibition of model railways at Pecorama first opened to the public. For the majority of those years the construction and day-to-day maintenance of the layouts on display has been overseen by Andrew Beard. In conversation with the editor, Andrew charts the history of the attraction and describes some of the challenges associated with keeping all the models in perfect running order.

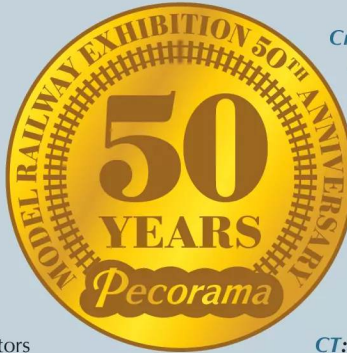
Ever since it first opened a half-century ago, the aim of the exhibition at Pecorama has always been to encourage individuals to have a go at building their own model railway, whether it be a small N gauge affair or a large outdoor setup in the garden.

With this in mind, the 17 layouts that make up the current exhibition displays are all set in locations around the home, to show how a layout can be incorporated into a range of domestic spaces, such as an alcove, bedroom, loft or garage. With no fewer than 40 models running simultaneously – some of them controllable by visitors using push-buttons or coin-operated units – together with numerous other working features and animations, there is plenty going on.

To keep the displays fresh and interesting, one of the layouts is rebuilt each year with something new. This work usually begins when one season finishes in November, with the project completed during the early part of the next season, which starts around April.

With the 2024 season now under way, we catch up with the exhibition's manager, Andrew Beard, to learn what's involved with keeping the trains running throughout the summer months each year...

The 'Study' display currently showcases this 0 gauge layout built using Peco Setrack.

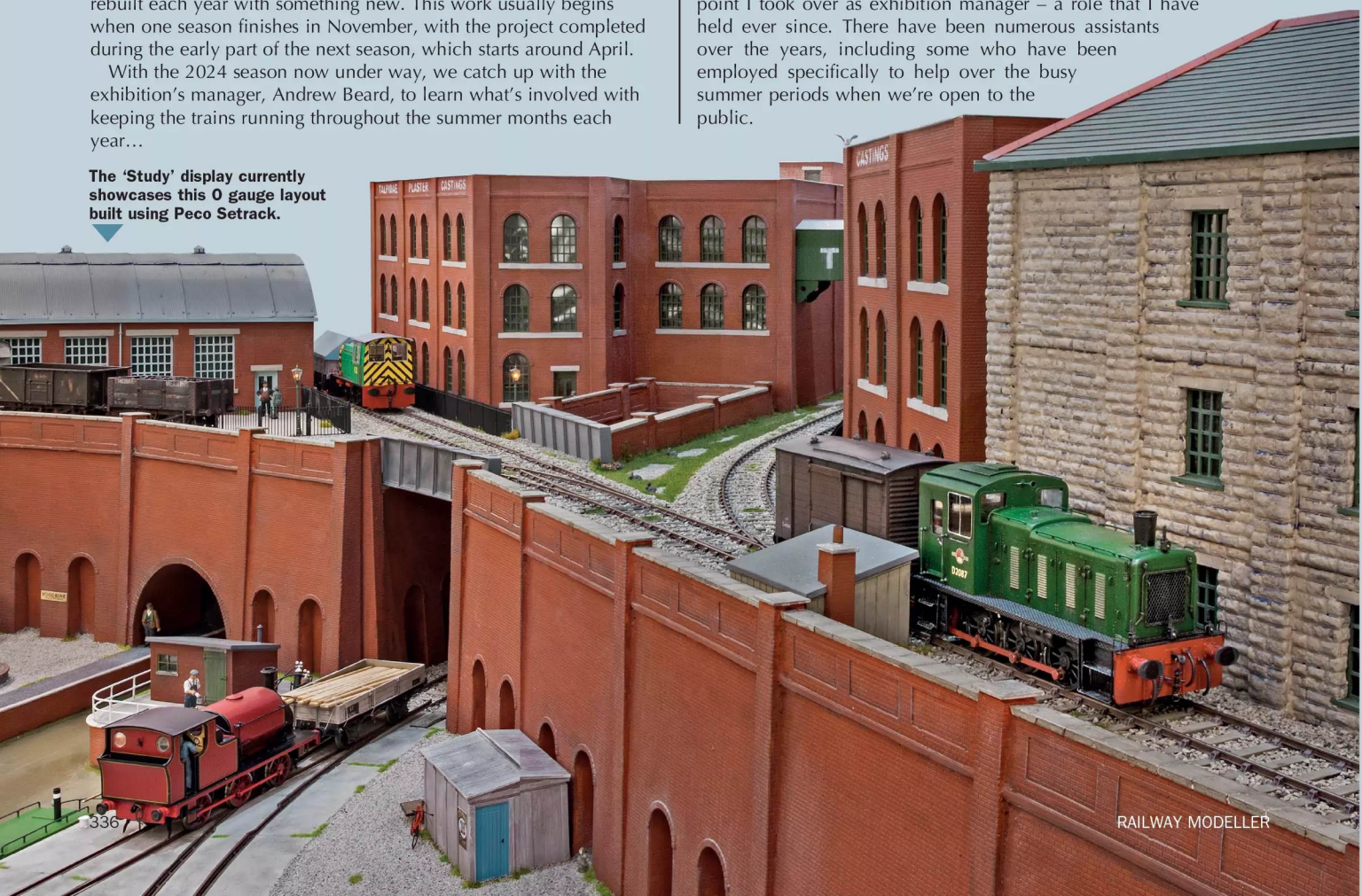


Craig Tiley: *You first began working in the Pecorama model railway exhibition in 1978, just four years after it had opened. But prior to that, what was it that first ignited your interest in the hobby?*

Andrew Beard: I was first introduced to model railways as a young lad. My father had an interest and built a loft layout, although this was never finished. I was modelmaking in my teens and prior to starting the job at Peco I was scratch-building models – examples of which I remember bringing along to my interview.

CT: *What memories do you have from when you first started at Peco?*

AB: I started as an assistant to John Arkell, who at that time was in charge of the exhibition. I helped him to build the layouts, learning a lot of skills in the process, prior to him leaving in early 1980. At this point I took over as exhibition manager – a role that I have held ever since. There have been numerous assistants over the years, including some who have been employed specifically to help over the busy summer periods when we're open to the public.



A history of the Pecorama model railway exhibition

Situated overlooking the picturesque fishing village of Beer in Devon, with views looking out across Lyme Bay, the newly constructed Peco offices, shop and exhibition were completed in time for the 1974 tourist season.

Originally named Modelrama, the then much smaller model railway exhibition



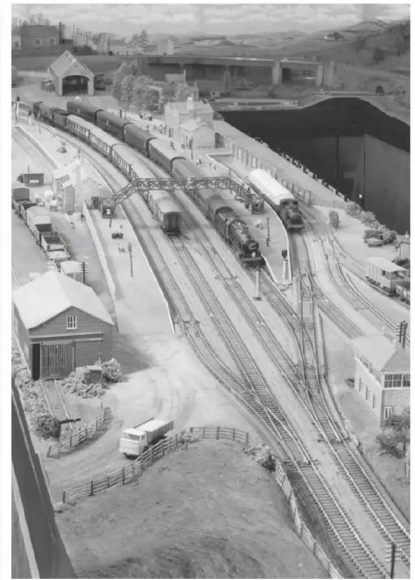
▲ A very early view of Modelrama as it was then named.

opened during the summer of that year, with the displays comprising a few borrowed layouts alongside the first of the new Peco-built exhibits. Layouts on loan included Dave Rowe's *Under Milk Wood* (RM April 1972), *Beer & Axemouth* by C F A Collins (Simply for pleasure, RM June 1974) and *Berkhamsted* by A W Oakes (RM August 1979).

After a few years the name was changed to Beer Modelrama to reflect the location, and then a few years on to Pecorama at Beer which reflected the company name plus the location.

As the exhibition continued to develop and expand, with space being acquired from within the building and also outside, the gardens and Beer Heights Light Railway (which opened in 1975) were also being developed and, together with the Pullman car *Orion*, the site had become a major tourist attraction in East Devon.

Many of the layouts have been changed several times over the years, and the last remnants of the original layouts disappeared in 2008 when the loft layout was rebuilt. Parts of this layout had been modified, but the rear covered section was in fact original, dating back to the late 1970s. When this section came down, the track revealed in the tunnel was still



▲ The original 'Loft Conversion' layout had a looped-eight formation, with a four-track junction station. The current iteration, *Peckwick Rye*, is illustrated overleaf.

in perfectly usable condition after over 30 years of service; a testament to the durability of Peco track.



▲ *Catalunya* by Dave & Shirley Rowe is the only one of the current layouts on display not constructed by Andrew.

CT: For 44 years you have been responsible for creating and maintaining all the displays in the exhibition – with all of the layouts that make up the current exhibition being your work, apart from *Catalunya*. Do you know how many layouts you've built in total?

AB: There's been at least 40 layouts – and I can still remember all of them! They have covered all the scales and gauges from Z to G, representing British and overseas prototypes across numerous different eras. I have also continued my own personal modelling projects, including a live steam garden railway.

CT: Of all the layouts you have built, do you have a particular favourite – past or present?

AB: Out of the sheer pleasure I derived from making it, my favourite has to be the OO9 'Countertop' layout. My choice may come as something of a surprise, but it's just a nice little scene that isn't complicated and didn't take too long to complete. You might have expected me to have chosen one of the bigger layouts, but none of those have ever done it for me in quite the same way. But saying that, if space and budget weren't an issue, I would love to do a big room-filling O gauge layout!

CT: It's a OO9 display that you're working on now. What can you tell us about that project?

AB: Yes, for the winter project this time around we've gone for a OO9 display, this naturally making use of recent Peco releases such as the Wills slate walling, together with the Ffestiniog Railway outline



▲ One of the exhibition's newest additions is this compact Great Western branch terminus, which is modelled in TT:120 and located in the 'Alcove' display.



▲ **Bostin Parkway** is a twin-level OO gauge layout depicting an urban Midlands scene. With a footprint of 8' x 5', it features an automatic light sequence that alternates between day and night modes.

locomotives and rolling stock – and forthcoming FR laser-cut building kits. It will be finished later in the summer and is a 7' x 4' 'rabbit warren' style layout with tracks appearing and disappearing on different levels. It is actually inspired by a past 'rabbit warren' layout built by Dave Rowe that we used to have on display in the exhibition many years ago, but this one is a mirror image.

CT: *Alongside building the new OO9 display, you've also had to make sure all the existing layouts are ready for the start of the new season. What has that involved?*

AB: The two or three weeks building up to the re-opening involves a huge amount of cleaning and testing. This includes all the running rail surfaces and 40-plus locomotives – not to mention all the lights, servo-operated features and other animations that need to be checked and serviced where necessary. The indoor layouts have the rail surfaces cleaned using tiny quantities of lighter fluid on cotton buds (sometimes followed by very fine emery paper), whilst the outdoor lines need a slightly more heavy-duty approach because the weather causes a



▲ Andrew's favourite layout from all of those that he has built over the years is **Adsol Wen**, a OO9 'Countertop' display just 6' long x 1' 7" wide.



▲ Recent refurbishment work has included the installation of new carpets, layout drapes and stainless steel barriers. The 'Loft Extension', 'Basement' and 'Sitting Room' displays can be seen here.

greater build-up of dirt on the rail heads. I used to use a block of wood with abrasive rubbers attached, which would take about at least two hours with a lot of elbow grease, but this time I tried a battery-powered palm sander – using this very lightly – and I managed to do all the outdoor circuits in just 20 minutes!

CT: *What are the challenges with keeping so many exhibits in full working order?*

AB: The biggest challenge is trying to keep ahead of the maintenance and repair things before they actually break. With the locos this means carrying out regular servicing, lubricating mechanisms and replacing gears and axles as they become worn. I tend to become tuned to the particular sounds of the models when everything in the exhibition is running, so I can often detect audibly when something isn't quite right and a loco is starting to show signs of wear. Often, however, we need to do little more than simply turn the powered models around and run them in the other direction to even out the wear.

CT: *Some models must have racked up considerable mileages – far beyond the usage intended by the manufacturers. Are there any particular stalwarts that come to mind?*

AB: I recall that the Airfix Class 31 model was peerless in terms of reliability. These had pick-ups on one bogie, drive on the other with traction tyres fitted. All we had to do to keep them going was replace the brushes every three to four months, pack the gear towers with fresh grease, and adjust and clean the pick-ups.

Another one that comes to mind is the Peco/Rivarossi N gauge Jubilee. At one time we had these pulling 70-wagon trains day in, day



▲ The outdoor circuits include an SM32 system that occasionally hosts live steam running, as illustrated here.

Ipford is an O gauge layout that occupies the 'Sitting Room' display. Utilising Peco Streamline track products, its total length is 25' 10".

out – and that was continuously, not on a stop/start automated sequence. We reckoned this worked out at something like two and a half actual miles per day! We had Jubilees that racked up several hundred miles and the only bit that needed replacing was the main tender chassis casting – because the axles would eventually wear up through the casting as a result of the soft metal that was used.

CT: *With wear and tear on models and equipment being far in excess of that experienced by the majority of modellers, what examples of extreme wear have you encountered?*

AB: We've had instances where the rail section on running lines has worn down to such an extent that wheel flanges have started to make contact with the rail fixings – but it takes a long time and an awful lot of running to do that! There was an instance of extreme wear on a bit of code 250 rail on a large-scale tram layout that we used to have; the inner edge of the outer rail around a particularly tight curve had worn away so much that the rail head had become like a knife edge. It still worked perfectly fine, but I did save this section of rail for posterity when we eventually dismantled the layout.

CT: *How would you say modern ready-to-run models compare to those produced 20, 30 or 40 years ago in terms of durability?*

AB: Models nowadays are certainly more delicate because of their far greater level of detailing, and we sometimes find that valve gear parts on steam locomotive models can be more prone to failure. But there are examples from the latest generation of models that have proven to be every bit as reliable as ones in the past – if not more so. Current models can be more difficult to maintain, however, and getting spares does occasionally present a bit of a challenge.

CT: *Technology has advanced considerably over the past 50 years, with sound, lights and other functions now commonplace. What technology might you think a visitor to Pecorama will be able to experience 50 years from now?*

AB: I wouldn't be surprised if virtual reality plays a part in the future, not just at Pecorama but across the hobby as a whole. Perhaps it will be a case of putting on a headset and designing your own layout through voice commands – with elements created virtually rather than physically. We'll have to wait and see!

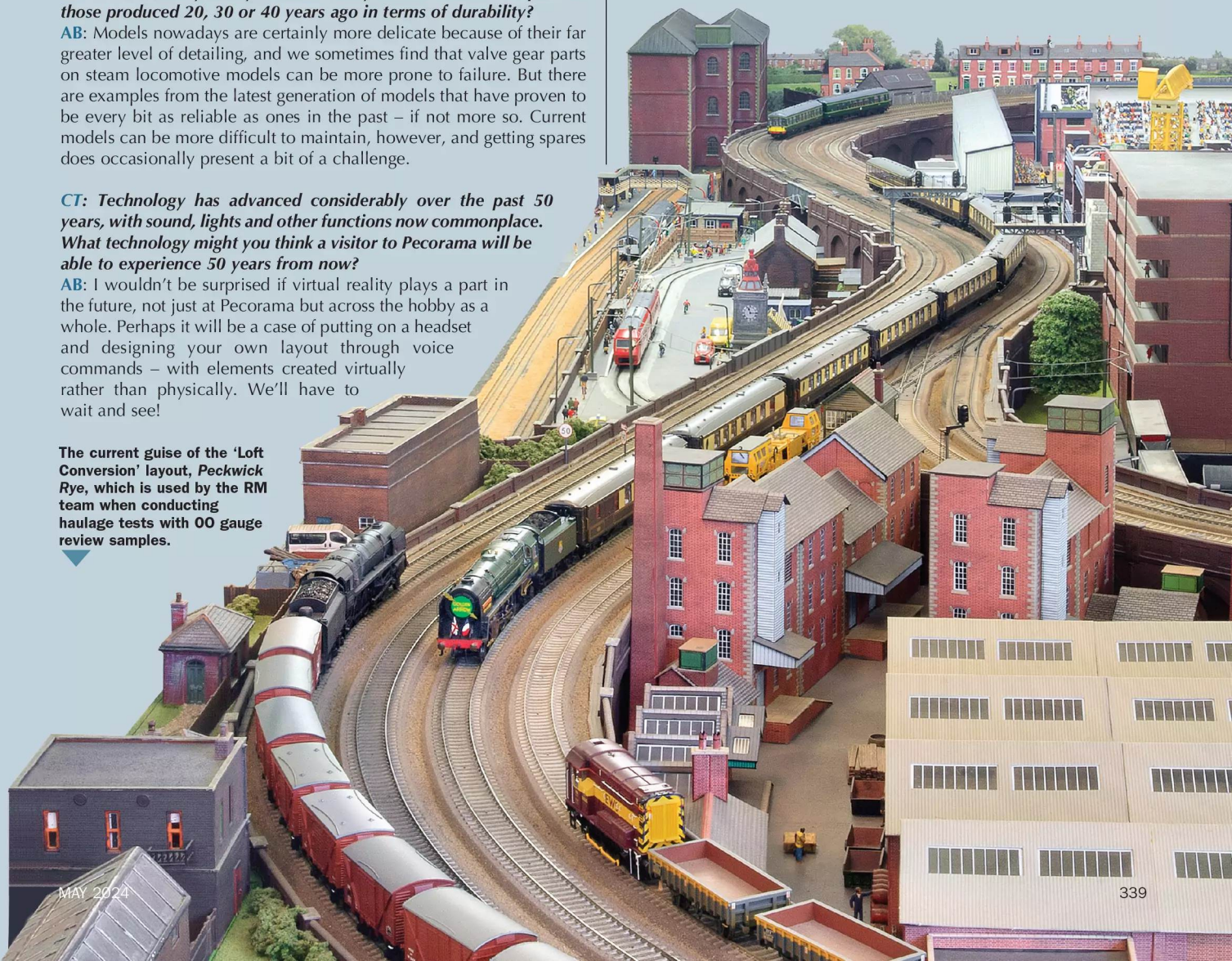
The current guise of the 'Loft Conversion' layout, **Peckwick Rye**, which is used by the RM team when conducting haulage tests with OO gauge review samples.



Find out more about Pecorama

The Pecorama model railway exhibition, gardens and miniature steam railway are now open for the 2024 season. Refer to the website below for details of opening dates and times, admission prices and special events.
www.pecorama.co.uk

Pecorama



Into the Scottish Highlands in O

Invermire

SEAN HUTCHINSON recounts how members of the Hessle Model Railway Group set about constructing their first 7mm scale layout, which takes its inspiration from the Far North Line and is set in the 1980s.

Photography by Hessle Model Railway Group

The spark of an idea that led to the creation of *Invermire* came about after members of the Hessle Model Railway Group decided to move up a scale – to 7mm.

Having not modelled in this scale before, we wanted to keep costs down and our original plan was to build everything from scratch, rather than spend a big chunk of club funds on something that may not ultimately come to fruition. The plan was for the layout to be set in the Scottish Highlands and based on the Kyle of Lochalsh/Far North Lines, with a bit of the West Highland Line thrown in.

The result of this little foray into 7mm modelling is a layout where most of what you see is either scratch-built, kit-built or heavily modified. It has taken us longer than we expected to get to where we are now with the layout, but we think that the result has been worth all the effort.

The Garve & Ullapool Railway

The Garve & Ullapool Railway was a proposed line which would have branched off the Kyle line at Garve. It received approval from Parliament in 1890, but the line was never built. However, we have

imagined that it was, and an extension was granted later for the line to continue through Morefield and Badenscallie where a harbour was built in the bay to the north west of Badenscallie.

The harbour became a transhipment point for passengers and goods to the Summer Isles and the Harris Isles and consequently, the small town of Invermire grew up around the harbour. Our interpretation of 'what might have been' formed the basis of the layout.



Baseboards

The baseboard framework was constructed from 9mm MDF and the tops were from 12mm chipboard. This makes the boards a little heavy but very durable. There are four scenic boards, three of which are 1,500mm long by 925mm deep, whilst the fourth is 1,200mm by 925mm; this gives us a total scenic length of 5,700mm.

The fiddle yard is 3,000mm long and the framework is also constructed from 9mm MDF. It supports an eight-track traverser made from 12mm chipboard, with the sliding function courtesy of some heavy-duty drawer sliders. There is no means of physically locking each of the sidings in place, but we find it quite easy to line up each track by eye. Finally, we have constructed some scenic boards to increase the depth of the layout, these being attached separately to the main boards once they are set up. These boards are 150mm deep, increasing the total depth of the layout to 1,075mm. These boards contain the bulk of the buildings on the layout and represent the part of Invermire itself that borders the railway.

Trackwork

The trackwork is all handbuilt and is constructed to O-MF (Medium Fine)



standards, these being 31.5mm gauge with 1.5mm flange clearances. The track plan was drawn using Templot track planning computer software and printed out onto A0 size paper before being stuck down onto the cork underlay.

Timber sleepers were individually cut from a sheet of 1.6mm plywood and then stained using wood dye before being glued to the Templot templates using PVA. All the common crossings for the pointwork were constructed first using a set of gauges from Speciality Gauge Products. Switch blades were then filed to shape. Tracklaying commenced with the three-way point, moving outwards from there.

Tiebars for the points were sourced from Just Like The Real Thing [Ed. *We don't believe that these parts are currently available.*] and are a simple two-part etch glued together with a paper gasket between them to provide electrical isolation. We know some modellers may dismiss this method, but so far they have worked fine for us; presumably the slow motion of the point motors puts less stress on the tiebar assemblies.

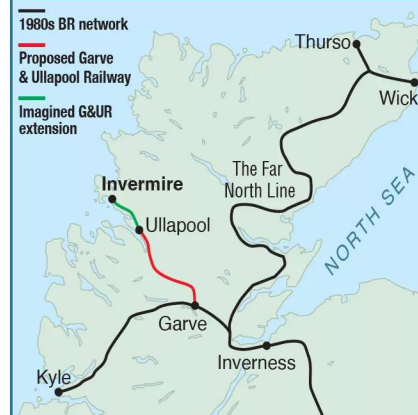
The points are operated by Tower Pro SG90 servos attached to mounts which are available as kits from MERG (Model Railway Electronics Group). The mounts contain small Single Pole Single Throw switches to change the frog polarity.

The rail sides were painted using Railmatch Sleeper Grime. The main running lines were ballasted using Woodland Scenics medium granules (Grey), these being laid in the usual manner, sprayed with water and

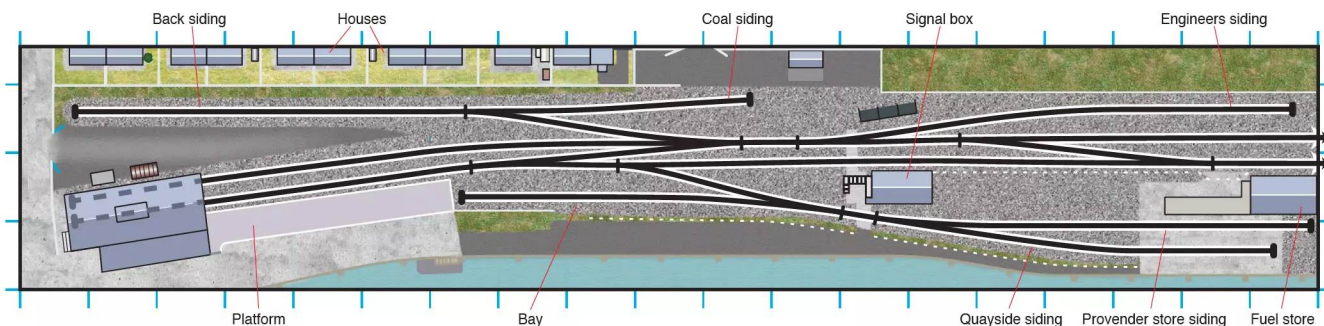
◀ 37 039 rumbles into the terminus with a parcels train, passing some classic period vehicles: a Mk.II Ford Escort, Volkswagen Beetle, and Royal Mail Leyland van.

▲ 20 035 and 26 038 are both Heljan models, the latter with replacement cantrail grilles and heavily modified bogie side frames.

Location map



▲ 37 039, pictured after arrival under the station's overall roof, consists of a Just Like The Real Thing body mounted on a heavily modified and detailed Heljan chassis.



Invermire Overall size of scenic section 5700mm x 1075mm. Each grid square = 300mm x 300mm.

then fixed with Woodland Scenics Scenic Cement (mixed with some neat PVA) applied with an eye dropper.

For the sidings, we used some foundry sand which has worked very well. The trackwork was then weathered using various tones with patches of oil concentrated around where locomotives would stand – such as at the platform ends. Finally, some greenery was added in localised areas to represent the growth of weeds – although we felt that the railways were still kept relatively well during the period modelled, so kept the greenery quite subtle.

Signals

The signals are largely scratch-built but incorporating etches and castings from Scale Signal Supply. A mixture of types are modelled including early lattice posts and later London Midland & Scottish/BR types of both tubular posts and plate & angle posts. Ground signals are all LMS/BR types from the same supplier with one exception, this being an earlier rotating head type using a kit from Model Signal Engineering. All are



A pair of Class 26s complete with the car spotlights fitted by Inverness depot. The real 26 038 is preserved at Bo'ness.

25 083, stabled in the yard with an inspection saloon, is a modified Heljan model with JLRT cabs (see RM January 2020).





operated using servo motors. All the servos are connected to control boards assembled from MERG kits and are operated from a control panel positioned at one end of the layout. This panel incorporates 25 toggle switches (to represent a lever frame), with a mimic signal box diagram that identifies the purpose of each switch. During running sessions, this is operated by a dedicated signaller.

Digital control

The layout is wired for Digital Command Control, dropper wires being fitted to each individual piece of rail (soldered to the rail undersides when laying the track). These dropper wires were then soldered to lengths of OO flexible track glued to the underside of the baseboards which act as bus bars.

A six-pin avionics plug and socket provides connection to the power box which contains a Lenz 5A transformer and LX100 base station. A Lenz LA150 panel provides connection for the hand throttles. Inter-board connections are via 12-pin avionics plugs and sockets (the male halves are fastened to the rear of the boards and connecting fly leads made up using two female halves).

Quayside and water

The front of the layout is modelled to represent a quayside. The quayside walls were produced away from the layout as a series of small panels, fixed in place when complete with the vertical joints hidden behind wooden stanchions.

5mm foamboard sheet was cut to the dimensions required and covered on one side with modelling clay (with lines scored through the back of the foamboard to

prevent it from warping). Scribing of the joint lines in the blockwork was carried out using a dental pick, with painting/weathering completed using artists' acrylic paints.

For the water we painted the board itself with a Sea Grey shade of acrylic paint and then suspended a section of grey tinted Perspex about 15mm above the painted surface. (A local signmaker was kind enough to cut the four lengths of Perspex to the correct pattern for a nominal fee.) In order to suspend the Perspex, we cut the lower 15mm of the harbour wall stanchions off and glued these to the baseboard. With the Perspex placed on these stumps, we glued the upper stanchion parts on top of the Perspex and disguised the joins with seaweed (modelled using tea leaves). A length of 15mm square dowel was glued

▲ **BRCW Type 2 Class 26 Bo-Bo 26 041** shunts stock at Thurso before working back to Georgemas Junction, and ultimately Inverness, on 8 May 1982. The architecture at Thurso and Wick inspired that modelled on the layout.
Photo: Rail Photoprints

along the front of the layout to provide the rest of the support needed for the Perspex. Finally, we covered each sheet of Perspex with a liberal coating of Mod Podge (a découpage modelling medium that is a glue-sealer and varnish all in one), and used an airbrush to blow air across the surface to create the effect of small ripples.

Station building

The main structure on the layout is the station building which is based on those at



In a very similar scene to the archive photograph above, 26 041 is engaged in shunting a set of BR Mk.1 stock under the overall roof.



▲ The signal box is based on the structure at Georgemas Junction, on the Far North line, where the Wick and Thurso lines meet. It has a fully detailed interior, complete with lever frame and stove.

Wick and Thurso, although those familiar with those locations will recognise that our model is not an exact copy of either.

The walls consist of a 5mm foamboard core which is covered with Slater's embossed Plastikard to represent the stonework. This was sprayed with matt black paint and then, once dry, various shades of Humbrol enamels were stippled on and roughly blended together, with the

'Banger blue': the weathered BR paintwork of 27 025 (a heavily modified Heljan Class 33) contrasts with the signalman's well-kept Mk.1 'Coke bottle' style Ford Escort.

excess being removed to reveal the black underneath. Once dry, Humbrol No.121 Pale Stone was used for the mortar courses and finally, a dusting of talcum powder was applied to tone everything down and blend it together.

The inside walls were clad with plain plasticard which was then covered with PVA. Fine sand was then sprinkled onto it through a fine sieve and once it was all dry, it was painted with Humbrol enamel to represent the rough rendered walls seen on the prototype structures.

Next, the roof trusses were fabricated from Evergreen strip. A drawing was used to make a template for cutting each part, with a cutting/mitre gauge made up from some offcuts of wood so that

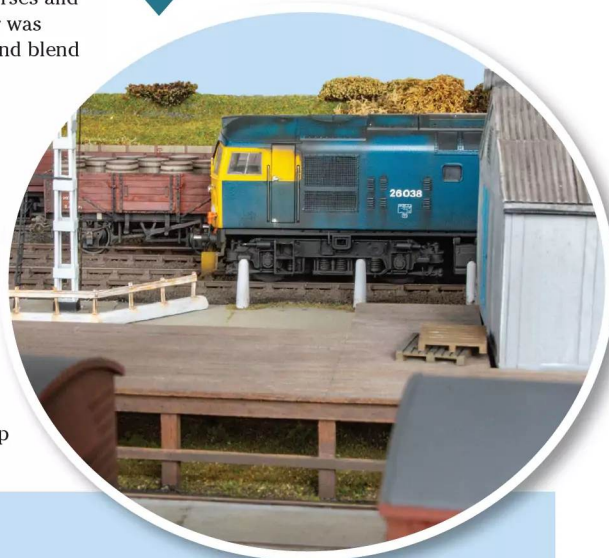
the components would be identical, with each truss being the same as the others. The roof was then covered in 40thou plasticard and then on top of this, strips of Slater's slate tiling was laid. The roof lights were covered in 20thou clear plastic sheet, finished with 40 x 40thou glazing bars. Finally, the smoke vent was added, and the slates were painted with Games Workshop Cobus Grey.

Other structures

All other structures on the layout are also scratch-built, aside from a Bachmann provender store that is sited adjacent to the quayside. Prototypes of these existed at both Wick and Thurso and it was the easy option to purchase ours rather than scratch-build it, then move the doors and features to suit our needs.

The signal box is a shameless copy of the one at Georgemas Junction and was

▲ The only proprietary building on the layout is this Bachmann provender goods store on the quayside.



26 038 arrives with a rake of vans while one of the local fleet of boats awaits its next trip to the Summer Isles.

constructed with an internal skeleton of plastic rod clad with embossed plasticard. Etched window frames were installed, and an interior was fitted – including a stove and kettle, and finished off by adding a copy of *The Sun* newspaper on the desk.

Beyond the boundary fence, a row of fishermen's crofts have been built using a kit from 422 Modelmaking. The proprietor, Andrew Creaser, is based nearby and following a discussion he offered to design a kit specifically for us which is now part of his ever-expanding range. These crofts form part of the backdrop to *Invermire* and are made from cast resin walls and roofs. Each one was given its own individuality by adding differing doors etc. and modelling the gardens which have been tended with varying levels of enthusiasm.

Commercial premises sit at each end of the row of crofts, the one at the station end being Rab's Fish & Chips, which was inspired by the Post Office building at Robin Hood's Bay station (found whilst some of the other group members were researching our next project), and constructed using the 5mm foamboard laminated with embossed plasticard method described above. At the other end, Fortune's of Invermire ply their trade in smoked fish. This building was inspired by the real Fortune's (of Whitby) which is a must for any visitor to the town. It has been stretched slightly (more to fit the space that was available than any other reason) and was constructed using the same method.

Various laser-cut sheds and bothies grace the sidings and the coal yard before the small town of Invermire gives way to the greenery of the Highlands beyond.

Motive power

The majority of stock on the layout consists of kit-built or heavily modified proprietary items. The remainder, whilst ready-to-run, have also been modified to better represent the prototype.

We aim to operate the layout in the period circa 1980 when Class 26s reigned with steam-heated and vacuum-braked stock, as well as circa 1986 before the influx of Class 37/4 locomotives (but after the introduction of the air-braked Speedlink network). This enables us to offer exhibition managers a little variety in the line-up should they wish. Twin-motored locomotives have had one motor

removed, which has allowed us to use 4mm sound chips to minimise expenditure. (A single motor provides adequate power for the train lengths we run – a maximum of three Mk.I.s.) Details of the locomotive models are provided in the captions.

Rolling stock with a purpose

Freight operations in the area changed almost beyond recognition during the 1980s and this is reflected in our two modelled periods. The c.1980 era sees a host of vacuum-braked wagons including the ubiquitous 16-ton mineral wagons and

12-ton ventilated vans. There is also a passenger train that runs with an FJB Freightliner wagon attached to passenger stock; this was a practice that occurred in the 1980s between Aberdeen and Inverness – we have simply extended this service through to Invermire to add a little more variety to our operations.

26 041, like its classmate above, is a detailed Heljan locomotive with replacement cantrail grilles and modified bogie frames.



By 1986, most freight services in the area had either been withdrawn or transferred to air-braked stock as part of the Speedlink network. Our 1986 freight stock reflects this practice with OAAs, VDAs and VEAs forming the bulk of our wagons in this period. A healthy stock of departmental wagons run in both the 1980 and 1986 periods including Grampus, Sealion, Catfish, Shark and Salmon types, all kit-built.

We have tried to give each piece of rolling stock a 'purpose'. For example, we justify the VEA wagons by suggesting a MoD base exists further up the line, as well as a small distillery that is rail-served and so the presence of grain hoppers is also justified. In addition, some relaying work has taken place along the line in recent weeks which explains the increase in engineering trains that we run, whilst the sleeper service attempts to replicate the internal sleeper services that used to run in Scotland. Although they didn't ever get as far north as Invermire, we have imagined that passenger usage in the summer months has justified their extension north from Inverness, with a portion to Kyle and a portion to Invermire.

Operation

An operating sequence has been prepared which lasts around six hours and means that exhibition visitors should see a variety of services during their stay and hopefully, nothing repeated.

We decided early in the planning stage that most, if not all our stock would be

37 039 passes the premises of Fortune's, the local smoked fish traders.

heavily detailed and due to the weight of some of the stock, we wanted to keep handling down to a minimum, ideally without having to lift anything off from the fiddle yard during an operating session. With this in mind, trains generally run in fixed formations, the exceptions being the vacuum-braked goods stock and the parcels vans, together with any additional items (such as the Freightliner wagon).

In simple terms, a train waiting to depart will always be met with an arriving service from the single line. Before the arriving service does anything, the waiting train will depart and then the arriving service can go about its business, shunting stock, running round, or adding parcels stock etc. If there is a lot of shunting to be done, a second service such as the inspection saloon or a DMU service may arrive from the single line to break up the shunting of the main service.

Each operator has a specific role during the operating session, these consisting of a signaller, two drivers, a fiddle yard operator and a shunter, as well as one spare. The aim is that despite this being a station to fiddle yard layout, we always keep something moving for the viewer. The operators have a guide which is specific to their role and each guide should gel with the others so that everything operates smoothly.

One anomaly with the layout as far as we know is that the fiddle yard operator has control of any departing service. This is because the length of the layout is a little restrictive to the scenic section drivers, so stopping the train in the correct position within the fiddle yard can be difficult.

The future

Despite the model being recently 'finished', we do already have plans to extend the layout. We are in the process of constructing a further two scenic boards, which will have a representation of Loch Awe viaduct with Attadale avalanche shelter beyond as the scenic break. As well as giving the appearance of a railway in the surroundings, this will give our locos a chance to stretch their legs and have a bit of a thrash through the countryside.

Where space is limited, the layout can be reverted to its original, shorter guise thus giving some flexibility for smaller venues. We have also given consideration to backdating the layout to the late 1960s/early 1970s...

We are keen to take *Invermire* out on the road. If you would like to discuss the possibility of *Invermire* appearing at your exhibition, please do visit the HMRG Facebook page (search for 'Hessle Model Railway Group') or contact us on 07949 454 111.

See *Invermire* at Immingham

The layout is booked to appear at the **Immingham Model Railway Show on 11 & 12 May 2024**, which will be held at Immingham Museum & Civic Centre, Pelham Road, Immingham DN40 1QF. See Societies & Clubs for further details.



A tank wagon miscellany – part 2

IAN NUTTALL concludes his study of the tank wagons that operate on his OO gauge tribute to the Settle & Carlisle line set in the 1937-47 period. This month Ian describes the milk-carrying examples.

Model photography by the author



Whilst I have previously dedicated an article to the milk traffic on the Settle & Carlisle (see RM June 2017) I have made significant strides with models of milk tanks since then, so this article provides something of an update.

What has not changed is that, for my chosen 1937-47 time frame, milk was very much a staple traffic on the S&C, with

both Express Dairies at Appleby and the Wensleydale Creamery at Hawes being the source of tens of thousands of gallons of 'white gold' entrusted to the Settle & Carlisle for delivery to far-off places; London more often than not.

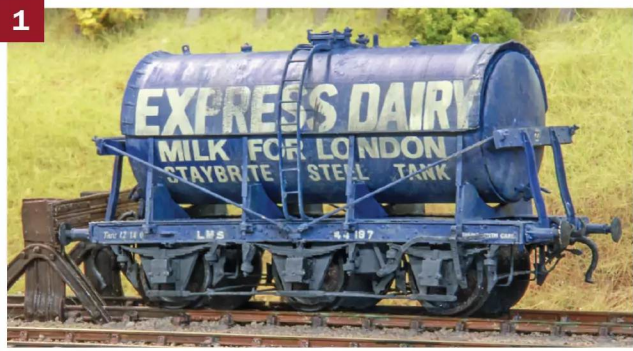
During further dialogue with my friend Colin Brown, several 'milk facts' resulted. The four-wheeled tanks could travel in passenger trains, but must not

▲ Evidence of my nine milk tank, plus brake van, Express Dairies service from Appleby to Cricklewood as described in the text. Jubilee No.5562 *Alberta*, long associated with Holbeck shed (20A) may well come off the train there for some fresh legs to whisk it southwards at a goodly pace. No.5562 is a venerable Bristol Models kit; the owner of this cottage industry operated out of his garden shed, literally.

exceed 60mph... so don't expect to see any on the 'Thames-Forth Express', and any that do appear in passenger traffic must have a six- or eight-wheeled vehicle directly behind them.

Additionally no more than 10 milk tanks could be included in a passenger train, whilst the maximum number of tanks permitted for a dedicated milk train is 20.

1



▲ There is no doubt that the David Geen kit for the LMS six-wheel 3,000-gallon milk tank raised the bar of expectations significantly. To include the level of detail provided in the kit took time... I suppose I spent about 20 hours on the project, but I must have thought it worthwhile as I now have three examples.

The models

Influenced by the amount of detail included in David Geen's LMS six-wheel 3,000-gallon milk tank kit, of which I now have three (photo 1), I sought to enhance the features on the Hornby (ex-Lima) Express Dairy tank to the same, or a similar, level.

I decided that the four-bolster variant was more appropriate for my LMS era, but this required a significant amount of surgery. Having cut off the old bolsters with a jeweller's piercing saw I used one as a template on 80thou plasticard to generate the same curve for the new bolsters and allow the tank to sit snugly.

The horizontal and diagonal tie rods were replaced with fine brass 0.45mm rod, with correct mounting brackets made from plasticard on the outside of the solebars. The end T-sections should extend over the bufferbeams; I fashioned new pieces to achieve this (see photo 2).

As much of the full brake gear as possible is created using the photos with the David Geen kit as a guide, whilst, for some reason, the Hornby tank has two vacuum cylinders, neither in the correct position. The horizontal tiebar between the axle guards has some tricky 90° twists in it... not for the faint-hearted. I have managed it on some of my conversions, but substituted brass rod on others. However I have included the four transverse tiebars. All in all things become a little cramped below decks, but that is how it was.

To round matters off, couplings, plus vacuum and

Appleby-Cricklewood milk train of nine six-wheel milk tanks and an LMS six-wheel Stove R brake (photo 4). With each extra tank completed I had to check I hadn't duplicated any numbers. The Express Dairy tanks also had a number on the end to denote the fleet number. This also needed verifying to check it paired correctly with the appropriate LMS number on the solebar.

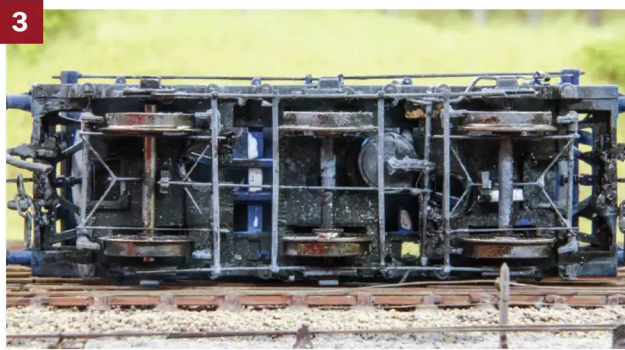
The reason for limiting my train to nine tanks and a brake is simple; my storage siding won't take any more. This means I have three spare which I can add to the front of the Up

2



▲ So with expected standards raised I set out to match it on the Hornby model: i) Four bolsters rather than six for my era; check. ii) Retaining straps round the tank from 1mm brass strip; check. iii) Wire soldered to the strap ends and fitted into new solebar mounted brackets; check. iv) Diagonal tiebars now fixed into plasticard brackets centrally on the outside of each solebar; check. v) Ladder shortened to finish on top of the solebar; check. vi) Ambis Engineering cranked brake levers fitted in correct location; check. vii) Number changed including that on the tank end; check. viii) Vacuum and steam heating pipes added; check...

3



▲ ...and similarly underneath, without the 'check': i) White metal brake blocks in line with the wheel treads on the two outer sets of wheels. ii) Two vacuum cylinders removed and replaced with one of correct proportions. iii) All brake linkages and support loops provided. iv) A more finescale tiebar between the axleboxes. v) Transverse tiebars from 1mm brass strip soldered in place.

steam heating pipes complete the picture (see photo 3). Having carried out these upgrades on eight Hornby tanks I have assembled my own

'Thames-Forth' (photo 5), or dot about in parcels trains representing a return empty working to either Appleby or Hawes.

It proved quite a test fitting the entire 'Thames-Forth Express' in a single shot, but here it is. Heading south through Dent it has picked up an Express Dairy tank during the scheduled stop at Appleby... a facility not available to the 'Thames-Clyde', which ran non-stop from Carlisle to Leeds. The train is hauled by ex-Midland Railway 2P 4-4-0 No.470 piloting Patriot 4-6-0 No.5535. Having aided the train up to Ais Gill Summit, No.470 may now just be hitching a ride back to its Hellfield home.



4



▲ The rear of my nine-tank Express Dairies service from Appleby to Cricklewood. The Stove R is an Alastair Wright etched kit, although I had to perform major surgery below decks to fit the correct 14mm wheels. (I believe Alan Wright traded as 5522 Models and, around 30-40 years ago, offered a comprehensive array of LMS etched coach kits.) The tank on the right is my only one still to retain the six bolsters as produced by Hornby. The four-bolster tanks became six-bolster later as it was shown the latter gave a smoother ride... less chance of curdling the milk.

5



Barnwood

An N gauge layout by **ANDREW FARDELL**, set in a fictional location in the North West in the late 1980s and early 1990s, with the emphasis on freight and aimed at entertaining the viewer at exhibitions.

Photography by Paul Bason

I first became interested in railways at the age of about seven when my father took me and my elder brother to an open day at Tyseley. We bought a loco spotting book and stopped by the West Coast Main Line on the way home, and were hooked for life.

Models soon followed with my brother and I having an OO gauge layout in a garden shed. When a loft conversion was undertaken on the family home, with the

addition of a bedroom each for my brother and I, a small N gauge set-up was soon part of my bedroom and I decided this was the gauge for me.

Jumping forward to 2013, I joined Melton Mowbray Model Railway Club where I met John Spence and Steve Weston, the builders of *Melton Mowbray North*. [Ed. See *Talking Points* in last month's issue.] They invited me to join them exhibiting their layout at shows

which I thoroughly enjoyed and this inspired me to create my own layout for exhibiting. My interest in the freight side of railways had always been there from the 1980s and in 2002 I joined EWS as a driver. I retired in 2017 and now I had that prize of more time.

What to build

I wanted to build something that would entertain the viewer by having many

Class 31 Co-Cos 31 270 and 31 130 pass through Barnwood station on a nuclear flask train to Sellafield. The nuclear flask is kit-built and the RNA barrier wagons are scratch-built using Peco wagon chassis. 37 035 is running light onto the shed, while parcels unit 55993 sits in the Royal Mail terminal. In the foreground the dock company's Hunslet shunter is serviced between duties.





different trains to see pass by and would have shunting movements to keep the operator entertained. I had various models from my previous layout that I wanted to reuse and in addition I was offered three well constructed baseboards, so a plan was hatched.

I needed an excuse to have plenty of freight running so I settled on the concept of a double track loop line that leaves the West Coast Main Line just north of Preston and rejoins at Lancaster. This acts as a second route relieving pressure on this double track section of the WCML and hence is busy with freight. Passenger services are not totally neglected with Regional Railways services running between Preston and Barrow-in-Furness calling at Barnwood station. A short branch line runs from a bay platform to the village of Glasson on the estuary of the River Lune.

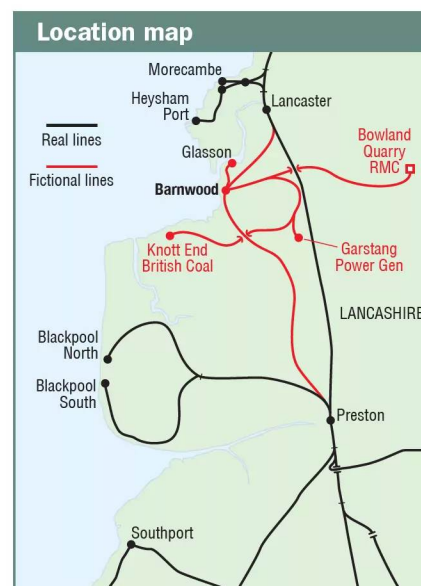
The town of Barnwood is on the coast and therefore has a port which features container, steel and grain terminals with appropriate ships at the quayside. The town also has oil and cement terminals, a large warehouse, a siding for the transhipment of logs and a Royal Mail terminal. There is a small loco depot alongside the station, and a freight-only branch leads to a quarry, a coal mine and a power station all away from the main layout. This gives the layout an overall footprint of 3.5m (11' 8") by 1.22m (4') plus a separate control panel.

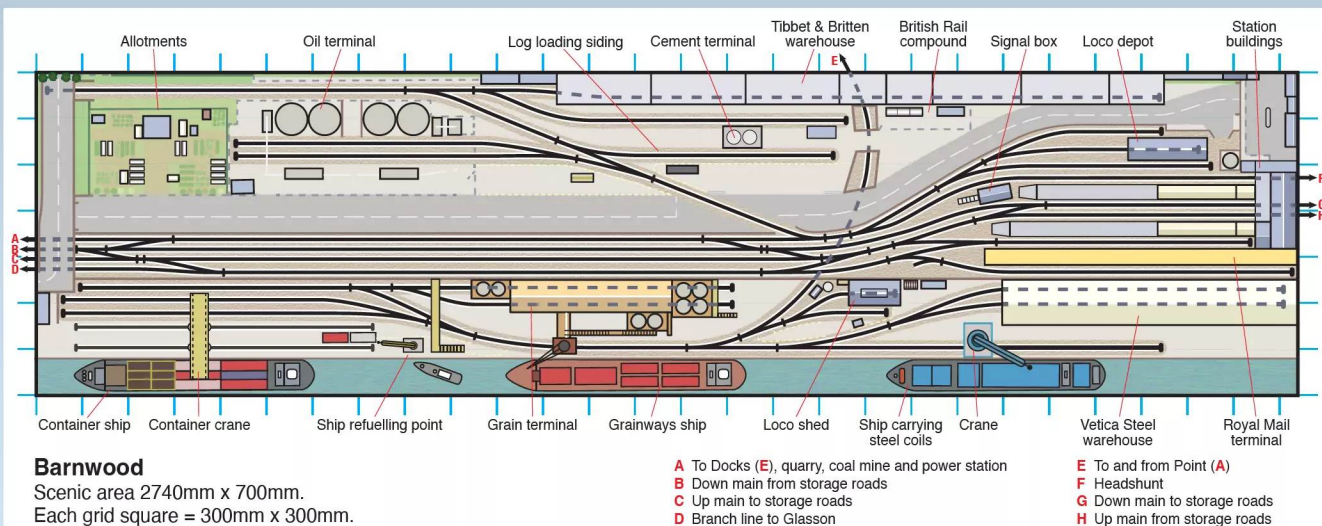
Control and trackwork

Control is 12V dc analogue using a combination of H&M Duette and Gaugemaster controllers. I reused a lot of my original track from my previous layout,

60 054 draws the empty oil tanks from the Barnwood Oils terminal, as 47 219 propels Cargowagon vans into the Tibbet & Britten warehouse.

which is Peco code 80. Points are changed using servo motors driven by a MegaPoints Controllers system. To ensure smooth running, points in slow running areas, for example sidings, are all Electrofrog but on main lines and storage sidings Insulfrog points are used; no stalling of locos over these has been experienced. Also micro switches are used on the point servo motors so point blade contact is not relied upon for electrical contact.





“ – I wanted to build something that would entertain the viewer – ”

Andrew Fardell

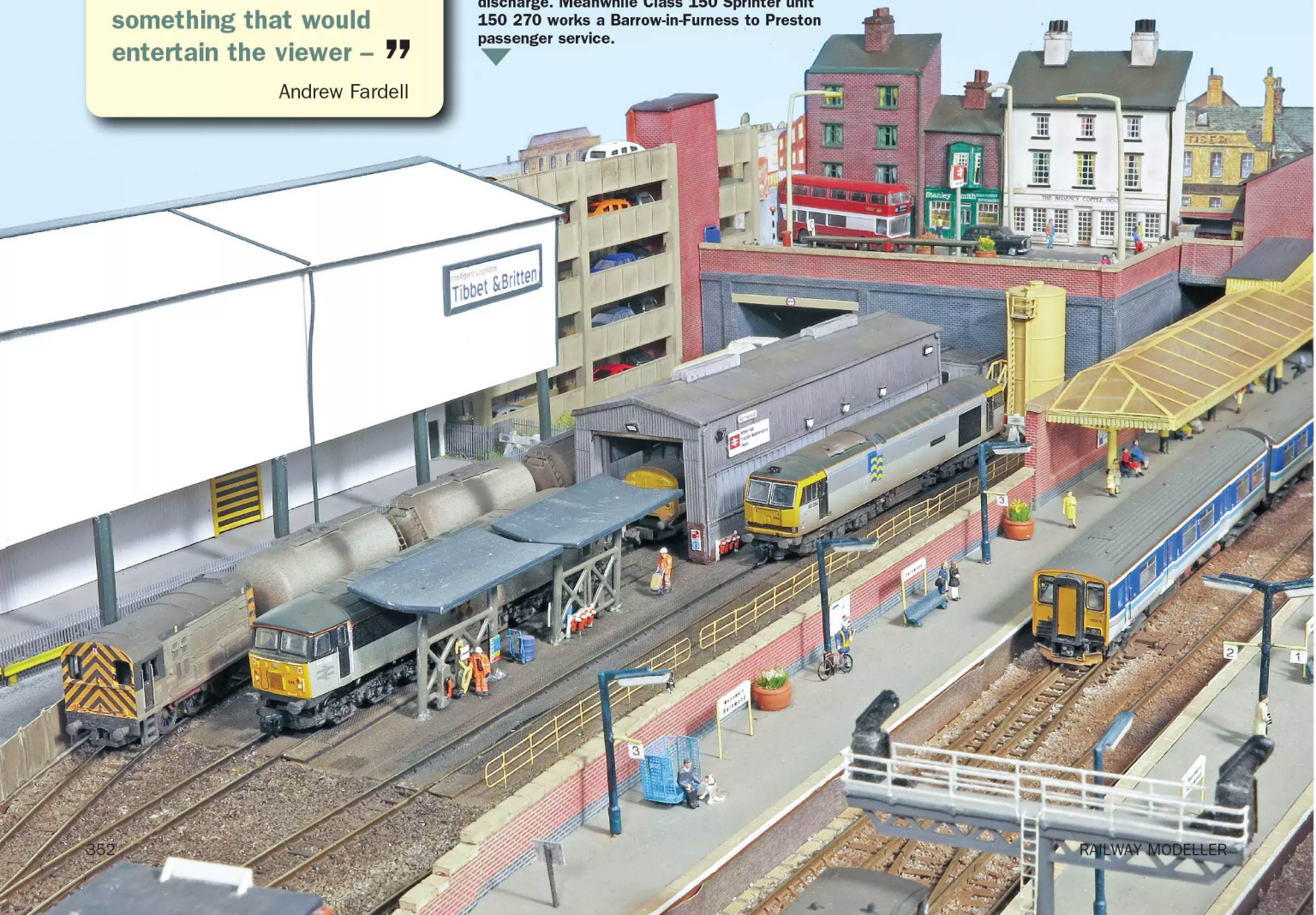
Off scene there are five storage roads in each direction and two bi-directional lines for the holding of trains. Dispatch of trains from the storage runs is one push button to select the required road and all points change as required. This again is a MegaPoints system. Each road can hold two trains. Combined with the various terminals,

A view of the fuelling point with 56 092, 60 054 and 37 045 receiving attention, whilst 08 648 has just placed the diesel fuel tanks for discharge. Meanwhile Class 150 Sprinter unit 150 270 works a Barrow-in-Furness to Preston passenger service.

the freight-only branch and the Glasson branch, a total of 30 different trains can be seen on the layout. Colour light signalling uses N Brass Locos kits and frets with tiny LEDs to create working signals including route feathers and position lights.

Operations

The layout is not operated to a fixed schedule but has a running plan, for when one of the trains runs into its terminal from





the storage roads, it is replaced with another train of the appropriate length from another terminal, hence everything is used. When at an exhibition the layout ideally requires four operators; three on the layout and one having a break.

Locomotives and rolling stock

There are currently 30 locomotives and five Diesel Multiple Units on the layout. Two

locomotives and one DMU are run as dummies, a Class 31 pair on a nuclear flask train, a Class 20 top and tail on a weedkiller train, and a Class 156 Sprinter which is coupled to a Class 153 single car Sprinter. Most locomotives are in the BR Sectorisation liveries of the late 1980s. DMUs and carriages are in Regional Railways colours except for the single car Class 128 in Royal Mail red.

▲ The Derby RTC tribometer test train has just passed through Barnwood station northbound as 47 310 heads south with a Speedlink service.

Class 150 Sprinter unit 150 270 passes Barnwood signal box with a Barrow-in-Furness to Preston passenger service, as Class 142 Pacer unit 142 081 sets off for the short run to Glasston.





A view of the grain terminal with the Grainway ship being unloaded as a small trawler pulls up at the Barnwood Oils Marine Diesel refuelling point. The dock company's Hunslet shunter propels the steel coil wagons into the warehouse for unloading.

A general view of the grain terminal with the dock company's Class 04 propelling grain wagons for loading under the silos. Meanwhile on the main line 97 201 *Experiment* (formerly a Class 24) passes northbound with the Derby RTC tribometer test train. This was created using two Graham Farish Mk.I coaches and a VAA four-wheel van. Appropriate modifications were made before respraying and transfers were applied, followed by weathering. The Hunslet Barclay Class 20 is also a respray.

Freight stock is a collection of the main manufacturers' ready-to-run offerings plus N Gauge Society kits and R-T-R items, an increasing number of Revolution Trains releases and my own scratch-built or kit-bashed examples where no manufacturer provided an alternative. All the stock has

been weathered and Dapol Easi-Shunt couplings are used where shunting is required to give hands-free operations.

Scenery

Most buildings on the layout are either scratch-built or kits with the exception of





▲ Down at the docks, an N Gauge Society Hunslet shunter places a wagon of aluminium ingots for unloading, while steel coils are being loaded onto the waiting ship for export to Ireland. The crane was a challenging scratch-build: the jib is made from two overhead electrification trusses glued back to back.



▲ The docks' Hunslet shunter has just propelled the Cawoods coal container train into position for loading onto the ship for Ireland. The other dock shunter, a Class 04, draws the loaded grain wagons out from under the silos. The container crane is a scratch-build of many hours and is loosely based on the crane that used to be at the Lawley Street Freightliner terminal in Birmingham. On the main line above 20 156 passes by on the Satlink communications train. The weedkiller train spray coach is a scratch-build to represent a Southern Region General Utility Van which was converted for this purpose in the 1980s.



two loco sheds and some portable cabins. The crane at the steel terminal and the container crane were particularly challenging builds and receive very positive comments from viewers.

An elevated view of the Chipman's weedkiller train top and tailed by 20 905 and 20 906 heading south, while an MoD special behind 47 231 heads north. Class 142 Pacer 142 081 leaves for Glasson.

The three ships use kits for the hulls from Imex Model Company in 1:400 scale with scratch-built tops to suit the ship's role. The oil terminal is a Kibri kit with additional features scratch-built; pipes can be seen heading underground and emerging on the quayside to feed a ship refuelling point, with a small trawler about to pull up at the quayside for fuel. One area I have found to be a bit of a challenge is obtaining road

◀ A busy scene sees Regional Railways 31 410 approaching Barnwood with a Barrow-in-Furness to Manchester Victoria service, whilst 56 059 arrives with a loaded aggregates train from the RMC Bowland quarry. In the foreground 20 156 accelerates away from a signal check.

vehicles for the 1980s/1990s era, although this is improving with the development of 3D printing.

Exhibitions in moderation

One can often look at one's own work and see the faults, the bits which with hindsight you would have done differently, but in general I am pleased with the results and thoroughly enjoyed building the layout. I will continue to show the layout, but will usually do no more than three or four shows a year. Other commitments plus ensuring an operating team is available makes me feel this is about the right number.

See it at Stamford show

Barnwood will appear at the Market Deeping Model Railway Club exhibition at Stamford Welland Academy, end of Green Lane, Stamford PE9 1HE on 11 & 12 May. For more details, see Societies & Clubs or visit: www.mdmrc.org



Rodmell Green

A narrow gauge railway serving a cement works, modelled in OO9 by **ALLEN ETHERIDGE**.

Photography by Chris Ford

Like many modellers, I started building a layout with one idea and then changed my mind halfway through. The original plan was to build a simple layout based on the Lynton & Barnstaple Railway utilising the then new Peco L&B bogie coaches and Bachmann resin buildings, purely as a quick project. That didn't happen, although the track plan, based on Woody Bay in preservation form, remains, but with two lines going off scene to a return loop so I could run trains out and back without having to turn everything around and over-handle the stock.

The catalyst for the change was finding a very battered Nonneminstre Models kit for Fowler Resilient 4wDM *Peldon* stashed away in a box. Not having any working OO9 models at the time, I needed a locomotive, so rebuilt it on a Minitrains Gmeinder chassis; and from then on it was inevitable that the layout was going to have more of an



▲ A Minitrains Boehler 0-4-0 well tank, fitted with a Narrow Planet kit to resemble a Barclay locomotive.

industrial flavour. Also, as much as I love the L&B, I've long had an interest in industrial railways and couldn't resist building another.

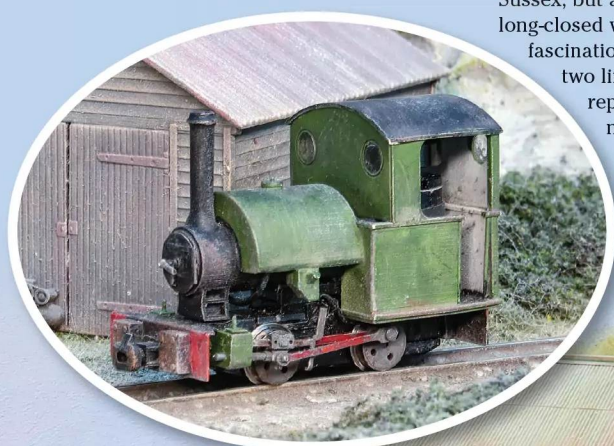
The result of this change of plan is *Rodmell Green*; a representation of a cement works with a narrow gauge railway system, loosely based on Rodmell Cement Works in Sussex, but also inspired by the various long-closed works that have always held my fascination in the surrounding area. The two lines exiting through tunnels represent lines bringing in raw materials from two different quarries.

◀ This Bagnall 0-4-0 saddle tank was built from a Narrow Planet kit and runs on a Minitrains chassis.

Baseboards

Baseboards are constructed with a 3" x 1" planed timber frame and a 6mm birch ply top with an overall length of 68". The width winds from 18" at the narrowest point up to 24" at the right-hand end to allow for the return curve. The backscene, curved front, and proscenium arch are made from hardboard, laminated and glued/clamped where necessary to form the curved end. I used under-counter LEDs to light the layout and attached this to the rear of the proscenium arch via a triangular moulding

Buildings are from Wills sheets; the engine shed was converted from a Wills chapel kit!



Constructing the chalk faces

The hillside and cliff face are built up using the green paper method. Green 'Canford' art paper is torn into small pieces and then glued into place with UHU, using the backscene, road and tunnel mouths as fixed points to work from. The flock powders are then glued down into a good bed of PVA. Once dry, this forms a tough, light and hollow hillside.

The cliff face is built up similarly to the hill, but the torn pieces are also screwed up and opened out several times first. Once I was happy with the positioning, quick drying plaster in a tube was applied to the joints and stippled in with a paintbrush. Next, a very watery acrylic paint mix was prepared (black, white, raw sienna and a squirt of washing-up liquid); this was painted on liberally and then sprinkled with generous amounts of powdered plaster followed by plenty of stippling with the paintbrush, dribbled with more paint and repeated until I was happy with the effect. This was all left to dry thoroughly for several days before being dry-brushed in places.



▲ A view of the hidden reverse curve (with loop) that shows the green art paper used to form the scenery.

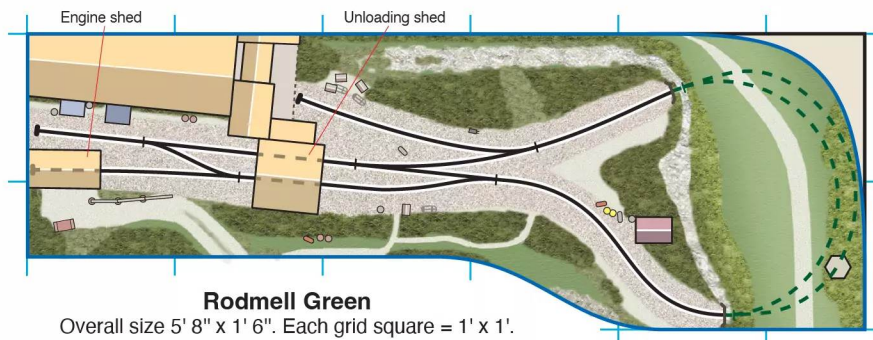
▲ The finished cliff face, which was formed using scrunched-up paper and painted using acrylic paints.

to help reduce long shadows. I painted all of the front facing fascias grey and this, along with a grey curtain, helps complement the colouring on the layout.

Narrow gauge track

Trackwork is Peco OO9 with Electrofrog points. These are operated by a stud and probe panel, with a Gaugemaster Capacitor Discharge Unit and Peco point motors with auxiliary frog switches. The track was ballasted the conventional way first (using loose granules fixed with water/PVA) and left to dry, then plaster was applied with a wet paintbrush to give the look of the track being embedded into the chalk. This was then painted using a mixture of washes, weathering powders and dry-brushing.

Because the storage loops inside the tunnel form a reverse loop, there needed to be polarity switching, so there is a Double Pole Double Throw switch for each of the storage lines. These are wired so that on the control panel the switches point to the end you want to enter or exit. There is also a selection of isolating section switches, most of which I'll



probably never use, but are there just in case. Power comes from a Gaugemaster power supply and handheld controller.

Typical industrial buildings

The main buildings are loosely based on the ones that once existed at Rodmell cement works in East Sussex just south of Lewes and are built from Wills corrugated iron sheets. The loco shed is the Wills chapel kit modified with re-shaped windows and an

open end. The pillbox on the hillside is a Wills kit and is my nod to the top-secret WWII tunnel system of HMS *Forward*, situated a few miles away at Heighton.

All buildings are painted using a mixture of enamel and acrylic paints. The main buildings were sprayed with white primer first, before receiving a streaky and patchy coat of Humbrol No.80 green. I then stippled the rust on using acrylics, and dry-brushed the chalky dust to suit the environment, using acrylics again. Once I was happy with the effect, I sealed the finish with Games Workshop Purity Seal spray satin varnish.

The tunnel mouths are based on the ones at Amberley Museum and Cliffe-at-Hoo (where my catalyst locomotive *Peldon* worked). Detail parts were sourced from various places as and when I saw them and quite often from late night searches on eBay.

Operation and auto-unloading

One of the things I wanted to achieve was to have wagons that arrived full and left empty, as this gives the layout an operational purpose and adds visual interest. The unloading shed contains a servo-powered arm with a magnet which removes each load



▲ The locomotive that started the project – a Nonneminstre Models Fowler Resilient 4wDM *Peldon* – heads a rake of skip wagons.

in turn. This was based on an idea that Michael Campbell used on his O-14 gauge *Thakeham Tile Works* layout. I would have quite happily used a manual method of working this, but a servo seemed to be the easiest to set up. I used a simple single servo control unit from Heathcote Electronics, which enables me to easily adjust the 'trim' or speed.

Scenic considerations

For the backscene I used parts of a Gaugemaster photographic backscene cut out and glued onto a sky-blue background; these were then retouched and tied together visually with stippled-on bushes using olive green and white acrylic paint. For a suggestion of clouds, I used white primer gently sprayed on in a generic pattern just to soften the blue and green. This was an experiment, but I'm pleased with the effect; the lack of control of the aerosol makes it easier to get a less contrived look to the sky. The aim was always to blend the backscene to the layout so that your eyes find it hard to work out where one starts and the other finishes.

Ground cover is mainly Woodland Scenics. I have used the foliage, powders and a light sprinkle of static grass in certain areas to represent longer dry grass. The brambles were built up from Woodland Scenics fibre glued in place with UHU, painted brown, then coated with watered-down PVA and dusted with 4D Models and Woodland Scenics scatter.

Industrial motive power

Locos are a mixture of kit-built or modified ready-to-run and at present include the Nonneminstre Models Fowler Resilient 4wDM *Peldon*, a Narrow Planet Bagnall 0-4-0ST on a Minitrains chassis, a Euro Narrow Gauge Orenstein & Koppel 0-6-0WT on a Roco chassis, a Minitrains Boehler 0-4-0WT fitted with a Narrow Planet

The Minitrains Boehler (left) is joined outside the shed by an Orenstein & Koppel 0-6-0 well tank, by Euro Narrow Gauge on a Roco chassis.



▲ The layout's 'party trick' is the unloading mechanism hidden inside the unloading shed. Removing the shed (above) reveals the servo powered arm with a magnet. The views to the right show the arm lifting a load out of a wagon (top) and the slide-out box underneath the baseboard into which the loads are dropped (bottom). Inset photos by the author



To see a video of the unloading mechanism in action: bit.ly/RodmellGreen

'Barclayfication' kit, a Chivers Finelines Kerr Stuart Skylark on a Fleischmann 9000 chassis, and finally two Minitrains Deutz 122f 0-4-0DMs. Once weathered they are ideal post-war industrial locos.

Skips with everything!

The mainstay wagons are the Peco skips; these are used in fixed rakes with couplings modified at either end for auto-uncoupling with fixed magnets under the track. To provide a bit of variety I also have a Bachmann Royal Naval Armaments Depot van and I've made some flat wagons from Dundas Models Hudson 'Rugger' V-skip kit chassis which use Greenwich couplings. Everything is weathered to varying degrees with a mixture of enamels and acrylics to suit the dusty environment they are working in.

Industrious operation

Overall, I'm pleased with how the layout has turned out. The curved proscenium arch draws you in to the scene, giving it a more intimate feel, and operating is quite an enjoyable process; bringing a train of tippers in, uncoupling the loco, running round the train, coupling up to the other end and unloading them one at a time, then running back to the quarry to get refilled.

My thanks to my partner Amy Ryan for her help and support with the layout.

Supplier information

Narrow Planet
www.lightrailwaystores.co.uk/collections/narrow-planet

Dundas Models
www.dundasmodels.co.uk

Chivers Finelines
www.chiversfinelines.co.uk

009 Society
www.009society.com

Allen Etheridge is the proprietor of Old Barn Model Craftsmen:
www.oldbarnmodelcraftsmen.uk





MICRO MARVELS

THE SMALL LAYOUT GALLERY



Cropper Street

An urban cameo in 4mm scale, by **CHRIS HOPPER**.

Photography by Ian Manderson

Regular readers will know that I like designing, building, and exhibiting small layouts. After I sold my BR blue diesel layout *Dock Street* (RAILWAY MODELLER April 2021) I had a small roster of blue (and green) diesels and 1960s/1970s rolling stock that was a little early to use on *Penmaenbach* (RAILWAY MODELLER December 2021). *Cropper Street* was the result and became an exercise in nostalgia.

As a youngster with a bike in the 1960s and 1970s I was very familiar with the railways of Liverpool including Central and Lime Street stations in their deep cuttings and glimpses of Edge Hill from sweeping overbridges. I had also been inspired by the London & North Western Railway dioramas built by Jack Nelson that I had seen as a boy, and as a result I wanted a strong vertical

A view from the cement siding as 24 091 arrives in Cropper Street Sidings. Signalling experts will probably be critical of my use of a Dapol distant signal here, but it provides a nice vertical scenic dimension with a splash of colour...

dimension to this new layout with bridges, tunnels and retaining walls as key scenic elements.

Planning and design

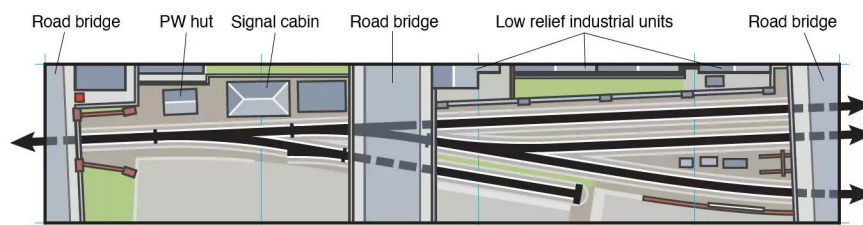
To get the most out of a small layout, time spent on planning, testing, and mocking up

is never wasted. Even though this is (once again) just an enhanced Inglenook design I used point templates and scrap paper to try out numerous versions with slight variations. I knew I wanted to be able to use the layout as a shunting puzzle, but *Cropper Street* would have two slight enhancements:



CROPPER STREET

Overall dimensions: 110cm x 22cm. Each grid square = 30cm x 30cm.



▲ The complete layout with fiddle yards at both ends.
Photo by the author

- At the design stage I incorporated an additional siding for a cement terminal with a characteristic silo. (I like cement wagons.)
- As work progressed, I decided I could use an additional baseboard at the right to make the rear dead-end track into a through route, which would add operational interest and provide flexibility if we struggled with the shunting puzzle at a show – easily done when one is thinking several moves ahead but then engages in conversation with one of the viewers.

The resulting design does work well and maintains interest for operators during exhibitions – it is very much a cameo giving a small snapshot of an urban railway with vertical scenic features breaking up the view of the passing trains or shunting engines.

Baseboards

The boards are Scale Model Scenery baseboards designed to fit in the 77-litre Really Useful Box Christmas tree storage box. As a result, the scenic section is 1,100mm by 220mm and each fiddle yard is 550mm by 220mm.

I used four of the firm's 4mm laser-cut MDF BB021 kits (Micro Layout Baseboard in

◀ A Class 20 propels an inspection saloon into the sidings. The Kadee uncoupling magnet on the cement siding is just visible.

Late steam days at Cropper Street: a 3F on a local goods train passes wagons waiting to be unloaded in the cement siding. The Presflos are some of the few wagons on the layout not weathered by the author – they are by Dirty Boy at Lord & Butler.

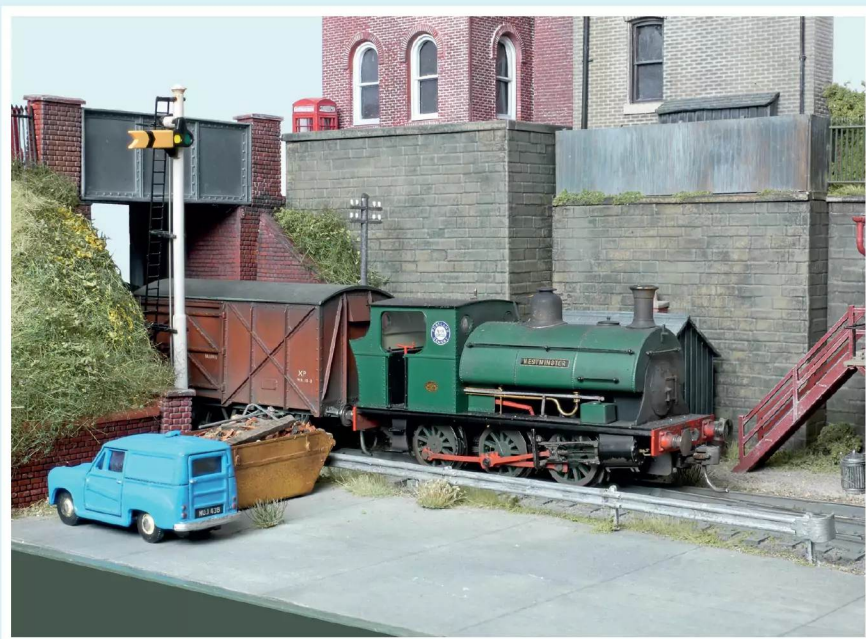
A Box), which go together very well using Gorilla wood glue. The BB021 is normally used as the centre extension for the SMS BB017 and BB020 which have built-in end boards as well as a backscene, but I prefer to build the layout without the ends fixed in place. I make up my own end boards from 3mm or 4mm birch plywood early in the project so I can check clearances, fiddle yard exits and scenery positions, but only fit them at the end of the project.

In addition, the fiddle yard boards are designed to be double-ended so they can be

used with another layout I am working on if needed. So, while this is in no way a modular design, if I am so minded I can link several layouts either side of a single common fiddle yard on some spur shelving in my garage for longer running – a particularly entertaining feature for my two grandsons who can now have a layout each to play with...

I also built a lightweight lighting fascia which projects forward from the front of the





◀ The Peckett 0-6-0ST is a Hornby product with Digitrains sound and was weathered by the author.

but wanted to pack a bit more into this layout footprint.

The design is slightly angled across the boards. The track was measured up, cut to size and then laid on 3mm cork. Looking at photos of the period I felt I did not need to create a prominent ballast shoulder so covered the whole track area with cork. Small areas of cork were replaced with 3mm ply in cut-outs at baseboard joints. I have found that some '3mm' ply is not 3mm at all and I now carefully preserve my small stock of the correct thickness wood for jobs such as this. At the baseboard joints I use the Modeltech Pro Track Rail Aligners which have proved to be very successful and reliable. A small number of sleepers are removed from the track which is then soldered to the aligners, which are fixed in place at the baseboard joint. The rail is then cut, and the boards can be separated. I also use small brass dowels at the joints to further assist with accurate alignment and swift assembly at exhibitions.

Once rigorously tested the track was painted with an initial coat of spray can Phoenix Weathered Sleepers paint – a very light brownish grey – followed by a bit of dry-brushing. Rail sides were painted using Rusty Rails from the same supplier. Once an ash cess had been put down and the track had been ballasted with a mixture of Woodland Scenics and Greenscenes ballast, I did a final dusting of the Weathered Sleeper paint with an airbrush to blend everything together.

▶ Steam action in the sidings. The Forest of Dean Berry Wiggins wagons do seem to be stretching 'Rule 1' a little.

layout. This is a separate piece with low-voltage LED strips (plus a piece of diffuser material) which is stored in the box with the layout when not in use and, as I have discovered to my cost, requires careful handling. As on my other projects using the SMS boards, I removed about 40mm from the top of the backscene – this is helpful for storage in the box as I raised the boards slightly at the bottom with strip wood to provide more clearance for point motors

and wiring. It also helped keep everything rigid and reduce stress on the centre section between the two main BB021 boards which are permanently bolted together.

Track

The track is Peco code 75 with small radius points – I very much like the new bullhead track and long points I used on *Lockdown Fen* (RM March 2023), and I plan to use the medium bullhead points on a future project,



A Sutton Loco Works Class 24 and a Bachmann Class 08 shunter working the sidings.

3mm ply was also used to form a front profile which was left oversize and finally cut to fit before painting and fixing when the scenery was completed.

Point motors are DCCconcepts IP Analog and were installed using the manufacturer's right-angle adaptors. They are operated using a separate dc supply with Double Pole Double Throw switches on the control panel. They are independent of the Digital Command Control track supply and NCE control system.

Kadee couplers & magnets

A key part of track planning was locating the Kadee magnets I use for hands-off operation. For UK code 75 track I use the Kadee #322 code 83 magnets. There are two between the rails on *Cropper Street*. The first one is located where stock being shunted into the two front sidings and main line is uncoupled, and is orientated so the curve exaggerates the coupler opening, while the second is on the cement terminal siding. I don't use the larger Kadee magnets below the track as I find they are too strong for most British stock with steel axles and cause a shuffle as the wagon passes over it. I suspect an electromagnet or a hinged magnet would work but I'd probably need a foot pedal to get everything co-ordinated!

If you can accept the visual impact of the couplers (which I do) Kadees can be a 'plug-and-play' way of achieving interesting and (almost) hands-off operation with British 4mm rolling stock. Additionally, and because I am using a small number of wagons, I like to add some rolling resistance to the axles to improve drag which helps with coupler reliability and performance – I have found the same with a more recent project using Sprat & Winkle couplers and I use small blocks of black foam fitted near the axles as 'brakes'. They are almost impossible to see in normal operation.

Scenery

I enjoy tracking down research resources and trying to identify and reproduce signature elements. However, I make no secret of the fact that I draw inspiration from the work of others and as part of my design phase I drew on the work of modellers such as Kier Hardy (*Wibdenshaw*, Railway of the Month in RM July 2008, and *Hornsey Broadway*), Jim Smith-Wright (*Brettell Road*), Julian Andrews (*Portwey*, RM May 2016 – among others), Peter Fletcher (*Hudson Street*, RM February 2016) and Nigel Bowyer (*Carron Road*).

I wanted a characteristically urban scene on *Cropper Street* so bridges and retaining walls were important. I experimented quite a bit when building the main retaining wall

Cropper Street signal box in its cramped urban location. The two Kadee uncoupling magnets are visible.



and bridge on the right-hand side. I enjoy building the L-Cut Creative kits, but I was a bit heavy-handed with the arches from this range when weathering and damaged them so tried Scalesscenes as an alternative. I thought these worked well but cutting out all the necessary card parts accurately was too much of a chore. Since then, pre-cut

parts have become available from ChrisnDen Models, and I'd definitely give these a try.

However, for *Cropper Street* I resorted to my usual styrene sheet, mainly using plain brick and arches from South Eastern Finecast, to create the retaining walls and arched bridge. These were primed with





Halfords Primer and then finished off with Phoenix Engineers Blue from a spray can.

The bridge and background buildings on the left were complex and a tight fit. I drew up a complete paper template for the area and built everything on the workbench before fitting it to the layout. The bridge itself is made from Wills parts and the brick buildings are a mixture of kits and scratch-built using American HO DPM (Design Preservation Models) parts and styrene sheet. The rest of the scenery is a

deliberately piecemeal mixture of stone walls and brickwork designed to capture the essence of a cramped urban site.

As I set out earlier the tight site of Liverpool Central station was one of the factors that inspired this layout, and there are some excellent images of the site, especially around the tunnel mouth and signal box. The signal box on *Cropper Street* is from Ratio – a Midland box which is wrong for the area given that Central was a Cheshire Lines Committee station and Lime

▲ **Cropper Street in the green diesel era with a BR Sulzer Type 2 Bo-Bo on a local goods train.**

Street was LNWR. However, a similar box existed at Exhibition Junction at Edge Hill which is firmly in LNWR territory. (It appears to be a Midland first floor structure and hipped roof on an LNWR base.) I came across this – along with much other useful information – on the website of the 8D Association (www.8dassociation.org) which is a fantastic resource for anyone with an interest in the railways of the North West. Dotted around the signal box are various small sheds which are also designed to add to the piecemeal nature of the trackside.

Although the layout was already quite cramped, I wanted to make it feel as if the yard was really hemmed in. To create this impression, I decided that a further overbridge would be sited in the middle of the layout. It is mainly scratch-built but uses Wills girders. I remember a lot of cobbled streets around central Liverpool in my youth – some are still there – so the road surface is made from Wills sheets with styrene pavements. The bus stop and street lights were built from brass and plastic. The figures on the layout are mainly Bachmann enhanced with washes and highlighting.

◀ **Cropper Street bridge complete with a Crosville bus nearing its destination.**



The cement silo is a modified and repainted Bachmann industrial silo with some Blue Circle logos found on the internet and printed off – it is a classic example of selective compression as the footprint and height of a scale full-size cement silo would overpower the layout. The yard surface is made from mounting board suitably scribed, painted with a Humbrol light grey spray can and weathered with pigments simply rubbed in with my fingers.

Other ground cover – including tufts of static grass – and details such as telegraph poles, hoardings, relay boxes, scrap sleepers, fencing and walls were all added.

Operation & exhibitions

Control is by Digital Command Control using my NCE Powercab. Although the design does allow for through running, we normally operate using a wagon card-based shunting puzzle with the main line acting as the line for completed trains. We display the cards at exhibitions, and it means we get a fair amount of interaction with visitors.

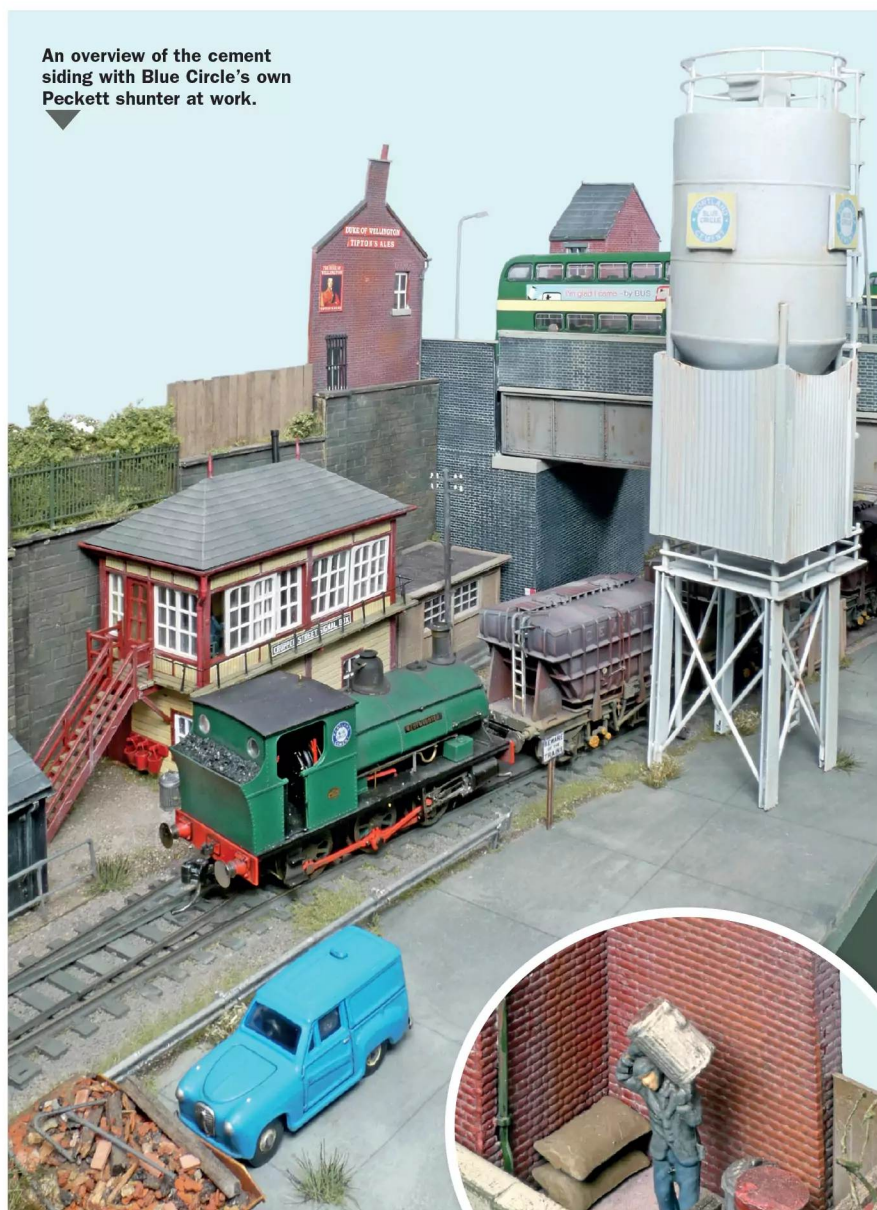
At exhibitions the layout sits on top of a lightweight strip wood frame that fits on top of two Screwfix trestles, which now provide the superstructure for most of my layouts as well as layouts built by modelling friends. As an alternative at smaller local shows, we can use *Cropper Street* on a suitable table. The drape that normally hides the legs becomes a tablecloth and the layout is therefore still neatly presented. We sit down with members of the public able to use an additional chair and have a go at operation or just chat to one of us. We did this with *Lockdown Fen*, and it seems to work well. We get lots of questions about DCC decoders, the NCE system and Kadees particularly.

For storage and transportation, the main scenic section fits in one 77-litre box and the two fiddle yards in a second box, which also has enough free space for some of the other things needed at an exhibition.

Locomotives & rolling stock

The roster is very much the same as for *Dock Street* with some additions and the occasional visitor from the *Lockdown Fen* green diesel fleet. Blue diesels from Bachmann predominate at exhibitions, and I do like the fact that we can operate a very small layout with some very big locomotives such as a Class 40 – one of my favourite locos from my early trainspotting days. Other favourites tend to be the sound-fitted Sutton Locomotive Works Class 24s, but many other locos feature – a Peckett 0-6-0ST is a regular visitor to shunt the Blue Circle cement siding. I am also assembling a small fleet of BR-liveried ex-LMS steam locos that will soon feature on a Somerset & Dorset micro layout but are equally at home in the urban North West (as can be seen in some of Ian's excellent photos). Everything is weathered by me, based on prototype photos, using airbrushing and a wide variety of other techniques including washes, pigments and more recently oil paints.

An overview of the cement siding with Blue Circle's own Peckett shunter at work.



Coming a Cropper

The layout was fun to build, if a little challenging, with many small scenic items or structures rejected along the way – in addition to my various attempts at retaining walls, I tried different low relief buildings as the project progressed. I'd used SMS baseboard kits before and will do so again as they worked well.

The strong link to Liverpool Central provided the name I finally chose for the layout after several working titles. The real Cropper Street is in Liverpool running parallel to the railway line at Central station (and coincidentally also close to Lime Street leading to the eponymous main line station).

I am grateful to Ian Manderson for his excellent photographs. Throughout the project I have had great service from numerous suppliers but Scale Model Scenery, Digitrains and my (almost) local model shop Derails deserve special mentions. Finally, my thanks to regular

▲ The layout includes several small details such as this bin man in a shop back yard.

operators Bill, Harvey, and Eric – I appreciate all their support when I take my various layouts to shows.

See it at Stowrail

Cropper Street is due to appear at the StowRail 2024 exhibition on Sunday 19 May, from 10:30 to 16:30 at St Edward's Hall, Stow-on-the-Wold GL54 1AF. For details, see Societies & Clubs or visit: www.stowrail.org.uk

A Watford Tank in Gauge 1

JIM SMITH continues his description of how he scratch-built a London North Western Railway 0-6-2T in 1:32 scale, which is equipped for battery-operated radio control.

Model photography by the author



In the April edition I explained the methods I used to construct the rolling chassis for this six-coupled London & North Western Railway '1560' Class/18" Tank in Gauge 1.

Designed by Francis Webb and nicknamed 'Watford Tanks', I felt that this class of steam locomotive represented a fairly straightforward design to construct from scratch – it featuring a straight running

plate, no outside valve gear and a parallel boiler.

My attention turns in this article to the locomotive's upper works, with metal parts and soldered assembly used for the most part. I have employed similar materials and techniques for all of my locomotive build projects in 7mm and 10mm scales, many of which are transferable to other (smaller) scales and gauges.

Footplate and body

1

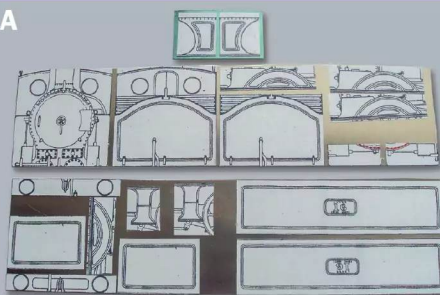


The footplate was marked out on 22thou nickel silver sheet, with openings to clear all the wheels and coupling rods. It was then cut out roughly on my bandsaw and filed to shape.

2

The drawing of the locomotive that I had printed to 10mm scale (see Part 1) was then printed onto self-adhesive A4 labels, with the individual bodywork pieces cut out and stuck onto 22thou nickel silver sheet (a). These parts were then cut out with the bandsaw, filing them to the finished size (b).

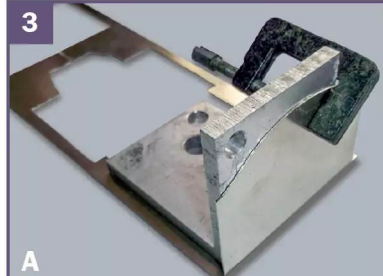
A



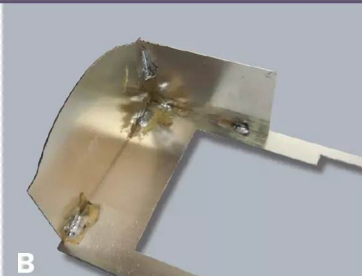
B



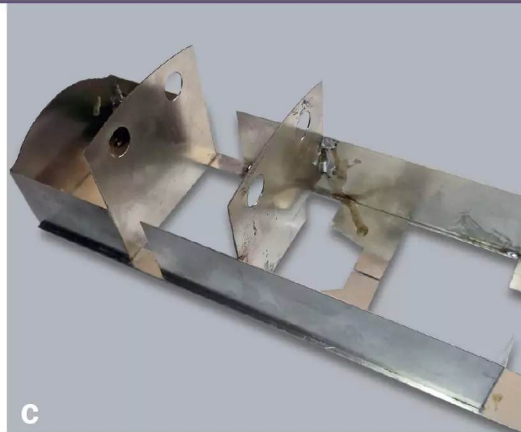
3



A



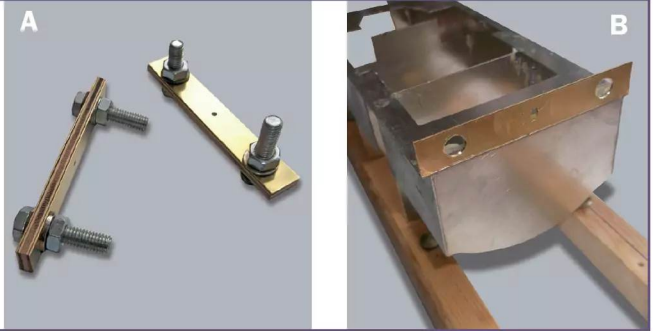
B



C

The parts were carefully tack-soldered onto the footplate using a sheet of plate glass to keep things level and square, clamping the parts at right angles with some aluminium angle – for which I used a short length of 2" x 2" x 1/4" (a). The angles were also checked and adjusted afterwards with an engineer's square. Tack-soldering (b) allowed for dismantling if the fit of parts was not satisfactory and needed to be redone. The basic outline of the bunker, cab and side tanks was now starting to take shape (c).

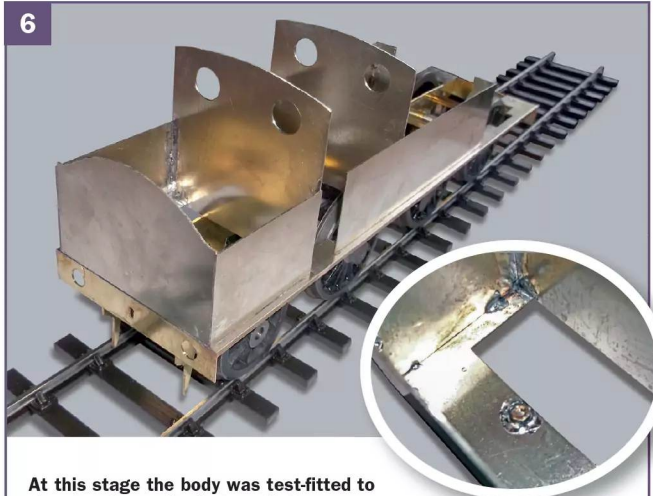
4 Bufferbeams were then made by measuring off the drawing and cutting out four pieces of 0.5mm brass sheet for front and rear, together with two pieces of $\frac{1}{8}$ " plywood to be sandwiched between the brass parts. They were drilled to accept the buffers and couplings, first with a 2mm bit for pilot holes. The buffer holes were then opened up to the correct size 0.5mm at a time with the sandwich of parts clamped together. Holes were de-burred and the layers forming each bufferbeam were bolted together using 6mm bolts (a). The outer edges were filed to shape and the coupling slot opened out with needle files (a time-consuming job). At this stage the parts for each bufferbeam were marked to aid identification and reassembly later on. Each inner brass bufferbeam was then soldered to its corresponding end of the footplate, making sure they were at right angles to it (b).



Once the bufferbeams were in place the side valances were added, using 2.5mm solid square section brass bar to give the footplate a bit of rigidity.

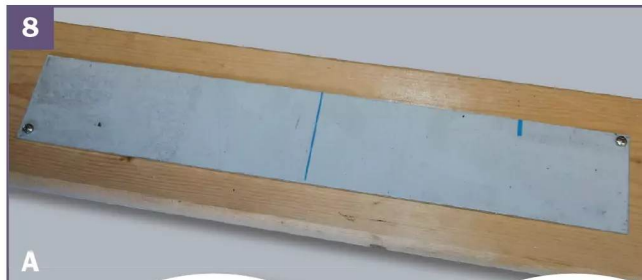


Two short pieces of 2.5mm square section brass were soldered to the underside of the front footplate and a length of 2 x 1mm brass strip was soldered to the underside of the bufferbeam to hold the front of the footplate in place. The footplate was attached to the chassis and the checks made to ensure the footplate was a tight fit to the frames.

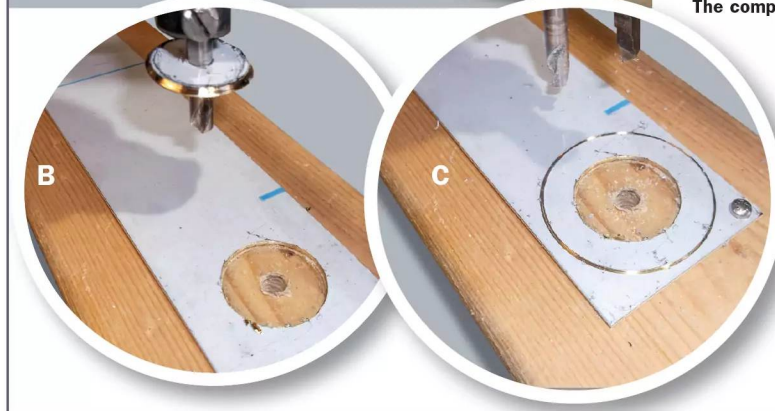


At this stage the body was test-fitted to the chassis to check that all the clearances were still satisfactory, with adjustments being made whilst it was still relatively easy to get at things. The position of the rear fixing screw into the base of the bunker was marked and drilled. An M3 brass nut was soldered in place on the inside of the hole (*inset*), with the nut being held in position using a stainless steel bolt.

Boiler

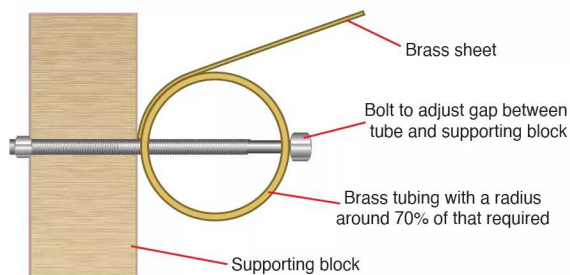


The boiler was marked out as a rectangle on flat 15thou nickel silver sheet, with the circumference calculated by multiplying the diameter by 3.142 (and then subtracting 1.5mm to allow for the thickness of the material). The smokebox wrappers – two were used to create the step between the boiler and smokebox – were marked out in the same fashion and all were cut to size ready for rolling. Boiler ends were then cut out of 1mm thick brass sheet using a fly cutter in a pillar drill (I do not recommend this be attempted using a hand drill) set to cut outside by reversing the tool. The centre boiler support (with the large opening) was created by first screwing the brass sheet down onto a piece of $\frac{1}{2}$ " plywood (a) and cutting the centre hole (b), then reversing the tool and cutting the outer diameter using the hole in the plywood as a guide (c). The completed boiler ends/support discs are seen below.



9

The boiler was then rolled around a piece of steel tube around 30mm in diameter (slightly less than the boiler diameter) so that the rolled sheet would spring back slightly to the correct size (fingers crossed!). The rolling of the sheet was undertaken by clamping the tube against a piece of aluminium angle in a vice, pushing the end of the boiler sheet into the vee that this forms and then bending it around the tube at the same time (see below). The sheet is gradually fed through the vee, with downward pressure maintained to create a consistent curvature right around the sheet. A portion at the rear of the boiler was then cut away carefully with a saw to allow for the motor.

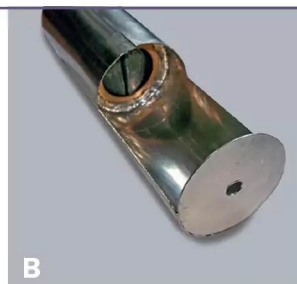


10

The boiler wrapper was then clamped around the disc from the front end of the boiler, using a Jubilee clip until it was a snug fit all round. The disc was then soldered in place from the inside of the boiler. This was a bit tricky because I was working blind, by feel alone.

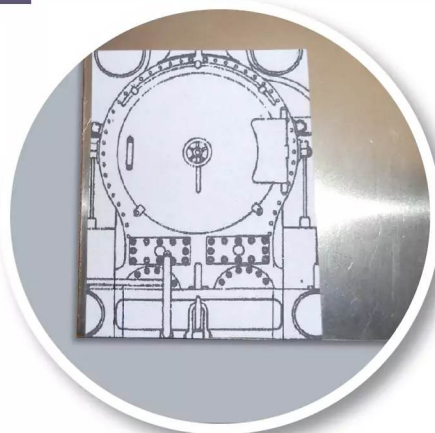


11

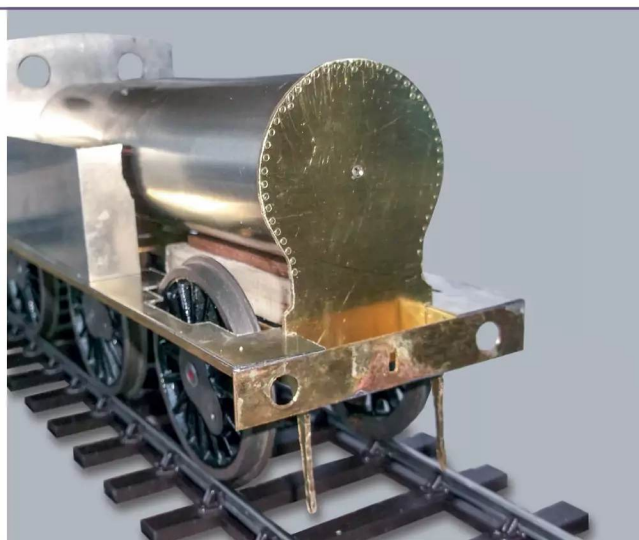


Two lead ingots obtained from an online auction site (a) were loaded into the boiler cavity and the centre disc was inserted, clamped with the Jubilee clip and soldered in place. The disc at the cab end of the boiler was then fixed in place (b). The boiler was now very heavy to aid with good track adhesion.

12



The paper label for the smokebox front was stuck onto some 22thou nickel silver sheet (left) and cut to size, with the profile enabling it to fit between the frames. The rivet detail was then marked out and embossed and a small hole was drilled in the centre. A trial assembly was undertaken, with small pieces of wood used to support the boiler.



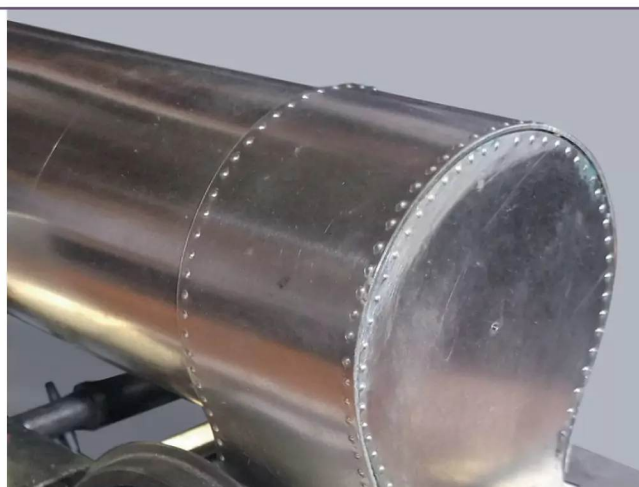
13

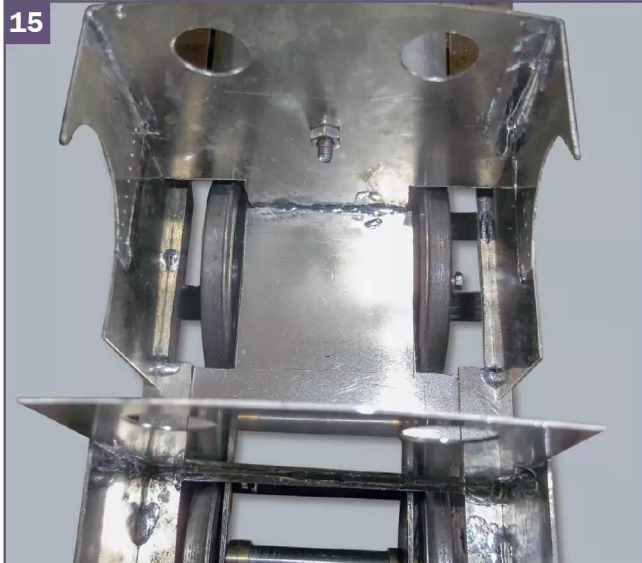


The first of the two smokebox wrappers was soldered around the boiler, flush to the front (a Jubilee clip was used to hold the wrapper in place whilst this was being undertaken). Handrail holes could also be drilled at this stage – I forgot! The smokebox front was then soldered to the boiler, with any excess solder cleaned off.

14

The second smokebox wrapper was then marked out and the rivet detail embossed using prototype photographs as reference. It was then curved to match the profile of the smokebox front and soldered around the boiler after being clamped in place (I used lots of rubber bands).





At this stage tank tops were cut to size and soldered in. The rear boiler support disc was then soldered to the back end of the boiler/firebox and a hole was drilled in the front cab spectacle plate to take a bolt for joining these units together. The boiler/firebox could then be fitted to the rest of the body, although it was not soldered in place at this stage.

16

The outer brass layers for the bufferbeams were then marked out and the bolt detail embossed. All the bufferbeam parts were then fitted in place and glued together whilst being held in place with the 6mm bolts and small bolts through the coupling holes. Once the glue had cured, the buffer housings were soldered in place (inset).

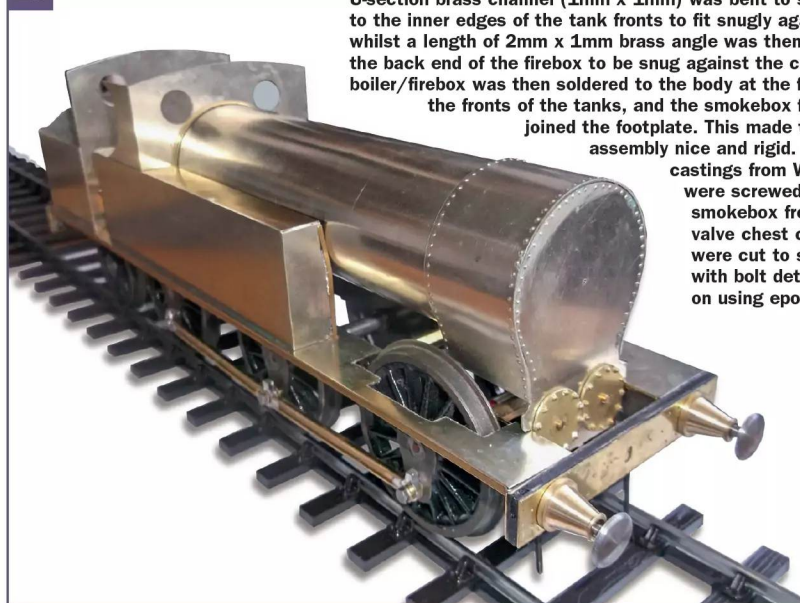


17



With the cab floor already cut to size and soldered in place, the inside parts of the tanks/wheel covers were added. The tank balance pipe covers between front tanks and bunker were also cut to size, folded and soldered in. This had the effect of helping to stiffen the superstructure of the locomotive.

18

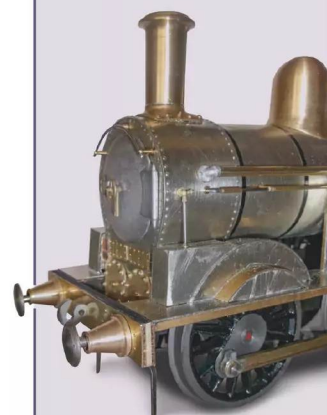


U-section brass channel (1mm x 1mm) was bent to shape and fitted to the inner edges of the tank fronts to fit snugly against the boiler, whilst a length of 2mm x 1mm brass angle was then formed to fit over the back end of the firebox to be snug against the cab front. The boiler/firebox was then soldered to the body at the front of the cab, the fronts of the tanks, and the smokebox front where this joined the footplate. This made the whole assembly nice and rigid. Cylinder front castings from Walsall Models were screwed and glued to the smokebox front and some valve chest covers (see right) were cut to size, embossed with bolt detail and then glued on using epoxy.

Next month

In part 3 Jim concludes the construction of the model, which includes adding the smaller details and radio control equipment, together with final painting and lettering.

A glimpse of the finished model with final details fitted prior to painting and lettering.



Through the Railway Room Door

Newport High Street

Captivated by Western Region steam in South Wales as a child, **CHRIS FORREST** set out to recreate one of its principal stations in OO gauge.

Photography by Paul Bason unless stated



My love of railways has been a lifelong passion. Along with so many other children who grew up in the 1950s, the sights and sounds of steam locomotives mesmerised me and I developed an insatiable appetite to witness as many as I could. It was inevitable that a train set was to become my most desired and loved possession, and even today, over 60 years later, that Hornby Dublo Castle that I was given for my 10th birthday, remains with me.

Although being born and bred in North London, it was to be the railway network in Newport, South Wales, where I headed annually to spend the summer holidays with my grandma, that really captivated me. With the South Wales main line running past the bottom of her street the location for me was idyllic, but with Newport High Street station only a mile away, it was there, sat on a platform trolley, that I spent so many happy hours. The flow of passenger and goods traffic through the station seemed almost

continuous, delivering a bewildering array of locomotive classes, many of which I had never encountered before.

At various points throughout my career, I had taken time to build a model railway, and even though the space available in bedrooms and lofts may have varied, there were always some constants. The model had to be based on a real location on the Western Region of British Railways and there had to be the opportunity for running express trains.

As a natural by-product of these aims, I began to accumulate a considerable collection of GWR locomotive classes and rolling stock, mostly proprietary but, of necessity, several built, with varying degrees of success, from kits. It is easy to take for granted the superb quality and range of classes available to modellers of the 21st century, but the advances have been remarkable. Today's proprietary models are literally light years away from the limited

▲ Running through the station and heading east is the daily Whitland to Kensington milk train, usually a Castle turn but, on this occasion, headed by Neyland's No.1020 County of Monmouth. Behind, a former GWR railcar arrives at the station. Two of these railcars were based in Newport and employed until the late 1950s for the Newport to Chepstow and Monmouth services.

range, and often inaccurate representation, of our 'toys' of yesteryear.

In 2017 I decided that, although it was rather ambitious, I would attempt to construct a model of Newport High Street. Little did I anticipate that within a couple of years we would be locked down and, with few other demands on my time, the project was able to accelerate way beyond initial expectations.

The parameters

The layout was to be housed in a shed of 20' x 10' and, unsurprisingly, in any attempt to

accurately build to scale a major railway site some sacrifices would have to be made. With the desired option for continuous running, there needed to be some reduction in the true length of the platforms in order to reduce the radius of the curves at each end. Fortunately, the station at Newport is built on a slight curve but there are four running lines to be considered and most annoyingly the Up and Down main lines, those that experienced the heaviest loads for most of the period, are the tracks on the inside of the curve. The station at Newport is sandwiched between two natural geographical features which the railway builders had to overcome. The resulting solutions were the Hillfield Tunnels in the west and the Usk river bridge in the east, both offering a scenic break to disguise the unavoidable sharpness of the curves.

The layout is analogue (12V dc), using a Gaugemaster controller with the potential for four-track operation, but as it is invariably operated by just one person, the

BR 9F 2-10-0 No.92220 Evening Star runs into Newport with the Up 'Red Dragon'. In late June 1960 Evening Star enjoyed a week of express passenger work from Cardiff to Paddington on the Up 'Red Dragon' and Down 'Capitals United Express' before it was grounded by the authorities, resuming the freight duties it was designed for. Only artistic licence would really enable the 'South Wales Pullman' to pass at Newport.

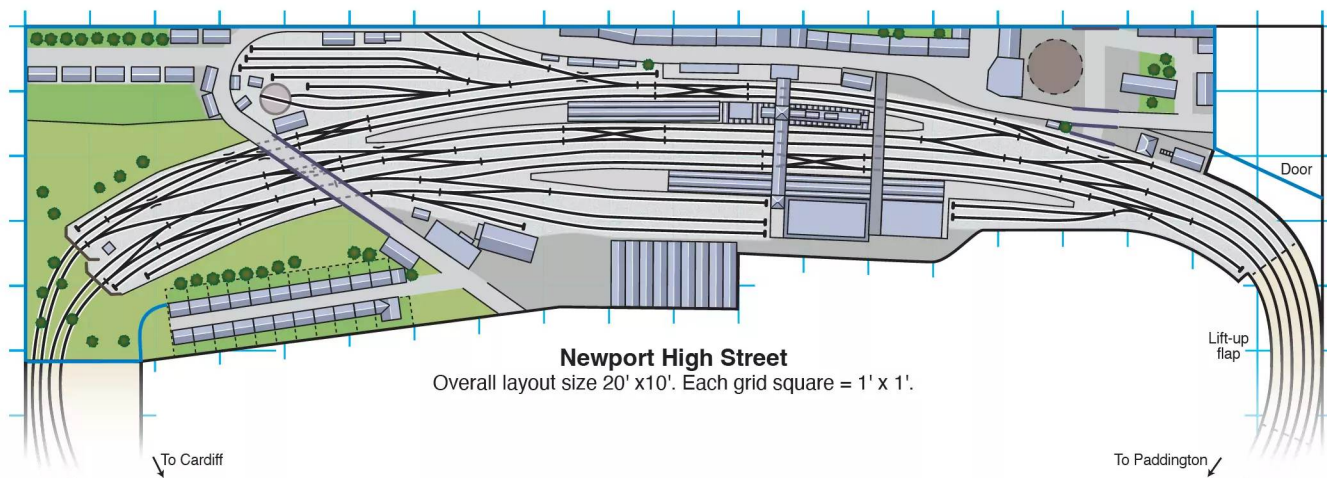
A view of the approach to the front of the 1930s Newport station building.



running of four trains simultaneously is a daring pursuit, and not a regular occurrence. With the sheer volume of points and signals manual operation was deemed the only practical solution, but, apart from rare shunting movements, the points are mainly cosmetic and only the four that facilitate through running at the station are ever regularly deployed.

Attempting to reproduce in miniature fully prototypical scenes and a working timetable across almost a whole decade created a problem of its own in that the late 1950s and early 1960s were a period of considerable change at Newport High Street station. The track layout is based on the plans of 1956, much of which was to be altered following a simplification of the trackwork, the





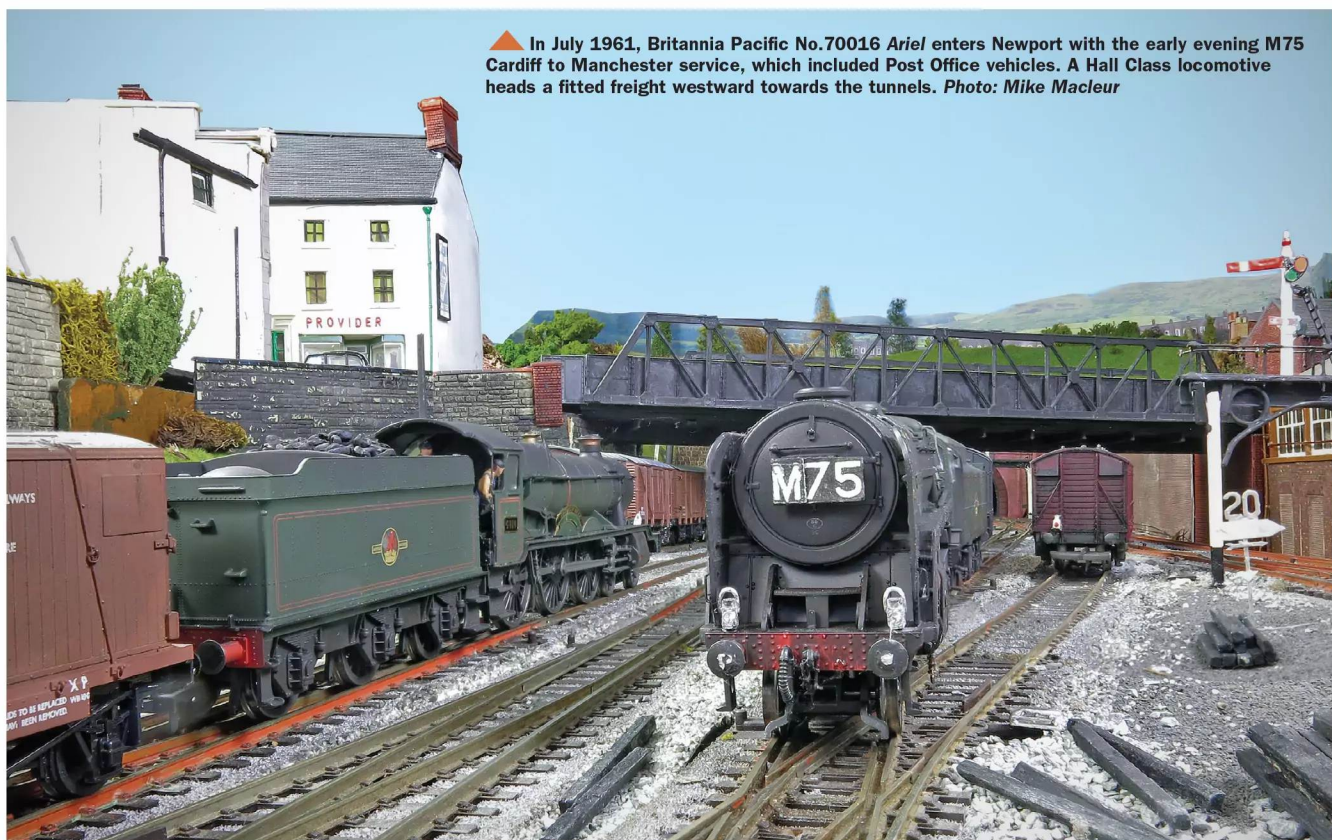
redesignation of the running lines, the renumbering of the platforms, and significantly, the multiple aspect signalling programme of 1961. As a result of these changes the trackwork on some of the later photographic images appears somewhat anachronistic.

The planning and construction

The key resource used as the blueprint for the layout were the track diagrams of Newport published by R A Cooke, especially the plan for the year 1954. Several visits to the station, before many of the contemporary changes had taken place, provided measurements and images of the remaining historic buildings, utilising any



▲ In July 1961, Britannia Pacific No.70016 *Ariel* enters Newport with the early evening M75 Cardiff to Manchester service, which included Post Office vehicles. A Hall Class locomotive heads a fitted freight westward towards the tunnels. Photo: Mike Macleaur





▲ A busy scene at Newport with the arriving King 4-6-0 hauling the Up 'Red Dragon' followed by the arrival from Brecon of Ivatt 2MT No.46520. A Hall heads a freight in the opposite direction, Cardiff bound.

The 11.15 Newport to Brecon service about to depart in the summer of 1960. Arriving from Oswestry, Collett Goods 0-6-0 No.2236 would spend just that single summer allocated to Newport, before returning north to Machynlleth. Photo: Mike Macleaur

surviving landscape to construct some element of a photographic backscene. All this has been supplemented with the study of a considerable volume of photographic images of the period from a library of relevant sources.

To maintain the reliability experienced on former layouts all of the trackwork is Peco code 100 and was initially laid out in sections to ensure pointwork could be as accurate as possible yet contracted into the available space. Some bespoke pointwork was essential to replicate the four double crossovers that feature, but beyond this all of the pointwork could be found within the Peco range. The baseboards are nearly all supported on the carcasses of standard kitchen units, which determined both the level and the height of the layout as well as providing a considerable amount of storage space, which in my previous experience had always been too limited!

The station buildings have been constructed as near as possible to the original designs using a pot-pourri of components from various kits and suitable modelling materials. Fortunately, a front elevation of the proposed new station from





images available, but although the road network is largely reminiscent of the original, many of the accompanying street properties have been constructed with a fair element of artistic licence.

All of the platforms have working lights along with many of the buildings and most of the streets. The lights are controlled by a small bank of switches along with the utilisation of the 12V outputs from a pair of redundant H&M Duette controllers.

The authenticity & rolling stock

With a layout based on a specific location, and as a ferroequinologist, one of the key aims was to ensure that any train movements accurately portrayed those of the period. Photographic evidence is vital to ensure that the re-enactment of the chosen train movements correctly reflects the prototype and that the locomotives, along with both passenger and freight stock, are accurately represented. The shortened platforms do mean that most express passenger services can only be of eight or

In June 1961, fresh from a Swindon overhaul, Aberdare-based 2-8-2T No.7221 approaches Newport with a Class 6 'E' mixed freight.

▲ Collett 0-6-0 No.2280 heading east with a Monmouth train.

the 1930s featured in Adrian Vaughan's book, *A Pictorial Record of Great Western Architecture*, and this proved invaluable. Many of the lineside buildings were also recreated as accurately as possible from



Traversing the pointwork of the approach to the station, Ivatt 2-6-0 No.46520 heads east.

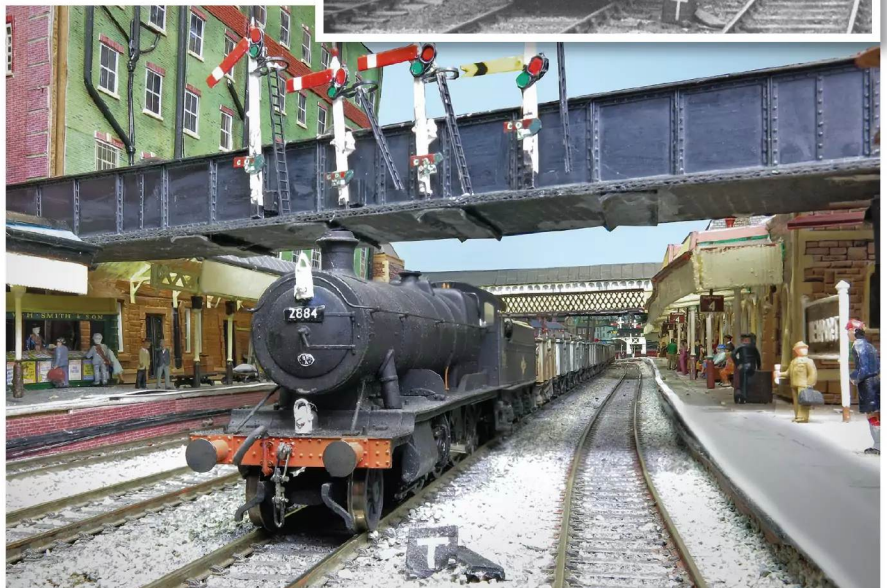


nine carriages in length but that doesn't really detract from the overall impression of accuracy.

As I briefly alluded to earlier, when I first began my journey into railway modelling, I could never have dreamt that the range and quality of manufactured products would reach the heights that it has attained today. Sadly, with a previously acquired stock of around 100 locomotives, the

prohibitive cost along with my limited technical ability has forced me to bypass the versatility of digital control, and with it the beauty of the sound element. With the long-awaited arrival of the Rapido Hawksworth

A long-time resident of 86A Ebbw Junction shed, Collett 2-8-0 No.2884, heads east through Newport station with an Up freight circa 1960.
Photo: Mike Macleaur





▲ In May 1958 0-4-2T No.1421 passes Newport East signal box with the 11.15 from Monmouth (Troy). After spending its whole British Railways career in South Wales No.1421 would just a month later be headed to England where it would spend the rest of its days.

'1500' 0-6-0PT, virtually every class of locomotive seen at Newport during that chosen period can be represented on the layout. Although the time period largely predates the advent of dieselisation the addition of the Class 116 and 120 DMUs will soon need to be addressed.

Formations of coaching stock have been assembled to reflect all of the South Wales expresses of the time, notably Collett and Hawthorn sets in carmine & cream and maroon, rakes of BR Mk.I coaches in all three Western Region colour schemes, and a Pullman set in umber & cream. Newport was obviously very busy with mineral workings, but with the daily Whitland to Kensington milk trains and a variety of other classes of freight trains, there is the potential for a wide range of goods vehicles to be represented.

The future?

If there was ever a moment when it could be claimed that a layout is complete, I have yet to experience it. Very often when I encounter a new image, I see something glaringly obvious that I have omitted or have included inaccurately. I would have liked to have included the goods shed south of the station and I keep postponing the daunting task of recreating the ruins of Newport Castle

▶ A fictional reconstruction of Albert Street, the terraced street running alongside the approach to the Hillfield Tunnels.

which heralds the eastern approach. There is, unfortunately, a genuine practical limitation to both of these projects. The resulting baseboard expansion would result in substantial areas of the layout that I would simply be unable to reach!

This has been a personal project and as such any faults or failings can only be mine, but without the help of my brother Steve the shed would not have been built and little of the electrical installation would have met any health and safety requirements. Most importantly I would like to thank my soulmate Jean for all of her support and encouragement, and her achievement in

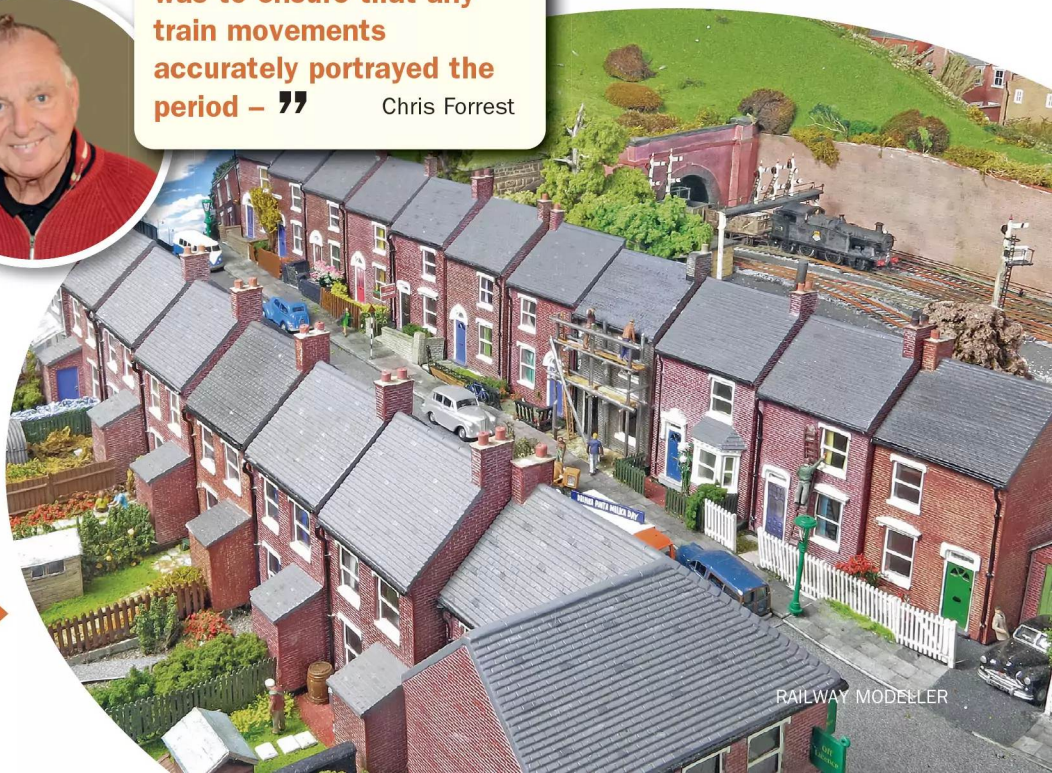
finally managing to master the delicate art of applying static grass.

I would like to dedicate this article to the memory of two residents of Newport, Malcolm James, and Mike Macleaur. Both men were a reassuring source of advice and encouragement and it is sad that they are unable to see the project come to fruition. Malcolm was a friend who was not only an authority on the local railway scene but also one of the foremost collectors of railwayana in Britain, who sadly passed away in the summer of 2022. More recently, in September 2023 we lost Mike, whose unpublished photographs of scenes at

Newport station, some of which are featured in this article, have provided the canvas for historical accuracy.

“ – one of the key aims was to ensure that any train movements accurately portrayed the period – ”

Chris Forrest





RAILWAY MODELLING *Explored*



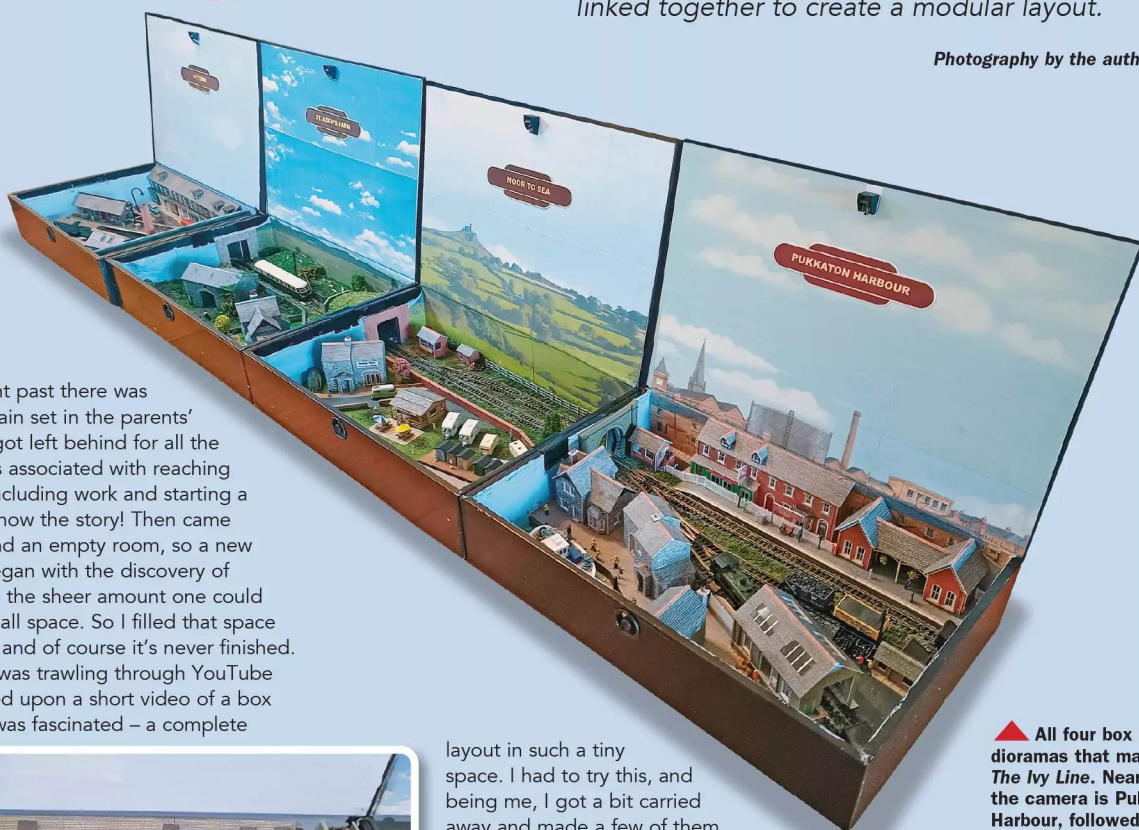
Projects, hints and tips for beginners from Railway Modeller readers and staff

THIS MONTH • Layouts in box files • Building a viaduct • Victorian house extension

The Ivy Line

Every model railway is a world in miniature, but **KEVIN STADEN** has taken it a stage further – creating tiny N gauge scenes inside box files, linked together to create a modular layout.

Photography by the author



In the distant past there was the usual train set in the parents' loft, but it got left behind for all the usual reasons associated with reaching adulthood, including work and starting a family. You know the story! Then came retirement and an empty room, so a new adventure began with the discovery of N gauge and the sheer amount one could get into a small space. So I filled that space with a layout and of course it's never finished.

One day I was trawling through YouTube and happened upon a short video of a box file layout. I was fascinated – a complete

layout in such a tiny space. I had to try this, and being me, I got a bit carried away and made a few of them...

The birth of *The Ivy Line*

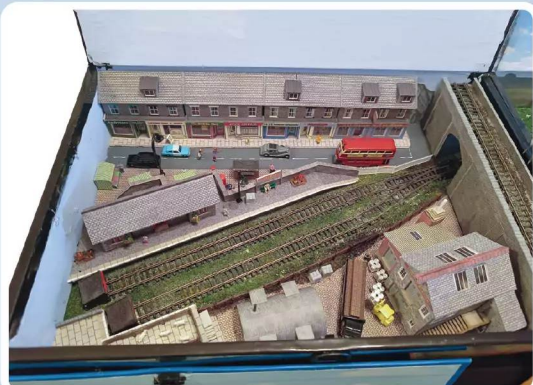
Having already made an oval in a box file I wondered what could be next. It turned out to be the Covid pandemic, and like many, a time for new projects and challenges. Thus the first box of

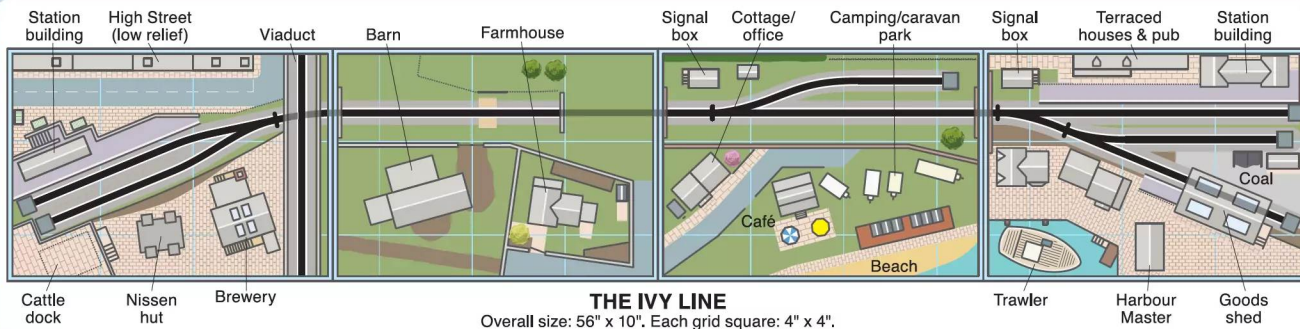
◀ **Ivytown is a compact terminus station with a siding serving a brewery. Most of the buildings are from Metcalfe kits.**

▲ **All four box file dioramas that make up *The Ivy Line*. Nearest the camera is Pukkaton Harbour, followed by Moor to Sea, St Aden's Farm and finally Ivytown.**

what would eventually become *The Ivy Line* was born, *Pukkaton Harbour*, a small terminus complete with a small goods yard.

Pukkaton Harbour was built to be a stand-alone model, with a small fiddle stick poking out of the side of the box. It stayed like that until mid-2022. The thought of making a 'layout' with several box files broke my own





rules that all box files should be self-contained. Then it dawned on me that actually I could stay within this daft rule and still link boxes together. Thus *The Ivy Line* was born, a set of box files, each with a completely self-contained scene, linked by a railway line running through all of them.

Construction

There are now four box files, Pukkaton Harbour at one end, with Ivytown forming the other; this is a small terminus station with a town on one side and a brewery across the tracks. In between these two boxes there is a small farm, St Aden's Farm (see my name!) and then Moor To Sea, which is a caravan park sitting by the sea with the moors in the background.

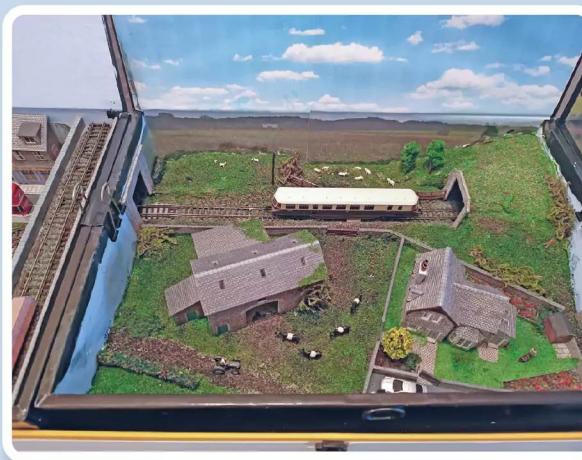
Each box is constructed the same way. Despite the very simple track layout, each box is first designed using AnyRail on the PC. I find this a good piece of software and far easier to use than some others. Each detail is added to the plan, which usually goes through several versions before the box is even opened.

My other box files consisting of oval tracks require a wider box than commonly available; however, with an end-to-end style a simple foolscap box does the job. These are readily available from most stationery shops, at a cheap price, which always helps!

A hole is cut at the end of the box so the trains may pass through, making sure that the hole sits 5mm above the base, then a 5mm foamboard base is glued into place.

The track is laid, tested, and glued down. There is no need for underlay as the foamboard is sufficient. The only wiring is in the St Aden's Farm box, where two banana sockets at the back are joined to short wires and the single track. Once fixed the track is ballasted.

Next come the backscenes. These vary from Peco Background Scenes, to photos from the internet, along with blue emulsion with white splatters for clouds. Ivytown also uses photos I've taken around towns to represent the side streets. These scenes are stuck to the inside of the box lids.



▲ Motive power is provided by a Great Western Railway 'razor edge' diesel railcar, pictured passing St Aden's Farm.

Building in a box world

The buildings within each box can represent something of a challenge. The boxes are stacked on a shelf when not in use, therefore the lids must be able to close. With this in mind, after the foamboard base is fixed there is, precisely, 65mm available for the height of each building. There is also the question of length and depth for buildings. If you put in a building taking up a large area, you have little room for anything else, and all you actually



▲ Sunbathers from the caravan park relax on the beach in Moor to Sea. The vehicles are by Oxford Diecast.

have is a massive roof to look at. In short, small is better, and it certainly concentrates the mind.

I'm a big fan of Metcalfe Models, and an active member of their Facebook User Group. No surprise then that a lot of the buildings used are Metcalfe, often kit-bashed to fit the scene, and the others are scratch-built by myself, mostly using Metcalfe's builder sheets and a selection from the bits box.

Station buildings can often be grand affairs, but in the boxes they need to be small. I've used the Metcalfe Station Shelters instead; the S&C Shelter was given a back door and windows for an entrance from the road. The Harbour station

features hanging baskets. This was after a friend did similar in OO gauge and suggested it was something you couldn't have in N... Challenge accepted!

In the harbour box the goods shed is very small – again, a constraint of the box file. It's scratch-built, along with the coal staites, coal office and the harbour master's house.

The harbour, and the sea section in the caravan park box, both have the water effect achieved by painting the base of the box, with streaks of blue, white and grey emulsion. It is then coated with around nine layers of yacht varnish. The trawler, which was bought in a trinket shop whilst at Cadgwith Cove in

Cornwall, was added to the water about four layers in. The harbour is finished off by a small scratch-built jetty. A couple of fishermen try their luck at catching a big one.

The beach huts in the caravan park box are a set of wooden laser-cut garden sheds from the internet. I placed them so the windows are hidden! The beach has many sunbathing figures. The sand is for budgie cages from the pet shop.

Early on I realised the farm box could end up a little plain, so the hill was added. This has been created using several layers of foamboard, cut and shaped then skimmed with filler... there's a rabbit somewhere on that hill; that keeps the children busy at exhibitions!

Ivytown features a run of small shops and a pub, The Dancer And The Moon; this and the harbour box's pub, The Village Lantern, are both named after favourite albums. The shops have lights in them, a simple string set of LEDs with the battery box outside the box.

The small brewery is the Metcalfe Ramshackle Workshop. Its chimney is higher than 65mm, so it is removable. When the box is closed it sits on the scratch-built viaduct.

The market stalls are simple folded card. Most of the animals are a selection of Peco and Woodland Scenics. The people are mostly what I had at the time, probably from China with a few Farish ones for special jobs.

Grass and vegetation is the usual mix of available scatters. In the wild areas I tend to use a few thin layers of different grass scatters; a field is rarely all one colour.

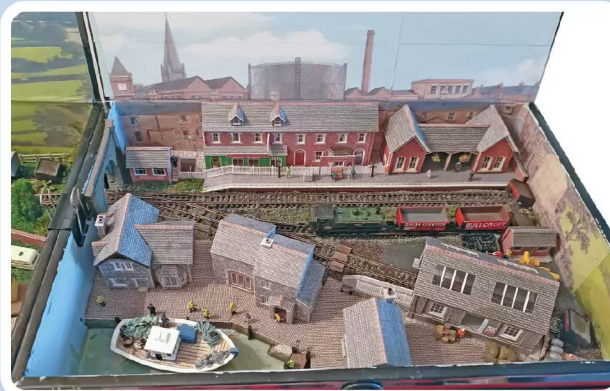
Track & control

All the track and points are Peco Setrack. The points are controlled via the wire-in-tube method, operated from the back of the boxes. Control is very simple: a single analogue Bachmann controller that plugs into the Farm box via banana plugs. Anything else would be needless complication.

Each box is joined to the next by a loose piece of track and its fishplates. Once aligned, file clips hold the boxes tightly together; again, a simple solution that works.

Locomotives & stock

I've recently exhibited *The Ivy Line*, along with my individual boxes, something I never



▲ A Graham Farish GWR pannier tank, and wagons from Peco and Farish, complete the goods yard scene in Pukkaton Harbour.

intended, but I was persuaded by my wife. To make life easy, I've run it using a GWR railcar, which also makes for an interesting model to run from station to station. A pannier tank along with assorted wagons from Peco and Farish sit in the sidings. All the vehicles are from the Oxford range.

What's in a name?

As with most people's layouts the names have some personal meaning. I've already mentioned St Aden's Farm being a play on my surname; I live next to Dartmoor, hence Moor To Sea; and Ivytown is also a reflection of my location. So Pukkaton Harbour? Well, like all the other boxes, it's built into... a Pukka box file.

Each box has a name totem, created on the PC, on the inside lid, as well as one at the back of the box to identify it on the shelf.

The next project

So what's next? The positive feedback from that first exhibition has spurred me on to do more using the name Moor Boxes.

Having shown *The Ivy Line* has led to one small regret: I really should have fitted it with a shuttle unit. That in turn has led me to plan another group of boxes, with a shuttle – a small tram line, again running through several scenes.

Finally I need to say thank you to my wife Cathy, for both her critique and for putting up with me and this obsession, and more recently, her

help at the exhibitions.

For more information on the box files, and dates of exhibitions that we will be attending, please visit my website:

<https://moorboxes.neocities.org>



▲ The author and his wife Cathy exhibiting *The Ivy Line* and other box file models.

Other ideas for box file layouts

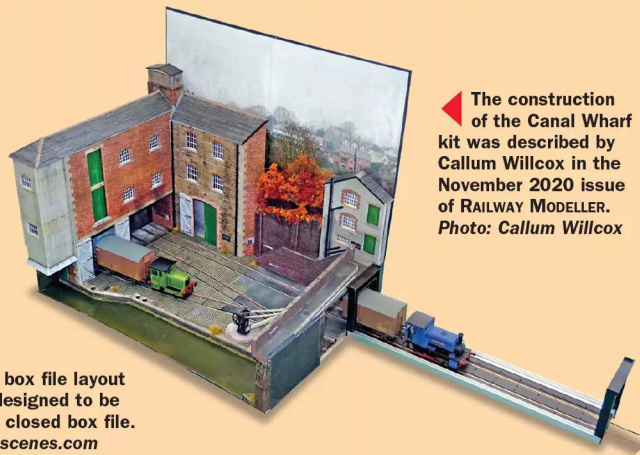
For modellers who find themselves short of space, a box file layout can provide an ideal way to create a small operational scene with all the scenic features found on a larger layout.

Furthermore, box file layouts can provide a perfect way to trial ideas and techniques before embarking on a bigger project. Whilst the finished models may have limited operating potential, they can make for very effective photographic dioramas on which to display locomotives and items of rolling stock.



▲ The Industrial box file layout kit, which is designed to be stored in a single closed box file. Photo: www.scalescenescen.com

The online company Scalescenescen has released a number of 'download and print' kits for box file layouts, intended for use with OO or OO9. These kits include the Industrial (ref.LY01) and Canal Wharf (ref.LY02) examples illustrated here. For more details about the Scalescenescen range, go to: www.scalescenescen.com



▲ The construction of the Canal Wharf kit was described by Callum Willcox in the November 2020 issue of *RAILWAY MODELLER*. Photo: Callum Willcox

Building a stone viaduct in O

BOB HORDERN constructed this impressive scenic feature to bridge the gap between two separate layouts displayed in his garage space.

Photography by the author

Readers may recall my O gauge exhibition layout *Kirtley Bridge* that was featured in the May 2021 issue of *RAILWAY MODELLER*. At home it resides along one side of my garage, displayed opposite another O gauge layout that I had saved from being thrown in a skip a few years ago. I had a plan to refurbish the latter and connect it to the former, achieved via a tight curve of track around the end wall (see photo 1).

I have always wanted to build a viaduct and this narrow one metre long shelf was the opportunity I had been waiting for. My modelling space was always at a premium and the only site for a viaduct was here between my refurbished Lofthouse reservoir baseboard and the *Kirtley Bridge* approach.

The book *Building Bridges and Viaducts for Model Railways* by Bob Alderman provided a good starting point for the build, while locally I had prototype inspiration in the form of the Settle & Carlisle line – with its massive feats of engineering.

I established that the viaduct would be built into a self-contained scenic module with limited depth, which would be constructed with a backboard fixed to the garage end wall, a lower shelf and a front valley profile. Timber uprights were installed, upon which I could build the piers and arches (photo 2).

Building the structure

The structure of any viaduct relies on the strength of its piers and arches. In most cases the piers have a slope or batter to provide maximum support.

To create this I fastened some 10mm squared-section wood to the sides of each upright then covered these with 2mm plywood (salvaged from an old dining chair). This material was lightweight and pliable, thus enabling me to build the arches *in situ*. I decided to face the structure with more of the same plywood, carefully cutting out each of the five shapes. These were then adjusted and taped in position as the glue dried (photo 3).



▲ A Fowler 3F 0-6-0T crosses the completed viaduct in the direction of Kirtley Bridge station.
All photos by the author



1 ▲ The original curved section of single track that linked the two layouts.



2 ▲ Timber uprights were installed to provide the arch supports.

Plywood was used to create the facings for the viaduct structure. ▶

Adding the stonework

The next phase was to cover the structure with courses of Slater's embossed stone Plastikard. These were cut to fit the faces of the arches but leaving an uncovered ring where the voussoirs could be fixed. These were cut individually from more of the 2mm ply (photo 4).

The structure would then require quite a bit of detailing





▲ The plywood shell was clad using Slater's embossed stone Plastikard sheet and individual stones cut from thin plywood.

to give it that authentic look. All joints in the stonework were given a wash with a mix of plaster, PVA and water. This not only secures the structure but also provides a sound basis for painting and weathering. The additional features such as keystones, quoins, springers and finally the downpipes could then be added.

Fashioning the terrain

Next I turned my attention to the landscape below the structure. The area involved would typically have had distinctive geological and glacial features. I was able to create this terrain using old wire netting which I then covered with plaster bandage (photo 5).

More detailed elements in the geomorphology would be tackled later, but it seemed appropriate at this stage to add rock outcrops on the valley sides. My preferred method is to use tree bark which can be fashioned to represent weathered, vertical strata with careful use of acrylic paints.

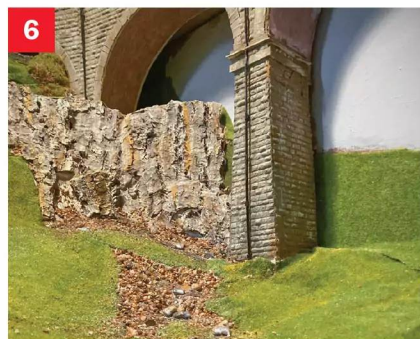
With the viaduct nearing completion and the landscape beneath the viaduct well under way, attention turned to the detail of the surface terrain. Firstly grass mat material was used to give a basic cover and all protruding rock faces were then painted and the relatively sparse vegetation added. In the



▲ Wire mesh was covered with plaster to form the basic shape of the scenery beneath the viaduct.

gullies below the scar, screes were modelled and larger boulders were positioned where they might have fallen or perhaps been left when ice melted (see photo 6).

The foot of the steep slopes has been similarly detailed with areas of gravel, marsh and a little water. Other vegetation, in the form of small trees and rough grassland, is also there, though the amount of this is



▲ Grass mats were used for ground cover, with rocky terrain also modelled. The rock faces are from tree bark painted with acrylics.

limited by the relatively harsh environment (photo 7).

The final task was to add some static grass cover and to model the cosmetic outer wall of the viaduct (photo 8).

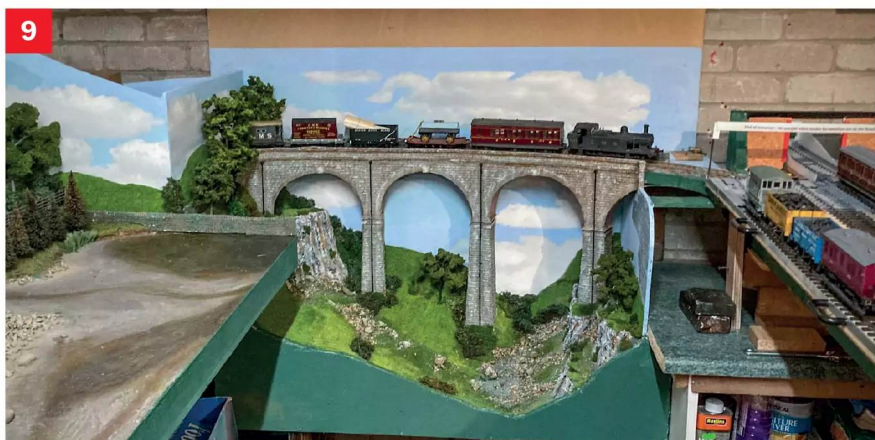
Going forward I may decide to cover the blue background with some sort of sky paper, to match up with the backscene on Kirtley Bridge. We shall have to see.



▲ Bushes, trees and fences were added. Note the downpipes on the viaduct.



▲ The tops of the parapets were dressed with stones cut individually from thin plywood.



▲ The completed viaduct, which is presented as its own self-contained scenic module.

Customising a Victorian house kit

CALLUM WILLCOX extends his Peco laser-cut Victorian semi-detached house kit with the addition of a bay window and dormer loft conversion. *Photography by the author*

In the April 2024 issue, I assembled the new laser-cut wooden Victorian semi-detached house kit (ref.LK-208) manufactured by Peco. The kit is supplied with options for additional bay windows and dormer loft conversions, allowing the modeller to add further variation to their build.

In this short article, I demonstrate how to assemble these optional extras and fit them to the finished structure.

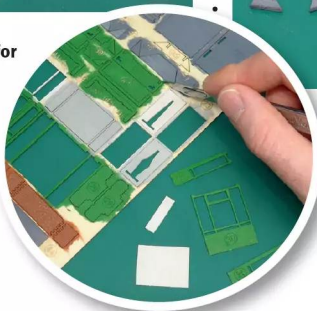


▲ The finished model with bay window and dormer added.

Preparing the components



The wooden components for both the bay window and dormer had been painted during the initial build (*inset*). Once removed from the fret, the glazing for the windows was cut from a piece of the clear plastic package; these were trimmed to size to match the curtain/blind components.



Bay window assembly



Assembly of the bay window started with the cill and frames. Before adding the roof, the glazing pieces were dropped into place, with the corresponding curtain detail glued into place behind. Once cured, the roof, gutter and textured brick overlays were added.



The complete assembly incorporates a locating tab to the rear (*inset*), which slots neatly into the opening provided for the window cill detail, below the ground floor windows on the structure.



Dormer assembly



Prior to assembly, the components for the dormer conversion were weathered with Humbrol Smoke and Medium Grey weathering powders to match that of the roof tiles (A). Once sealed with a misting of matt varnish, the sides and window frame were attached to the base piece, followed by the glazing and blind detail (B). With the gutter in place the flat roof was affixed, ensuring the edge of the gutter was visible (C).

5 The completed assembly fixed in place atop the roof.



Simon Kohler



The cost is in the detail

The start of the 1980s saw the dawn of electronic games systems that heralded a dramatic fall in traditional train set sales – no longer were train sets at the top of children's Christmas lists. But, as one part of the model railway market shrank, the demands from modellers became more vocal.

Unfortunately, the Hornby management at that time was more focused on the broader toy market and did not recognise the opportunity and latent growth offered by the model enthusiast. However, Bachmann, amongst others, certainly did and it was not long before the old Mainline and GMR/Airfix tooling was dusted off and relaunched into the UK market. From that point Bachmann started to respond to the model enthusiasts' demands for increasing levels of accuracy, which the Barwell-based company was more than happy to do, while Hornby continued to lumber on with models that were fast becoming outdated and lacking in detail.

During the 1990s, Bachmann Europe was arguably the model rail enthusiasts' brand of choice, with Hornby being criticised and ridiculed as makers of toy trains. That was until Hornby had a major senior management change and, with the help of an established Chinese manufacturer, released in 2000 its critically acclaimed model of Bulleid Pacific No.35028 *Clan Line*. Almost overnight the credibility of Hornby changed. The Merchant Navy model boasted an abundance of hand applied detail, a five-pole skew-wound motor, pick-ups on all wheels, plus the motor was in

the locomotive rather than the tender. The members of the model press were astounded and the modellers were similarly impressed – so much so that despite the model being approximately 30% more expensive than other Hornby locomotives, more than 17,000 were sold in a matter of months, something Hornby had not achieved with a single model in over 25 years!

As the first decade of the new millennium progressed, Hornby introduced more new locomotives with greater detail than the last, this causing the inevitable increase in prices which at that time was considered negligible. Other brands followed suit and the modeller benefited from a round of one-upmanship between the manufacturers, but after the financial crash of 2009 things started to change in the world of model railway manufacturing. With a combination of raw material increases and alterations in the Chinese employment laws, the cost of producing models to the level being demanded increased dramatically and, although they levelled out a little, by 2019 prices were soon destined to increase again.

Many enthusiasts started to complain that they could no longer spend as much money on the hobby as they used to and this certainly did reflect in overall sales. The pandemic did nothing to help the situation as shipping and material costs increased beyond belief, and with that prices once again began to rise, with the result that \$200+ locomotives became a reality.

They say the devil is in the detail but adding more and more to a model is currently what every model railway brand appears to be aiming to do in an effort to outshine its rivals. Regardless, detail plus other additions all go towards increasing the

eventual cost of a model as inevitably more hand-finishing is required, and labour, especially in China, costs.

It is no sin for companies to make a profit because without that they could not invest in new models. However, different brands have differing business models. The greatest costs for any company are its overheads such as staff, offices, plus general services, not to mention business rates, with all these charges having to be considered when calculating selling prices. In short, the larger the company, the greater the overheads. Consequently, the smaller companies, with their lower overheads, can use their financial

margins to bear the costs of both adding greater detail and, in some cases, ingenious electronic features to their models, while at the same time presenting very favourable retail prices. Such tactics can make the larger and

...Such tactics can make the larger and more mature producers look both short on detail and high on cost...

more mature producers look both short on detail and high on cost. This is certainly a dilemma for them as they can either try and compete where additional detail and features are concerned and sell at a much lower margin, which I doubt they could afford to do, or increase their prices to a level that would not make the model viable. It's a catch-22 situation.

Whatever the case, it goes without saying that even with those companies with lower financial considerations, by adding more and more detail, plus the inclusion of electronic components and the ever-increasing labour and raw material costs out of China, it is inevitable that prices will continue to rise. My concern is that, as companies continue their competitive quest with the inevitable cost implications, railway modelling will eventually be a hobby for the elite and well-heeled few.

The Hornby rebuilt Merchant Navy Pacific was released in 2000 and represented a step-change in the models being produced by this manufacturer. A review was published in that year's October issue. Photo: Railway Modeller Archive

Simon Kohler has over 40 years experience of working in the model railway industry.



Readers' Letters

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

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

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



Stephenson's *Rocket* has taken off; *Lion* and *Tiger* are roaring; we are keenly awaiting No.1 *Locomotion*, and the stage is set for the 200th anniversary in 2025 of the latter locomotive's famous inaugural run.

This would seem to me to be the ideal time for RAILWAY MODELLER to publish articles relating to modelling the earliest years of our steam-hauled railways: rounding up what stock and accessories are available (including the 3D-printed market perhaps), together with constructional articles on representing that era, and reports by those modellers who have already had a go.

I'll even put in a niche plea for coverage of the predecessor wooden wagonways: a family forebear built some

▲ An engineering sample of the OO gauge model of No.1 *Locomotion* that is being developed by Hornby (see News, RM February 2024). Photo: www.hornby.com

of them and I am planning a layout which will include one. The gauntlet is thrown down!

DAVID THOMSON

[Ed. The 200th anniversary of the Stockton & Darlington Railway is indeed something we intend to commemorate during the course of 2025. Watch this space, as they say! Incidentally, a review of the Hornby model of L&M 0-4-2 *Tiger* will be published in the June issue.]

Finding the positives

I read with great interest the Editorial in the March 2024 issue which referred to the closure of Hatton's and the end of Warley shows at the NEC.

Clearly these two events have had an effect on the mindset of many modellers and even I would agree that any retailer shutting down is a loss no matter what they sell/sold.

However, as a returnee to the hobby (my first train set was on the living room floor as a very young child in the 1960s) following the rekindling of my interest in late 2023, I have not used/been to either of these institutions. I do, however, visit a few local model

shops and shows within my area (Somerset) and the one thing that comes over to me is just how busy these are. There are three shops I visit frequently and they are all well stocked and always busy. For me, I have not felt any need to be worried, apart from the expense of the hobby – but that's a whole other issue.

I thoroughly believe from what I see and hear that this hobby is alive and well and maybe, instead of looking at the negatives, we should focus on the positives as the March Editorial suggested.

TERRY BELBEN

Access for all – a further response

In response to Simon Payne's letter in the February 2024 issue, I wrote at length on this subject in response to David Gladwin's January 2001 letter, as did J G Balaam. Readers with access to the RM Digital Archive will be able to look these letters up in the March issue that year.

I should point out that further disability and equality legislation has since arisen, adding to requirements. Also, since that date I myself have become registered disabled on account of eyesight issues and as a result struggle to see details at a distance when unable to get near a stand or exhibit. As a result I now rarely attend exhibitions.

As many readers will be involved in exhibitions, perhaps an occasional article by an acknowledged expert on such legal matters may be of value?

DAVID GOSSLING

Glyn Valley model correction



Thank you so much for the article on my OO9 layout *Lynnbach*, which I have just seen in the April RAILWAY MODELLER.

There is just one tiny detail which isn't quite right. The Glyn Valley Tramway locomotive pictured at the top of p261 is in fact a Nigel Brooks 3D-printed body kit on a Kato chassis – not a Peco kit as stated in the caption. It was a lovely model to make; the kit is very finely printed and has lots of nice additional parts.

I think *Lynnbach* is my tenth layout to appear in either RM or CONTINENTAL

▲ A further view of Ian Arkley's Glyn Valley Tramway locomotive, which was built using a Nigel Brooks kit on a Kato chassis. Photo: Ian Arkley

MODELLER. I am building a new layout in my garden shed at the moment, which is a compact GWR setup.

After that is complete, I will limit myself to micro layouts only as I really don't have any space left! (I still own all but one of the layouts that I have built.)

IAN ARKLEY

Bulleid 'Booster' delight

I am delighted to see that Bulleid's 'Booster' locomotives have been produced under the EFE Rail branding in OO (see review, RM April). I never expected to see this prototype made available in ready-to-run form.

Growing up in a pub opposite Three Bridges station on the Brighton line, I saw these locos on a regular basis and even had a cab ride in No.20003. We had a garden that ran alongside the line which gave excellent views of trains, although the majority were EMUs. However, the 15 minutes before 6pm were the most interesting: in that period we had the 'Brighton Belle', then the Newhaven boat train hauled by a 'Booster' then the Brighton-Birkenhead loco-hauled train. Motive power on this was different every day and was often a Brighton Atlantic.

DAVID RANDALL

[Ed. We understand that a further run of the model as No.20002 in BR green has been confirmed by EFE Rail, the initial batch having sold out on pre-release.]



▲ Bulleid 'Booster' locomotive No.20003 hauling what is thought to be a Newhaven boat train, passing Anerley. Photo: Rail Photoprints

Memories of the Wisbech & Upwell



I have been interested to see articles and reviews of models relating to the Wisbech & Upwell Tramway in recent issues of *RAILWAY MODELLER* (including the OO coaches from Rapido Trains UK in the February edition).

My memories of the tramway go back to my childhood when I used to accompany my father on field visits in his capacity as Post Office Telephones Area Engineer for the Peterborough area. Several times we went to Upwell and saw goods trains travelling along the roadside, passenger traffic having ceased many years before. By that

time the trains were hauled by BR Class 04 diesels but my dad told me about the steam J70s.

Some years later, in my 20s, I joined an industrial archaeology group and on one expedition searching out evidence of Fenland pumping stations we spotted a railway carriage body in use as a farm shed. Not an unusual sight apart from the fact that this one turned out to be Wisbech & Upwell Tramway coach No.7. Eventually it was recovered to the Cambridge Museum of Technology. It is very pleasing that the coach has since been fully restored

 **Drewry 0-6-0DM (later BR Class 04) No.11102 at Upwell with the 'Fensman' railtour for members of the Railway Correspondence & Travel Society on 9 September 1956.**
Photo: Rail-Online

and is once again in service on the North Norfolk Railway where I hope to see it one day.

The aforementioned Rapido models do look excellent, but I would be pushed to include one on my 'Suffolk and Mid Wales' OO9 layout!

PETER HALFORD

Praise for Peco digital courses

Greetings from Slovakia. I recently attended one of the DCC courses for beginners at Peco and would like to thoroughly recommend it to any other modellers who have concerns about

getting to grips with this technology. The tutors, Derek & Julia Boswell and Andrew Burnham, were willing to pass on their knowledge and were patient when silly questions were asked or I

found myself struggling with some practical aspects. Their overall helpfulness was much appreciated. There is theory as well as practice on offer, and lots to 'play' with.

I have just turned 79, and travelled a long way to attend, but am so glad I made the effort and would heartily recommend it to others.

PETE MILLER

[Ed. The next 'Beginner's Guide to Digital Command Control' course will be taking place at Pecorama in Devon on 20 May 2024. Further dates are to be confirmed. The course is priced at £65.00 per person (with refreshments included); for more details and to book a place, email: julia.boswell@peco.co]



Auto tank satisfaction

Many thanks for publishing my correspondence regarding the future of our hobby in the April issue.

In the same issue are reviews of two items from the Hornby RailRoad range – a three-car Class 110 DMU and Collett '1400' 0-4-2T. The latter is a prime example of the affordable items which should be available to purchase by modellers on a budget.

Within a few days of seeing this review, I had placed an order for one of these auto tanks with my local model shop (Kernow Model Rail Centre). The model arrived and was test run on the tracks I had already laid for my OO layout based on Fowey. It runs smoothly at all speeds over the Peco code 100 Insulfrog points and Streamline track. The model is a great re-introduction and thank you for featuring these less glamorous items in the review pages of RM.

A set of etched number plates have also been ordered from Fox Transfers to 'localise' the locomotive to one which



was allocated to St Blazey shed, which of course served the Fowey branch.

I also intend to fit screw couplings and then pair it with an auto-trailer.

JIM HANCOCK

Layout measurements – metric or imperial?

I have enjoyed reading *RAILWAY MODELLER* since I was about 12 years old. I am now 65! One thing I find annoying is that the layout dimensions are sometimes in feet and inches; why not metric? Even when I was at school a long time ago, the metric system was becoming normal. I am sure many younger readers have no idea what inches are!

SIMON JERVIS

[Ed. When quoting layout dimensions we usually take our lead from the author, who will have chosen to construct their model to round measurements in either metric or imperial units. However, nearly all track plans are presented with an imperial foot grid. Interestingly, we also receive requests from readers that all quoted measurements in RM should be imperial (see Readers' Letters, RM February 2023, for example). We are confident that most RM readers are comfortable with using metric and imperial measurements, given the nature of many of the modelling scales, which are a mix of the two (i.e. 4mm:ft).]

'DCC Fitted' – a rare option?

Recently it seems to have become the case that we can buy 'DCC Ready' and 'DCC Sound' but 'DCC Fitted' is becoming a rare option. I do not want to take a loco apart to put in a decoder and I do not want sound. So please Hornby, Dapol, Bachmann *et al*, continue to offer models with non-sound decoders fitted.

PETER BRADFORD

Invertrain retirement

Following a lot of soul-searching, I have decided that it is time to retire. I have been involved with Invertrain since 1995, firstly as a partner with Dave Thomson, then latterly taking over sole ownership and running it full time since 2006.

It has been a lot of fun and I have made a lot of friends and had great support from a great many customers from all over the world, not to mention the Gauge O Guild and many fellow traders. I will not be disappearing just yet, but I intend to have stepped back from the business by March 2025.

If anyone is interested in taking on the business, or parts of it, please get in touch. In the meantime, it is business as usual.

CHRIS SMITH

Invertrain Model Railways
33 Rose Gardens, Cairneyhill,
Dunfermline KY12 8QS
Tel. 01383 880 844
www.invertrain.com

NEW PRODUCT REVIEWS

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

LMS diesels Nos.10000/10001

New from Graham Farish in N



It was first revealed in our April 2024 issue that Bachmann Europe was to release models of the London Midland & Scottish Railway 'Twins' – Co-Co diesel-electrics Nos.10000 and 10001 – under its N gauge Graham Farish brand. The models, which have been produced from all-new tooling, follow the firm's equivalent 4mm scale release in the Branchline range – first reviewed in the pages of our December 2013 issue.

Supplied Digital Command Control ready or DCC sound-fitted, the initial release covers five versions, each depicting these pioneering locomotives during a specific point in their service careers: No.10000, constructed in 1947 (ref.372-910) and 1948-built No.10001 (ref.372-911) in original black and silver livery (the former with LMS lettering); No.10000 (ref.372-916) and No.10001 (ref.372-917) in BR lined green with late crest; and No.10001 (ref.372-918) in BR green with small yellow panels.

Our sample in detail

For review we received samples of the duo presented – to all intents and purposes – in as-built condition, with the exception of No.10000 which sports a few early modifications, including, but not limited to: boiler room vent (December 1947), flush driver's side compressor access panel (January 1948), cab roof rainstrips (May 1948), and eight lifting points per bogie (September 1948).

Each locomotive sports the sleek black & silver colour scheme, with original headcode bracket arrangements at each end. The uniform smooth satin black makes for a fine contrast with the metallic silver paintwork, which extends to the bogies, roof, and raised bodyside waistband. As per the prototype, No.10000 is uniquely adorned with

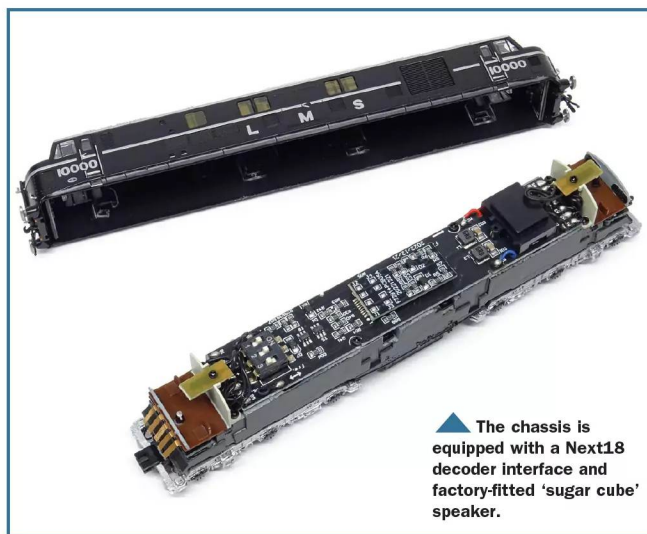
large chrome LMS lettering either side of the body, a feature not present on its sibling which was completed by BR shortly after Nationalisation. The cab-side builder's plates – which are barely discernible to the naked eye – under a glass are clearly stamped with the makers, Derby, along with the locomotives' build dates of 1947 and 1948.

The construction of the models comprises largely plastic mouldings, decorated with separately fitted components such as the lamp irons and roof-mounted horns. Buffer heads are plastic and not sprung. Glazing is flush, and affords a view of both the cab and engine room interiors; the latter featuring convincing printed depictions of the engine fittings which add an impressive level of depth.

While the pair are affectionately referred to by many enthusiasts as the LMS 'twins', they were not entirely identical. One notable tooling variation between the pair for which Bachmann has catered are the bodyside steps, which are only present on No.10000. Also unique to this locomotive were the two large rectangular vent panels atop the cab roof at the No.2 end; these vents were never a fixture on No.10001, but are incorrectly present on the model.

Supplied as a pack of optional separate parts is a complement of buffer-beam details, with sufficient items to decorate both ends: a pair of decorative screw-link couplings and vacuum pipes, together with a selection of white head-

code discs which can be attached to the aforementioned brackets. Due to the overhang from the bogie-mounted pocket for the knuckle couplings, we found the former to be restricted to static display.



▲ The chassis is equipped with a Next18 decoder interface and factory-fitted 'sugar cube' speaker.





Mechanism & lighting functions

The body and chassis are held together by four friction clips (two each side), located just behind the cab doors. The chassis comprises a metal casting, housed within which is a centrally mounted coreless twin-shaft motor providing drive to both bogies. All axles are driven and power is collected from all wheels – all of which feature brass bearings. Each model weighs in at 76g.

A printed circuit board sits atop the chassis casting equipped with a Next18 decoder interface and factory-fitted 8mm x 12mm 'sugar cube' speaker, positioned at the No.1 end.

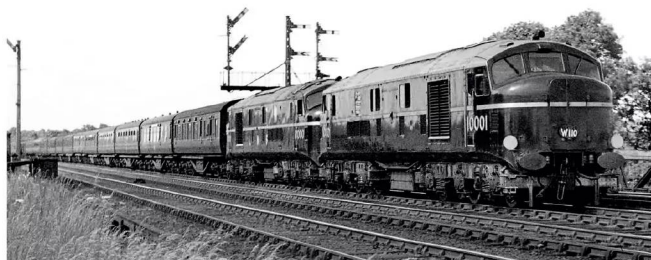
The model is equipped with cab interior and directional lighting, incorporating both passenger and freight modes; 12V dc users can switch between these lighting modes using one of the three microswitches which are also located atop the PCB.



Delightful duo

Bachmann is to be highly commended for bringing these diesel trailblazers to the N gauge market. With the prototypes often seen running in tandem, we're certain it will be difficult for modellers to resist getting both...

PROTOTYPE VIEW LMS 'Twins'



▲ No.10001 leads its 'twin' No.10000 under clear signals at Weaver Junction with the 8.55am Perth-Euston express in 1949. No.10000 still carries its aluminium LMS letters; these were removed during its first general overhaul at Derby, completed in March 1951. Photo: Rail Photoprints

Prototype information

When it was outshopped from Derby Works in December 1947, No.10000 was the first main line diesel locomotive built for a British railway company. Its 'twin', No.10001, followed in July 1948; it wore the same striking black livery with silver waistband, but was bereft of the LMS lettering carried proudly (albeit briefly) by No.10000.

They worked in tandem on crack expresses such as the 'Royal Scot' and other Anglo-Scottish trains, proving very successful and generally reliable. The pair were transferred to the Southern Region between 1953 and 1955, and were found on trains such as the 'Royal Wessex' and 'Bournemouth Belle'.

Eventually No.10000 made its return to its birthplace at the end of 1963, but it was to remain in storage for over four years before being scrapped; a missed opportunity for it to be claimed for the National Collection, given its significance. No.10001 was withdrawn in March 1966 and cut up in February 1968, two months before its 'twin'. However, a project is now under way to construct a replica of No.10000 at the Ecclesbourne Valley Railway in Derbyshire – for details, see the advert on page 31a or visit: www.lms10000.co.uk



On DCC lighting functions are: F0 – directional lights (on/off); F1 – directional lights No.1 end (on/off); F3 – directional lights No.2 end (on/off); F4 – cab lights (on/off – leading end only); and F5, which toggles between freight and passenger lighting modes. Function F2 is utilised for braking.

▲ The two locomotives often worked in multiple, as pictured above.



Samples supplied by

BACHMANN EUROPE Plc

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

PRICE
£184.95 each

British Rail Class 56 from Cavalex Models



Having established itself in the model railway market with its ready-to-run OO gauge rolling stock, Cavalex has released its first R-T-R diesel locomotive – the British Rail Class 56, plans for which were outlined in our August 2021 issue.

The Essex-based manufacturer has developed a comprehensive tooling suite, which not only caters for the four main variants built by Electroputere in Romania and British Rail Engineering Limited (BREL) at its Doncaster and Crewe sites between 1976 and 1984, but also makes provision to accurately cover all 135 locomotives from their introduction into traffic, subsequent in-service modifications, and recent adaptations received by those still in operation on the national network.

Supplied DCC ready or DCC sound-fitted, no fewer than 14 versions form the initial production run; covering BR blue (including small and large logo variants), BR Railfreight grey (with and without red stripe), BR Sectorisation grey (including Coal, Metals and Construction branding), and Loadhaul black & orange, together with a variety of post-Privatisation liveries – including DC Rail Freight grey and Colas Rail yellow & orange. A limited edition commemorative GB Railfreight Farewell Railtour Twin Pack has also been produced, comprising 56 081 and 56 098 in heritage BR blue colour schemes.

A brief history

A total of 135 locomotives (designated the Total Operations Processing System coding of Class 56) were intro-

duced between 1976 and 1984. Due to limited capacity at many of Britain's major railway workshops and at Brush Traction in Loughborough, the construction of the first 30 locomotives (56 001-030) was outsourced to Electroputere in Romania. However, issues came to light soon after delivery, which led to the majority being withdrawn from service within the first few years of operation for extensive rebuilding.

The remaining 105 locomotives were constructed by British Rail Engineering Limited (BREL) at Doncaster (56 031-115) and Crewe Works (56 116-135), though sub-assemblies for these builds – such as fuel tanks, roofs, cab frames, control desks and radiator housings – were produced at other BR workshops including Ashford, Eastleigh and Swindon Works. These later locomotives incorporated from new the significant modifications made to the Romanian-built examples.

All locomotives were equipped with a Ruston-Paxman 16RK3CT power unit – the final development of the English Electric CSVT engine – producing 3,250hp (2,420kW). The 56s also featured a number of developments in diesel-electric traction, such as the use of self-exciting alternators; they were also the first locomotives operated by British Rail to be built solely with train air-braking.

The class saw widespread operation across the BR network, most notably working coal traffic to UK power stations, located predominantly around the Midlands, Yorkshire, North East England and lowland Scotland.

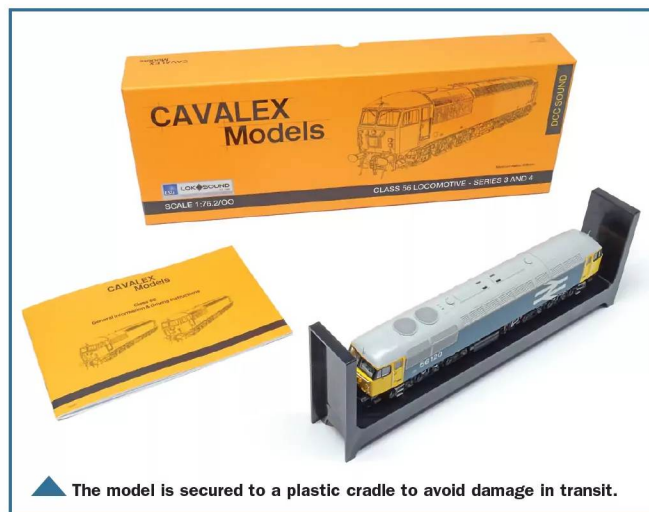
However, the locomotives were also deployed on bulk stone traffic from quarries in Leicestershire, Wiltshire and Somerset, together with steelworks traffic around South Wales, Scunthorpe and Teesside, and worked oil trains across the nation.

First to be withdrawn was 56 042, this occurring in 1991 following the use of the locomotive as a testbed for CP3 pattern bogies – as later fitted to the Class 58s. This was followed by the second withdrawal (56 002) in 1992 following an incident; however, with the introduction of the Class 66 at the turn of the century, withdrawals

gained momentum. Despite this, 37 locomotives are still in existence, running with various freight operators and leasing companies, including three exported to Hungary. 16 locomotives are being converted to Class 69s for GB Railfreight by Progress Rail, incorporating an EMD 710 12-cylinder power plant, with updated electronic controls similar to those used on the Class 66; nine have entered traffic to date.

Our sample in detail

For review we received 56 120 in BR large logo blue. The real locomotive – one of the Crewe Works-built



machines – entered service in May 1983, spending much of its career working coal trains in the North East; initially allocated to Tinsley before being transferred to Toton (TO) on 4 October 1987. Following Privatisation in 1996, it was absorbed into the English Welsh & Scottish Railway fleet, continuing operation until withdrawn from traffic in December 2003.

The presence of National Radio Network aerials, in combination with the BR large logo blue livery, squarely dates the model to between 1988 and 1992, when it was repainted in Railfreight Coal Sector livery.

The model is presented in a smart dense foam-lined card box, finished in the firm's eye-catching orange and black colour scheme. Inside is a lavish owner's manual that provides historical notes on the real machines, as well as general information on the model; including features, accessory fitting, lighting and functions, and much more. (An additional functions list is also

to fit include cosmetic screw-link couplings, yellow main reservoir pipes, white engine control pipes and red air brake pipes. Coupling guards are also provided, which can be fitted in place of the NEM slimline tension-lock couplings (also supplied in the accessory bag).



provided.) The model itself is supplied mounted to a plastic cradle, which is securely attached to the underside of the chassis by two screws.

Upon releasing the locomotive from its packaging, the first aspect to strike you is the quality of finish and the fidelity to the prototype. Details appropriate to this particular Crewe-built example include, but are not limited to: fabricated cabs featuring steel side window frames and additional air conditioning vent on the secondman's side; cutaway buffer beams; and diamond mesh side, cantrail and roof grilles. Two styles of cab door handrails – round and flat profile – are fitted as per the prototype, with the round style being fitted inboard and the flat design located at the outboard ends. However, it was observed that the orientation of these fittings appeared to change during the locomotive's career, with some images of the locomotive in this particular condition showing these to be the other way around.

The nose ends each sport large style horn grilles – which are etched and afford a view of the horns behind – protruding marker lights, body-mounted step, multiple control jumper connections and oval buffer heads, which are metal and sprung. Separate bufferbeam details supplied for the buyer



The model represents 56 120 as it appeared between 1988 and 1992.

printed safety notices (some of which are legible under a glass!).

The bogies – which take the form of plastic mouldings – exhibit a very impressive level of depth and detail, with full-relief representations of the springs and secondary suspension, brake gear and axlebox covers. This attention to detail extends to the many separately fitted components such as brake cylinders, vertical dampers, and representations of the bogie retention clips. Cab steps are also separately fitted, and even include renditions of the chequer plate surface.

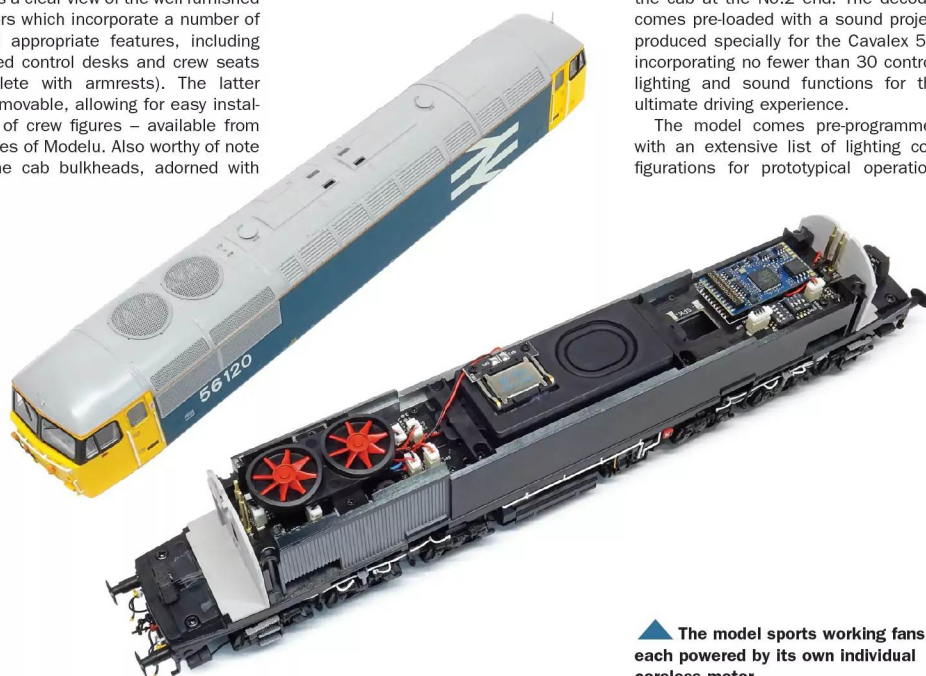
The application of the large logo colour scheme is second to none, with the paintwork exhibiting a seriously convincing metallic finish (one of the best we've seen to date). This is adorned

with crisp renditions of the British Rail double arrows and running numbers, along with legible data labels and overhead warning flashes. Separation between the main colours on the body is particularly sharp, complemented by the fine orange cantrail stripe which neatly follows the circumference of the roofline.

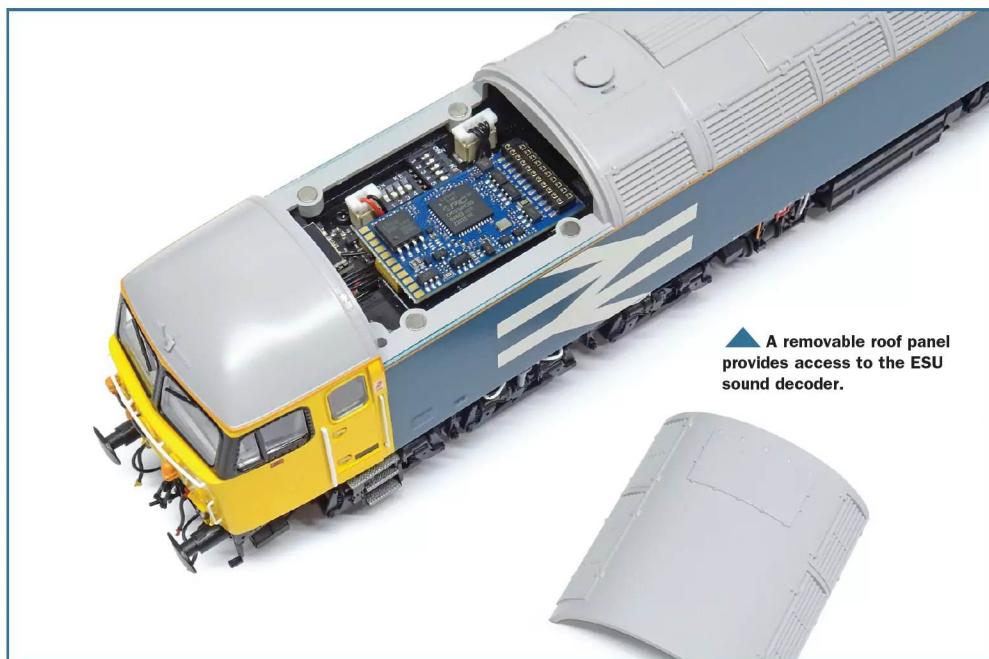
Sound, lighting & functionality

Factory sound-fitted models are equipped with a 21-pin ESU LokSound V5 sound decoder, which can be accessed via a removable roof section held in place with magnets behind the cab at the No.2 end. The decoder comes pre-loaded with a sound project produced specially for the Cavalex 56, incorporating no fewer than 30 control, lighting and sound functions for the ultimate driving experience.

The model comes pre-programmed with an extensive list of lighting configurations for prototypical operation,



The model sports working fans, each powered by its own individual coreless motor.



▲ A removable roof panel provides access to the ESU sound decoder.

outer axles on each bogie. Power is collected from all wheels – all of which feature brass bearings. The bogies have also been designed with provision for re-gauging, with the firm's replacement wheelsets: EM/18.2mm gauge (ref.WHEELSET-EM) or P4/18.83mm gauge (ref.WHEELSET-P4). A full installation guide is available via the firm's YouTube channel.

Tipping the scale at 602g, on test the Class 56 was capable of hauling 23 Pullman cars with ease around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

On the 'Grid'...

Quite simply, this model is an impressive debut from Cavalex – one which not only symbolises a major milestone for the firm, but also raises the bar in innovation in ready-to-run diesel locomotives. The arrival of the Class 56 also gives a tantalising taste of things to come from this manufacturer, including the forthcoming British Rail Class 60 (see news, April 2023).

It should be noted that the manufacturer has now delivered allocations of models to customers who placed pre-orders. However, at the time of



toggled on/off using function F16. For 12V dc there is a limited range of lighting functions can be controlled via a bank of five on/off switches parallel with the decoder socket.

Visible through the roof grilles are the operating fans, each powered by its own individual cordless motor. Under digital control, these spool up automatically depending on how hard the engine is working – with either one or both fans operating at a given time. When both are operating, the rotational speeds of each can differ – just like the real thing! The fans also function under 12V dc when power is applied, and can be individually switched on/off using the bank of four switches (alongside those for the lighting).

However, the *tour de force* has to be the bespoke Cavalex sound profile. This is emitted through an ESU Passive Radiator Speaker, which combines a 15 x 11mm 'sugar cube' speaker with a 24 x 55 x 8.6mm acoustic chamber featuring a built-in passive radiator. (It should be noted that the latter is only fitted to factory sound-fitted examples.) This speaker system makes for a very impressive combination capturing the characteristic 'scream' of the turbos and earth-moving engine 'thudding' of these imposing workhorses.



As well as the expected functions, the digital sound project pushes for even more realism, with the model incorporating built-in curve sensors, which automatically activate flange squeal when entering curves under a certain radius! (This function can also be toggled manually using function F7.) Other notable functions include a driver lock feature that enables the engine speed to be increased or decreased whilst the model is maintaining a set speed, and heavy train mode, which replicates the locomotive working under load and increases inertia.

Mechanism and performance

Removal of the body is a simple job, requiring only the unclipping of four securing clips – one located to the rear of each bogie. Once disengaged, the body can then be lifted clear – taking care not to knock any of the under-frame/bogie pipework.

The chassis comprises a substantial metal casting, housed within which is a centrally mounted twin flywheel fitted five-pole motor providing drive to the

writing remaining stocks were available from selected Cavalex retailers (see the firm's website for a list of stockists).

Whilst a second run is yet to be confirmed, a limited edition model of 56 302 *Peco The Railway Modeller* 2016 70 Years in Colas Rail Freight livery was announced by the organisers of Model Rail Scotland (see news, April 2024) with delivery expected in June 2025. Retailing at £199.00 DCC ready or £299.00 DCC sound-fitted, these can be secured with a £90.00 deposit from Scottish-based retailer Rainbow Railways (www.rainbowrailways.co.uk).



Sample loaned by

CAVALEX MODELS
www.cavalexmodels.com

PRICE
Ref.CM-56120-LL – DCC Sound
– £289.95



Hornby has taken stock of its eagerly anticipated Ruston & Hornsby 88DS 4wDM diesel locomotive in OO – announced as part of the firm's 2021 range. Produced from all-new tooling, this latest Ruston variant is to all intents and purposes the 'bigger brother' of the firm's previously released diminutive 48DS model, which was first reviewed in our December 2019 issue.

Introduced in 1938 and originally classified '80/88HP' (referring to its early 80-horsepower and later 88-horsepower engines), the class was redesignated as 88DS in 1941, with narrow gauge versions being given the suffix DSM and DSN, and standard gauge examples classified as DSW. A total of 271 were built up to 1967, being sold to various industrial users across the country, as well as British Railways and the War Department, with many others being exported. A large number have survived into preservation.

The initial quartet, all supplied DCC ready, comprises North British Distillery Co.Ltd No.4 in as-preserved yellow, green & red livery (ref.R3894); Rowntree & Co. No.3 in lined green (ref.R3895); Departmental No.84 in green with BR late crests (ref.R3896); and Departmental No.20 in BR blue with yellow wasp stripes (ref.R3897). A previously unannounced release is D1 in GWR green with open cab (ref.R30014).

Our sample in detail

For review we received a sample of Ruston No.432478 (BR Dept No.84) in lined green with BR late crests. Delivered new in January 1959 to the North Eastern Region Civil Engineer's Department at the Leeman Road Permanent Way Stockyard in York, the locomotive was one of six Ruston & Hornsby 88DS built for British Railways; these being distributed between York, Dinsdale Depot, Etherley Tip, Crofton, Hartlepool and Darlington. As well as performing shunting duties at Leeman Road, No.432478 also worked at the York Central Concrete Depot, once located on the site of the Railway Museum's main visitor car park. It was scrapped in 1970.

On the whole, the application of the green colour scheme is completed to a high standard, with clean breaks between the main body colours. True to the prototype, the model is finished in standard Ruston green (rather than the to-be expected BR green) complete with commendably fine off-white lining applied to the cabsides and bonnet panels. It is believed the locomotive



was delivered in this colour scheme, with the BR numbers and lettering added on arrival – as evidenced by the late crests which overlap the cab lining. Whilst on the subject of crests, one can't help but notice the 'Ferret and Dartboard' is applied facing the wrong way on the left side; it should be facing left as per official heraldic guidelines. This is, however, correctly applied facing left on the right-hand side.

The Hornby tooling suite caters for both 17-ton (without side weights) and 20-ton (with side weights) variants of the 88DS – our sample is of the former. Construction makes extensive use of die-cast metal, which is utilised for the chassis block, cab and running plate – giving this small shunter an impressive overall weight of 127g. Injection-moulded plastic forms the bonnet, which is detailed with a number of separately fitted parts, including grabrails (formed from a combination of fine metal wire and plastic), decorative spot lamps and exhaust, with the horn mounted on the cab. The large buffer heads are metal; though not sprung, these feature the characteristic countersunk screw head detail.

Glazing affords a clear view of the cab interior – complete with painted

dual controls and handbrake handle – all of which appear to have been separately fitted. Access to the interior is gained by removing the roof, which is achieved by gently breaking the glue bond around the base edges.

A small accessory bag contains a pair of optional bufferbeam infills, which can be fitted in place of the supplied NEM tension-lock couplings (also included separately).

Mechanism and performance

Removal of the body is straightforward, requiring only the removal of four screws, which are located at each corner of the chassis. The model is equipped with a three-pole motor housed within the bonnet with drive to both axles through a gear chain. Current is collected from all driving wheels via wiper pick-ups, with all axles featuring brass bearings. This setup, however, comes at the expense of the open profile of the prototype.

Supplied for 12V dc use, a six-pin NEM 651 standard decoder socket is located atop the motor for those wishing to equip the model for digital operation. There is no specific provision for DCC sound; however, there appears to be sufficient space within the cab for a small 'sugar cube' speaker and stay-alive capacitor.

In operation the mechanism is near-silent, with the model performing smoothly through the speed range – with a commendable slow speed crawl that befits the shunting pedigree of the real machines. On the Pecomara loft layout, with its 1 in 48 gradients and 3' radius curves, the model handled five Pullman cars without slipping.

Worthy successor

They say good things come to those who wait, something which is certainly true of this impressive sequel to the popular 48DS. The initial quintet of announced BR and industrial guises provide a tantalising taste of just some of the colourful liveries carried by these industrial workhorses.

Sample supplied by

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

PRICE
Ref.R3896 – £113.99



The chassis has a three-pole motor and six-pin DCC socket.

New GWR wagons from Rapido Trains UK



▲ Diagram V16 and V14 Mink A vans in GWR grey, and Dia.Y4 banana van in BR bauxite.

It was revealed in our February 2023 and June 2023 issues that Rapido Trains UK was to expand its range of Great Western Railway rolling stock in OO, with the development of the Diagram 011/015 five-plank open wagons, Dia.V14/V16 Mink A vans and Dia.Y4 banana vans – all of which are now arriving with Rapido stockists.

The standard five-plank GWR open wagon was introduced in 1902, by adding an extra plank to the four-plank design, with variations being built until the 1940s. The 16' underframe, 10-ton capacity Diagram 011 and 015 vehicles appeared in 1911 and were virtually identical, except that Dia.011 was unfitted and Dia.015 had vacuum brakes. 10,815 examples of Dia.011 were built up to 1919 and 2,105 of Dia.015 until 1922, with examples lasting well into BR days and several surviving into preservation.

The Dia.V14 and V16 Mink A vans were introduced in 1912, and again, were almost identical except for vacuum brakes on Dia.V14 while Dia.V16

was unfitted. In 1918, the GWR temporarily converted 300 Dia.V16 Mink As into insulated meat vans, which were given the diagram number X6 and coded 'Mica A' (an example of which has also been made by Rapido). Four years later, they were converted again with steam heating and end ventilators to become Dia.Y4 banana vans.

In both prototype and model form, these vehicles are the successors to the GWR Dia.021 four-plank wagons and Dia.V6 'Iron Mink' vans previously produced by Rapido (see reviews, May 2023). The models are predominantly injection-moulded assemblies, detailed with etched or fine plastic components. The opens tip the scales at 29g-30g

each, the vans at 34g-35g. Buffers are plastic and not sprung. The extremely free-rolling wheelsets are metal, fitted within metal bearings. Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor; it is possible to remove these mounting points (each held on by a single screw),



▲ Underframe detail extends to vacuum pipes.



▲ GWR Dia.015 open wagon (centre) flanked by the Mink A vans.

GWR Diagram G39 Lortot Y machinery truck from Hornby

Sticking with the theme of Great Western rolling stock, Hornby has taken delivery of its GWR Diagram G39 Lortot Y machinery truck – plans for which were announced as part of the Margate manufacturer's 2022 range.

Only two vehicles were constructed to this diagram – Nos.41989 and 41990 – for the purpose of transporting earth moving and plant machinery. Our review sample depicts No.41989 in GWR livery (ref.R60100). Built in 1937, it found fame when it starred in *The Titfield Thunderbolt* – where it was pressed into service to carry Dan's house. It was believed to have been



▲ The varnished timber effect of the deck looks very good but, we suspect, is not prototypical.

scrapped not long after the filming, in 1953.

The model is largely of die-cast construction, with the exception of the end frames (incorporating the axleboxes and brake gear), in addition to a few separately fitted details, such as the coupling hooks and deck-mounted tie-down points – the latter being a solid moulding. This extensive use of metal tips the scales at 58g.

Slimline tension-lock couplings are mounted in pivoting NEM pockets screwed to the underside of the floor. However, we found that these do not self-centre, so may prove problematic

but it's worth noting that one of these forms an integral part of the braking apparatus.

Detailing on both models is exquisite throughout, extending to fine renditions of the W-irons, tiebars (on fitted examples only) and a wealth of rivet and bolt detail on the metalwork. Particularly worthy of note are the axlebox covers, which are legibly embossed '4" OK'. Each wagon body is finely moulded with crisp representations of the vertical metal stanchions and diagonal bracing, together with the door framing and latches. Details such as vacuum pipes, and door springs on the open wagon, are separately fitted; the latter fabricated from metal.

Notable tooling variations between our samples include two styles of roof rainstrip (short and long), end shutters (banana van only) and standard and revised banana van doors. Note also the fine door catches, which are separately fitted.

Open wagons are supplied with an additional poly bag containing parts to fit the Williams patent sheet supporter rail, which can be fitted in either the raised or lowered position; the raised example having been fitted to our BR-liveried sample.

Below the solebars, the two styles of Dean Churchward DCIII brake gear (fitted and unfitted) exhibit a commendable level of delicacy, with fine depictions of the brake levers – located



▲ The Dia.015 wagon (left) and the Dia.011 in BR grey.

at the right-hand end, looking side-on – together with brake shoes that are set in line with the wheel treads. Fitted examples feature the additional vacuum braking equipment, including renditions of the train pipe and brake cylinder; steam heat pipes are also present on the Dia.Y4 Banana Van, hoses for which are provided for the user to fit (supplied in a separate accessory pack).

The livery application, as ever, is to a high standard, with a pleasing richness to each colour scheme. Lettering, running numbers and markings are clean and crisp. This is particularly evident on the GWR-liveried vehicles with their ornate white tare and return markings;



▲ A sheet support rail is supplied separately and can be posed either raised (shown here) or lowered.



the latter on the Dia.V14 van reading 'RETURN TO J.S. FRY & SON'S SIDING KEYNSHAM & SOMERDALE GWR'.

The printing of the smaller details is also first class, capturing the numerous prototype appropriate markings on the solebars, such as the embossed cast works/number plates which are legible under a glass; worthy of note is the number plate on the BR Dia.011 open which has had the 'G' of GW painted over, the shadow of the letter still just legible – as per the real thing!

GWR and Western Region modellers will no doubt rejoice with the release of these multitudinous prototypes. In addition to the collection of GWR and BR colour schemes, Rapido also

offers selected vehicles in a number of lesser-known operator and industrial guises, including Rhymney Railway, War Department, Port of Bristol Authority and Port of London Authority.

Samples supplied by

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

PRICE
£32.95 each

when shunting or coupling on curves. Wheelsets are metal and extremely free-rolling.

The wooden deck – formed from a separately fitted plastic insert – is

decorated with a synthetic wooden grain finish with a colour not too dissimilar to varnished mahogany. Whilst this in itself is impressive, the finish is more suited to that of a luxury yacht; in

reality this would have more likely been formed from untreated timbers.

The printing of the GWR lettering, builder's plates and data markings are top-notch; most impressive are the

frame-mounted warning notices, which read 'WHERE POSSIBLE THIS VEHICLE MUST BE MARSHALLED IN THE REAR OF THE TRAIN AND GREAT CARE TAKEN IN SHUNTING'.

Sample supplied by

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

PRICE
Ref.R60100 – £46.99 each



New tooled Brush Type 4 (Class 47) from Heljan

It was announced in our September 2019 issue that Heljan was to produce models of the Brush Type 4/Brush Rail Class 47 Co-Co in OO gauge from all-new tooling. This new model is a completely different beast to that which formed the subject of the manufacturer's ground-breaking first British diesel-outline release in 2001 (see reviews, October 2001), with this latest tooling covering a wide range of detail differences – according to period, livery, sub-class and individual locomotives – received by the class over a service career which has spanned more than 60 years (and counting).

No fewer than 10 liveries and variants have been produced for the initial set of releases, which comprise five versions of the Class 47/0 finished in BR two-



tone green with small yellow panels, BR two-tone green with full yellow ends, BR blue with full yellow ends, Railfreight red stripe grey and Railfreight Petroleum sector three-tone grey; two Class 47/3s produced in BR blue and BR Departmental general grey; and three versions of the Class 47/4 in BR large logo blue, BR Parcels Sector red & grey, and InterCity Executive colour schemes. Also, a selection of exclusive models have been produced for the Gaugemaster Collection – which are available either direct or through its dealer network – as well as a model of D1960 in BR corporate blue with cab-side double arrows for The

Model Centre. Each model is available Digital Command Control ready or DCC sound-fitted, with the sound profile provided by Legomanbiffo.

Our sample in detail

For review we received a sample of the 47/0 (ref.4710) presented as D1526 in BR two-tone green with small yellow panels. To all intents and purposes the model depicts this Brush Falcon Works example as built, sporting original three-piece radiator grilles, steam heat boiler with 2,200-gallon water tanks, plated bogie steps, four-digit glazed headcode and original bufferbeam layout – comprising steam heat and dual brake pipework.

Upon initial inspection, the body is noticeably slimmer than its predecessor, with an overall width of 35.58mm (taken using a micrometer), compared to the 37.20mm of the old model.

Construction consists of a cast metal chassis, with a plastic moulded bodyshell that is detailed with separately fitted components, including fine metal grabrails and lamp irons. The overall weight of the model is 561g.



Return of the 'Body Snatcher' – Heljan Class 57

Returning alongside the all-new Class 47 is a new production run of the firm's Class 57, a model which was first reviewed in the pages of our March 2005 issue. The model now incorporates a 21-pin DCC interface and improved LED lighting function.

Eight versions of the revised 57 have been produced, all of which are supplied DCC ready. These comprise 57 302 *Virgil Tracy* in weathered Virgin Trains silver & red (ref.5706); 57 309 *Brains* in Virgin Trains silver & red (ref.5707); 57 603 *Tintagel Castle* in First Great Western green & gold (ref.5708); 57 605 *Totnes Castle* in

GWR green (ref.5710), as illustrated here; 57 604 *Pendennis Castle* in GWR lined green (ref.5711); 57 601 *Windsor Castle* in Northern Belle maroon & cream (ref.5712); 57 312 in Network Rail yellow (ref.5713); and 57 311 in Locomotive Services Ltd LNWR lined black (ref.5714). A model of 57 602 *Restormel Castle* in First Great Western blue (ref.GM4240601) has also been

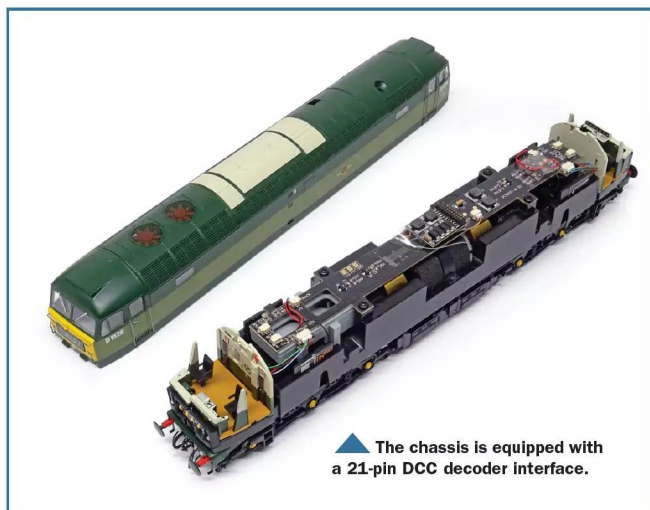
produced, which is available as part of the Gaugemaster Collection.

The application of the GWR colour scheme is generally good, with only a small amount of fuzziness between the green bodywork and yellow ends of our sample. The circumference of the grey roof is adorned by a thin orange cantrail stripe; this fine application of lining extends to the underframe equipment,

which is also decorated with numerous warning markings and painted gauges. GWR lettering, name and number plates exhibit a convincing metallic finish, though the model would benefit from etched plates (not provided).

The construction of the model takes the form of die-cast metal for the chassis, with a moulded plastic bodyshell. The tooling suite remains unchanged to that of the 2005 release, resulting in the body width being slightly overscale at 37.20mm. The body also still lacks the option for Dellner couplings.





▲ The chassis is equipped with a 21-pin DCC decoder interface.

Transmission is by a large centrally mounted motor, fitted with two flywheels, with drive via shafts and gear towers to the outer axles on each bogie. Electrical pick-up is taken from all wheels, which are painted.

Headcode boxes and tail lights illuminate according to the direction of travel under 12V dc, as do the cab

and engine room interiors. Whilst all lighting can be controlled independently via digital control, there is no option to extinguish these manually.

Provision for DCC is via a 21-pin interface, access for which is gained by removing the body; this is undertaken by removing four screws (two at each end) located behind the bogies.

Sound-fitted models benefit from the addition of two 15 x 11 x 3.5mm 'sugar cube' speakers with acoustic chamber, positioned below the opening for the exhaust port.

On the whole Heljan has captured the look of these ubiquitous machines well. Tooling is said to comprise of no fewer than 12 cab designs, all of which are interchangeable with the potential to mix and match to produce specific locomotives; these interchangeable parts do, however, leave a more prominent seam line than that on the prototype. Glazing is flush, though one of the cab door panes had worked itself loose in transit. Inside the cabs are fine representations of the desk controls; particularly worthy of note are the bulkheads, which feature a wealth of finely painted details.

The bogies – which are moulded in plastic – are adorned with crisp representations of the suspension and braking components, together with separately fitted pipework, speedometer drive and brake shoes which are in line with the wheel treads. Bufferbeams are fully furnished with the appropriate pipework, and functional screw-link couplings. Buffer heads are plastic, but sprung on metal shafts. Optional three-piece snowploughs are provided for the user to fit, as are two slimline

tension-lock couplings; the fitting of the latter may require the removal of some of the factory-fitted pipework.

Fine etched roof fan grilles reveal the fan detail within the body mouldings; these are purely cosmetic, but have a real sense of depth. Peering through the engine room windows affords a clear view of fully painted renditions of the engine bay and power units; the visibility of this is further enhanced by the addition of the engine room lighting.

The livery has been applied to a high standard throughout, with clean breaks between the green shades of the two-tone colour scheme and the small yellow panels. The British Railways late crests have been crisply applied, along with clear renditions of the overhead warning flashes on the bodysides and nose ends. Particularly worthy of note are the legible Brush Traction builder's plates, which exhibit a convincing metallic finish.

Sample supplied by

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

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

PRICE
Ref.4710 Class 47 BR two-tone
green D1526 – £249.95



Buffers are plastic, but sprung; the painted silver heads finished with a suitable build-up of 'grime'. Bufferbeam pipework comes pre-fitted, with NEM slimline tension-lock couplings supplied as part of the accessory pack for the modeller to fit. Optional snowploughs are also provided.

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

Provision for DCC is via a new printed circuit board with 21-pin decoder interface – located atop the PCB. Access to this is achieved by removing the body,



▲ The Class 57 chassis has a 21-pin decoder interface, but no sound provision.

which is held in place by four clips, located above the bogies. There is no specific allowance for DCC sound; however, there should be sufficient space within the body or fuel tanks to accommodate a speaker.

The model is equipped with directional head and tail lighting; these can be switched on/off independently under DCC operation. Two microswitches atop the chassis enable 12V dc users to extinguish the tail lights when hauling trains (this process necessitates the removal of the body). It is worth noting that the centrally mounted high-intensity cab headlights do not function.

Sample supplied by

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

PRICE
Ref.5710 Class 57 GWR
Green 57 605 Totnes Castle –
£179.00



New products from the **PECO** group of companies

All-new BR 12-ton Vanfits from Peco in N

One of the most important wagons for modellers of the BR era has joined the Peco N gauge range: the 12-ton ventilated Vanfit, developed from all-new tooling. The first of these models were recently delivered to retailers, priced £17.50 each.

Used across the country from their introduction in the 1950s until the 1980s, these fitted (vacuum-braked) vans are suitable for virtually any layout set in that period, with tooling catering for both planked or plywood sided vehicles. The chassis on this model is representative of the standard BR steel-framed 10' wheelbase design with Morton pattern brake gear, tiebars and vacuum cylinder, with the solebar detail formed as part of the body tooling.

Predominantly assembled from injection-moulded plastic, the vans tip the scales at just 7g each: additional weight can be added to the interiors if desired, thanks to the separately fitted roof pieces, which we found to be removable. The three-hole disc wheelsets comprise plastic centres and axles with metal tyres, while Peco NEM knuckle couplings are fitted as standard – mounted in pockets which are part of the chassis moulding.

The shape of the van bodies has been well captured, with sharply defined renditions of the metalwork – including vertical stanchions and diagonal bracing – complete with rivet and bolt detail. The chassis exhibits a high level of fidelity; par-



▲ BR 12-ton Vanfits.

▲ NCB internal user wagons.

ticularly worthy of note are the crisp mouldings of the axleboxes and leaf springs – the former joined by a fine, yet sturdy tiebar on each side.

Application of the BR bauxite liveries is to a high standard, with excellent printing of the numbering and lettering – which has been applied using UV printing – extending to small details on the solebar, next to the V-hangers. The grey roofs exhibit a noticeable texture, emulating that of felt – an ideal base for further weathering if desired.

These all-new vans are a welcome addition to the Peco range, with further examples and liveries due

for release over the coming months. The introduction of this chassis also opens up the possibility for other BR steel-framed 10' wheelbase designs to be developed – such as the Conflat A.

More minerals and tipplers

Also new from the Devon-based manufacturer are further livery variants of the ubiquitous BR 16-ton mineral wagon (see reviews, March 2024) and BR 27-ton iron ore tippler (reviews, February 2024) in N.

The first of these is a BR fitted example, presented as B561754 in bauxite with pre-TOPS 'COAL

16VB' data panels (ref.NR-1020B). The 9' wheelbase chassis caters for the additional vacuum brake fittings not featured on our previous unfitted review samples – including representations of vacuum cylinders and axlebox tiebars.

Also joining the range are two internal user wagons of the National Coal Board. The first (ref.NR-1031B) – an unfitted 16-ton mineral – is presented in NCB black with white lettering and markings. The second (ref.NR-1505B) depicts a BR 27-ton iron ore tippler in a deep blue with yellow lettering and wasp stripes.

These wagons are now available from Peco stockists, priced at £17.50 each.

CDAs return

In August 2023 DB Cargo retired the last of the former BR/English China Clays CDA hoppers after a service life of 35 years.

To mark the demise of these vehicles – once a regular sight on domestic and long-distance Cornish china clay services – Peco is now offering its venerable N gauge CDA model in the colour scheme of DB, the final livery carried by these vehicles in revenue-earning traffic.

Original English China Clays blue and English Welsh & Scottish Railway maroon guises will also be reintroduced to the range later this year, with all models now fitted with metal-tyred wheels as standard – priced £22.25 each.



▲ Fitted BR 16-ton mineral wagon.



▲ CDA china clay hopper.

Samples supplied by

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

PRICES
See text

New containers from C-Rail Intermodal

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C-Rail Intermodal continues to expand its range of fully-finished injection moulded shipping containers with a further selection of 4mm scale releases, produced from all-new tooling.

For review we received samples of the riveted 20' x 8' 'Drybox' which is available in a choice of three branding styles: Freightliners Limited grey & red, Hapag-Lloyd white, grey & blue, and OCL white with blue lettering – all of which are illustrated here.

As with the samples of previous releases that we have seen, the printing and finishing is commendably sharp, with lettering and markings on the end doors fully legible – whilst the door latches and locking mechanism are separately fitted to the main



container moulding. Whilst suitable for use with a number of proprietary container wagons produced in recent times for OO, these early style



containers are particularly well suited for the FGA/FFA Freightliner flats produced by Bachmann (see reviews, RM November 2018).

Samples supplied by

C-RAIL INTERMODAL,
Morven, Roome Bay Avenue,
Crail, Fife KY10 3TR.
www.shop.c-rail-intermodal.co.uk

PRICE
£8.00 each.

Modelu – manufacturer of 3D-printed figures and accessories in scales from 1:148 (N gauge) through to 1:48 (O) – has added a bumper array of items to its 4mm scale product lines, samples of which are illustrated here.

First up are a pair of British Rail Class 20 crew packs, each comprising a driver and secondman. Available in a choice of 1970s/1980s (ref.10227-076) or 1990s (ref.10228-076) attire, these 4mm scale figures are ideal for populating the recent OO models from Bachmann Europe (see reviews, RM March 2023) and are priced £7.20 per pack. Examples replicated in 7mm (priced £12.00) would no doubt look the part in the O gauge model produced by Heljan.

Sticking with model-specific figures, Modelu has produced a passenger pack designed for the recently released Wisbech & Upwell Tramway coaches from Rapido Trains UK which were reviewed in our February 2024 issue. Priced £18.00, the pack comprises seven figures (five seated and two standing) each in period dress.

For those wishing to populate other passenger stock or multiple units, there is a choice of three passenger multi-packs. Priced £18.00 per pack in 4mm scale, each featuring no fewer than 10 seated figures, they are: 1948-1968 Pack A (ref.91681); 1948-1968 Pack B (ref.91683); and 1996-present (ref.91780).

Six Victorian people sets have also been introduced. Priced £10.80, each pack contains three period figures in various poses, with an example of set 1 (ref.1520-076) illustrated here.



▲ Class 20 crew packs.

▲ Victorian figures.



▲ Parts bins, fitter's stores and loco shed details.

Modelu has also developed a plethora of new locomotive shed and depot details in collaboration with Didcot Railway Centre in Oxfordshire. There's the Fitters Stores (ref.2739) and Parts Bins (ref.2740) – each featuring very fine renditions of assorted tools and parts within their shelves and open drawers – while the loco shed detail pack (ref.2746), containing various oilcans and sand buckets plus a lifting jack, is both ideal for adding clutter to your shed scene or perching on the running plate of a loco. All of these are priced £4.50 each.

Continuing with the shed theme, there is a set of GWR coaling stage tubs (ref.2745) – comprising two tender tubs (one open-ended) and two tank tubs, priced £7.50 – and a pair of GWR coaling stage ramps (ref.2747), priced £4.50. Complementing these is the coaler figure (ref.11315) – posed here with one of the tubs – priced £4.50. These are perfect for enhancing the numerous proprietary kits and ready-to-place coaling stages currently available.

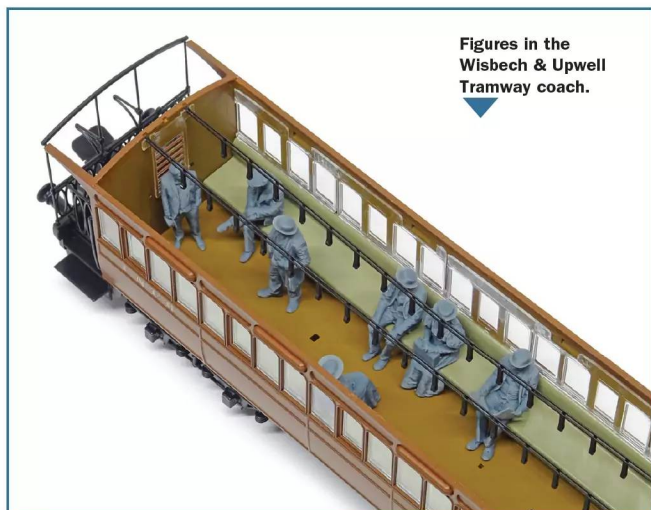
Finally, recently added to the firm's range of domestic and wild animals are a trio of dairy cattle (ref.31220);



▲ The horned bull (top left) and dairy cattle.



▲ Coaling tubs and coaler.



Figures in the Wisbech & Upwell Tramway coach.

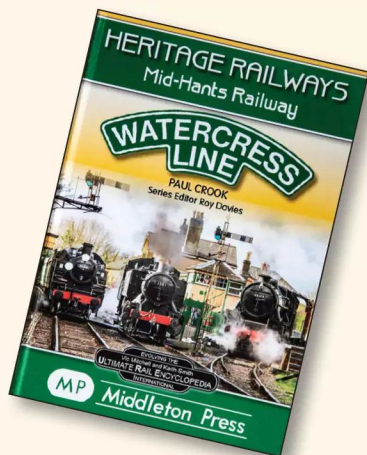
comprising one cow looking ahead, one sitting, and one eating grass – priced £10.80. Also illustrated here is the horned bull figure (ref.31223), available as a stand-alone item at £4.50.

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

Samples supplied by

MODELU
Easton Business Centre,
Felix Road, Bristol BS5 0HE
Tel: 0117 941 5326
www.modelu3d.co.uk

PRICES
See text



Watercress Line – Mid-Hants Railway

Paul Crook

Our Railway of the Month this issue portrays the preserved Ropley station, the engineering headquarters of today's Mid-Hants Railway or 'Watercress Line'. If the idea of such a model appeals, this book will provide plenty more inspiration.

Unlike the 'conventional' layout of a Middleton Press book, it doesn't simply follow the line from station to station, but also includes chapters on topics including the railway's reopening day in 1977, the relaying of the extension to Alton, the locomotive department and its restoration jobs, and special events with some of the vast array of visiting locomotives, large and small, that the MHR has hosted in its preservation history.

The sections dealing with each station include some archive photographs for context, including one of the watercress-carrying trains that gave the route its name, and the final BR trains formed of Diesel-Electric Multiple Units in the early 1970s, travelling over a single line through semi-derelict stations. When compared with the later scenes of the stations and signal boxes being restored, and the lovingly tended preserved line of today, these underline the admirable achievements of the MHR and its team of volunteers.

A couple of small but really quite fundamental errors have slipped into the captions – a mistyping of A4 No.60019 *Bittern*'s number as No.60009 (actually *Union of South Africa*), and worse, the description of BR's last steam-hauled train, the '15 Guinea Special', as the '11 Guinea Special' – but these are the only criticisms to be made of a book that, in the publisher's usual style, provides a thorough and well-illustrated survey of its subject.

With the early railway preservation era now almost as distant as the end of BR steam, documenting that period is every bit as valuable as the earlier railway history that the preservationists seek to recreate – and this, in itself, offers food for thought on the modelling front. The layout featured in this issue depicts the MHR in recent years, but one might equally well recreate its pioneering days of the 1970s or 1980s with their varied mix of main line engines in BR livery, and an Austerity O-6-OST or American S160 2-8-0 in Longmoor Military Railway colours...

TJ

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

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Hardback, £19.95
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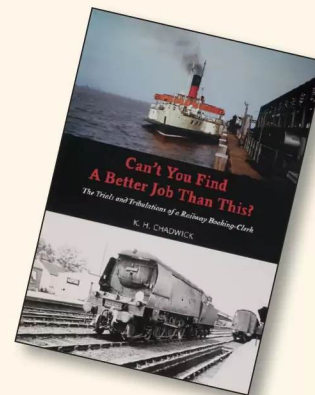
Can't You Find A Better Job Than This?

K H Chadwick

Personal accounts written by non-footplate railwaymen during the steam through to BR blue era are a little thin on the ground; most of the information that we glean to inform our modelling projects based in this timeframe is often second- or third-hand. Rarely is it presented 'warts and all' in a first-hand form. However, this is such a book and if you can look past the naturally personal account style there is a colossal amount of information here both for the modeller, and in particular the rail historian who likes the fine human detail of the railway world.

The account begins with a short introduction (in many ways similar to many layout articles) with tales of spotting trips around the author's home town of Hull. The main chapters run in chronological style starting with gaining his first position with British Railways North Eastern Region in 1963 as a probationary clerk. Although the story begins in Yorkshire, it quickly moves to Waterloo on the Southern Region as the author aims to improve his lot. By 1972 there is another move to Cambridge and thence to Audley End; the author retiring in the 1990s.

The account brings into sharp focus the job of the booking clerk, acting as a buffer between the anxious public on one hand and a driven (and often incompetent) management on the other! There is no holding back and the mistakes and lack of forward planning are explained in excruciating detail. Much of this would be found in a multitude of other industries, but for our purposes there is a higher level of interest as along the way the various micro changes to customer relations and ticketing are



described (the latter changing from the traditional card Edmondson tickets to a fully computerised system during the author's tenure).

The book is slightly text heavy in places and the writing style does come across as a little grumbly, but nevertheless it is amusing and most readers will fully understand some of the frustrations, as much of the problematic human interaction is common to all.

This is published by a small local concern and is printed on a matt finish paper. Despite this, the presentation is excellent and the text is supported by fully captioned period colour and black & white photos of the railway scene, together with ticket ephemera and the staff concerned.

CF

Hull Pariah Productions
Email orders: orders@yps-publishing.co.uk

285mm x 200mm, 172pp
Softback, £30.00
ISBN 978 1 5262 0957 3

Manchester Victoria and its Signalling

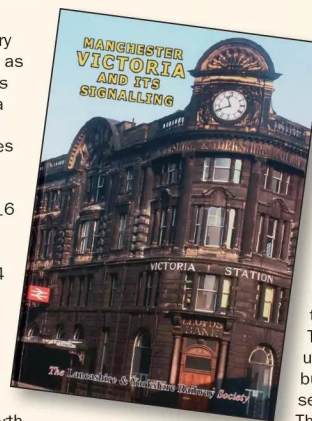
Tom Wray & Chris Littleworth

Railway histories can be a little dry especially if the subject matter is as tight as one station. However, this plays against type and is in fact a glorious book.

It is split into two distinct halves reflecting the title: the first is a fast-paced romp through the development of the station over 16 sections, which begins naturally with the first plans in the 1830s and the eventual opening in 1844 by a tie between the Liverpool & Manchester Railway and the Leeds Railway. Things became more complicated later when two rather larger companies were involved (the Lancashire & Yorkshire and the London & North Western). These early machinations are not much different to many other rail histories and while the detail is good, the text does not fall into the trap of getting bogged down in legalese. This section, and indeed the whole book, has a remarkable amount of graphic information, and along with the usual period illustrations, there are more than enough supporting maps that chart the gradual development.

An interesting point for the modeller is with regards to the operation, with the station working not only in opposing directions as well as through, but with the addition of rope/gravity working in early years. The site's rapid expansion during the 19th century is fully covered with easily readable text and with not only maps and track diagrams, but several plan and side elevations of buildings – again a boon for the modeller.

The 20th century period includes a short, but fascinating chapter on the electric overhead monorail that carried parcels and newspapers across the station from the end of the 19th century



to its demise at the hands of the Luftwaffe in 1940. The station was not without its political shenanigans and this is covered with just enough detail before the first half is wrapped up with information chronicling the redevelopment into the 21st century.

The second half of the book comprises 15 sections and takes the form of a chronological run through the signalling development: again, there has been little detail spared. The naturally lighter text is backed up with the expected signal diagrams, but also a great number of OS map sections and more basic track plans. This second portion is, like the first section, fully illustrated with a good

selection of mainly black & white photos of trackside equipment, signal box interiors and exteriors. These and the illustrations in the first section are reproduced very clearly and there are more than a few 'wow' shots that will inspire the modeller.

The book ends with a short section on the associated Metrolink system and how it dovetails with the main line. All in all, this is a heavyweight book that will both inform and inspire. There is little left out and for the modeller there is a colossal amount of useful information within its pages. Recommended.

CF

The Lancashire & Yorkshire Railway Society
Order via: www.lyrs.org.uk

305mm x 215mm, 257pp
Hardback, £35.00
ISBN 978 1 9162551 4 2

Hornby delivers High Speed Train power cars in TT:120

Hornby has delivered stocks of the Class 43 High Speed Train power cars for its growing TT:120 scale range.

Received at RAILWAY MODELLER as this issue went to press was a sample of the Class 43 HST pack (ref.TT3021M) consisting of two power cars in the iconic blue, grey & yellow livery applied when these trains were introduced.

A full review will appear in the next issue, and further details of the firm's plans for its TT:120 range can be found on the following pages.

www.hornby.com/HornbyTT120



Bachmann to produce first ready-to-run BR Palvan in OO

Bachmann is to fill a distinctive gap in the ranks of BR steam-era wagon models with the first ready-to-run BR pallet van, or Palvan, in OO gauge.

Instantly recognisable in a van train by their doors at the left-hand end and plywood sides with diagonal bracing, these wagons were designed for easy loading of palletised goods with fork-lift trucks. The doors had an opening of 8' 6", whereas standard wagons could not accommodate pallets, with an opening of just 5'.

2,388 Palvans were built to Diagram 1/211 between 1954 and 1961, but they were not a great success – proving prone to derailment because pallets were often loaded only at one end which, combined with the heavy doors at opposite corners, caused uneven wear on the springs and running gear. Most were withdrawn before the 1970s, but many were sold off into industrial and Army use, with a good number then surviving into preservation.

The model is at the engineering prototype stage, with tooling to cater for detail differences between batches, such as roller bearings and Oleo buffers. The highly detailed chassis will feature full brake gear, of either the Mortons or eight-



▲ Engineering prototypes of the Bachmann Palvan and Farish tankers.

shoe clasp type, with the latter including optional brake pulls and safety loops. The body has separately fitted handrails, door holding brackets, chalk boards, and advertising boards where appropriate.

New tankers in N

New to the Graham Farish N gauge range are models of the 14-ton and 20-ton Class A and Class B anchor-mounted tank wagons.

This type of wagon was designed in the mid-1940s, with the agreement of the railway companies, private owners and the Petroleum Board, using a central anchor mechanism to secure the tank to the chassis, in place of the timber saddle, cradle and wire hawsers used on earlier wagons.

Large orders were built for Shell-Mex and BP in the early 1950s, as well as smaller batches for other operators such as Esso, Fina, Mobil and Regent, though the design became obsolete with the introduction of larger vacuum-braked vehicles, and the last examples were constructed in 1963.

The model will cater for both Class A and Class B types, with detail differences including steam-heating valves, air vents, fillers and ladders – the last being made from fine etched metal. The chassis replicates the metal section of the prototype, and includes separately fitted brake gear and levers.

Decorated samples of both the Palvans and tankers will appear in the Bachmann summer 2024 announcements (in the July issue of RAILWAY MODELLER) along with details of liveries and prices.

www.bachmann.co.uk

New liveries and body tooling for Rapido RCH open wagons



▲ London Brighton & South Coast Railway coal wagons.

Rapido Trains UK is to produce a second batch of its 1907 Railway Clearing House seven-plank open Private Owner wagons, with new liveries and tooling for another body option.

Announced in the May 2023 issue of RAILWAY MODELLER, the first batch of the wagons were due to arrive in the UK during March, these being fitted with end doors.

The second batch will include new tooling to model the 16' 6" long versions

(six inches longer than the first batch) with side doors only.

These will be offered in War Department and British Railways liveries, as well as Private Owner guises: Middleton Colliery, John Davies & Sons, S Brookman, J L Davies & Co., Lockhurst Lane, Gittings & Sons and W M Cory.

The side door wagons are also to be produced in the liveries of the South Eastern & Chatham Railway, London Brighton & South Coast Railway and

Great Northern Railway, representing coal wagons operated by these pre-Grouping companies.

Post-Grouping versions in Southern Railway and London & North Eastern Railway colours will also be available, the latter including the white paintwork and bilingual lettering applied to similar wagons which were used on the Harwich-Zeebrugge train ferry.

There will also be four wagons carrying the names of Chief Mechanical Engineers

of the Big Four railway companies, in appropriate liveries and displaying the running numbers of some of their most celebrated locomotives: Gresley in Garter blue, No.4468; Stanier in Crimson Lake, No.6220; Bulleid in Malachite green, No.21C1; and Collett in GWR green, No.6000.

All of these models are now in tooling and will retail at £32.95 each. For more details, visit:

www.rapidotrains.co.uk

J50 joins Hornby TT:120 range; Class 37 to follow



▲ J50/3 No.68965 at Doncaster in September 1959. Photo: Colour-Rail



▲ Livery renders of the planned Hornby J50s in LNER and BR black liveries.

In response to requests for a small steam locomotive in its TT:120 range, Hornby has announced a J50 0-6-0T.

These unusual-looking machines will be offered in London & North Eastern Railway black, or BR black with a choice of early emblem or late crest and standard or hopper bunkers. Powered by a three-pole motor, the model (photo 1) is priced at £139.99.

Also new to the range are three IFA container wagons (photo 2), with a choice of three 45' containers in DFDS, Hapag-Lloyd or Hanjin liveries, to run with the forthcoming Class 66 diesel (see right for details of the latter).

The latest locomotive to be developed is one of the most popular diesels – the English Electric Type 3 (BR

Class 37). This model has been designed and is to go into tooling shortly.

HST turns blue & grey

Another notable announcement is a change of livery, and the addition of the new HM7000 Digital Command Control and TXS Triplex sound option, on one of the TT:120 train sets: ref.TT1004M, the High Speed Train set. Originally planned to carry London North Eastern Railway guise, the Class 43 power cars and Mk.III coaches will now wear the blue, grey & yellow colour scheme applied to the HSTs when new in 1976 (photo 3). The price is £249.99 for the standard set, or £349.99 with HM7000 DCC and TXS sound.

Sound for diesels

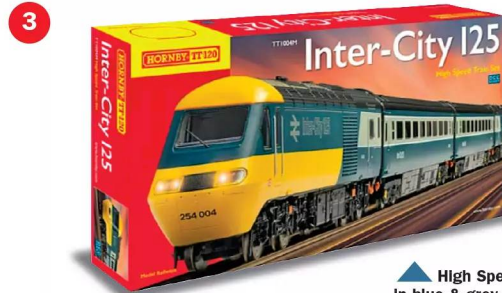
As many modellers starting out in TT:120 are opting for digital operation from the outset, the TXS sound option has also been added to the previously announced Class 50 and 66 diesel locomotives.

The former (photo 6) will appear as 50 040 *Leviathan* in BR large logo blue and 50 007 *Sir Edward Elgar* in Great Western Railway green, priced at £167.99 for the standard model and £222.99 with sound. The planned model of 50 049 *Defiance* in GB Railfreight blue & orange has been postponed.

The Class 66s (photos 4 and 5) are to be offered as 66 714 *Cromer Lifeboat* in GB Railfreight livery, 66 097 in DB Schenker red, GBRF 66 779 *Evening*



▲ IFA wagons with 45' containers.



▲ High Speed Train set in blue & grey.



▲ Tooling sample of the Class 66 diesel.



▲ Class 66 diesels in Colas and GBRF heritage BR large logo colour schemes.

6



▲ Class 50s as 50 007 *Sir Edward Elgar* in GWR green and 50 040 *Leviathan* in BR large logo blue.

7



▲ Stanier Princess Coronation Pacifics in LMS Crimson Lake and BR green.

8



▲ Decorated samples of BR Mk.II coaches in InterCity and blue & grey liveries.

9



▲ Pullman Kitchen First cars *Medusa* and *Iolanthe*.

10



▲ 12-ton tankers in BP and Benzol liveries.

Star in BR green, 66 850 *David Maidment OBE* in Colas Rail Freight yellow, orange & black, and GBRf 66 789 *British Rail 1948-1997* in BR large logo blue, all at £184.99.

Delivery of the Class 50s is anticipated at the end of April, while the Class 66s are expected to arrive in mid to late summer, and the already announced Stanier 'Duchess' Pacifics (photo 7) in May. Also expected to arrive "within weeks" are the Stanier coaches to pair with the 'Duchesses'. In addition, the BR Mk.II coaches are at an advanced stage of production (photo 8).

As briefly mentioned in News in the March issue, BR green has been added to the livery options on the Class 08 diesel shunter, in addition to GBRf, DB red and BR blue guises.

Two new names have been added to the Pullman Kitchen First cars – *Medusa* and *Iolanthe* – (photo 9) while the 12-ton tanker wagons (photo 10) will also be available in BP/Shell and Benzol liveries.

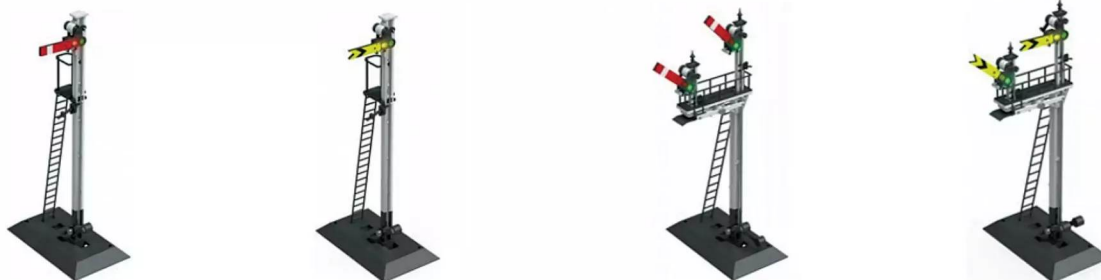
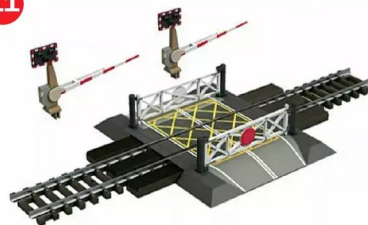
Track accessories

New track and lineside accessories have been added to the range (photo 11), with the most notable being a modular level crossing that can be assembled in single, double, triple or quadruple track formations, with options for steam-era gates or modern lifting barriers (£19.99).

Upper quadrant home and distant signals have also been announced, including junction versions. A Y-point is planned, although it is not expected to appear this year.

The new scale is gathering momentum with 14,000 members signed up to the firm's TT:120 Club. www.hornby.com/HornbyTT120

11



▲ Level crossing and semaphore signals.

Rails of Sheffield acquires Hatton's model directory

Rails of Sheffield has acquired the online model directory created by Hatton's, following the latter retailer's closure (see news, RM March 2024).

Hatton's had created an extensive database of model railway products on its website, providing a valuable directory of current and previous ready-to-run items and kits, including information on their prototypes.

Rails has now acquired the Hatton's branding and relaunched the directory, and will continue to update it with new information. It is available to use now at:

www.hattons.co.uk

Rails can be contacted at:

Tel: 0114 255 1436

www.railsofshffield.com



CIÉ fuel oil tanker in OO from Irish Railway Models

A Corás Iompair Éireann fuel oil tanker is the latest wagon in OO gauge to be announced by Irish Railway Models.

Sharing the same triangulated chassis, patented by CIÉ Chief Mechanical Engineer Oliver Bulleid, as the open, LB flat and PWD flat wagons announced in the February 2024 issue, 21 of these tankers were built at Dublin's Inchicore Works in 1956 to replace older wagons. They were used across the network to serve locomotive depots and CIÉ road vehicles, often travelling in mixed goods trains.

Withdrawn towards the end of the 1970s with the arrival of vacuum-braked wagons, their tank bodies and main underframe sections were reused in the CIÉ/Irish Rail weedkilling train until the early 2020s.

Constructed from injection-moulded plastic and etched metal, the models are designed for easy conversion to 21mm gauge.

Priced at €89.95 for a triple pack, with delivery expected in the third quarter of this year, they can be pre-ordered from:

www.irishrailwaymodels.com



▲ Prototype of the Irish Railway Models CIÉ tank wagon.

Dapol wagons mark centenary of paddle steamer Medway Queen

The group restoring paddle steamer *Medway Queen* has commissioned a OO gauge wagon from Dapol to celebrate the ship's centenary.

Available in green or bauxite livery and suitably numbered 24, the seven-plank wagons are lettered 'Ailsa Troon' – the Scottish shipbuilding firm that constructed *Medway Queen* in 1924. The ship was operated on excursions across the Thames Estuary by the New Medway Steam Packet Company, which in 1937 became part of the General Steam Navigation shipping line.



The Medway Queen Preservation Society is working closely with the General Steam Navigation Locomotive Restoration Society, which is rebuilding ex-Barry scrapyards Bulleid Merchant Navy 4-6-2 No.35011 *General Steam Navigation* to original air-smoothed

condition at the Swindon & Cricklade Railway.

The wagons are available at £12.90 each, plus £3.75 postage & packing per order, from either group (two wagons with P&P totals £29.55).

www.medwayqueen.co.uk

www.35011gsn.co.uk

Orders by post from Richard Halton (for MQPS),

2 Drury Close,

Hook,

Royal Wootton Bassett, SN4 8EL.

Cheques payable to 'R Halton' please.

Garry Whiting 1 April 1948 – 5 December 2023

Many readers may have already heard the sad news that Garry Whiting, one of the earliest members of the OO9 Society, died just before Christmas aged 75.

Garry was born in West Bridgford, the elder son of Vera and Bob Whiting. He was educated at Bramcote Hills Grammar School and at Portsmouth Technical College where he studied Maths and Psychology.

His younger brother Roger recounts how Garry became interested in models at an early age, constructing many Airfix kits, starting with WWII aircraft but later moving on to military vehicles.

Their father was also a modelmaker. He encouraged Garry to paint the models and would reward him, when he thought Garry had done a good job, by buying him another kit. Although their father had a model railway, the boys were not allowed

to touch it. Eventually, Garry was given his own train set one Christmas when he was either 10 or 11. He really liked his model railway and jealously guarded it from his younger brother.

It was their dad's enthusiasm for model railways, and Garry having his own, which started his interest in railways. As an adult this would develop into a specific interest in narrow gauge railways across the world and of course modelling them. He was a great builder of locos, both scratch-built or from kits. He also adapted many commercial models to make them suitable for OO9.

His main interest was in colonial-themed railways and much stock was produced for his Dominion Government Railway. Although he never built one himself to display or run his stock on, Garry's locos and stock were often seen

gracing other members' layouts. He was also a collector of interesting locos, importing some from Japan (including Joe Works kits) and owned a number of Paul Windle specials amongst others.

He demonstrated his considerable modelling skills at members' days. Most notably, at the 40th Anniversary Convention in 2013, his clinics on creating railcars from die-cast model buses attracted significant audiences on each occasion.

Garry's contribution to the OO9 Society and small-scale narrow gauge modelling in general has been immense. This was shown through his years of service as a hard-working member of the committee, as a hugely knowledgeable source of prototype and modelling information and as a mentor and friend to so many members.



Between 1977 and 1984 he was Chairman and again from 2000 to 2002. From 2005 he was the Society Archivist. He was awarded Honorary Life Membership in 2008.

He was an immense character in the OO9 Society family and he will be greatly missed by everyone.

[Ed. Thanks to John Varley for sending this obituary from OO9 News, and to Paul Titmuss, Charlie Insley and Roger Whiting for their contributions.]

KJB Models commissions Hensall Sand wagon from Peco

KJB Models of Hensall, North Yorkshire, has commissioned a special edition five-plank wagon from Peco in the livery of the local Hensall Sand Co.

The family-run retailer is based in The Old Railway Tavern, opposite Hensall station on the line between Knottingley and Goole. Opened in 1848 by the Wakefield, Pontefract & Goole Railway to transport aggregates and coal to Goole Docks, it also lies on rich sand deposits which have been quarried in the past.

Becoming part of the Lancashire & Yorkshire Railway soon after, Hensall station once had 18 signalmen, porters, crossing keepers and shunters, and in the 1950s there were 20 stopping trains a day. Today, however, there is only one in the morning and one in the early evening, earning it the title of the least used station in North Yorkshire. Most of the remaining freight traffic serves Drax Power Station.

Katie Baker, who with Martin Johnstone runs KJB Models, explains: "In 2011 Martin found some old toys and N gauge models in his loft and decided to sell them on eBay. On the success of that KJB Models was started in early 2012. Back then we



were in an old miner's terraced house, but when the stock was in every room apart from the bathroom, we knew that we needed more hands and a bigger premises. So, in 2014, Martin's mum Sally became our packaging lady supreme.

"In 2019 we started looking for a shop. We found the Railway Tavern by chance as we were viewing a different property; it was perfect and in February 2020 we completed the purchase. The rest is history. Our shop has two floors of model railway goodies and has a strong customer base of all ages.

"We were first shown a Hensall Sand wagon when a very nice chap dropped off some photos donated by the L&YR Society. Because we started in N gauge, what better way to celebrate that, than to bring it out in N?"

Carrying running numbers 2, 3, 5, 7, 8 and 10, the wagons will be sold at £19.95 each.

KJB Models

**The Old Railway Tavern, Station Road,
Hensall DN14 0QJ. Tel: 01977 525861
www.kjbmodels.co.uk**

Pecorama raising steam for 2024 season

Pecorama – the popular visitor attraction centred around the Peco headquarters in Devon – opened for the 2024 season on 26 March.

As this issue was being compiled, the steam locomotives on the 7½" gauge Beer Heights Light Railway had emerged from their winter hibernation to undergo their annual steam tests and boiler inspections.

In addition to the ride of over a mile on the BHLR, Pecorama has extensive pleasure gardens with children's play areas, a model railway exhibition

(which this year is marking 50 years since it first opened – see Talking Points on p336), and a model shop stocking the full range of Peco items and many other ranges.

For more information, including opening times and admission prices, visit the website:

www.pecorama.co.uk

Beer Heights Light Railway locomotives outside the shed for their steam test, with 2-4-2 tender and tank engine No.7 Mr P on the turntable.

Photo: Callum Willcox



Nonconformist chapel in OO and N from Scalescenes

Scalescenes has added a Nonconformist chapel in 4mm and 2mm scales to its range of 'download and print' kits.

Available in a choice of brick or stone finishes, with different door colours, and faith-related or 'converted to retail' signs, the model (ref.T014a) would also be suitable for use as a pump house or waterworks. There are also pre-shaped plywood sheets to make a derelict version.

Priced at £5.99, it can be downloaded from the website:

www.scalescenes.com



Huge choice of new vehicles from N'Tastic Scale Models

N'Tastic Scale Models has launched new releases every week for the first six weeks of 2024, greatly expanding its range of 2mm scale vehicles.

The new cars, commercial vehicles, tanks and lineside details include: Hillman Husky; Singer Chamois; 1956 Leyland Tiger Cub with Weymann Hermes body; 1952 Charioteer VII; 1922 Foden C type; 1926 Thornycroft PB (with three different cabs/chassis); Austin 10 car and Tilly; Bedford MW lorries; Sherman tanks; Yard crane; Rail containers; buildings; platforms; 1980s

trailers; 1974-82 Leyland Leopard/Seddon Pennine 7 Alexander T type; 1959 Shelvoke & Drewry TN Type Bin Lorry; and 1959 Shelvoke & Drewry T Type Gully Emptier.

The firm has introduced a loyalty scheme, with points for signing up and for purchases, which can then be redeemed for discount vouchers.

It is also seeking CAD designers – for details, email:

info@coppermineminiatures.co.uk

www.coppermineminiatures.co.uk

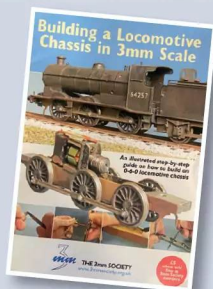


▲ Sherman tanks and other military vehicles by N'Tastic Scale Models.

In brief

3mm chassis guide

The 3mm Society has published a new booklet providing a step-by-step guide to building an 0-6-0 chassis in both 12mm and 14.2mm gauges. It is only available to members: to join, email membership secretary Mike Corp at: membership@3mmsociety.org



Changes at Finescalebrass

After 15 years of supplying models by San Cheng in China, the Finescalebrass brand is being retired. From April 2024, the firm will be trading only as 55H Models, focusing on the 55H items produced exclusively in South Korea, and no longer holds any spares for the San Cheng range. Its address remains the same, but its new contact details are:

Tel: 01904 656736
Email: john@55h.co.uk

New LNWR book

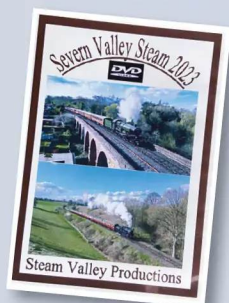
A new book, *Changing Engines*, has been released by the LNWR Society. It tells the story of the transition from steam to diesel and electric traction in the Birmingham and Rugby Districts of the London Midland Region of BR in the 1960s. It can be ordered at £30.00 from the group's online shop:

www.lnwr.org.uk/shop

Severn Valley DVD

Steam Valley Productions has released its latest DVD of steam locomotives on the Severn Valley Railway, featuring all resident and visiting engines running on the line during 2023 – the latter including No.4079 *Pendennis Castle*, Thompson B1 No.61306 *Mayflower*, Ivatt 2-6-2T No.41312 and Bagnall 0-6-0ST No.401 *Vulcan*. It can be ordered at £15.00, or £20.00 in Blu-Ray format, from:

Tel: 07875 556615
www.steamvalleyproductions.com



Noch announces new models for 2024

German manufacturer Noch has revealed its range of new models for 2024, with the theme of 'Around the World – at home everywhere'.

Items that could be suitable for British-outline layouts include a souvenir stall in HO scale, town flower beds and coal bunkers in HO and N, and many species of tree – including ash, chestnut and oak – in Z, N, TT, HO, O and Gauge 1. The firm also continues to expand its extensive range of figures

in Z, N, TT and HO, including themed packs and a series of 'Tiny Scenes' in HO containing one or two figures plus other scenic items.

The new items and the full range can be viewed at:

www.noch.com

This souvenir stall and coal bunker from Noch could look quite at home on a British layout.



New wireless controller from blueRailways

Controller manufacturer blueRailways has announced its latest wireless receiver and controller – the Model 603.

It is a single-track analogue dc controller incorporating a Bluetooth interface, and can be used as a conventional hand-held item, or controlled wirelessly using the Model 720 Wireless Controller or an Android smartphone or tablet using the blueRailways app (available free from the Google Play Store).

The Model 720 can connect wirelessly to two Model 603 controllers and the app can connect to four Model 603s simultaneously.

The Model 603 replaces its Model 602 predecessor, described in News, RM March 2019. It has a 1 Amp output, incorporates electronic short-circuit protection, and with a wireless range of up to 50 metres in free air, can cover the largest layouts.

The track output can be programmed, via the blueRailways App, with the same common control variables (CVs) available on Digital Command Control (Start Value, Start Boost, Acceleration, Deceleration and Maximum Speed) for more realistic operation and improved slow-speed running. These CVs are stored and retained in the 603 when the power is removed. No modifications are required to locomotives to use the Model 603 and it has four LEDs to indicate the status of the inputs and outputs.

Proprietor Ian McFarlane said: "We have been supplying wireless solutions for model railways for over eight years and customers old and young have discovered the benefits



of wireless control, especially those with larger layouts, exhibition layouts or who simply like being able to move around their layout."

The Model 603 is available direct from the website below at a lower price than the preceding model at £49.50, or £94.50 with a Model 720.

www.bluerailways.co.uk

N gauge Class 59s arrive from Dapol and Revolution

Two new models of Class 59 diesels in N gauge have been delivered from Dapol and Revolution Trains.

Received at the RAILWAY MODELLER office as this issue was going to press were samples of 59 103 *Village of Mells* in ARC (Amey Roadstone Construction) grey & yellow from Dapol, and 59 001 *Yeoman Endeavour* in Aggregate Industries blue, silver & green from Revolution. A full review will appear in the next issue.

The Dapol model retails at £172.80 for DCC ready versions, £205.20 with DCC fitted and £291.60 with DCC sound fitted. The pre-order book for the Revolution model has now closed, but it may still be available from the firm's retailers listed on the website below.

www.dapol.co.uk

www.revolutiontrains.com



▲ Dapol (left) and Revolution Trains Class 59s.

Shop News

Hobby is thriving, says The Model Centre as it recruits new staff

The Model Centre has challenged the recent negative outlook on the hobby, as it expands its business and recruits more staff.

In an interview with BBC Radio Tees, Alex Yates, director of the North Yorkshire Moors-based model shop and weathering business, responded to the recent reporting of the closure of Hatton's and the end of the Warley National Model Railway Exhibition at the NEC.

"Despite national media coverage, the model industry remains large," he said. "Hatton's, the UK's largest model railway retailer, ceased trading in January and its former customer base is now being divided between model retailers. We go to trade shows nationwide and see a healthy attendance of both young and old. It's a thriving hobby."

Thanks to its online shop, TMC has seen its business increase almost four-fold since 2018, and from eight members of staff before lockdown, may have as many as 24 before this summer.

Two former Hatton's employees, Christov Brooks-Brown and Tom Pearson, have joined TMC in its customer experience department. Also joining the firm, in Marketing,



▲ Staff at TMC: back row, left to right: Chris Yates, Luke Taylor, Michelle Shorthouse, Tom Alcock, Nick Pinkney, Zach McWilliams, Richard Sawyer, Ralph Davison, Sam Corner and Martin Burchmore. Front row, left to right: Howard Smith, Robert Perkins, Alex Yates, Mike Simmonds, and in front, Andy Williams.

Media & Business Relations, is Howard Smith from Bauer Media Group and previously Warners Group Publications.

TMC is open from 09:00-16:30 Monday to Friday and from 09:00-14:00 on Saturdays.

The Model Centre
Hill Farm,
Beck Hole,
Whitby,
North Yorkshire YO22 5LF
Tel: 01947 899125
www.themodelcentre.com

Wellingborough Trains & Models celebrates 10th anniversary

Wellingborough Trains & Models is celebrating a decade in business since it was set up in 2014.

Intended to supply the needs of modellers in all areas including railways, the shop supplies a range of modelling tools and has recently moved into the second-hand market, both buying and selling.

It offers advice and assistance to those starting out in the hobby and can design a full layout for customers, taking into account size and chosen era, including suggestions for scenery.

Digital Command Control chips can be fitted to DCC-ready locomotives in the shop, and can also be added to older engines, though the latter



▲ The shop frontage of Wellingborough Trains & Models...

service takes longer as the models are sent away to experienced fitters.

Buying high-end models and bulk items to order, the shop will offer a discount if payment is made up front. For more details, contact:



▲ ...and proprietor Julian Franks behind the counter.

Wellingborough Trains
26 Market Street,
Wellingborough,
Northamptonshire NN8 1AT
Tel: 01933 274069
www.wellingboroughtrains.co.uk

And finally...

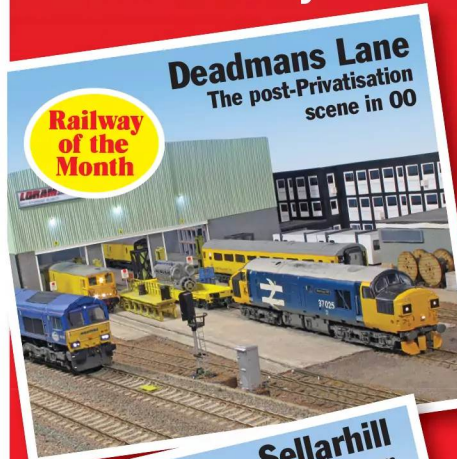
Andrew Burnham, editor of *CONTINENTAL MODELLER*, took this picture at the Model Rail Scotland exhibition on 24 February. James O'Flanagan, one of the operators of the huge O gauge layout *Eastfield* (Railway of the Month in the March RM), has climbed into the middle of the Glasgow diesel depot to place the clock on the front of the building; owner Mick Worrall is on the left. The layout is not due to attend another show until April next year, as it is to undergo a full re-wire.

Referring to a certain manufacturer's bespoke 3D-printed figure scanning service, Andrew suggested the caption 'Modelu fail to adjust scan size before printing'. Can any reader think of a better one?



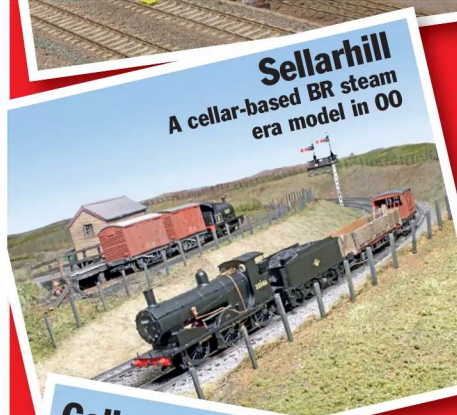
Coming next month

June 2024 –
Out Thurs. 9 May.

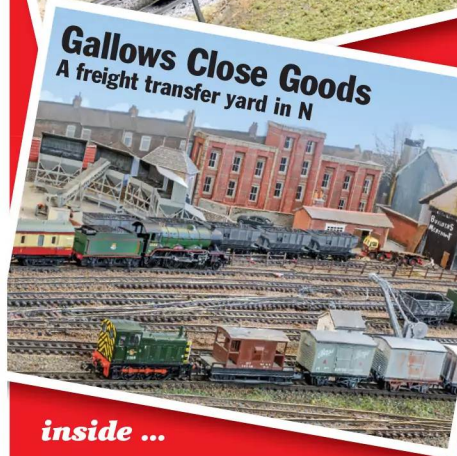


Railway of the Month

Deadmans Lane
The post-Privatisation scene in OO



Sellarhill
A cellar-based BR steam era model in OO



Gallows Close Goods
A freight transfer yard in N

inside ...

• **FOR THE LOVE OF A RAILWAY**
The story behind a community project to model the Lyme Regis branch in OO

• **A SIGNAL BOX FOR MALLERSTANG JUNCTION**
A 4mm structure build by Ian Nuttall

• **A 'WATFORD TANK' IN GAUGE 1**
Part three of this scratch-built 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.

JULY 2024 issue deadline: May 1st

LIVE EVENTS

Saturday 13 April

BASSINGBOURN, Cambridgeshire

Organiser: Royston & District MRC.

Venue: Bassingbourn Village College, Brook Rd, Bassingbourn, Nr Royston SG8 5NP.

Open: 1030-1600

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 accessible, refreshments.

Features: Ashurst Brickworks (009), Books Bridge (0-16.5), Crique! It's a Shed (trams), Donnersbachkogel (HO), East Quay (OO), East Sternham (OO), Ilfracombe East (009), Märklin Gauge 1, Putnoe Halt (G), Reunited Biscuits (OO), SCB Long Road TMD (OO), Southwark Bridge (N), St Saviour Street (N), St Marys (0-16.5), Stevens Point (HO), Stodden Hundred (O), Tetbury (O), Three Mills on Ply (3mm), Whipsnade Central (009), 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: approx 11 layouts, steam & diesel.

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: lay-outs, 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 (009), 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/

[OrpingtonandDistrictModelRailwaySociety/](https://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.hfmr.co.uk

Facebook: www.facebook.com/hfmr

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, Reepharn 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

Saturday 20 & Sunday 21 April

MACCLESFIELD, Cheshire

Organiser: Macclesfield Model Railway Group.

Venue: Tytherington School, Manchester Road, Macclesfield SK10 2EE.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £9.00, accompanied children free; major credit cards accepted.

Amenities: free vintage bus service from Macclesfield railway and bus stations, free parking, level access.

Features: model railway exhibition.

Website: www.macclesfieldmrg.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, 07117 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, coffee 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 Portynyn (1:34), Tan-Y-Llyn (009), Kaninchenbau (HO), Andeer Line (HOM), Tansy bank (009), Kurseong (009), Ryedown Lane (009), Cezanne (HOM), Green End (009), Sandy Shores (009), Tarrant Valley (009), Wickhambreux Road (009), Newton Heath Works (7mm), Bryn-Y-Felin (009), Fintonagh (7mm), Dinas Mawddwy (EM), Clearwater Harbor (On30), trade 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 RM14 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), Blackbills Brewery Company (EM), Blackmore Vale (N), Boxley Town (N), Brightlingsea (N), The Essex Belt Lines (Modular HO), Hayling Island (N), Li-Abit Quay (009), Maldon Market Hill (OO), Penhalg Quay & Black Rock Sands (009), Portlock (OO), Prospect Wharf & Yard (EM), Rundie (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, one mile from Rowley Regis station, local buses. Limited free on-site parking, free three-hour parking at Sainsbury's ¼ mile away, level wheelchair access, disabled toilets, café.

Features: 16 layouts, five trade stands.

Contact: 0785 435 6561.

Saturday 27 April

SOUTH CERNEY, Gloucestershire

Organiser: SCMRs in support of Prostate Cancer UK.

Venue: South Cerney Village Hall, School Lane, South Cerney, Cirencester,



▲ Tetbury (O) by Dave Beighton will be in action at Bassingbourn on 13 April and Stamford on 11 & 12 May. Photo: Dave Beighton



▲ **Newton Heath Works** in 7mm by Martin Finney and Mike Baker will be attending the Wessex Narrow Gauge Modellers event in Eastleigh on 27 April. Photo: Craig Tilley

Gloucestershire GL7 5TZ.
Open: 1000-1600

Admission: adults £5.00, under-16s free with paying adult. No unaccompanied children.
Amenities: parking available in village, level access, refreshments.

Features: layouts in various scales, children's 'drive a train' layout. All proceeds to Prostate Cancer UK.
Email: gmcarrisbrooke@aol.com

Saturday 27 & Sunday 28 April **CARNFORTH, Lancashire**

Organiser: Carnforth Station Visitor Centre.
Venue: Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR.

Open: 1000-1600 both days.
Admission: adults £3.00, children free.
Amenities: rail access from Manchester, Lancaster, Leeds, Preston and Barrow, parking, 'Brief Encounter' refreshment room.
Features: at least seven layouts, trade stands, in support of Carnforth Station Trust.
Contact: 01524 735165.
Website: www.carnforthstation.co.uk

Sunday 28 April **HEATH PARK, Cardiff**

Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Heath Park, Cardiff CF14 4AW.

Open: 1300-1700
Admission: £2.80 (card payment only).
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Sunday 28 April **NORMANDY, near Guildford, Surrey**

Organiser: Guildford O Gauge Group.
Venue: Normandy Village Hall, GU3 2DT.
Open: 1000-1600
Admission: £4.00.
Amenities: free parking, light drinks/snacks.
Features: spring open day with five layouts (including test track) and nine traders.
Website: www.gogg.co.uk

Friday 3 to Monday 6 May **BISHOPS LYDEARD, Somerset**

Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: 1000-1630
Admission: small charge – children to be accompanied.
Amenities: free parking, refreshments.
Features: Bath Green Park and Tamerig New (OO) operating for WSR Spring Steam Gala.
Email: secretary.tmrng@hotmail.com
Website: www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 4 May **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 65) £12.50, family (x4) £49.95, family (x5) £59.95, under 2s free, dogs £1.00.

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 4 May **BIRCHINGTON, Kent**

Organiser: East Kent Model Railway Society.
Venue: The Centre, Alpha Road, Birchington, Kent CT7 9EG.

Open: 1000-1600
Admission: adults £5.00, children under 16 free with paying adult. All profits will support EKMRS funds in its 60th anniversary year.
Amenities: five minutes walk from Birchington-on-Sea station, bus stop nearby, pay & display car park close to venue, level access, light refreshments.
Features: five exhibitors and seven traders. EKMRS will be launching its latest OO scale limited edition Dapol model which depicts a Birchington coal merchant's wagon of the 1930s.
Email: ekmrswhitstable@gmail.com

Saturday 4 May **LONGBRIDGE, Birmingham**

Organiser: Bournville Model Railway Club.
Venue: The Austin Sports & Social Club, 30 Tessall Lane, Longbridge, Birmingham B31 2SF.

Open: 1000-1630
Admission: adults £5.00, family £9.00, accompanied children free.
Amenities: easy access to public transport, free parking, disabled friendly, hot & cold food, licensed bar.
Features: industrial & narrow gauge show.
Website: www.bournvillermc.co.uk

Sunday 5 May **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

Sunday 5 May **FARNHAM, Surrey**

Organiser: Farnham & District MRC OO Group.
Venue: Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham,

Surrey GU9 8TJ.
Open: 1000-1600

Admission: free.
Amenities: free parking, disabled access, refreshments.
Features: open day with *Hazelbury Junction* (new OO club layout), club members' layouts and dioramas, children's charity layout, OO running track, second-hand stall, traders.
Email: 00gauge@farnhammrc.org.uk
Website: www.farnhammrc.org.uk

Monday 6 May **CLEVELAND, Yorkshire**

Organiser: Cleveland Model Railway Club.
Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ (off the A174 at Asda, Arrivabus 5 at 'Skelton, Hollybush').

Open: 1000-1600
Admission: day membership £1.00, children 50p.

Amenities: free parking, disabled access, refreshments.
Features: several layouts working and under construction in various scales & gauges, displays, club sales, GM Books, Tri-angman.
Website: www.clevelandmrc.club

Saturday 11 May **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 11 May **HYDE, Greater Manchester**

Organiser: Stockport & District Railway Modellers.
Venue: The Scout Hut, Cartwright Street, Newton, Hyde SK14 4FH.

Open: 1000-1600
Admission: by donation.
Amenities: light refreshments.
Features: open day with layouts, demonstrations, trade and sales stands.
Contact: 0161 494 2738.
Email: sdrmcclubroom@gmail.com
Website: www.sdrm.co.uk

Saturday 11 May **SOUTH SHIELDS, Tyne & Wear**

Organiser: Model Bus Federation.
Venue: Salvation Army Hall, Wawn Street, South Shields NE33 4EB.

Open: 0930-1600
Admission: adults £3.00, children £2.00.
Amenities: hot & cold refreshments.
Features: displays, photo sales, traders.
Email: publicity@model-bus-federation.org.uk

Saturday 11 May **WATFORD, Hertfordshire**

Organiser: South-West Herts MRS.
Venue: Queens School, Aldenham Road, Bushey, Herts WD23 2TY.

Open: 1000-1630
Admission: adults £8.00, children £4.00, up to two under-15s free with each adult.
Amenities: wheelchair access throughout, refreshments.

Features: Harpenden (O), Oakley Lane (O), Bankfield Road (O), Fleebight Wharf (O), Jubilee Works (O-14), Furenalbahn (On30), Abingdon Branch (OO), Thomas Town (OO), Carterton (OO), Melin Dolrhyd (OO9), TT Display, Ambelton Vale (N), Brinklow (N), Los Tanimals (N American), Rosneath (N), Barry Inspired Scrapyard (N), Staffordshire Potteries (N), Oakgrove Central (N), Wegburg (N German), 14 traders, societies.
Contact: John Davy, 077 8382 3457.
Email: Jhdavy1@virginmedia.com
Website: www.southwesthertsmrs.org.uk
Facebook: www.facebook.com/SouthWestHertsMRS

Saturday 11 May **WINGERWORTH, Derbyshire**

Organiser: Clay Cross Model Railway Society.
Venue: Wingerworth Church Centre, All Saints Church, Longedge Lane, Wingerworth, Chesterfield S42 6PU.
Open: 1000-1600
Admission: adults £3.00, accompanied children free.
Amenities: some exhibits not accessible to disabled. Refreshments available, tombola.
Features: seven club layouts, loco doctor, second-hand stall.
Email: secretary@cxmrs.org.uk

Saturday 11 & Sunday 12 May **BARKBY THORPE, nr Syston, Leicestershire**

Organiser: Syston Model Railway Society (in support of Hope Against Cancer charity).
Venue: 'Roots', Thorpe Farm, Barkby Thorpe, near Syston, Leicestershire LE7 3QE.
Open: Saturday 1000-1630

Sunday 1000-1600
Admission: adults £5.00, family £10.00, accompanied under-15s free.
Amenities: free car park, food, farm shop, farm animals, tombola.

Features: 12 layouts from N to O gauge including *Eyemouth* and *North Road* (N), trade stands, club stand.
Contact: Chris Leach, 0116 2605760.
Website: www.systonmrs.org.uk

Saturday 11 & Sunday 12 May **BRACKNELL, Berkshire**

Organiser: EM Gauge Society.
Venue: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE.
Open: Saturday 1030-1730

Sunday 1000-1630
Admission: two-day ticket £11.00, EMGS members £9.00, accompanied children under 16 free.

Amenities: ¾ mile from Bracknell railway station, close to M3 Jcn 3 and M4 Jcn 10 (follow brown signs for leisure centre), free parking, level access, catering.
Features: Elcot Road (P4), Express Daisy Sidings (EM), Genuig (EM), Great Bardfield (P4), Hepton Wharf (P4), Nettlebridge New Colliery (EM), Otterford (EM), Pencader (EM), Portserra (EM), Rolvenden (P4), Shirebeck in Emswell (EM), West End Drift (EM), Tucking Mill (2mm FS), demonstrations, societies, traders.
Email: expoem@emgs.org
Website: www.emgs.org

Saturday 11 & Sunday 12 May **IMMINGHAM, Lincolnshire**

Organiser: Immingham Museum.
Venue: Civic Centre, Pelham Road, Immingham DN40 1QF.
Open: Saturday 1000-1700

Sunday 1000-1600
Admission: adults £5.00, accompanied children free.
Amenities: parking, disabled access to exhibition area but not to museum layouts, refreshments.

Features: 15 layouts, trade stands, societies, museum including *Immingham Shed* and *Barnetby-Wrawby* layouts.
Email: admin@imminghammuseum.org
Website: www.imminghammuseum.wordpress.com

Saturday 11 & Sunday 12 May **STAMFORD, Lincolnshire**

Organiser: Market Deeping MRC.
Venue: Stamford Welland Academy, Green Lane, Stamford PE9 1HE.
Open: Saturday 1000-1700

Sunday 1000-1600
Admission: adults £9.00, under 16s and registered disabled £4.00, parent & child £12.50, family £25.00 (2 adults & up to 3 children), discounted advance tickets online.
Amenities: free parking, disabled access, refreshments.

Features: 5" gauge outside layout, *A Cold Front* (OO9), *Barnwood* (N), *Breydon* (OO), *Brief Encounter Monochrome* (OO), *Cato Inferno* (OO), *Daisy Lane* (OO), *Dawlish* (TT:120), *Deeping Road MPD* (OO), *Dock Green* (O), *Eastgate Harbour* (OO), *Ellasweat*



▲ Graham Hudson's compact colliery scene *West End Drift* is booked to attend ExpoEM in Bracknell on 11 & 12 May. Photo: Steve Flint

Beet Factory (OO), *Essex Brick* (OO), *Geeksville & SCB Long Road TMD* (OO), *Harbourne St. Mary* (O), *Lockdown Hall* (OO), *Market Obthorpe* (O), *Measham* (OO), *Newvaddon Parkway* (N), *Oakwood Lane* (N), *Patrick Lane Flask Terminal* (O), *Re-United Biscuits* (OO), *Tetbury* (O), *The Neuburg Project* (HO), *Towngate* (OO), *Witham* (OO), five demonstrations and workshops, displays, 23 trade stands.
Email: Showman@MDMRC.Org
Website: www.mdmrc.org

Saturday 11 & Sunday 12 May
YEOVIL JUNCTION, Somerset
Organiser: Yeovil Railway Centre.
Venue: Yeovil Railway Centre, Yeovil Junction Station, Stoford, Nr Yeovil, BA22 9UU.
Open: 1000-1600 both days
Admission: adults £5.00, children £2.50.
Features: model railway exhibition.
Contact: 07796 447220.

Friday 17, Saturday 18 & Sunday 19 May
FAWLEY HILL, Buckinghamshire
Organiser: Fawley Hill.
Venue: Fawley Hill, Fawley, Henley-on-Thames, Buckinghamshire RG9 6JA.
Open: Friday & Saturday 1000-2330
 Sunday 1000-1800
Admission: Friday & Saturday: adults £15.00, children (12-16) £8.00. Sunday: adults £20.00, children £10.00. Under 11s free.
Amenities: parking, disabled access, refreshments.
Features: Vintage Transport Festival. *Melton Mowbray North* (N) on display.
Website: www.fawleyhill.co.uk/
 vintage-transport-festival/

Saturday 18 May
LEEDS, West Yorkshire
Organiser: Leeds Model Railway Society.
Venue: Leeds MRS Clubrooms, Westfield House, Broad Lane, Bramley, Leeds LS13 3HA.
Open: 1000-1600
Admission: free.
Amenities: free parking, no disabled access.
Features: open day with club layouts in O, OO and N and some members' layouts.
Website: www.leedsrms.org

Saturday 18 & Sunday 19 May
ELY, Cambridgeshire
Organiser: Ely & District Model Railway Club.
Venue: Ely College, Downham Road, Ely CB6 3DY.
Open: 1030-1630
Admission: adults £6.00, children (5-16) £3.00, under 5s free, family (2+2) £15.00.
Amenities: free vintage coach shuttle from Ely station, free parking, new hall with level access to all areas, refreshments.
Features: 14 layouts of various scales,

demonstrations, traders, outside live steam.
Contact: 01353 721280.
Website: www.elymrc.org.uk

Saturday 18 & Sunday 19 May
HAYLE, Cornwall
Organiser: Hayle Railway Modellers.
Venue: Hayle Day Care Centre, Commercial Road, Hayle TR27 4DE.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: £5.00, accompanied children under 14 free.
Amenities: chargeable on-site parking; cake, tea and coffee.
Features: layouts covering a wide variety of scales and eras, trade stands.
Website: www.haylerail.co.uk

Saturday 18 & Sunday 19 May
JARROW, Tyne & Wear
Organiser: Jarrow Model Railway Club.
Venue: Primrose Community Association, Lambton Terrace, Jarrow NE32 5QY.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: adults £6.00, children £3.00, family £14.00.
Features: model railway exhibition.
Website: www.jarrowmrc.org

Saturday 18 & Sunday 19 May
SALISBURY, Wiltshire
Organiser: Salisbury & South Wilts Railway Society.
Venue: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS.
Open: 1030-1630 both days.
Admission: adults £5.00, children £2.00 (age 5-16), one child free with each paying adult, accompanied under-5s free.
Amenities: free local car parks, disabled access to main hall, refreshment area and toilets (short flight of stairs to stage), light refreshments.
Features: over 12 layouts in a variety of scales & gauges, trade stands, garden railway (weather permitting) short walk from hall.
Contact: 07768 448369.
Website: www.sandswrs.co.uk

Saturday 18 & Sunday 19 May
SHEFFIELD
Organiser: Neepsend (Sheffield) MRS.
Venue: Grenoside Community Centre, Main Street, Sheffield S35 8PR.
Open: Saturday 1000-1700
 Sunday 1000-1630
Admission: adults £7.50 including one free tea or coffee, accompanied under-16s free.
Amenities: new venue with free on-site parking, disabled access, hot and cold food and drinks.
Features: over 15 layouts, demonstrations, trade stands.
Website: www.neepsendmrs.weebly.com

Sunday 19 May
KIDDERMINSTER, Worcestershire
Organiser: Wyre Forest MRC.
Venue: Club rooms, First Floor, 101 Comberton Hill, Kidderminster DY10 1QH.
Open: 1100-1600
Admission: free, but donations appreciated.
Amenities: limited free parking, light refreshments.
Features: club open day with layouts working and under construction including a junior layout, DCC and dc test tracks in N/OO available for visitors, second-hand stall.
Contact: David Rook, 01902 843760.
Website: www.wyreforestmrc.com

Sunday 19 May
STOW-ON-THE-WOLD, Gloucestershire
Organiser: Stowrail.
Venue: St. Edward's Hall, Stow-on-the-Wold. GL54 1AF.
Open: 1030-1630
Admission: adults £5.00, under-16s free.
Amenities: refreshments.
Features: seven layouts, dioramas, demonstrations.
Website: www.stowrail.org.uk

Friday 24 & Saturday 25 May
BANGOR, Co. Down
Organiser: First Bangor Model Railway Club.
Venue: City Church, Main Street, Bangor, Co. Down.
Open: Friday 1900-2130
 Saturday 1000-1630
Admission: adults £6.00, children £3.00, concession £4.00, family £12.00.
Features: over 30 layouts from T to O gauge, other model displays.
Email: secretary@firstbangormrc.co.uk
Facebook: www.facebook.com/
 firstbangormrc

Saturday 25 May
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 & 65+) £12.50, family (x4) £49.95, family (x5) £59.95, under 2s free, dogs £1.00.
Amenities: parking, refreshments, disabled access (hilly site, unsuitable for three-wheel mobility scooters).
Features: visitors invited to operate *The Andeer Line* (HOM) – instructions given.
Website: www.pecorama.co.uk

Saturday 25 May
BILLERICAY, Essex
Organiser: Billericay Model Railway Group.
Venue: Hannakins Farm Community Centre, Rosebay Ave., Billericay CM12 0XP.
Open: 1000-1600

Admission: adults & unaccompanied children £5.00, concessions £4.50, under 18s £3.00, under 5s free, family £13.00.
Amenities: parking, wheelchair access, refreshments.
Features: over 12 layouts, trade stands.
Contact: 07767 390172.
Email: exhibitionmanager@billericaymrg.org

Saturday 25 & Sunday 26 May
AYLESBURY, Buckinghamshire
Organiser: Risborough & District MRC.
Venue: Stoke Mandeville Stadium, Guttman Road, Aylesbury, Buckinghamshire HP21 9PP.
Open: Saturday 1000-1730
 Sunday 1000-1630
Admission: adults £11.00, children (5-17) £5.00 (free on Sunday), family £25.00.
Amenities: free parking, disabled access, lockers, hot & cold refreshments.
Features: layouts, demonstrations, traders.
Email: raillexmanager@rdmrc.org.uk
Website: www.raillex.org.uk

Saturday 25 & Sunday 26 May
BROCKENHURST, Hampshire
Organiser: New Forest Model Railway Society.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY.
Open: Saturday 1000-1700
 Sunday 1000-1630
Admission: adults £7.00, accompanied children free.
Amenities: approximately 10 minutes walk from Brockenhurst station via gate from Up side car park. Free parking, full wheelchair access except to stage, refreshments.
Features: visiting, club and members' layouts, trade stands and displays.
Email: nfmr@yahoo.com
Website: www.nfmr.org

Saturday 25 & Sunday 26 May
ROBERTSBIDGE, East Sussex
Organiser: Rother Valley Railway Supporters Association.
Venue: Robertsbridge Village Hall, Station Road TN32 5DA.
Open: 1000-1600 both days.
Admission: adults £4.00, accompanied children free, return free on Sunday with Saturday's ticket.
Amenities: adjacent to station with trains from London, Tonbridge & Hastings. Free parking at hall, pay & display parking at station, limited street parking, disabled access, refreshments.
Features: layouts, sales stands, railwayana shop, classic car display, tours and displays of Rother Valley Railway project.
Website: www.rvr.org.uk

Saturday 25 to Monday 27 May
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.



▲ Past RM Cup winner *Bath Green Park* (OO) will be in operation at Bishops Lydeard station on 3-6, 25-27 & 29 May. Photo: Craig Tiley

Venue: Bishops Lydeard Station Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: 1000-1630
Admission: small charge – children to be accompanied.
Amenities: free parking, refreshments.
Features: Bath Green Park and Tamerig New (OO) operating.
Email: secretary.tmrng@hotmail.com
Website: www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

Sunday 26 May
HOVETON, Norfolk
Organiser: Broadland Model Railway Club.
Venue: Hoveton Village Hall, Stalham Road, Hoveton, Norfolk NR12 8DU.
Open: 1000-1530
Admission: adults £4.00, under 16s free.
Amenities: free parking, disabled access, refreshments.
Features: layouts in various scales, club sales, loco doctor, trade stands.
Website: www.broadlandmodelrailwayclub.co.uk

Sunday 26 & Monday 27 May
COSSINGTON, Leicestershire
Organiser: Leicester Model Railway Group.
Venue: Cossington Open Gardens, Cossington, Leicestershire (about six miles north of Leicester between A6 and A46).
Open: 1100-1700
Admission: £7.50 including access to gardens and clubroom.
Features: LMRG clubroom open with six layouts and multi-gauge test track (O, OO & N).
Website: www.lmr.co.uk

Sunday 26 & Monday 27 May
HEATH PARK, Cardiff
Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Heath Park, Cardiff CF14 4AW.
Open: 1300-1700 both days.
Admission: £2.80 (card payment only).
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Monday 27 May
WYTHALL, Worcestershire
Organiser: Model Bus Federation.
Venue: Transport Museum, Wythall, Chapel Lane, Wythall B47 6JA.
Open: 1030-1600
Admission: adults £7.00, under 12s free.
Features: MBF West Midlands Area show.
Email: publicity@model-bus-federation.org.uk

Wednesday 29 May
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: 1000-1630
Admission: small charge – children to be accompanied.
Amenities: free parking, refreshments.
Features: Bath Green Park and Tamerig New (OO) operating.
Email: secretary.tmrng@hotmail.com
Website: www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

MEETINGS

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: murray.eckett@gmail.com

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: Digsweil 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

Thursday 2 May – 1930
Bath Railway Society
Over the Mendips 1874-2024 by Mike Beale.
Venue: The Museum of Bath at Work, Julian Road, Bath BA1 2RH.
Entry: £5.00.
Website: www.bathrailwaysociety.co.uk

Tuesday 7 May – 1930
Gravesend Railway Enthusiasts Society
Railways at the end of my garden by David Wills.
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 9 May – 1930
Locomotive Club of Great Britain
Branch Annual General Meeting, followed by The Preserved St Albans Signal Box.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Hertfordshire AL1 2PE.
Entry: donations appreciated.
Contact: murray.eckett@gmail.com

Thursday 9 May – 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

Monday 13 May – 1930
Lincoln Railway Society
1990s North America by Paul Redford.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085, grahamlighfoot1948@gmail.com

Tuesday 14 May – 1930
Pewsey Vale Railway Society
Canadian Travels by Alec Thomas followed by members' railwayana auction.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 14 May – 1930
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
Steam in the 1960s (Part 2).
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.
Entry: £5.00 for non-members.
Website: www.rcts.org.uk

Tuesday 14 May – 1930
Wells Railway Fraternity
Bath to Bristol through the lens of Russell Leech by Brian Arman.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: Non-members welcome – admission £4.00.
Contact: Andrew Tucker, 01749 830695.

Thursday 16 May – 1930
Marlow & District Railway Society
Bucks & Hants Branch Lines by Richard Crane.
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.

Tuesday 21 May – 1900
Railway Correspondence & Travel Society – Thames Valley branch
The North Staffordshire Railway Part 3.
Venue: Didcot Civic Hall, Britwell Road,

Didcot OX11 7JN.
Entry: £4.00, non-members welcome.
Website: www.rcts.org.uk

Thursday 23 May – 1930
Gravesend Railway Enthusiasts Society
Project 24 by Clive Emsley.
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 23 May – 2000
South East Essex Railway Society
Mangapps Update by John Jolly.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html
Email: seers.rail@gmail.com

Sunday 26 May – 2000
Gauge O Guild
DCC Control with Peter Reynolds.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 April.

Tuesday 28 May – 1400
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
Railtours and Specials (Part 2).
Venue: Digsweil Village Church Hall, Welwyn, Hertfordshire AL6 0DH.
Entry: £5.00 for non-members.
Website: www.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.

Romley Methodist Railway Modellers meet from 1400 onwards every Wednesday in our clubroom behind the Romley Methodist Church. We have a wide range of layouts in N to O gauge. All denominations are welcome. For more details see our website mrmclub.com or contact: mrmhonsec@yahoo.com.

Sidmouth Model Railway Group welcomes enthusiasts to its meetings and has a range of layouts (N, OO and O) in progress for those wishing to become part of an active group. For more information: 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

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 Prowound models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. Other times by appointment please, call John on 07956 973 072.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

PECOMOTECH 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 - BEATOCK 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

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, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Triang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

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.

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED - SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Tel: 01302 371 623. Mobile: 07526 768 178. Email: anoraksanonymouse@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email: footplate@btconnect.com

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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: claireclarke@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

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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.

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WANTED TRIANG TT AND LONE STAR TREBLE O ELECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

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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.

April 2024

16 April (Tues) 7pm-9pm (early entry 5pm £2)
BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36.
Tel: 01226 744 425 www.newcomenairs.co.uk
sales@newcomenairs.co.uk

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@bulldogairs.com
www.bulldogairs.com

28 April (Sun) 10am-4pm
BLUEBELL RAILWAY COLLECTORS FAIR, Horsted Keynes Station, Station Approach, Horsted Keynes, East Sussex, RH17 7BB. Admission by platform ticket, or free with train travel ticket or Bluebell membership card.
For trader information contact Phil Cooper on 07752 867427 or sudburymodelrailways@hotmail.com
For tickets and train times go to www.bluebell-railway.com

28 April (Sun) 10.30am-2.30pm
YEOVIL, SOMERSET (SWAPMEET). Yeovil Railway Centre, Yeovil Junction Station, BA22 9UU.
Tel: 01935 421 107.

May 2024

4 May (Sat) 10am - 1.30pm
SOUTHAMPTON TOY FAIR - BROUGHT TO YOU BY RON-LINES. St James Road Methodist Church, St James Road, Shirley, Southampton SO15 5HE. Adults £2, Children under 12 Free. Café on site, Free parking available as well as street parking.
Tel: 02380 772 681
www.ronlines.com/southampton-toy-fair.html

4,5 & 6th May (Sat-Mon) opens 9am.
LLANDUDNO TRANSPORT FESTIVAL, Bodafon Fields, LL30 1BW. Contact JIM/VICCI RICKETTS.
Tel: 01492 517 004. Email: vicci.rickettsltd@gmail.com

5 May (Sun) 10.30am-3pm
COVENTRY - 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways - many at bargain prices. Adults £3.50, Seniors £3, Children £1.
Tel: 01604 846 688 www.bpfairs.com

5 May (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

12 May (Sun) 10am-2pm
IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting.
Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

12 May (Sun) 9.45am-1.15pm
DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012
www.srptoyfairs1.co.uk

12 May (Sun) 10am - 2pm
LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA.
Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking.
J & J Fairs.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com
jandjairs@virginmedia.com

12 May (Sun) 10.30am-3pm
WALSALL WOOD - Oak Park Active Living Centre, Coppice Road, Walsall Wood, Details: Transtar Promotions.
Tel: 01922 643 385.

14 May (Tues) 7pm-9pm (early entry 5pm £2)
BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36.
Tel: 01226 744 425 www.newcomenairs.co.uk
sales@newcomenairs.co.uk

14 May (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.

18 May (Sat) 10am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttometer Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. Contact: PETER STANTON.
Tel: 07798 858 532.
Email: peterstanton1000@gmail.com

18 May (Sat) 10.30am-3pm
SANDOWN PARK - 500 STALLS, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £7.50, Senior Citizens £7, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show.
Tel: 01604 846 688 www.bpfairs.com

19 May (Sun) 10.30am-2pm
KIDDERMINSTER, Kidderminster Harriers Social

and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

19 May (Sun) 9.45am-1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS.
Tel: 0773 999 8012 or 07498 912 091.
www.srptoyfairs1.co.uk

19 May (Sun) 10.30am-3pm
WINDSOR INTERNATIONAL TOY AND TRAIN COLLECTORS FAIR. The Reach Free School, Long Lane, Mill End, Rickmansworth, Hertfordshire, WD3 8AB. [close to M25 J17. Entrance on A412]. There are many tables and a huge variety of old toys, trains, and collectables. Established in 1971 and still a premier event.
Tel: 07895 581 631.

25 May ❖NOW SATURDAY❖ 10.30am-2.30pm
OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9. Up to 60+ tables, Hornby & Bassett Lowke, 'O' Gauge Trains, 'OO' Trains, Tinplate Toys, Dinky Toys, Corgi, Meccano, Britains Soldiers, refreshments, Free Parking.
Further details, telephone: 01869 347 489
www.toytraincollectorsfairs.com

26 May (Sun) 9.45am-1.15pm
HERNE BAY, High School, Bullockstone Road, Herne Bay, Kent CT6 7TL. Large free car park, 10 minutes walk from Herne Bay Station. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012
www.srptoyfairs1.co.uk

28 May (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

15 June (Sat) 10.30am-4pm
ALRESFORD FESTIVAL OF TOY TRAINS. Perins School, Pound Hill, Alresford SO24 9BS. Adults £10, Children free, Early Entry to Sales Hall, 9am £15. Refreshments all day. Over 20 Layouts including I'ad That Hornby Dublo 3-Rail. Chiltern Group, Hornby Dublo/Wrenn 2-Rail. HRCa Mortimer Group O Gauge, Tri-ang OO and TT, Trix, Underground Layout, LGB, Lego, Tri-ang Big Big. Schuco Monorail, Bowman and others. Approx 70 Sales Tables. Contact: Bob Leggett.
Tel: 07836 734311 boblegett@btinternet.com

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 or 07498 912 091.
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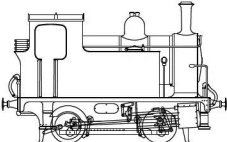
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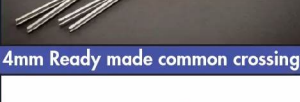
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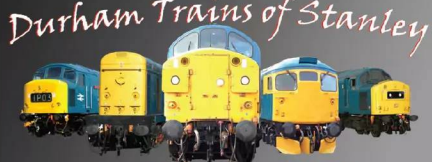



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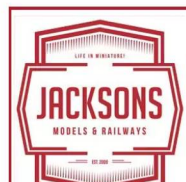
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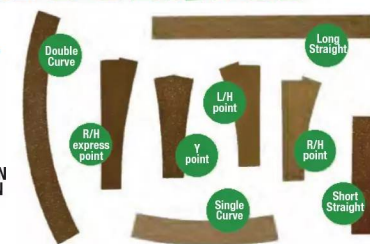
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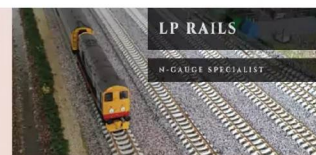
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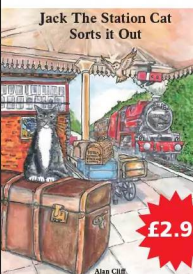
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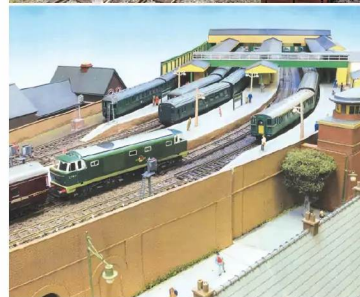
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As some people will be aware since mid December we have been dealing with a number of family medical issues that restricted the amount of time that we were able to spend at work. These issues were compounded from mid February, when a series of medical issues caused major personal problems. This resulted in spending the best part of a week in and out of various hospital departments and then a whole week at home. When you add in the total crash of the main office computer we lost in total between three and four weeks. At present, 20th March, we are still behind, but are slowly catching up.

We would like to express our sincere apologies to all who have had orders delayed by these problems.

An Announcement

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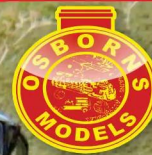
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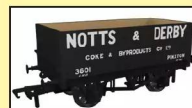
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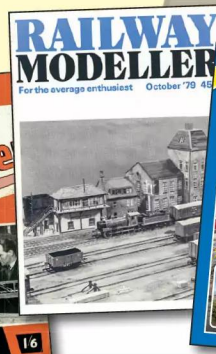
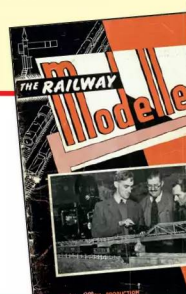
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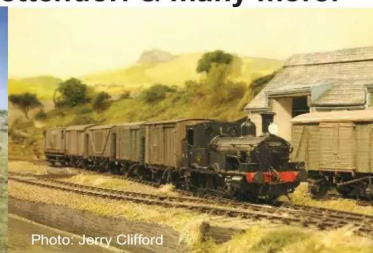
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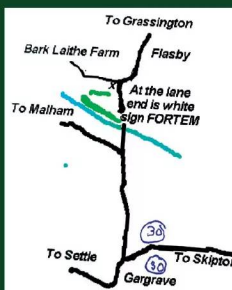
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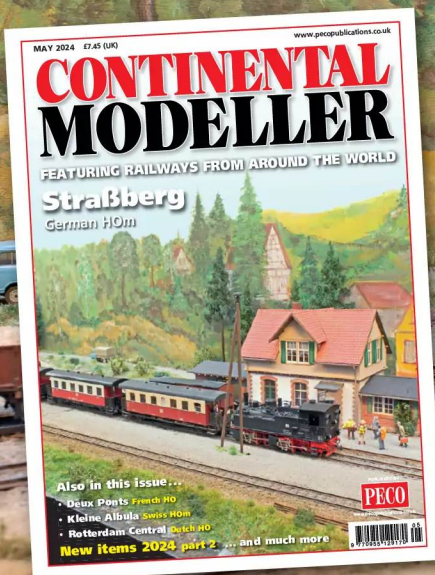
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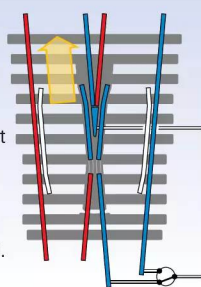
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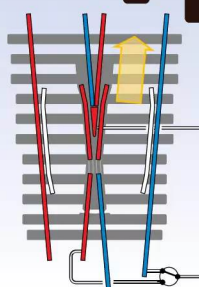
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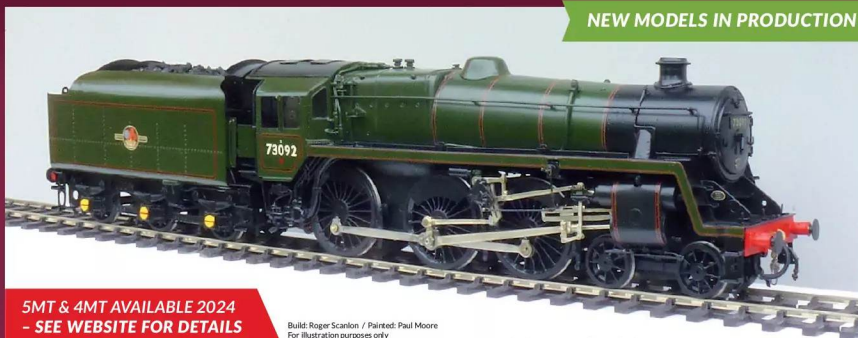
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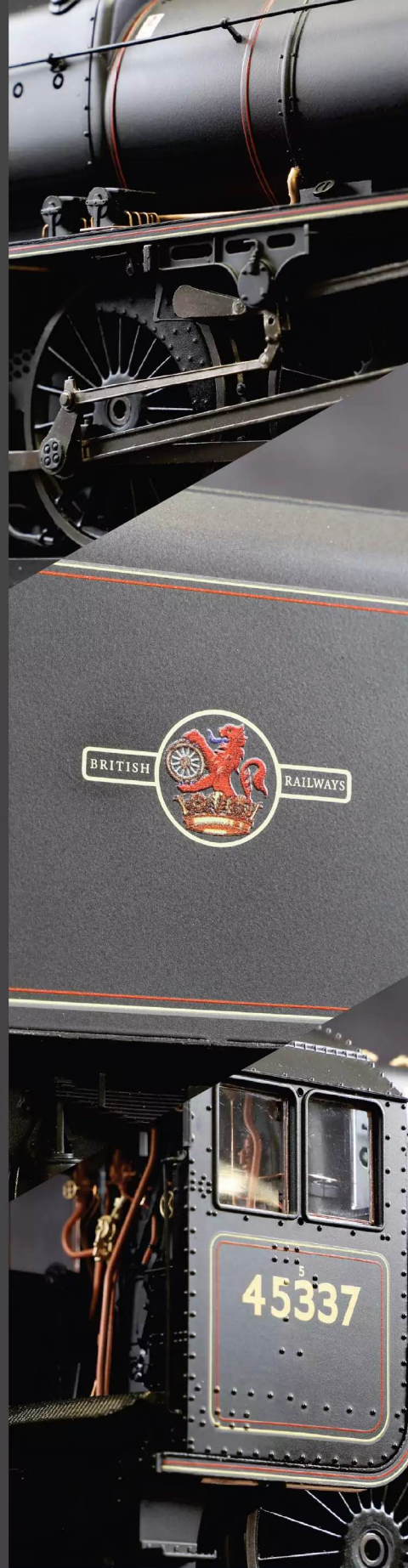


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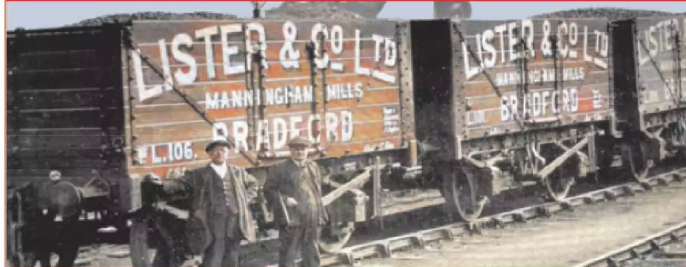
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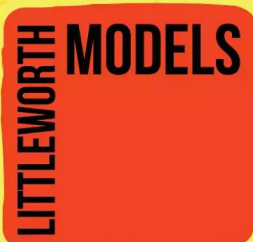
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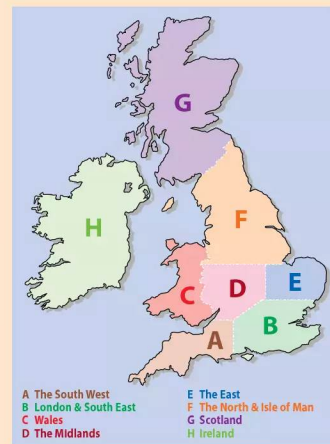
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For ZIMO, it is all about creating sounds and incredibly smooth, ultra-reliable, operation.

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01274 747447
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* Specialists in sound with a wider range of projects available on ZIMO decoders.
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MS-SOUND LINE-UP

MS440 'Maxi'
30 x 15 x 4 mm
3W - 1.2A - 8 FOs
21-pin MTC socket

MS450 'Maxi'
30 x 15 x 4 mm
3W - 1.2A - 9 FOs
8-pin & PluX-22

MS480 'Mini'
19 x 11 x 3.1 mm
1W - 0.8A - 6 FOs
6-pin & 8-pin

MS491 'Mini'
19 x 7.8 x 2.8 mm
1W - 0.7A - 6 FOs
6-pin & 8-pin

MS581 'Mini'
25 x 10 x 4 mm
3W - 0.8A - 6 FOs
Next-18 only

MS500 'Micro'
14 x 10 x 2.6 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

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19 x 8.7 x 2.8 mm
1W - 0.8A - 8 FOs
E24 (28-pin) only

MS590 'Micro'
15 x 9.5 x 3.3 mm
1W - 0.7A - 4 FOs
Next-18 only

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2 x 3W - 4A - 11 FOs
34-pin L-interface

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50 x 40 x 13 mm
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ZIMO 'stay-alive' solutions for MS
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Next-18 break-out board
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50,000µF 'mini goldcap'
capacitor arrays

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It's the only controller you'll ever need to buy and they are all made here in the United Kingdom.



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Our Mains Powered Cased Controllers come complete with transformer and can just be plugged in, connected to the track and away you go. The controllers also feature additional outputs for powering a variety of accessories.



BEST FOR
Beginners

GMC-COMBI

Single Track Controller/Transformer

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.



BEST FOR
Twin Tracks

GMC-D

Twin Track Controller

Most Suitable For: OO, HO, and N Scale

Our best selling controller! Runs a two track railway with minimum of fuss. The Model D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.



BEST FOR
Four Tracks

GMC-Q

Four Track Controller

Most Suitable For: OO, HO, and N Scale

The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs and two of 16V AC and 12V DC outputs for accessories.

Panel Mounted Controllers

Our Panel Mounted Controllers are designed to be able to be set into a control panel of your choice. They require a separate transformer and can be flush mounted too.

The Walkabout

This controller is the perfect controller for moving around the layout.



BEST FOR
Control Panels

GMC-100

Single Track Panel Mount Controller

Most Suitable For: OO, HO, and N Scale

Requires 1x GMC-M1/GMC-WM1 transformer

The panel mount controllers are designed to fit snugly into a control panel of your choice. A flush fit fascia results in a clean finish.



BEST FOR
Realistic Running

GMC-U

Single Panel Mount with Simulation

Most Suitable For: OO, HO, and N Scale

Requires 1x GMC-M1/GMC-WM1 transformer

With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.



BEST FOR
Flexibility

GMC-W

Single Track Walkabout Controller

Most Suitable For: OO, HO, and N Scale

Requires 1x GMC-M1/GMC-WM1 transformer or GMC-100M

Fitted with 1.5m of cable, this controller allows you the freedom to move around while still controlling your layout.

Also in the Gaugemaster Analogue Range

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- GMC-P Single Track Controller with Simulation
- GMC-100MO Single Track Controller for O Scale
- GMC-10LGB Single Track Controller for G Scale
- GMC-10LGBSF Single Track Controller for G Scale with Fan
- 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
- GMC-UDS Twin Track Controller with Simulation 1x GMC-M1 or 2x GMC-WM1
- GMC-UQ Four Track Controller 2x GMC-M1 or 4x GMC-WM1

Cased Transformers

- GMC-M1 2x 16v AC Outputs at 1A
- GMC-M3 1x 24v AC Outputs at 1.25A

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- GMC-WM1 1x 16v or 12v DC Output at 1.1A
- GMC-WM2 1x 9v DC Output at 1.6A
- GMC-WM5 1x 12v DC Smoothed Output at 2A

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